



Active Travel Fund Summary of Proposals for Chelmsford

May 2021

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Introduction

This document is a summary of proposals to develop local cycling and walking routes in Chelmsford as they go out for public consultation. The schemes are part of the Active Travel Fund (ATF) and connect to (LCWIPs).

- **We are really keen to hear your views on these proposed improvements.** We are asking for your views on the specific schemes with infrastructure enhancements to improve safety and make it easier and fun to walk or cycle, as well as information on public opinion and how you travel.
- There will be a further stage of this consultation which will follow in late summer 2021. This will be the Traffic Regulations Order consultation.

Details of the proposed walking and cycling infrastructure enhancements for Chelmsford are included in this document (page 6).

This ATF consultation is the second stage of a process to implement LCWIPs by Essex County Council. They help ensure that a long-term approach can be taken to develop local cycling and walking networks, ideally over the next 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.



What is the Active Travel Fund?

Essex has been awarded over £7 million of government funding to develop safer, greener and healthier travel and transport locally as part of the Phase Two Active Travel Fund.

All five schemes in Basildon (Wickford), Braintree, Brentwood, Chelmsford, and Colchester have been developed in detail with the advice of local councils, councillors, businesses, cycling, access, schools and other local interest groups.

One of the aims of the Essex County Council “Safer Greener Healthier” campaign is to encourage residents to rethink the way they travel, where possible and especially for shorter journeys.

Our plan is to re-allocate road space to make more room for everybody to safely and efficiently walk and cycle in five Essex districts - Braintree, Brentwood, Chelmsford, Colchester, and Wickford.

Implementing the plans will transform these town/city centres and neighbourhoods into thriving, healthier areas, with fewer cars but more people cycling and walking, allowing us all to breathe cleaner air and enjoy a better way of life.

As more people take up walking and cycling and avoid using their cars for short trips, it will mean fewer vehicles on the road and ease congestion for those who have no alternative but to drive, making their journeys more reliable and efficient.

Liveable Neighbourhoods

Many of us, our parents, or grandparents grew up when it was normal for children to play in the street and cycle to school, while many adults used a bike to cycle to and from work. But today the numbers of cars on our roads has dramatically increased along with, accordingly, the number of journeys for which we jump behind the wheel. This has had a dramatic influence on our neighbourhoods with many of them now totally dominated by the car.

Liveable Neighbourhoods aim to reverse this trend and create areas where it is easier and safer for you to walk and cycle, while enjoying a more pleasant street and public realm as a result of fewer cars, with various measures used to prevent residential streets being used as shortcuts, car parks and rat-runs by people from outside the area.

In Chelmsford and Wickford, our plans include Liveable Neighbourhoods which will establish attractive, healthy, accessible, and safe areas, with improved routes for walking and cycling.

School Streets

There is a clear opportunity to improve the environment around schools, especially for children, and the School Streets scheme aims to facilitate improvements to make these areas more accessible and attractive to those arriving on foot or cycle.

This could be through working with the school to introduce new initiatives, or through traffic management, stopping traffic from accessing roads at certain points, so creating a pedestrian and cycle zone.

There is no one size fits all approach, and over the coming months we will be working with local schools within our identified areas (shown in orange) to develop these proposals further.

SCHOOL STREETS IN ESSEX

OUR AMBITION
Most pupils walk, scoot or cycle all, or part of their journey to school.

How will we do this?

PHASE 1: Engage with local communities **PHASE 2: Implementation**

Deliver a range of bespoke solutions to make school streets safer, greener and healthier such as:

- New plants
- Street art
- Active travel rewards
- Park and Stride
- Improved walking and cycling infrastructure
- Parking permits
- Time specific road closure/s
- Physical changes eg anti-mount kerbs, chicanes

TACTICAL (Green)
ENFORCEMENT (Blue)

ATF Chelmsford Proposals

Chelmsford is experiencing significant growth pressures and therefore prioritising the development of good walking and cycling networks is an excellent way of ensuring new housing and commercial developments provide good walking and cycling infrastructure. In turn, this enables trips into a wider active travel network as well as the shorter legs of multi-stage journeys to be undertaken sustainably.

The proposals for Chelmsford will see the improvement of three routes, enabling you to walk and cycle safely between key points in the city, together with better connections to the existing cycle network.

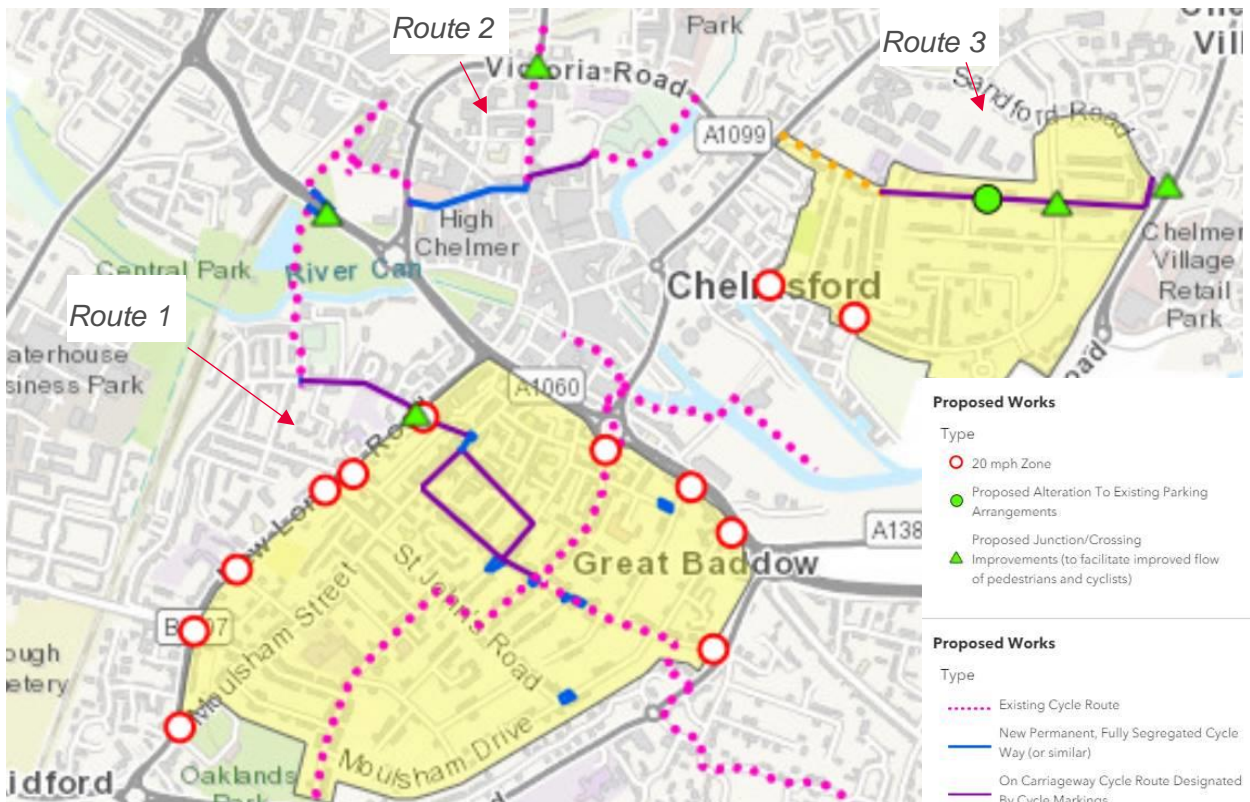
The first route looks to connect the railway station as a key destination, with Baddow as a key residential area. The second improves City Centre connections, extending the existing well-established cycling provision. The third looks to create a Liveable Neighbourhood in the Springfield Allied Estate area including the introduction of a School Street zone on Trinity Road.

Route 1 includes the following proposals to make it easier to walk and cycle:

- 20mph zones
- Extended footways
- Modal filters (a measure which allows for cycling and walking, as well as buses, but restricting general traffic at New Writtle St south and another that allows for cycling and walking but restricting general traffic at New Writtle St north)
- Improved road layouts
- New and improved crossings/junctions



Example of a modal filter



Map of Chelmsford proposals

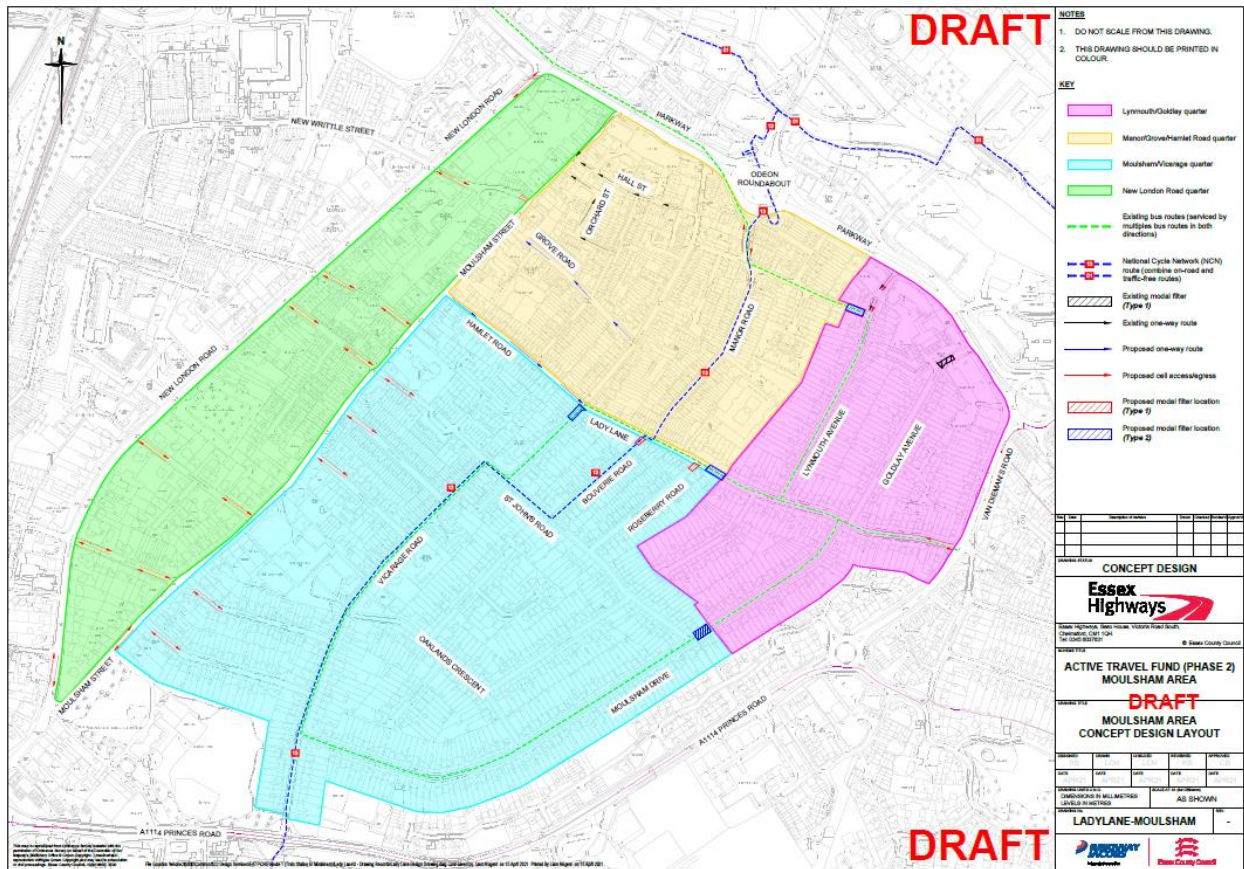


- On Moulsham Street, at the junction with New Writtle Street, new signs and lines will make it clear to drivers that they will no longer be able to turn right into New Writtle Street and instead need to give way to cyclists crossing the junction.
- The existing loading bay on Moulsham Street before Grove Road will be relocated to the opposite side of the road. This will allow a contraflow (travelling in the opposite direction to traffic) cycleway for cyclists travelling north from Moulsham to the station, and, specifically, east from Grove Road onto New Writtle Street.
- Two parking bays on the southern side of the street will be removed to enable the cycleway to be installed, however the intention is to retain the existing parking bays on the northern side.



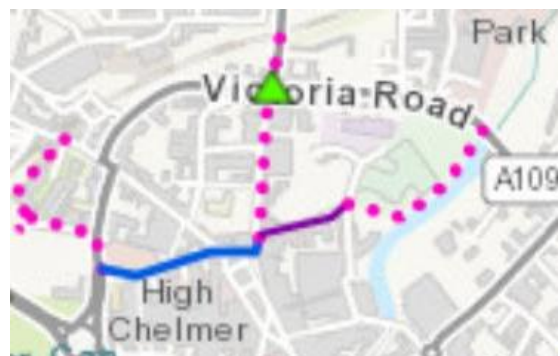
Artist impression of Moulsham Street

- Moulsham area to become a Liveable Neighbourhood- see below map:



Route 2 includes the following proposals:

- Fully segregated contraflow cycleway with road space reallocated to allow for it.
- Improved crossing on Duke Street
- Link to improvements on Tindall Square as well as existing infrastructure to serve the railway and bus stations
- Public realm enhancements
- Cycle markings



Route 3 includes the following proposals:

- Springfield Allied Estate will be designated a Liveable Neighbourhood
- 20mph speed limit
- Connections to existing routes
- Junction improvements
- Planters / cycle hanger storage in place of a parking space to improve public realm
- School Streets zone: Trinity Road



Next Steps

We are really keen to hear your views on these proposed infrastructure enhancements to create healthier streets, a second step in a series of consultations which aim to keep you informed about how the ATF proposals can act as a blueprint for active travel and help improve and safeguard our town centres and high streets. These initial scheme proposals have been informed by our previous work on Local Cycling and Walking Infrastructure Plans.

Please complete the survey, or if you are an organisation, email your response to: SGH.Routes@essex.gov.uk. If you require a hard copy or accessible version of the consultation survey, please email SGH.Routes@essex.gov.uk.

These plans are a vital step forward to develop coherent walking and cycling networks for Essex. Once residents views have been collected and analysed, the ATF proposals will be updated online and a report published to inform the final proposals. This will be included in the TRO consultation in late Summer / Autumn when we will be seeking your input again.

Thank you for your support.

This information is issued by:

Essex County Council

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