

Route #	Alignment	LCWIP Town	RST Links	WRAT Links	Current Conditions / General Commentary	Design Priority (0-3 years)
GD Route 1	Chelmsford Road to Lime Tree Hill via Town Centre	Great Dunmow	46%	61%	<p>This route is an important north - south corridor connecting the north of the town with Great Dunmow town centre and its associated amenities and then to employment in the south of the town. The southern section of the route follows the B1008 which is characterised by high traffic flows, high HGV% owing to the industrial uses along this corridor and inconsistent provision for pedestrians. The middle section of the route follows Stars Lane, is filtered to through traffic and is a pleasant low traffic environment for walking or cycling. Stars Lane connects to North St at its southernmost point, providing a direct link to the High Street. The spur at the southern section of the route follows The Downs, which is a moderately trafficked road subject to a 30mph speed limit and with no dedicated cycle facilities. This link is characterised by narrow footways which disappear at points and require resurfacing in places. There are also issues with footway parking, which further reduces clearance widths for pedestrians.</p> <p>The northern section of the route follows The Causeway, which is a B-road carrying north-south motor traffic through the town. This road is also a bus route for multiple bus services (323, 324, 451, 414) and therefore is a hostile environment for cyclists at present. Improvements for this should focus on provision of dedicated facilities for cyclists and improving pedestrian crossing provision at critical junctions along the B1008 where feasible.</p>	<p>From North to South:</p> <p>Improve Causeway/ Godfrey Way junction by providing pedestrian crossings on the northern and southern sides of the roundabout.</p> <p>Resurface and widen footways along the route where there is a particularly poor level of service at present, i.e. Rosemary Lane and The Downs. Along The Downs where there are missing sections of footway, crossing points should be provided to enable pedestrians to cross and use the provision on the opposite side of the carriageway.</p> <p>Reduce the junction geometry at Market Place/High Street junction to slow turning vehicles, and provide a refuge island to assist cycles turning right. Re-prioritise pedestrians by providing continuous footway at White Street</p> <p>Simplify the junction of High Street/ New Street, joining the war memorial to the southern footway. Consider a continuous footway treatment.</p> <p>SW Branch (west to east):</p> <p>Provide pedestrian crossing facilities at all arms of the Ongar Road/Lukin's Drive junction, on pedestrian desire lines. Consider zebra crossing(s) on busier arms.</p> <p>Widen the northern footway using the verge, and provide tactile paving at each side road along Ongar Road, from Lukin's Drive to Upper Mill Field.</p> <p>Provide pedestrian crossings at pedestrian desire lines and widen the footways at the Chelmsford Road/Ongar Road junction.</p> <p>From east to west:</p> <p>The focus of this route should be to ensure a consistent, 2m wide footway can be provided along both sides of the carriageway given this is a route to school. At present, footways are inconsistent and uneven and parking/footway parking is an issue which reduces clearance widths. This could be addressed as part of any footway works by formalising parking arrangements.</p> <p>Reconfigure parking arrangement to improve pedestrian facilities at the Church End/Church Street junction.</p> <p>Improve pedestrian facilities at Beaumont Hill/The Causeway/Lime Tree Hill junction and provide controlled crossings on E-W and N-S desire lines.</p> <p>Review layout of Beaumont Hill/ Newton Hall Chase junction and provide consistent footway and crossing points where footways end.</p> <p>Provide signalised crossing to the school entrance at the Beaumont Hill/ Parsonage Downs junction.</p> <p>From east to west:</p> <p>Review footway provision and footway widths to ensure continuous footways of at least 2m in width are provided where feasible throughout corridor.</p> <p>Review and improve side road junctions along the route by tightening the corner radii and appropriate side road treatments such as continuous footways.</p> <p>Improve the Rosemary Lane/ Stortford Road junction, focusing on the crossing points and making the layout more compact. The existing crossing on the southern side of the junction could be upgraded to a zebra, with potential for a parallel zebra with associated shared / footway widening to assist with turning movements.</p> <p>Improve the High Stile/ Stortford Road junction through reducing the corner radii and providing tactile paving and dropped kerbs to assist pedestrians.</p> <p>Review the existing crossing provision at the Woodside Way/Stortford Road Roundabout where traffic flow is fairly heavy and consider upgrading the northern arm of the junction to a controlled crossing to improve</p>
GD Route 2	Church End to St Helena Romanes School via B1008	Great Dunmow	48%	48%	<p>This route is an east-west route in the north of the town which provides a connection between Church End and St Helena Romanes School. Once development in the north-east of Great Dunmow comes forward, this route will therefore be a key walking and cycling route to school. There are also linkages with GD Route 1 (to town centre) and GD Route 6 (across Dunmow Recreation Ground). There are no dedicated cycle facilities along the route, which is subject to a 30mph speed limit with moderately high traffic flows.</p> <p>The key issues identified on this route include improving crossing facilities at junctions for pedestrians and cyclists, investigating protected facilities for cyclists or traffic calming, and localised footway widening and resurfacing to ensure a consistent and sufficient level of service for this busy pedestrian route.</p>	
GD Route 3	Great Dunmow Grange development to High Street via Stortford Road	Great Dunmow	70%	79%	<p>This route provides an important connection between the new development in the west of the town and the local amenities on Great Dunmow High Street. The route also provides links to Great Dunmow County Primary school, St Mary's Primary School and Tesco Superstore. It is therefore a route with high potential for walking and cycling demand.</p> <p>The western section of the route follows a 3m wide shared use route from the development and is therefore separated from the high traffic volumes along Stortford Road. Cyclists rejoin the carriageway opposite west of Green Lane and past this point have to mix with high traffic volumes into the town centre. There are also issues with narrow footways in places and instances of side-road junctions with wide corner radii and long crossing distances for pedestrians. Given the above, improvements should be focused on improving the eastern section of the route to complete the connection in to the town centre.</p>	

GD Route 4 Chelmsford Road to Nursery Drive via Dunmow Bypass Footbridge Great Dunmow

72%

71%

Route 4 is a short spur route which provides a connection from the Chelmsford Road corridor (GD Route 1) across the Dunmow bypass and into the residential estate north of Ongar Road. At present, this route is unsuitable for cyclists or wheelchair users as pedestrians are required to walk up steps to use the bridge crossing the byapss. The majority of this route, apart from the bridge, follows quiet residential streets which are generally suitable environments for walking and cycling. Improvements for this route should therefore focus on improving the accessibility of the footbridge and whether a ramped solution can be explored to enable pedestrian and cycle access. Improvements should also focus on lighting and visibility improvements to increase perception of personal safety. If this can be achieved, then a quiet route is unlocked from the south of the town into the town centre that avoids the B1008.

Will be tricky to implement as a cycle route due to the width of the footpath and the complexity invovled in improving the footbridge. Therefore improvements are focused on improving the route for pedestrians as a quieter route into the town centre.

Upgrade all junctions to include dropped kerbs and tactile paving in the residential areas north and south of the footbridge.

Keep footbridge and footpath on the approach to the footbridge clear of vegetation and leaves to reduce risk of slipping.

Improve public realm over the bridge by repainting railings and potentially resurfacing the footpath.

GD Route 5 Stortford Road (Tesco) to The Causeway via Woodlands Walk Great Dunmow

78%

83%

Route 5 provides an east to west connection from the Tesco Superstore on Stortford Road to The Causeway in the east of the town. It links to GD Route 3, GD Route 1 and GD Route 5A which provides a spur connection south, towards the town centre.

East to West:

The eastern section of this route uses Godfery Way which is a quiet residential street with no through routes for motor traffic and therefore suitable for on-carriageway cycling. The focus of this section should be to upgrade all the side road junctions to ensure provision of tactile paving and dropped kerbs along the route.

The eastern section of the route follows quiet residential streets and therefore is already conducive to walking and cycling. The middle section of the route follows a footpath through the centre of Woodlands residential estate. This provides a high quality pedestrian connection although widening would be required for this to be suitable as a shared use route. There are also sections of footpath through the wooded area west of Godfrey Way where pathway width, lighting, wayfinding and personal safety are the key issues to be overcome. The westernmost section of the route follows a recently constructed shared-use footway that connects to the facilities along Stortford Road.

Provide wayfinding to direct pedestrians & cyclists to the traffic-free path through the residential estate.

Provide lighting along the woodland and park path to improve safety and usability of the route when dark.

Review access controls along shared use path through residential estate and replace with wooden bollards (or similar) to ensure that path is accessible for all cycles and wheelchair users.

GD Route 5A Downs Crescent to Star Lane Great Dunmow

77%

84%

Route 5A provides a spur connection from GD Route 5 to the town centre, utilising Downs Crescent and the woodland paths to the north of this. The southern section of the route connects with Star Lane, which provides a low-traffic connection into the town centre as part of GD Route 1.

North to south:
Provide wayfinding along route to direct pedestrians & cyclists towards the town centre as the route is currently not very legible.

Provide lighting along footpath (through the woodland) to improve safety and usability of the route when dark.

The route is primarily traffic-free, or lightly trafficked, with the key issues to address including widening of footpaths through the forest to enable safe cycling.

Provide dropped kerb transition onto carriageway where the existing footpath meets Downs Crescent.

Review gated access to Downs Crescent and reconfigure to enable cycle access without needing to dismount (might be tricky as it is a private road?)

GD Route 6 Great Dunmow Recreation Ground Great Dunmow

60%

85%

Route 6 is a short route which provides a traffic-free alternative to the northern section of GD Route 1 and provides the final section of a connection from the south of the town up to Church End, where there is planned residential development.

North to south:

Widen the access to Gt Dunmow Rec from the B1008 and remove access controls to enable cycle and wheelchair access. Provide dropped kerb to aid transition from carriageway onto shared path.

At present, the route follows a max. 2m wide path through the playing fields and therefore may not be suitable for cyclists. The transition from the southern section of this path onto The Causeway is also inaccessible at present for cyclists, due to bollards and lack of dropped kerbs. The focus of this route therefore should be to enable cycle traffic and create a high quality shared-use connection to Church End.

Provide crossing for peds/cyclists on the B1008 to enable safe crossing from the western side of the carriageway into the park.

GD Route 7 Church End to Marks Farm Great Dunmow

60% n/a

Route 7 provides a north - south connection from the north of the town at Church End to Marks Farm and forms an extension to route 2. The route provides a connection to the planned residential development.

At present, the northern section of the route is rural in character and there is no footway provision. However, the character of this route will change once the planned residential development is constructed meaning dedicated pedestrian and cycling infrastructure will be required.

South-west to North-east:

Simplify the junction at St Edmunds Ln / The Broadway to improve safety for pedestrians and cyclists.

Provide 2m wide footways along the corridor, as a minimum.

SW Route 1 Windmill Hill to Audley End Railway Station via B184 High Street Saffron Walden

55%

62%

Route 1 connects Audley Railway Station to the town of Saffron Walden, finally terminating in the north of the town on Windmill Hill. As well as providing an important connection to the station, this route also connects with several local amenities along High Street and Saffron Walden County High School. The initial section of the route along Wenden Road has no footway, however has some interventions to improve cycling conditions, including build-outs to promote traffic calming and restriction of the northern section of the road to one-way to enable an on-carriageway cycle lane. The route through Saffron Walden is an important bus route with several services per hour. London Road and High Street are also heavily trafficked as this is the primary north to south link through the town, also providing access to the town centre. A 20mph speed limit is in place on High Street, however the remainder of the route is mainly subject to a 30mph speed limit.

North-East to South-West:

Upgrade the existing southern section of the footway on Audley End Road to shared-use path and widen the shared-use path to achieve a minimum width of 3m(where possible) to enable cycle access.

Resurface and potentially widen the footpath behind the hedgerow at the southern section of footpath on Audley End Road.

Provide light segregation on the existing mandatory cycle lane along Wenden Road to improve protection from motor traffic.

Upgrade the existing uncontrolled crossing to toucan crossing over B1383 London Road to provide a safe crossing point for pedestrians and cyclists on where traffic is fairly heavy + high speeds.

Extend the shared-use path on Station Road to the entrance of Audley End Station

SW Route 2 Swan Meadow to Ashdon Road via The Common and King Street Saffron Walden

61%

90%

Route 2 provides a short connection through the centre of the town, along King Street and through the market square. The route is not suitable for cyclists, however provides a pleasant route for pedestrians given the historic streetscape of King Street. King Street is currently closed to traffic on market days.

The eastern section of the route traverses The Common and is a pedestrian only route at present. The Common is a popular trip destination in its own right and benefits from its proximity to the centre of the town. This route interfaces with several other LCWIP routes (1, 7, 10 and 5) and therefore the improvements proposed will strongly contribute to the wider walking and cycling network in the town.

East to West:

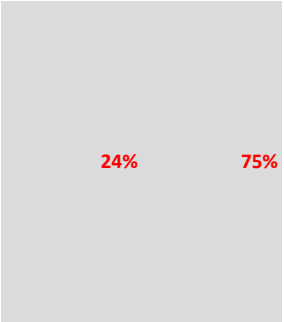
Relocate the existing zebra onto the desire line at Common Hill/ Side Road leading to Rose & Crown Walk/ access point for the Common.

Upgrade crossing of B184 High Street to a zebra crossing to enforce pedestrian priority along this busy route.

<p>SW Route 3 Audley End House to Knight Park via Mount Pleasant Road</p>	<p>Saffron Walden</p>	<p>52%</p>	<p>56%</p>	<p>Route 3 provides an east to west connection across the town, from Audley End House in the west to Knight Park retail park in the east. The route also links with the High School and interfaces with LCWIP routes 1, 6 and 7. The eastern end of the route follows the shared-use footway on the eastern side of the B184 which connects to the retail park. Although this route provides protection from motor traffic, it is often below 3m in width and is also a popular route for pedestrians which could invite conflict between users.</p> <p>The western end of the route follows Audley End Road, which has relatively high traffic levels as well as multiple bus routes. Footways are narrow at present and uneven/cracked in places and cyclists mix with traffic. The central section of the route follows Peasland Road which is also a bus route and provides access to the residential esates in the south of the town.</p>	<p>East to West:</p> <p>Provide controlled crossing at Peaslands Road / Thaxted Road junction for pedestrians and cyclists.</p> <p>Upgrade Debden Road / Borough Lane / Mount Pleasant Road junction to improve facilities for cyclists, which could include early start facilities and two-stage right turns. Consider tightening corner radii to move pedestrian crossings closer to the desire line.</p> <p>The focus of the western end of Audley End Road should be to widen and resurface footways as a minimum to ensure there is a safe route to Audley End House. Footways should be smooth, level and 2m wide where possible.</p>
<p>SW Route 4 High Street to Radwinter Road via Hill Street</p>	<p>Saffron Walden</p>	<p>56%</p>	<p>59%</p>	<p>Route 4 provides an east to west connection through the centre of the town. It connects Hill Street in the west and runs along Radwinter Road past the hospital and terminating at the recently constructed residential development in the east of the town. The western section of the route follows Hill Street which is an area of high footfall with several cafes and shops. Footways are narrow in places which often forces pedestrians into the carriageay. The road is also one-way at present, meaning that cyclists are currently unable to cycle</p>	<p>East to West:</p> <p>Junction improvements with dedicated pedestrias and cycle crossing at Radwinter Road/ Elizabeth Way/Horn Book junction. This should be tied in with overall improvements along the corridor.</p> <p>Rationalise/simplify Hill Street/ Common Hill/ Cates Cor/ Fairycroft Road junction to include safer crossing points. Declutter the footway by removing the guard railing.</p> <p>Widen and declutter the footway through the town centre, eg. removal of the bollards on Hill Street.</p> <p>Enable contra-flow cycling on Hill St / George St – this may require a review of the on-street parking/servicing and street layout to ensure adequate width</p>
<p>SW Route 5 Church Street and Ashdon Road</p>	<p>Saffron Walden</p>	<p>57%</p>	<p>80%</p>	<p>Route 5 runs parallel to route 4, from east to west through the north of the town. It connects High Street in the west to employment and residential development in the north eastern extents of the town. The route primarily follows Ashdon Road, which carries in the region of 5,000 vehicles per day (DfT). Much of this route is fairly narrow in width, exacerbated by on-street parking. Level of service for pedestrians is reatively high, with evidence of recent footway resurfacing, however there are some sections in the vicinity of Dame Bradbury's School where there is only footway provision on one side of the carriageway.</p> <p>The western section of the route follows Church Street, which connects to High Street as well as providing access to terraced properties and various shops/businesses. Church Street is one way (westbound) and therefore is not currently accessible for easstbound cycling. Given the narrow widths and historic streetscape, footways are narrow in places and disspear at points.</p>	<p>East to West:</p> <p>Improve Elizabeth Way / Ashdon Road junction to tighten corner radii, providing controlled pedestrian crossing and reduce speed of vehicles turning onto Elizabeth Way from Ashdon Road.</p> <p>Review crossing points along route and ensure controlled pedestrian crossings are provided along key desire lines e.g. at Dame Bradbury's School</p> <p>Vehicle flows along Ashdon Road are likely nearly low enough for cycles to mix safely with general traffic, or through on-carriageway cycle lanes. Carriageway widths are narrow and on-street parking/pavement parking is clearly an issue so any segregated infrastructure would not be feasible.</p>
<p>SW Route 6 Audley Road to Cromwell Road Local Centre via Debden Road</p>	<p>Saffron Walden</p>	<p>75%</p>	<p>61%</p>	<p>Route 6 provides a north to south connection from East Street to the local centre on Cromwell Road which serves the Pleasant Valley residential estate in the south of the town. The route can be split into three sections - Audley Road, Debden Road and Cromwell Road.</p> <p>The northern section along Audley Road is one way (westbound) and varies in width. Footway provision is inconsistent, with many sections of the route only having a footway on one side of the carriageway. Debden Road serves several residential roads and has many residential properties fronting onto the road. It varies in width and footway provision varies in quality and width. Cromwell Road is a residential road with some traffic calming measures in place, including speed bumps. It serves a small local centre and an hourly bus service (316).</p>	<p>North to South:</p> <p>Enable contra-flow cycling along Audley Road</p> <p>Review footway provision and footway widths to ensure continuous footways of at least 1.8m in width are provided where feasible along Pleasant Valley and Debden Road. At present there are several pinch points which increase road danger.</p> <p>Review crossing locations along the route and provide controlled crossings along key desire lines, such as the Tesco Express on Rowntree Way.</p>

SW Route 7	B1052 Little Walden Road to Mount Pleasant Road via Common Hill	Saffron Walden	76%	73%	<p>Route 7 provides a north - south connection from the north of the town to Peaslands Road. The route provides connections to the town centre, The Common and two schools on South Road.</p> <p>The initial section of the road is a B-road (B1052), subject to a 30mph speed limit which provides a route into the town from Little Walden, Hadstock and Linton to the north. As the route enters the centre of the town, the speed limit reduces to 20mph although traffic levels remain high. The southern section of the route along South Road is quieter and more conducive to on carriageway cycling, however there are likely to be peaks in the morning and evening when traffic levels increase during school drop-off and pick-up.</p>	<p>North to south:</p> <p>Review footway widths along corridor and widen at pinch points, aiming for a minimum of 1.8m where carriageway width allows.</p> <p>Provide dropped kerbs and tactile paving as a minimum at all side roads, with crossings on pedestrian desire lines. Along busier roads (i.e. along the B1052) consider slowing turning vehicles by providing raised entry treatments at side roads.</p> <p>Enable contraflow cycling along Fairycroft Road and South Road to ensure continuity of route.</p>
SW Route 8	Elizabeth Way	Saffron Walden	46%	76%	<p>Route 8 is a short connection between Route 5 and Route 4. It follows Elizabeth Way which generally has adequate footway provision, with the exception of missing footway on the western side of the carriageway towards the northern end of the road. The road carries c. 5,000 vehicles per day (DfT) and therefore could be suitable for on-carriageway lanes for cycling if traffic calming and traffic reduction measures were implemented.</p>	<p>North to south:</p> <p>Improve side road junctions by tightening corner radii and ensuring dropped kerbs and tactile paving are provided as a minimum level of provision to assist pedestrians.</p> <p>Provide crossing from Elizabeth Way (minor arm) across Elizabeth Way (major arm) to facilitate desire line between properties on the western side of the carriageway and the bus stops/commercial units on the eastern side of the carriageway.</p> <p>West to East</p>
SW Route 9	Wenden Road to Debden Road via Beeches Close and Summerhill Road	Saffron Walden	61%	63%	<p>Route 9 is a short route which connects Wenden Road to Debden Road. It therefore could be a useful connection for those accessing the Pleasant Valley estate from the route to the station (Route 1). At present this route is unsuitable for cycling - the initial section of public footpath which bounds the school is narrow with stepped access and the access onto Beeches Close is narrow between two residential properties. It is therefore unlikely that this route could be developed as a cycle link without significant widening of the PRow and CPO of the properties at the eastern end of the footpath. The focus of this route should therefore be on improving conditions for walking.</p>	<p>It is unlikely to be feasible to upgrade route 9 to enable cycle access, given the width constraints created by the properties at the eastern end of the footpath and the challenging gradients along the path. Therefore, this route could form part of a pedestrian route to the station from the Pleasant Valley area if improvements are implemented along Route 1.</p> <p>Provide a controlled pedestrian crossing over Newport Road to enable safe crossing between the school and the residential area around Pleasant Valley, as well as access to the bus stop.</p> <p>Tighten junction geometry at junctions along the route - e.g. Beeches Close / Newport Road, to reduce crossing distances and slow turning vehicles. Ensure dropped kerbs and tactile paving are provided at all junctions along the route.</p>
SW Route 10	Chaters Hill to Shire Hill Lane via Thaxted Road	Saffron Walden	55%	54%	<p>Route 10 extends from Ashdon Road, following Thaxted Road before using Shire Hill Lane to provide a connection to proposed employment and new residential development in the south-east of the town. The southern section along Thaxted Road experiences relatively high traffic volumes with a fairly narrow carriageway width. There are also issues with footway widths, footway parking and frequent footway crossovers creating an uncomfortable environment for pedestrians and cyclists alike.</p> <p>The southernmost section of the route along Shire Hill Lane is well-surfaced and provides a pleasant traffic-free route for both pedestrians and cyclists. Issues identified along this section of the route include overgrown vegetation restricting width and lack of lighting & natural surveillance which could impact users perception of personal safety and the usability of the route in winter months or at night.</p>	<p>North to south:</p> <p>Enable contra-flow cycling along Chaters Hill</p> <p>Review the current path along Shire Hill Lane to ensure it is properly maintained and free from obstructions or overhanging vegetation that reduce its effective width.</p> <p>Provide lighting along the traffic-free section of the route to ensure the route is usable when dark and year-round.</p>
SW Route 11	Little Walden Road to Chesterford Research Park via Little Walden	Saffron Walden	54%	N/A	<p>Route 11 extends from the north of the town on Little Walden Road to Chesterford Research Park, providing a connection between Saffron Walden and the research park, which is a key employer in the local area.</p> <p>The route is rural in character, with limited pedestrian facilities and no dedicated facilities for cyclists. The southern section of the route is subject to a 40mph speed limit. As the route enters Little Walden, the speed limit reduces to 30mph.</p> <p>The northern section of the route follows Petts Lane which has a lower volume of traffic and is subject to a 20mph speed limit- therefore is suitable for on-carriageway cycling. Cyclists mix with traffic along the entirety of the route and a very narrow footway is provided on the western side of the road on the southern-most section of the route.</p>	<p>South to North</p> <p>The primary focus of improvements should be to ensure that cyclists are adequately protected from vehicle traffic along the route. The existing footway on the southern section of the route on Little Walden Road could be upgraded to achieve a shared-use path, aiming for a minimum of 3m in width. This would require a review of highway boundary and land ownership parcels to determine whether any third party land would be required.</p> <p>On the middle section of the route, where there is no existing footway, a review of highway boundary would be required to determine whether the proposed shared-use facility could be continued using available verge space. If this is not feasible, consider traffic calming measures such as centre line removal, speed limit reduction to 30mph and advisory cycle lane to enforce priority for cyclists.</p>

SW Route 12 E-W off-road path from Thaxted Road Saffron Walden



Route 12 extends west to east from Thaxted Road along a bridleway via Tiptofts Lane. It lacks lighting and natural surveillance, impacting users' perception of safety and the usability of the route in winter months or at night.

This route would provide a short connection from the existing facilities on Thaxted Road to the planned development on land north of Thaxted Road. It would also provide a connection to LCWIP Route 10.

Review the current path to ensure it is properly maintained and free from obstructions or overhanging vegetation that reduce its effective width.

Provide lighting along the route to ensure it is usable when dark and year-round. Review and resurface existing path to a smooth bound surface that is suitable for year round walking and cycling. Ensure minimum width of 3m along the route so that it meets LTN 1/20 standards for shared-use routes.

These improvements could be delivered as and when the development sites in this area come forward and funded through S106 agreement.

General Design Recommendations (3-8years)

From North to South:

Consider corridor-wide 20mph speed limit - potentially as part of a wider town-wide 20mph application.

Investigate feasibility of stepped cycle tracks or light segregation along B1008 Beaumont Hill (where width allows) to provide protection from traffic flows/HGVs and improve route to Church End and Helena Romanes School.

At The Downs/Star Lane junction, relocate crossing to align with desire line and upgrade the crossing to a parallel zebra

Review layout of Market Place/Star Lane junction and improve visibility to cyclists transitioning from Market Place onto the route via Star Lane, or vice versa.

General improvements to the town centre area of Great Dunmow, enhancing the existing public realm.. This would include providing gateway features on the approach into the town centre, using alternative surface markings on the carriageway and visual narrowing of the carriageay, all with the aim of reducing vehicle speeds and enhancing the public realm.

Review the carriageway layout on High Street and investigate the opportunities to provide cycling infrastructure, reduce vehicle speeds and enhance public realm.

Review the layout of the Chelmsford/Station/Haslers junctions to simplify it and reduce vehicle speeds, while improving the provision for pedestrians and cyclists, in particular ensuring crossing facilities on each arm.

Investigate feasibility of stepped cycle track or light segregation along B1008 Chelmsford Road to provide protection from traffic flows/HGVs and improve route to NCN/Fritch Way. As part of this, restrict on-street parking at the pinch point on the bridge section of Chelmsford Road near the Fritch Industrial Estate.

Reduce junction geometry at Chelmsford Rd and the Travelodge access road, to slow vehicles and assist cycles in turning.

Improve connection onto Fritch Way by providing a signalised crossing over Chelmsford Road and wayfinding to indicate the start of the route

From east to west:

Review the carriageway layout of the bridge over River Chelmer at Church and investigate the potential of restricting the bridge to one-way traffic with signals to create more space for pedestrians and cyclists.

Address B1008/B1057 (Parsonage Downs, The Causeway) corridor, which is a key route to school, to improve conditions for walking and cycling. Improvements should focus on improved crossing facilities, side-road treatments, tightening geometry at side-road junctions, consideration of 20mph speed limit, centre-line removal and footway widening where possible.

20mph limit could be provided as part of a wider town-wide 20mph application.

From east to west:

Investigate the feasibility of introducing stepped/lightly segregated cycle track to facilitate a continuous cycle route from new developments into town centre along Stratford Road, continuing from where the current shared-use path ends.

If segregation is not achievable within the highway width available, aim to improve conditions for walking and cycling through speed limit reduction, traffic calming, increased provision of crossing points, side road treatments and footway widening at pinch points.

Consider corridor-wide 20mph speed limit - potentially as part of a wider town-wide 20mph application.

Design Maximum (8+ years)

Investigate role of through traffic in the town and whether B1008 is carrying strategic east-west and north-south through traffic rather than the B184 and B1256. Could the volume of traffic on High Street be reduced?

Investigate role of through-traffic in the town centre and whether it would be feasible to restrict or reduce this.

Provide wayfinding to signify quiet alternative route to the B1008 for walking into the town centre.

Review lighting on approaches to footbridge to improve safety/perception of safety along route.

As a minimum, a wheeling ramp could be provided adjacent to the steps over the footbridge. In combination, the footpaths on the approach to bridge could be widened to 3m to enable a shared-use path either side of the bridge and open up the route for cyclists.

East to West:

Upgrade the existing footpath to shared use by resurfacing and widening the path to achieve a minimum 3m width where feasible. Provision of surface markings to denote shared use route, enforce pedestrian priority and encourage slower cycling speeds may be needed.

Upgrade crossing where path crosses Woodlands Park Drive to enforce pedestrian and cyclist priority. Could use a parallel zebra or instead use a continuous surface treatment with priority give way markings for general traffic.

Upgrade crossing on the northern arm of the Woodside Way / Woodlands Park Drive roundabout to a controlled crossing.

North to south:

Upgrade the existing footpath in the woodland into shared use path by resurfacing and widening the path to achieve a minimum 3m width where feasible. Provision of surface markings to denote shared use route, enforce pedestrian priority and encourage slower cycling speeds.

The Downs/Star Lane junction - relocate existing zebra crossing and upgrade to parallel, to align with desire lines and upgrade the crossing to parallel zebra crossing. Tighten junction geometry on The Downs to provide more space to access relocated crossing.

North to south:

Provide parallel zebra crossing on Lime Tree Hill at the northern access to the Gt Dunmow Rec to enable access from the northern side of the carriageway for pedestrians and cyclists.

Widen shared-use route through the playing fields to achieve minimum width of 3m (where possible). Provision of surface markings to denote shared use route, enforce pedestrian priority and encourage slower cycling speeds.

Redesign of bridge to remove steps and create a smooth ramped access that can be used by cyclists and wheelchair users. Alternatively, an at-grade crossing could be investigated.

South-west to North-east

For the section of this route within the existing town extents where the carriageway width is more limited and there is less scope for segregated cycle facilities, focus on speed reduction and traffic calming through reducing speed limit to 20mph and accompanying measures such as centre line removal and improved crossing provision. These improvements would align with the recommendations for the rest of Route 2.

Provide segregated cycle facilities at the eastern end of The Broadway, which could be delivered as part of new residential development at this part of the town. Based on existing traffic volume and speed, it is recommended that light segregation would be appropriate as a minimum level of provision. As part of these improvements, ensure clear 2m wide footways are provided along the corridor to facilitate a walking route between the development sites and the existing town.

North-East to South-West:

An important focus of the route will be to rationalise/simplify junctions along the route with pedestrian crossings provided as a minimum and space prioritised for cyclists at busier junctions. For instance, the London Road/Audley End Road/Borough Lane/Newport Road junction would be an important focus of improvements.

Review the existing on-street parking along the route, particularly towards the town centre and consider reallocating road space to provide cycling facilities if feasible.

Consider extending the existing 20mph zone to cover the corridors along the routes - potentially as part of a town-wide limit.

General improvements to the town centre area of Saffron Walden to enhance and preserve the heritage aspect of the streetscape. This would include providing gateway features on the approach into the town centre, using alternative surface markings on the carriageway and visual narrowing of the carriageay, all with the aim of reducing vehicle speeds and enhancing the public realm.

Investigate the potential for introducing stepped cycle track along Audley End Road toward the town centre. This could link in with the existing shared use and then Wenden Road at the southern end of the route.

Widening of shared-use route on the eastern section of the footpath on London Road to achieve a minimum width of 3m (where possible). Provision of surface markings to denote shared use route, enforce pedestrian priority and encourage slower cycling speeds.

Review footway provision and footway widths to provide a footway of at least 2m in width along Wenden Road to create a continuous pedestrian route from the town to the station.

East to West:

Upgrade the existing footpath in the Common into shared use path by resurfacing and widening the path to achieve a minimum 3m width where feasible. Provision of surface markings to denote shared use route, enforce pedestrian priority and encourage slower cycling speeds. Consideration will need to be given to crossing points at either end of the route, as well as consideration of transition from the carriageway.

Consider filtering Wenden Road/restricting to access only to create a low-traffic environment for pedestrians and cyclists.

Investigate the potential for permanent closure of King Street to traffic while maintaining residents' access. This will require a review of the town centre traffic movement and management.

East to West:

Investigate the feasibility of a continuous cycle route along Thaxted Road as part of a wider corridor scheme (in combination with route 10 improvements). For the southern section, the verge space could be used to provide a segregated cycle facility in place of the existing shared-use path, which is currently substandard. This is a key corridor as it provides access to new development and commercial/employment uses.

Reduce vehicle speeds and volumes along Peaslands Road corridor by implementing 20mph speed limit and traffic calming through centre-line removal, side road treatments, formalising on-street parking with associated public realm improvements + footway widening where possible. Segregated facilities are unlikely to be feasible due to carriageway widths.

Investigate the potential for an alternative route connecting Audley End Road and the town centre through Audley End Estate, where there is currently no cycle access, using the existing footpath. This will also require an upgrade of existing footpath into shared-use path by resurfacing and widening the path to achieve a minimum 3m width where feasible. Would require negotiation with the land owner.

East to West:

Explore the potential to provide segregated cycle facilities along Radwinter Road (where feasible) to enable key connections between areas of residential development, hospital and town centre. This should be tied with the traffic calming and speed reduction in the western side of the town where segregation is not possible.

Review the on-street parking arrangements along the corridor and consider removal or reduction of on-street parking to re-allocate road space to cycle infrastructure. It could be challenging in places to provide a segregated route given the proximity of residential properties to the road, though.

General improvements to the town centre area of Saffron Walden to enhance and preserve the heritage aspect of the streetscape. This would include providing gateway features on the approach into the town centre, using alternative surface markings and visual narrowing of the carriageway, all with the aim of reducing vehicle speeds and enhancing the public realm.

Consider reducing the speed limit to 20mph along corridor - potentially as part of town-wide limit.

East to West:

Investigate traffic calming to reduce vehicle speeds along the Ashdon Road corridor to enable safe on-carriageway cycling. Consider an extension of 20mph zone to cover Ashdon Road - potentially as part of a wider town-wide 20mph application.

Review existing kerbside management and prevent footway parking by formalising parking through controlled parking zone(s), this may require other complementary measures to support as part of the corridor-wide improvements.

General improvements to the town centre area of Saffron Walden to enhance and preserve the heritage aspect of the streetscape. This would include providing gateway features on the approach into the town centre, using alternative surface markings on the carriageway and visual narrowing of the carriageay, all with the aim of reducing vehicle speeds and enhancing the public realm.

Improve transition from carriageway onto pathway through the Common which provides a walking (and potentially cycling) route into the town centre.

North to South:

Review side road treatments and crossings to enforce pedestrian priority along Debden Road and Audely Road. As a minimum, ensure dropped kerbs and tactile paving are provided at all side road crossings.

Review major junctions along route and ensure pedestrian crossings as a minimum are provided on each arm. At busy junctions, such as Audley Road / B1052 and Debden Road / Mount Pleasant Road, dedicated protection/crossing provision should also be provided for cyclists and could be achieved by widening crossings and providing short sections of shared-use.

Segregated facilities are unlikely to be achievable on Debden Road. Instead, reduce vehicle speeds and volumes along the corridor by implementing 20mph speed limit and traffic calming through centre-line removal, side road treatments, formalising on-street parking with associated public realm improvements + footway widening where possible.

Investigate potential for LTN(s) to reduce through traffic on residential roads in Pleasant Valley area

Investigate potential for LTNs to reduce through traffic on residential roads in Pleasant Valley area

North to south:

Review the existing layout of Castle Hill/Ashdon Road/Common Hill junction and ensure the provision of safe crossing points on each arm of the junction.

The existing verge on the B1052 and/or Little Walden Road could be used on the western side of the carriageway to provide either a segregated facility or a service-road style route parallel to the carriageway. Along the remainder of the route, if segregation is not achievable, improve conditions for cycling through speed limit reduction, traffic calming, centre-line removal and providing crossing facilities along the route.

Upgrade the existing zebra crossing to parallel zebra at South Road / Audley Road junction.

There are some existing sections of 20mph which could be extended out to the town limits as part of a town-wide application to ensure a consistent application across the route as a whole.

North to south:

Upgrade pedestrian and cycle facilities at the junctions at either end of Elizabeth Way as part of proposals for routes 4 and 5.

Reduce speed limit to 20mph to enable safe on-carriageway cycling - likely as part of town-wide rollout.

West to East

Wayfinding to signify quiet pedestrian route connecting the town centre and Wenden Road. Explore potential to also resurface the footpath to improve its year-round usability.

Footway widening and resurfacing along Summerhill Road to ensure clear, smooth, 1.8m (minimum) footways.

North to south:

Investigate the potential of lightly segregated cycle facilities or on-carriageway routes along Thaxted Road as part of a wider corridor scheme (in combination with route 3 improvements). The northern section of Thaxted Road has a more limited design scope for cycle facilities so improvements should focus on providing new crossings, widening footways and reviewing on-street parking to reduce vehicle speeds and improve level of service for vulnerable road users.

Provide a pedestrian crossing point where Shire Hill Lane crosses Upshers. This could take the form of an informal crossing with a raised table and kerb build out to maximise visibility. This would require a short section of on-street parking on Upshers to be restricted through double yellow line markings.

Consideration will need to be given to how the development sites in the south-east of the town are accessed from Shire Hill Lane.

South to North:

Consider implementing village-wide 20mph in Little Walden with complementary traffic-in-village style interventions such as surface treatments, centre line removal and public realm improvements to reduce traffic speeds and create a safer environment for walking and cycling. Improvements should focus on the B152 / Petts Lane junction, which is a focal point of the village and a critical junction for cyclists travelling between the research park and Saffron Walden.

Provide dedicated wayfinding to direct cyclists from Saffron Walden to key destinations along the route, such as the research park.

It is very likely that Petts Lane meets the ECC criteria for a Quiet Lane. Consider formally introducing Quiet Lane along Petts Lane which would include dedicated signage. As part of this, consider whether any resurfacing of the carriageway is required.

Investigate potential for modal filtering or School Streets interventions along South Road to reduce traffic outside the two primary schools.

Investigate potential for LTNs to reduce through traffic on residential roads in Pleasant Valley area

Wayfinding should be provided to direct users to key destinations, such as the Knight Park retail park.

Consideration will need to be given to how the development sites in the south-east of the town are accessed from this route, ensuring that a step-free transition between the route and any development sites is provided that is free of any barriers or obstructions.

Consideration should also be given to wider connections, including the potential to extend this route through development sites to the north, providing a connection between Thaxted Road and Radwinter Road and facilitating an orbital route for the south-east of Saffron Walden.