

Clavering to Newport Velo Village Routes

Route Description: This Velo Village route aims to provide a connection between the village of Clavering and Newport. The most direct route between Clavering and Newport follows the B1038 through Wicken Bonhunt. Daily traffic volumes are likely to be in the region of 5,000vph along this route and speed limits vary along the route between 30mph through the villages and up to National Speed limit (60mph) in between villages. As such, conditions are not suitable for on-carriageway cycling at present.

Option 2 for this route primarily follows PROWs to provide the connection between the two villages. This route option benefits from mostly being traffic-free, however current surface conditions and widths are not suitable for cycling so various upgrades would be required. This route is also less direct than the main road alignment (Option 1).

Route Typologies: On-Carriageway (Main Roads), On-Carriageway (Minor Roads), PROW (Byways and Bridleways)

RST Commentary

Directness: The route option which uses the B1038 follows the same route as the equivalent trip by car and therefore this route scores well for directness (100%). As previously mentioned, there is an alternative route option using public rights of way that is less direct than travelling by car, however benefits from being traffic-free.

Gradient: The route scores relatively well for gradient, with an overall score of 73%. The majority of gradients along the route are no steeper than 3%, however there are a few sections of steeper gradient over a longer slope which brings down the average score, including the approach to Wicken Bonhunt from Clavering and some of the public rights of way near Rickling.

Safety: The route scores relatively poorly for safety, with an overall score of 28%. For Option 1, the route follows roads with a traffic volume greater than 2,500 AADT and therefore automatically scores 0. Along the route for Option 2, is also relatively poor, mainly brought down by a lack of lighting and natural surveillance.

Connectivity: The route scores relatively poorly for connectivity, with a score of 39%. This reflects the isolated and rural nature of the route, particularly the sections utilising public rights of way.

Comfort: The route scores poorly for comfort, with an overall score of 18%. This is primarily due to Option 1 requiring cycling in mixed traffic streets with an AADT of greater than 2,500 and Option 2 requiring cycling along public rights of way which at present are unsurfaced and therefore automatically score 0.

RST Overall Score = 51%

RST Sub-Scores

Directness	Gradient	Safety	Connectivity	Comfort
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Design Recommendations – Option 1

- The most direct route between Clavering and Newport follows the B1038 through Wicken Bonhunt. Daily traffic volumes are likely to be in the region of 5,000vph along this route and speed limits vary along the route between 30mph through the villages and up to National Speed limit (60mph) in between villages. As such, conditions are not suitable for on-carriageway cycling at present.
- Segregated cycling infrastructure could be difficult due to carriageway widths and design complexity. Instead, improvements should focus on reducing speed limits along the corridor. The minimum aim should be a consistent 30mph limit to increase compliance. A 20mph limit within the villages is recommended, but would likely need traffic calming to bring vehicle speeds down to a level that facilitates safer cycling.
- A corridor-wide scheme could implement a combination of corridor measures and discrete improvements to calm traffic along this route. This could include physical traffic calming (vertical and horizontal), visual narrowing and centre-line removal and footway widening.
- Crossings should also be provided on key desire lines within Clavering – including at the village hall, junction with Stortford Road and where the PROW network interfaces with the B1038.
- A junction improvement scheme at the High Street / Stortford Road junction would improve pedestrian and cycling conditions on a key route to school. This should focus on improved crossing provision and tightening corner radii which are excessively wide at present, encouraging higher turning speeds and increasing the crossing distance for pedestrians.
- On Stortford Road, which is a route to school, a scheme could be implemented to improve the route for pedestrians in particular, by widening footways and introducing measures to slow vehicle speeds. As part of this, the crossing outside the school should be upgraded, and could be done as part of a build-out to reduce crossing distance and slow vehicle speeds.

Design Recommendations – Option 2

- The second option for an alignment between Clavering and Newport primarily utilises PROWs. It is less direct however benefits for mostly being traffic-free
- The initial section of the route south from Clavering follows Chalkpit Lane, which is a designated Byway. To improve conditions for cycling, it is likely that some resurfacing would be required, as well as wayfinding to direct cyclists towards Newport.
- The western section of the route through Rickling could be converted to a Quiet Lane due to its low traffic volumes
- The eastern section of the route connects Rickling with Newport via a byway and bridleway. The route would require improvements to ensure it is usable as a utility route and for all bicycle types. This would involve resurfacing to ensure the route is clear of mud and ponding, widening at pinch points, wayfinding for pedestrians and cyclists and investigate whether lighting (likely recessed stud lights to minimise ecological impact and impact on rural setting of the route).

Felsted, Flitch Green and Bannister Green Velo Village Route

Route Description: This route provides a connection between the three villages of Felsted, Flitch Green and Bannister Green. It also connects with the Flitch Way and B1256 to enable connections west to Great Dunmow and east to Rayne and Braintree. The bulk of the route, although a minor road, feels fairly car-dominated due to the character of the road which encourages high vehicle speeds and has limited facilities for pedestrians and cyclists at present. Most of the road is unclassified, apart from the section through Bannister Green and Felsted which is a B-road. The route passes through three village centres. Flitch Green is orientated away from Station Road and therefore there is no active frontage though this village which encourages faster driving speeds. In contrast, Felsted has frontage along its length with schools, local amenities, footway provision and crossing points. Likewise, there is frontage along Rayne Road through Bannister Green however there are fewer local amenities which gives the village more of a residential feel.

There is a short spur along Stebbing Lane which connects to the Flitch Way and is designated as a quiet lane by ECC.

Route Typologies: On-Carriageway (Main Roads), On-Carriageway (Minor Roads)

RST Commentary

Directness: The route scores well for directness as it follows the equivalent route if travelled by car.

Gradient: The route scores reasonably well for gradient, with an overall score of 79%. The majority of the route is fairly flat, with gradients generally in the region of 0-5%. The only section with a gradient that exceeds 4% is along Braintree Road at the western extents of the route.

Safety: The route scores poorly for safety (8%), with the majority of the route following road sections where flows are in the region of 2500-5000 AADT, with speed limits often higher than 30mph. Moreover, many sections of the route are unlit and/or lack passive surveillance which further brings down the safety score.

Connectivity: The route scores relatively poorly for connectivity, with an overall score of 47%. Although there are some connections provided to the Flitch Way and within the villages, there are long sections of the route which are fairly rural in nature.

Comfort: The route scores poorly for comfort, with an overall score of 10%. This is primarily due to the route requiring cyclists to mix with traffic volumes greater than 2,500 AADT. There are some short spurs from the route along Quiet Lanes connecting with the Flitch Way which score well and bring up the overall score slightly.

RST Overall Score = 45%

RST Sub-Scores

Directness	Gradient	Safety	Connectivity	Comfort
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Design Recommendations

- The western section of the route follows the B1256 into Great Dunmow and forms part of SCR C. Improvements would tie in with the recommendations for this route, which include some form of segregation being required, potentially taking the form of a high quality shared-use route alongside the carriageway given the low pedestrian flow.
- The remainder of the route follows the Station Road corridor as it passes through the three Velo Villages. The western section of this corridor is unclassified; however the eastern section is a B-road. Vehicle volumes are likely to exceed 2,500vph and the wide carriageway width lends itself to high vehicle speeds.

- The recommended design approach therefore is to aim for a consistent speed and character of road throughout the corridor, acknowledging that there is unlikely design scope for a segregated facility.
- As a minimum, a consistent 30mph speed limit could be implemented by extending the existing limits to cover the stretches of road in between villages.
- Within Felsted, where there is a cluster of trip attractors, a 20mph zone is recommended to improve road safety. As part of this, the gateway features on the edge of the village could be upgraded to reduce speeds, potentially using build-outs or 'dragons teeth' markings. Within the village, additional crossing points, footway widening and public realm improvements at the focal point of the village would also assist in reducing speeds.
- In addition to speed limit changes, other measures to calm traffic along the corridor could be implemented, including changes to road surfacing, new crossing points where road interfaces with PROWs, centre line removal and visual narrowing.
- The design scope on the eastern section of the corridor is more limited, due to the more isolated and rural nature of the road and lack of frontage or footways. It may therefore be more suitable to promote the Flitch Way as a traffic-free alternative to connect into Braintree.
- There is also a spur along the route from Felsted which connects to the Flitch Way. Stebbing Road benefits from already being a designated Quiet Lane, and thus requires little change to be a viable connection.
- The existing transition onto the Flitch Way from B1417 should also be upgraded and widened.