

# Uttlesford Cycling Strategy

October 2014





# Document Control Sheet

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<b>Report Title</b>	Uttlesford Cycle Strategy
<b>Project Number</b>	44TP001
<b>Status</b>	Final Darft
<b>Revision</b>	V2
<b>Control Date</b>	23/10/14

Record of Issue

Issue	Status	Author	Date	Check	Date	Authorised	Date
1	Draft	N Guthrie W Young	23/10/14				
2	Final	N Guthrie W Young	31/10/14	S Hannon	31/10/14		

Distribution

Organisation	Contact	Number of Copies
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## Executive Summary

Essex Highways was commissioned by Uttlesford District Council via Essex County Council to produce a new Cycling Strategy for the District.

The aims of the Strategy are to:

- Identify potential ways to increase cycling in the District
- Help allocate funding to new cycle schemes
- Increase the use of sustainable transport in the District
- Facilitate economic growth and development

### Key Observations

The District has low levels of utility cycling due to its largely rural nature; the largest settlements are also relatively hilly. Uttlesford consequently has the highest levels of car ownership in Essex. Recreational cycling is however popular, with the attractive countryside and relatively dense network of lightly trafficked lanes, byways and bridleways.

A significant amount of new housing development is planned in the District and to accommodate this, it is essential that cycling infrastructure is incorporated into these new developments and provided on key routes from these new developments. This Strategy therefore focuses on the three main urban areas where this development is due to take place which are also the three main towns in Uttlesford, Saffron Walden, Great Dunmow and Stansted Mountfitchet/Elsenham.

To ensure the effective delivery of the Uttlesford Cycling Strategy it is imperative that there is ownership for driving the Strategy forward, liaising with stakeholders, identifying / securing funding and ensuring that increasing cycling levels in Uttlesford remains high on the agenda. To achieve this it is also key to have strong local political support for cycling.

Cycling should also be incorporated into other areas of the Council's activities as much as possible, whether that be other highway improvements, large schemes or where other activities are already taking place such as health awareness campaigns.

A coordinated approach should be taken whereby development planning and highway scheme delivery in Uttlesford is linked with infrastructure provision, complemented by supportive measures that promote cycling as part of wider publication of the local sustainable transport network.

### Key Recommendations

New on and off road routes have been identified to create cycle routes in the main Uttlesford towns and other key locations, whether through high quality signing along quiet on-road routes, convenient cut-throughs or new segregated off-road cycle tracks. A full list of recommended schemes can be found in **Appendix A**.

These schemes should be taken forward on an individual basis when funding or development opportunities arise. However two schemes should be prioritised:

1. Wenden Road scheme and Audley End cycle parking
2. Flitch Way route

In addition to these schemes it is fundamental that all new developments provide significant, appropriate and high standard cycle infrastructure as part of their layouts. They should also contribute to creating cycle routes to external attractors such as high streets and schools where appropriate.

The recommendations of this Strategy are as follows:

1/ Cycle infrastructure is both embedded within new developments and funds sought to provide a network to connect these developments to nearby town centres and other key local destinations.

2/ Funding is committed specifically by the LHP to improve the cycle infrastructure in the District and sustained over a number of years.

3/ New high quality cycling infrastructure is provided, as prioritised in this Strategy

4/ Cycle parking improvements are made at key destinations, especially rail stations.

5/ Promotion of cycling in Uttlesford is prioritised, starting with the production and distribution of a cycle map.

6/ Ensure cycle events and activities are better promoted, ideally by Uttlesford District Council's Sports and Activities department.

7/ Strong local political support is provided both by committing funding and committing to positively raising the profile of cycling in Uttlesford.

# 1 Introduction

## 1.1 Background

Cycling is a sustainable mode of travel that has a number of benefits both for the individual who cycles and the community he or she cycles in. Essex County and Uttlesford District Councils recognise these benefits and have jointly developed this Cycling Strategy for Uttlesford District to examine and set out how to increase cycling levels across the District.

## 1.2 Aims of the Strategy

The aims of the Strategy are to:

- Identify potential ways to increase cycling in the District
- Help allocate funding to new cycle schemes
- Increase the use of sustainable transport in the District
- Facilitate economic growth and development

## 1.3 Benefits and barriers to cycling

Increasing levels of cycling can vastly improve the quality of life in towns and cities and is beneficial to people's health, can cut traffic congestion and improve air quality.

There are a number of factors which determine the popularity of cycling in any given area. These include the suitability of the highway network (including, but not restricted to, dedicated cycling infrastructure), the typical length of journeys made by residents (in particular the journey to work), the relative ease, speed and cost with which journeys can be made by motorised modes (either public or private) and geographical factors. With a particular emphasis on topography, which is known to have a profound impact on the demand for cycling as a mode of transport. A 1996 DfT Cycling Factsheet commented, 'Although it is obvious that it is easier to cycle in flat areas, the extent of the differences is surprising, and has policy implications.'

Transport for London's 'Delivering the benefits of cycling in Outer London' (2010) identified the following key barriers to cycling which they separated into physical or attitudinal barriers:

- Physical barriers
  1. High traffic speeds
  2. Severance (e.g. major roads and lack of permeability)
  3. Lack of cycle parking / facilities at key locations
- Attitudinal barriers
  1. Fear of traffic & feelings of vulnerability
  2. Convenience of the car

3. Not sure if cycling is for them
4. Cycling incompatible with busy, complicated lifestyles

These barriers to cycling are considered to be just as applicable in Uttlesford District as to Outer London and this Strategy focuses on identifying how these barriers can be addressed to bring about an increase in cycling levels across the District.

### 1.4 Uttlesford District

Uttlesford is a District in Essex with a population of around 80,000. The largest settlements are Saffron Walden (population approximately 15,500), Great Dunmow (8,800) and Stansted Mountfitchet (6,400). Stansted Airport is a large trip attractor in the area, and employs around 11,000 people. The District is crossed by two major roads, the A120 in the east-west direction, and the M11 in the north-south direction (as shown in Figure 1). The West Anglia Main Line runs north-south through the District and provides connections to London (Liverpool Street station), Cambridge and Stansted Airport. There are five stations located within Uttlesford at Stansted Mountfitchet, Stansted Airport, Elsenham, Newport, Audley End, and Great Chesterford.

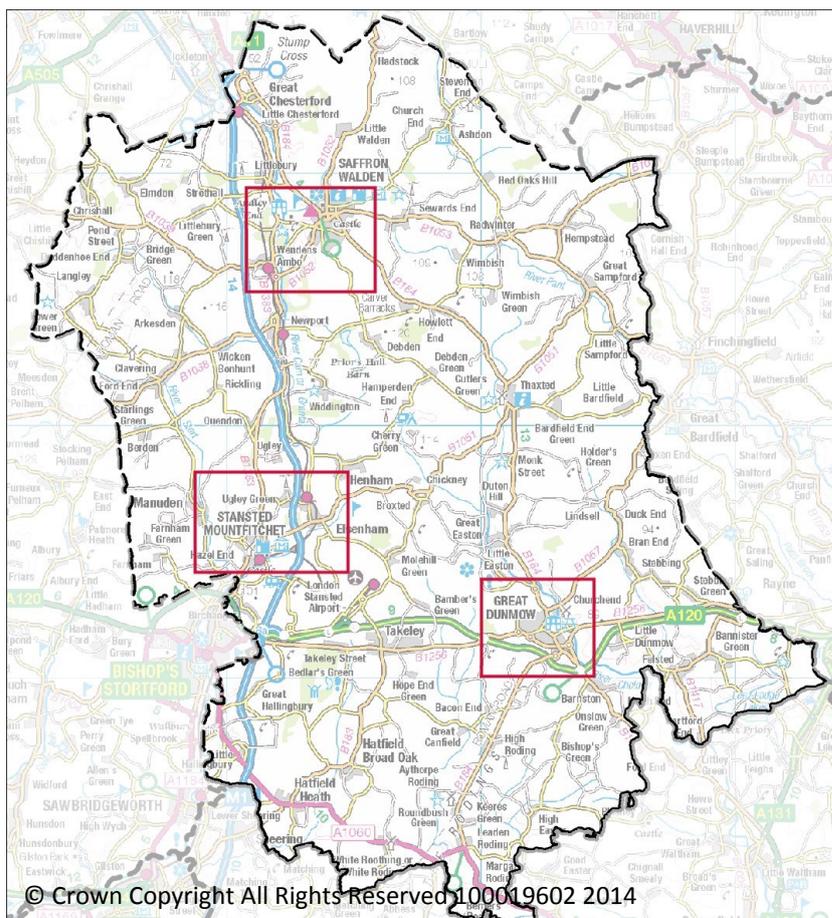


Figure 1: Cycle Strategy Study Areas

## 1.5 Cycling levels in Uttlesford

The District has low levels of utility (a means of transport not for recreation) cycling due to its largely rural nature, the largest settlements are also relatively hilly and there is no 'cycling culture' evident. As a result, key local destinations such as workplaces and large trip attractors do not provide for cycling and cyclists. There is very little dedicated cycling infrastructure and though existing road layouts are not considered particularly hazardous for cycling, there is very little to attract people to cycle. Further to this, residents have a range of travel options to reach their destinations and Uttlesford has the highest levels of car ownership in Essex. However, there is much that can be done to encourage and facilitate far higher cycling levels.

The District was visited by stage 3 of the Tour de France during the summer of 2014 which was widely embraced, particularly in Saffron Walden. There is also a history of recreational and sports cycling in Uttlesford that can be built upon to encourage physical activity and stimulate local tourism.

Lessons can be learned from London where utility cycling has made enormous advances over the past 10-15 years in both infrastructure provision and the promotion of cycling and a whole new range of infrastructure options could be introduced in Uttlesford towns.

There is a significant amount of new development planned in the District with 9,700 houses to be built before 2031. The majority of these fall within the 3 urban areas of Saffron Walden (1,460 households), Great Dunmow (2,951) and Stansted Mountfitchet/Elsenham (2,604).

This Strategy therefore focuses on these 3 main urban areas which are highlighted in Figure 1.

## 2 Background

This subject has become a hot topic in recent years with various organisations and Government departments developing new policies to set the case for increasing levels of cycling.

### 2.1 Local, Regional and National Context

#### 2.1.1 National level

Cycling is experiencing high levels of political support in many parts of the country and the Department for Transport (DfT) has recently released its Draft Cycling Delivery Plan in response to the All Parliamentary Cycling Group's Get Britain Cycling report.

The latter included the need for vision, safer cycling and called for the transformation of our towns, streets and communities and to changing the way we think about cycling.

The report sets out a case for dramatically increasing the number and diversity of people who cycle. A long-term ambition of increasing cycle use from less than 2% of journeys in 2011, to 10% of all journeys in 2025, and 25% by 2050.

British Cycling's 2014 vision for how the country can become a true cycling nation is equally relevant on a local level, with the recommendations below of particular note:

- Meaningful and consistent levels of investment – a commitment from the Local Highway Panel (LHP) to spend a certain amount on cycling over a number of years
- Consistent political leadership for cycling – local political support for improving the environment for cycling and embracing the benefits cycling brings such as improved public health, reduced congestion, air quality, etc
- Reducing speed limits in residential areas.

#### 2.1.2 Regional level

The vision of the Essex Transport Strategy is *'for a transport system that supports sustainable economic growth and helps deliver the best quality of life for the residents of Essex.'* One of the key outcomes to *'Provide sustainable access and travel choice for Essex residents to help create sustainable communities.'* To achieve these aims it is key to improve the take up of sustainable modes such as cycling.

#### 2.1.3 Local level - Uttlesford Cycle Network Plan (April 1999)

The Uttlesford Cycle Network Plan, was published in 1999 during the National Cycling Strategy era and serves as a useful starting point in the development of this Strategy.

The Plan has three main objectives:

1. A safe, convenient cycle network
2. Cycle parking at destination points

3. Links between urban cycle network and rural facilities (such as the Essex Cycle Route and Sustrans routes).

The Plan outlines that the County policy is to encourage cycling for short car-replacement trips.

The Plan examines 1991 Census data highlights that in Saffron Walden, nearly half of the residents worked within 5km of where they lived, but only 21 people cycled to work and in Great Dunmow, less than a third of the population lived within 5km of their place of work and no one was recorded as cycling to work.

The Plan contains a section focussing on urban cycle networks and it is noted that most of the proposed routes are in, or close to, Saffron Walden. The Plan also outlines a desire to join outlying villages to main towns and to create village-to-village links. A section on secure cycle parking focuses on trip-end facilities and Audley End station.

The opportunities provided by the District's 250km network of bridleways and byways are highlighted. A leaflet 'Wild tracks – cycle rides from Saffron Walden' was published by the town council and is still available from Tourist Information Centres. It contains eight routes using bridleways, byways and public roads. The Essex Cycle route is referenced – it was a 400km leisure route passing through the Uttlesford settlements of Hatfield Broad Oak, Saffron Walden and Thaxted.

The Flich Way is also mentioned, and described as 15 miles of countryside along an old railway. Other recommended routes included Audley End to Saffron Walden (the District's main priority), a route from Audley End to Hinxton via Ickleton, and the Essex Cycle Route.

Little progress was made towards implementing the recommended schemes, primarily due to a lack of allocated budget though many of the aspirations and proposals in the Plan remain relevant and have been included within this Strategy.

## 2.2 Cycling in Uttlesford

### 2.2.1 Census data

As part of the 10 year national census, respondents are asked to state their main mode of travel to work by distance. The 2011 Census results for Essex are provided in Figure 2 below.

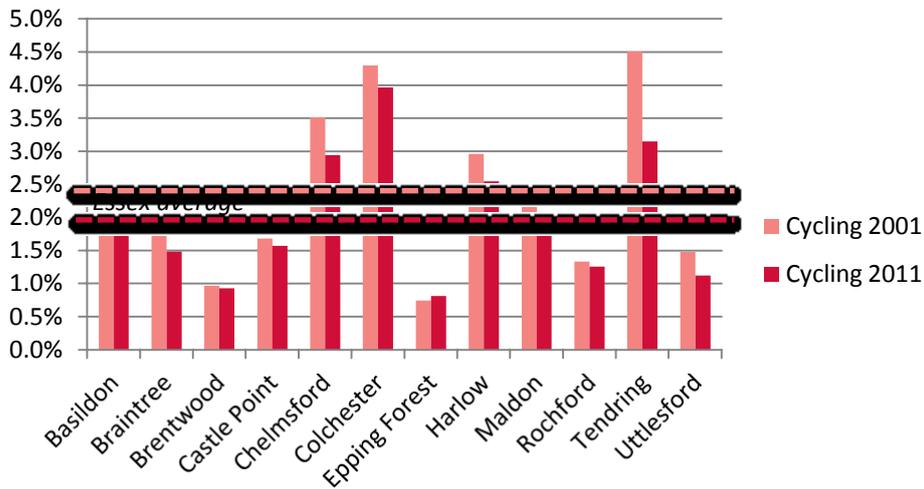


Figure 2: Census Cycling to Work by District

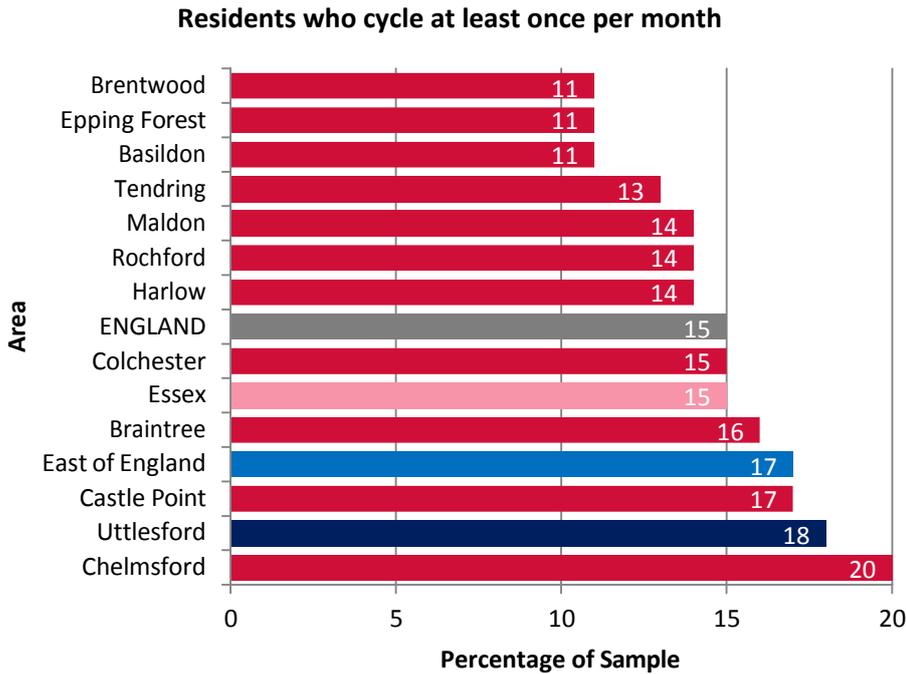
As shown above, based on the 2011 Census data Uttlesford has the third lowest levels of cycling in Essex with just over 1% of journeys to work being made by bike. It is to be noted that this data is unlikely to capture those cycling part of their journey to work, e.g. to the station.

Recorded cycling to work levels have marginally fallen in the majority of Essex Districts between 2001 and 2011 Census. This slight decline has been widely observed across many shire counties England and Wales.

The 2011 Census data also reveals that Uttlesford has the highest level of car ownership in Essex with an average 1.68 cars or vans per household.

### 2.2.2 Sport England Active People Survey

Sport England carry out an Active People Survey annually, which involves interviewing 500 people from every District in England about their propensity to do physical activity. The figure below shows propensity to cycle at least once per month for any purpose from 2012 Sport England data.



**Figure 3: Sport England Propensity to Cycle Data**

The results in the figure above show that across Essex Uttlesford has one of the highest levels of residents cycling at least once a month in the county (also above the regional and national figure).

The contrast between this and the cycle-to-work data could perhaps be explained by the popularity of recreational cycling in the District with its attractive countryside and relatively dense network of lightly trafficked lanes.

**2.2.3 DfT Traffic Counts**

The Department for Transport collects vehicular flow data at various locations on the A-road network around the country. These counts record all vehicles using the carriageway, including cyclists. There are however few classified A-Roads in the District where cycling is permitted.

Of the seven count locations shown in Figure 4 below, the only site with a noteworthy number of cyclists is on the A1250 Dunmow Road on the outskirts of Bishop’s Stortford with 68 cyclists recorded in 2012 over 12 hours.

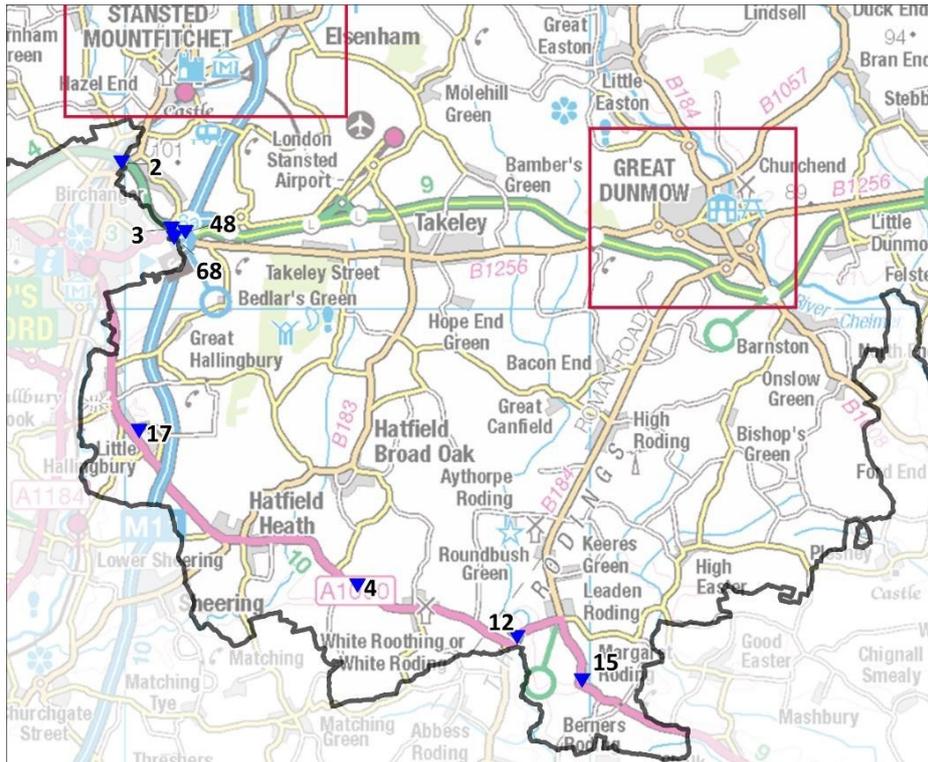
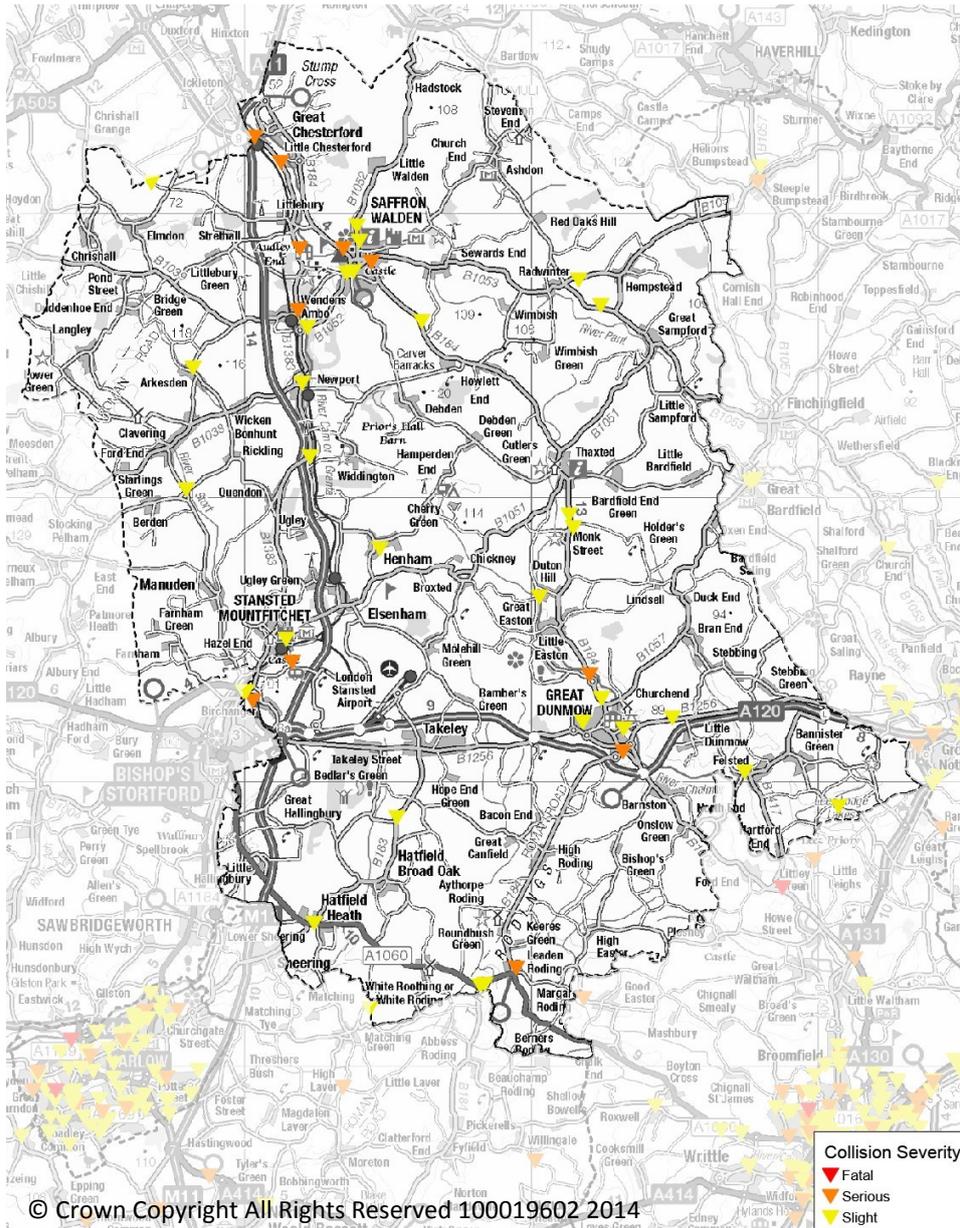


Figure 4: 2012 DfT Count Sites with 12hr Cycle Flows

### 2.2.4 Cycle accident data

As noted in Chapter 1, fear of personal injury is often cited as a barrier to cycling but whilst this is an important issue, it is useful to use statistics rather than just perception to direct improvements to highway infrastructure to improve the cycling environment. The location of cycling personal injury collisions also serves to identify where cyclists are travelling in higher numbers which can be useful when deciding where to prioritise new infrastructure.

Figure 5 shows the location of personal injury collisions (PICs) in Uttlesford between 2009 and 2013.



**Figure 5: Personal Injury Collisions in Uttlesford**

During this period there have been no fatalities involving cyclists in the District, nor are there any significant accident clusters. In fact Uttlesford has the lowest recorded level of collisions involving cyclists in Essex with only 41 serious or slight incidents occurring over 5 years.

This compares favourably with data included in the Uttlesford Cycle Network Plan (1999) which identified 160 slight, 40 serious and 3 fatal collisions involving cyclists in the 10 year period up to February 1996.

**2.2.5 The topography of Uttlesford**

There are a number of factors which determine the popularity of cycling in any given area. Of the geographical factors, by far the most significant is topography, as identified in many research studies and policy statements. These include research carried out by

Dr John Parkin who concluded; ‘hilliness was found to be, by far, the most significant determiner of the proportion that cycled to work in a District’, and a DfT cycling factsheet; ‘although it is obvious that it is easier to cycle in flat areas, the extent of the difference is surprising, and has policy implications’.

Uttlesford is a relatively hilly part of the County. There are few particularly long or steep hills but many of the roads undulate between the 50m and 100m contours. This amount of hilliness can be attractive to recreational and sports cycling for the physical challenge and views that it provides, but does tend to act as a barrier to cycling among those with other travel options available to them. A hilliness assessment has been carried out for the three largest settlements in the District, and the figures are shown in the table below with a number of other towns and cities in the Country, to put them in context.

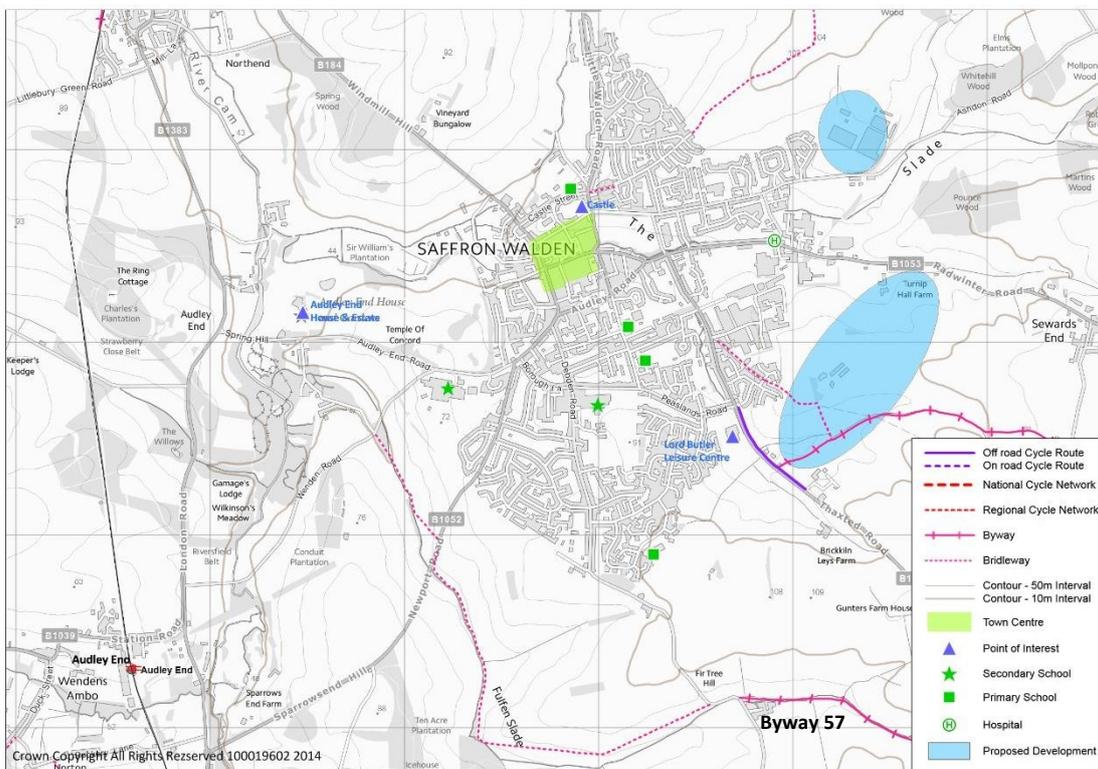
Town/city	Hilliness (contours per kilometre)	Level of cycling to work
Oxford	0.66	14.9%
Cambridge	0.82	25.9%
York	0.90	12.0%
Colchester	1.15	4.3%
Harlow	1.29	2.8
<b>Stansted Mountfitchet</b>	<b>1.61</b>	<b>0.9%</b>
Brentwood	1.86	2%
Street	2.05	6.8%
<b>Great Dunmow</b>	<b>2.05</b>	<b>0.7%</b>
<b>Saffron Walden</b>	<b>2.13</b>	<b>1.3%</b>
Brighton	2.34	2.7%

The table above shows that the Uttlesford towns vary in their hilliness with Stansted Mountfitchet the least hilly and Saffron Walden the hilliest. They are all considerably hillier than places like Oxford and York which have thriving levels of cycling. However, places of similar, or greater, hilliness elsewhere such as Brighton and Street have much higher levels of cycling than the Uttlesford towns suggesting that their topography should not be a barrier to a significantly wider uptake of the mode.

### 3 Saffron Walden

#### 3.1 Introduction

Saffron Walden is the administrative centre of Uttlesford and has a population of approximately 15,500. The town benefits from a healthy tourist industry due to its historic character and the Tourist Information Centre receives over 100,000 visitors each year. In addition to the town centre, key local destinations include the hospital, two major supermarkets as well as the 17<sup>th</sup> century Audley End House and estate, which is a popular tourist attraction. As noted in the previous Cycle Plan approximately half of residents live within 5km (or a 20minute cycle ride at a n average speed) of their place of work but very few cycle to work.



**Figure 6: Saffron Walden Existing Infrastructure**

The built-up part of the town covers an area of approximately 2.5mi<sup>2</sup> with most housing within 1 mile of the town centre (as shown above in Figure 6). The town centre has a medieval street pattern with makes the road network quite constrained in places but which also provides quite a pleasant environment for cycling in the centre. On the other hand, the significant one way system creates a barrier to cycling due to its diversionary nature.

Despite Saffron Walden’s rural nature, the town centre lies within an Air Quality Management Area with Nitrogen dioxide levels monitored.

The town lies between the 40m and 110m contours, and the road network has a contours-per-kilometre rating of 2.13 making it one of the hillier towns in Uttlesford / Essex.

The nearest railway station is Audley End, a distance of 2.5 miles (or a 15 minute cycle ride at an average speed) from Saffron Walden. It is served by frequent trains to London, Cambridge and Stansted Airport on the West Anglia Main Line.

The town was visited by the Tour de France during the summer of 2014 with the event being widely embraced by the local community and thousands of spectators attending on the day. Consequently there is significant local support for improving the cycle environment in Saffron Walden with an active local campaign group.

### 3.2 Existing Situation

There are very few existing cycling facilities in Saffron Walden; the only significant facility is a section of urban bridleway (see Figure 6) on Thaxted Road between Peaslands Road and the junction for the Granite Park Recycling Centre. The northernmost section of the route, below right, is marked out as shared-use footway for cycles and pedestrians rather than bridleway.



Saffron Walden has a relatively constrained town centre and the roads in the immediate vicinity of the High Street offer a pleasant environment for both walking and cycling due to the narrow road layout and slow speeds. The extensive one way system however does present a barrier to cyclists by forcing large detours for some journeys.

The lack of dedicated space for cycling in the town centre means cyclists are often affected by traffic queuing as much as other road users. There are several opportunities to open the area up to cycle traffic by allowing cyclists to use cut-throughs (if geometry and pedestrian flows allow) e.g. below left, and to provide two-way contraflow cycling on some of the many one-way streets (e.g. below right).



Further out from the High Street there are also a number of footways which could be converted and upgraded to make very useful cut-throughs by bike such as between Gibson Way and Abbey Gardens (below left), Audley End Road to Abbey Lane (below right) and Gibson Way to UDC Offices. The coordination of these improvements could significantly improve the permeability for cyclists in the centre of Saffron Walden.



The main radial routes serving the town centre are of mixed suitability for cycle traffic with limited scope in some areas for large scale infrastructure changes. Some roads are narrow and have relatively steep gradients (Debden Road below left). Others are wider and have gentle gradients but high levels of on street parking (Radwinter Road, below right).



Further out there are a number of bridleways and byways on the edge of the town which could form useful (and largely traffic-free) cycling facilities. Improving the access to Audley End House and Estate would also be beneficial though any works would need the support of the land owner. There is a bridleway and a byway which joins the B184 on Thaxted Road along which recreational cycling should be promoted and upgraded as part of the new housing developments in this vicinity.

### 3.3 Cycle parking

There are a number of publicly accessible cycle-parking facilities dotted around the town but most are the outdated, non-user-friendly ‘Grippa’ type (below left) and are not weather protected. There are a small number of Sheffield stands such as in Market Street (below right). A programme of refreshing the cycle parking in the town has already commenced where older style parking has been removed and more added at more suitable locations.



The Tesco store on Radwinter Road has a number of covered Sheffield stands (below left) as does Waitrose in the town centre. Saffron Walden Community Hospital also has a few uncovered butterfly-type stands (below right).



The town’s sports centre, Lord Butler Leisure Centre is located on Peaslands Road, just off Thaxted Road. There are also a number of ‘Grippa’ cycle stands of which half have some weather protection. Only one was being used on the survey day. There is some

cycle parking at the various neighbourhood shopping centres, most of the stands observed were either poorly installed or vandalised.

Relatively little cycle parking was evident in the residential areas that were included on the site visit. There was some (below) by the flats in Hop Fields which is in the estate immediately to the west of Thaxted Road but these were by far the exception. The four weather-protected Sheffield stands were close to half-capacity during the daytime on a weekday. Assuming some of the residents use a bike to cycle to work (or to the station), the stands are probably at close to full capacity overnight.



As noted in Chapter 1, a lack of secure cycle parking can be a particular barrier to increasing cycling level and accordingly, it is essential that all new developments include provision for cycle parking, particularly with flats as per Essex County Council's parking standards. Of equal importance is retro-fitting existing high density residential properties with cycle parking.

### **3.4 Access to Audley End Station**

The closest railway station is Audley End, a distance of two and a half miles from the centre of Saffron Walden (or a 15 minute cycle at an average speed), analysis of the 2011 Census shows 7% of journeys to work made by train to both London and Cambridge. The shortest and quietest route is via Wenden Road which is largely unlit and has a national speed limit. This route would probably feel too hazardous and intimidating to cycle along for most people travelling to and from the station, particularly outside the summer months when many commuter trips will take place during hours of darkness. This route has understandably been the focus of a local transport campaign by Access Walden and the design of a route along Wenden Road is well underway. It is essential that this is fully funded and implemented as a matter of priority.

However, many of those using Audley End station already do cycle to the station judging by the number of parked bikes shown below. This suggests numbers would be much higher if a more attractive route was provided between the town and the station. On the day of the site visit (a weekday in July) 70 bikes were counted in stands which had a total capacity of 88. There is a mixture of double deck stands and covered facilities.



It is therefore essential to ensure any improvement to the Wenden Road route is also backed up with a considerable increase in cycle parking at Audley End station.

### **3.5 Access to the surrounding area**

Improved access to villages within a cyclable distance to Saffron Walden would also be beneficial and help to reduce the dependence on car travel in rural areas. Adding cycling infrastructure to rural areas can be expensive however and must be balanced with the likely level of use.

#### **3.5.1 Great Chesterford**

In 2014 Essex Highways were commissioned by the Local Highway Panel to examine the feasibility of providing an off road cycle route between Great Chesterford and Saffron Walden. This scheme was accepted as feasible despite its likely £1.2 million cost, as other benefits such as improved access to Cambridgeshire and Audley End House could also be realised. The scheme could also be relatively easily broken into more manageable and deliverable sections.

It is therefore appropriate that other significant villages within the influence of Saffron Walden are examined.

#### **3.5.2 Thaxted and Carver Barracks**

Analysis of the 2011 Census found that 11% of journey to work trips are made by those living in the Wimbish Area due to the existence of Carver Barracks. Due to the rural and isolated nature of the location however there is an identified local need to connect the barracks to Saffron Walden and build on these high cycling levels for other journeys.

Byway 57 (see Figure 6) runs between Thaxted Road and Debden Road which is currently in a good condition for cycling, and could also be used for part of the journey between Carver Barracks and Saffron Walden. If agreement can be made with the Ministry of Defence, there is potential to create a link to this from the northern side of Carver Barracks which would provide an off road route from the Barracks most of the way to Saffron Walden. Further work may be required to ensure the Byway is suitable all year round however, as such facilities can suffer from use by off road vehicles.

An extension of this route to Thaxted has also been examined. Given the lack of suitable Bridleways and byways a footway/cycleway would need to be provided along the B184 Thaxted Rd which would cost several million pounds to implement. Given the likely usage due to a crow fly distance of 4 miles and over undulating terrain it would be uneconomical to prioritise this scheme at this time.

### **3.5.3 Newport**

Improving the Byway along Whitechurch Lane would provide an opportunity to create a useful north south connection between Newport and Wendens Ambo, which would in turn link to the Wenden Road scheme and an onward connection to Saffron Walden

## **3.6 New Development**

An additional 1,460 houses are planned for Saffron Walden up to 2031. These are primarily located on the south east side of the town between Thaxted Road and Radwinter Road with a new radial road built through the sites. Financial contributions from new development are being secured towards the provision of the Wenden Road cycleway.

A re-organisation of the traffic priorities within Saffron Walden is also planned costing an estimated £1m, it is essential that these measures maximise opportunities for increasing the priority and benefits of cycling. Solutions such as cycling contraflow facilities should be built into any schemes from the start.

There are a number of opportunities to provide useful cycle infrastructure as well, both making use of the existing bridleway and byway network, providing a useful, direct and high quality cycle network as part of the layout of the developments.

In addition, routes outside the sites should be improved and promoted such as to the town centre and to Audley End station.

## **3.7 Cycling Potential**

For large towns and cities, most of the demand for cycling comes from utility trips within the built-up area, particularly for the journey to work, the main journey purpose for cycling, nationally. Due to the size of the settlement, many transport destinations are within the built-up area and recreational cycling is a relatively unimportant journey type. However, in smaller towns and villages, such as those in Uttlesford, people often have to travel outside the settlement where they live for everyday journeys such as commuting, shopping, trips to leisure destinations, and visiting friends and relatives.

It is useful, therefore, to divide utility journeys between those which can be contained within the settlement, and those which require travel to another place a few miles away. Investment in new or improved cycle-friendly infrastructure could be justified if such

destinations are within a cyclable distance, typically up to about 5 miles and attract a large number of trips (e.g. a railway station or a large employer).

Finally, in an attractive and largely rural district like Uttlesford, it is worth assessing the potential for sports and recreational cycling, and considering measures which might stimulate this journey type. This can benefit the local economy by bringing in tourism revenue, improve the health and fitness of local residents, and may, in some circumstances, lead to people subsequently taking up utility cycling although this behavioural link is not firmly established. The table below breaks down the potential for these trips in Saffron Walden:

Type	Rating	Detail
Internal utility trips	Low - Medium	Size of town means considerable demand for internal trips but topography will keep demand relatively low. If one-way streets and some of the footpaths could be opened up to cycling, it would become a more advantageous mode.
External utility trips	High	An ideal cycling distance to a local major railway station (serving London, Cambridge, Bishops Stortford and Stansted Airport)
Sports and recreation trips	Medium - High	Established tourist town; a history of sports cycling; proximity to attractive countryside; can be reached in a day from London; byways and bridleways leading from the town into the surrounding rural area.

Example of the three cycle trip categories for Saffron Walden are shown on the map below.

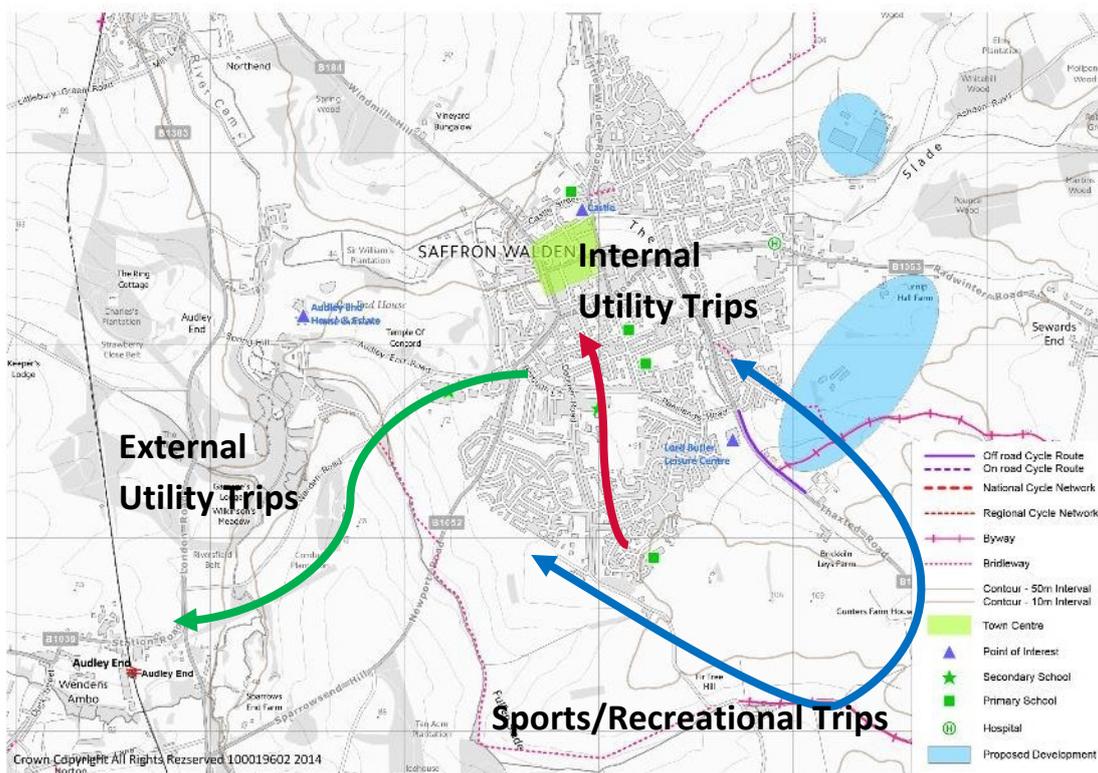


Figure 7: Examples of different cycle trip categories

### 3.8 Recommended priorities for investment

#### 3.8.1 Route to Audley End station

A high quality, cycle route to Audley End station is an essential component of this strategy, probably the most important element of expenditure to improve the cycle network in Saffron Walden. A pressure group, Access Walden was formed in 2011 and has been specifically campaigning for a cycle route between Audley End station and Saffron Walden. A preferred solution of creating a contraflow cycle route along Wenden Road has been agreed, initial feasibility and design work has been carried out and the scheme is now at public consultation.

#### 3.8.2 Additional parking at Audley End station

Add significant additional cycle parking (more than 100 additional spaces) due to Wenden Rd scheme increasing demand along with additional housing in Saffron Walden. The station has potential for future cycle hub should demand grow beyond this.

#### 3.8.3 Town centre permeability

The priority in the town centre, given the space constraints and the large number of one-way streets, is to maximise permeability for cycling. This should be done through:

- a) opening up cut-throughs and footpaths to cycling where they meet certain criteria which relate to minimising the potential for pedestrian and cyclist conflict, and

b) providing two-way cycling on one-way streets which has been made much easier to implement since recent changes to traffic sign legislation.

#### **3.8.4 Step change in town-wide public cycle parking provision**

A co-ordinated approach to upgrade and increase the town's cycle parking provision is needed. All the existing aging Grippa stands should be replaced with facilities such as Sheffield stands, M stands, and cycle hoops. In addition longer-stay cycle parking should also be provided which is weather protected and suitable for commuter use.

#### **3.8.5 Infrastructure in new developments**

The new developments to the south east of the town must include cycle network provision and utilise the existing bridleway and byway network, as well as providing a new cycle way alongside the proposed bypass.

New housing should also provide for residential cycle parking where garages are not included, this is particularly important for flats and terraced housing.

#### **3.8.6 Route to Great Chesterford and Audley End House**

A feasibility study was carried out for a cycle route between Great Chesterford and Saffron Walden in the spring of 2014. The main aim was to connect Great Chesterford with the nearby village of Littlebury as well as Saffron Walden. Option 1 (London Road via Littlebury) was recommended.

A route to Great Chesterford will be useful intrinsically for linking the local settlements. Additionally, the village is on the Cambridgeshire border and provides a link to a high quality cycle route from Cambridge. A continuation to Saffron Walden would provide a high-quality, long-distance route all the way from Cambridge. Carver Barracks

#### **3.8.7 Carver Barracks**

The existing Byway 57 could be utilised in this instance to provide a safe off road route from the barracks along most of the route. This would require an access to be provided to the base through the northern boundary.

#### **3.8.8 Newport**

Improve and promote use of the Byway/Bridleway 41 along Whitechurch Lane to create a useful north south connection between Newport and Wendens Ambo.

A map showing recommendations is included below:

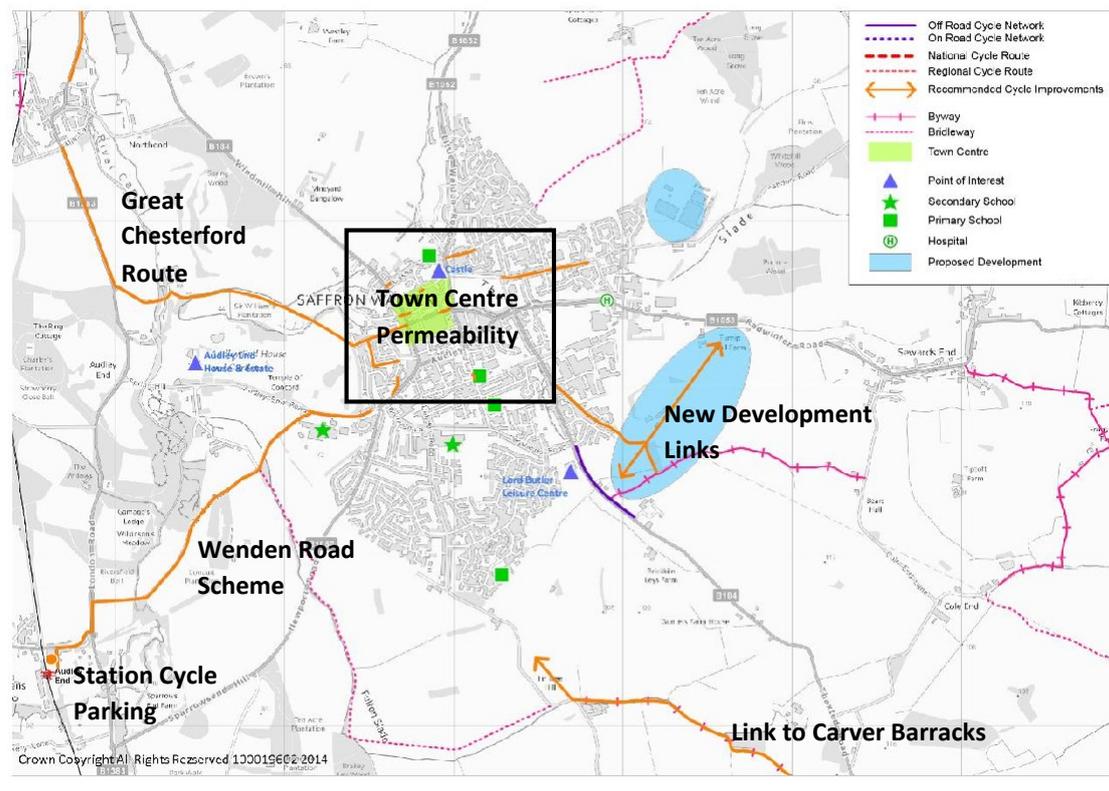


Figure 8: Saffron Walden Potential Schemes

### 3.8.9 Cycle Saffron Walden

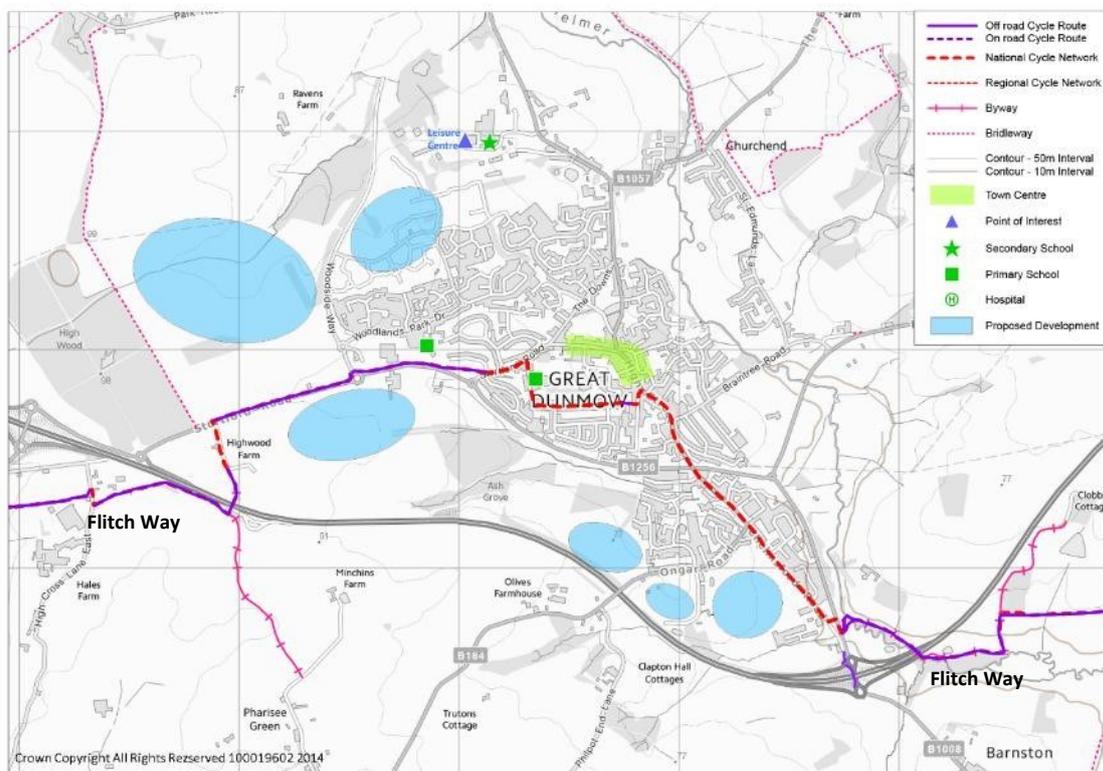
Co-ordinated campaign linking all activities and new facilities with creation of a cycle map once more network has been established. Use digital and conventional media to create a perception of step-change in conditions for cycling. Residents must *feel* that cycling for local journeys has become easier, safer and more enjoyable. In marketing, remember that ‘perception is reality’.

## 4 Great Dunmow

### 4.1 Introduction

Great Dunmow is the second largest settlement in Uttlesford with a population of approximately 8,830 and is situated on the A120 4 miles east of Stansted Airport which is a major employment area (employing 11% of the population).

Famous for the Dunmow Flitch Trials, the town also has a healthy local tourist industry. The town has one high school, leisure centre and a supermarket just outside of the town centre.



**Figure 9: Great Dunmow Existing Infrastructure**

The built-up part of the town covers an area of approximately 2mi<sup>2</sup>. Most of the built-up area is within 0.7mi of the town centre as shown in the figure above. The town lies between the 50m and 95m contours, and the road network has contours per kilometre rating of 2.05 making it a relatively hilly settlement.

Great Dunmow does not have a rail station, the nearest railway stations are Braintree (10 miles) and Stansted Airport (6 miles). Braintree has hourly services to London Liverpool Street taking just over an hour. Stansted Airport has four trains an hour to London Liverpool Street taking just under 50 minutes.

## 4.2 Existing Situation

Like Saffron Walden, there is an absence of existing dedicated cycle facilities in Great Dunmow itself, a survey of the secondary school found only 2% of pupils and staff cycling and a town centre user survey undertaken by UDC in June 2013 identified no cyclists.

However Great Dunmow is in the centre of a popular leisure route in the Flitch Way shown on Figure 9. The route is an east/west route following the former Bishop's Stortford to Braintree railway line that is signed through the town centre as NCN16 (below). The route provides navigational assistance along a series of roads and cut-throughs but is mostly a circuitous on road route through the town. There are also a number of highly trafficked uncontrolled crossings which make the route unattractive.

The issue of a gap in this route is one of long standing community action and lobbying by residents, led by the Flitch Way Connection Group.



A number of developments in the south of Great Dunmow are due to incorporate a new alignment into their layout thus enabling the Flitch Way to route on a much improved alignment to the South of Dunmow.

Essex Highways Public Rights of Way department are also in the progress of converting the existing footpath between Ongar Road and Buttleys Lane, though an all-weather surface is not proposed to be provided along this section. There are further opportunities to provide a cycle route along the old track bed to the south of Stortford Road in this area.

The only other dedicated cycling infrastructure is at the junction of the A120 and the B1008 to the south of the town.



There are a number of footpaths and footbridges that would make useful cycle routes if they could be upgraded to a standard required. The photo below left shows the footbridge crossing of the B1256 to the west of the current Flich Way crossing (linking in to the New Street area). The photo below right shows a footpath next to Manse Gardens which would probably be wide enough for shared use. Note the weather-protected residential cycle parking to the left of the lower path.



The carriageway widths in the town centre are generous and there is therefore potential to free up dedicated space for walking and cycling.

The junctions in the town centre such as shown below left are now over-engineered with generous dimensions and open geometry (below left) as the High Street used to be the main east-west road through the town but has subsequently been bypassed three times. A number of signalised pedestrian crossings exist of which there is an aspiration to convert to zebra crossings, narrowing junctions and provide priority to pedestrians and slow traffic speeds should also be considered. This would also significantly benefit cyclists and create a far less traffic dominated environment.

There are some traffic restrictions in the town centre. There is a one-way system (below right) which serves White Street and the Co-op supermarket. There is an opportunity to provide contra-flow cycling here.



There is also a short section of priority one-way working on North Street (below left) and a non-motor vehicles restriction on Star Lane which could easily be promoted as a cycle route (below right).



Woodlands Park is the largest modern residential estate in Great Dunmow with new housing still to be added. It lies on the north-western side around 20m above, and 1 km from, the town centre. There are several footpaths and green spaces within the area but no infrastructure provided for cycling. Most of these (such as Woodland Walk below) would be wide enough for shared use with some minor alterations such as making barriers easier to negotiate.



There is a lack of walking and cycling connectivity to areas outside of estate particularly in the direction of the town centre and high use of the Public Footpaths that link into

Downs Crescent was noted. Cycle facilities should be retrofitted to this estate as a matter of priority, specifically creating an east west route.

The closest village to Great Dunmow is Barnston which is on the B1008 approximately 1km south east of the A120 junction. There is a narrow (down to 0.8m in places) footway along the length of the B1008 between the A120 and Barnston, which could be widened and converted to a rural cycleway and provide a link to the village and link to the existing short section of cycleway at the junction with the A120.

### 4.3 Cycle Parking

There is very little public cycle parking in Great Dunmow. There are some Sheffield stands by the library and sports centre but no other formal provision was seen in the main shopping streets, and bikes were seen left outside shops (e.g. below left).

The leisure centre is located on the edge of the town in Parsonage Downs and has 10 uncovered Sheffield stands occupied by 4 bikes during our site visit.

The main town-centre car park is off White Street. There are three exposed Sheffield stands adjacent to the car park next to the library (below right).



The largest retail outlet is the Tesco superstore on the south west side of the town. Despite the size of the shop and the car park, there did not appear to be any cycle parking.

There was very little visible cycle parking in the residential areas other than a covered facility in Manse Gardens (below). This does not have good theft protection but would suffice for lower value bikes, and was attracting some use.



#### 4.4 New Development

There are a large number of development proposals for the Great Dunmow area with 2,951 households planned up to 2031, with sites located to the south and western side of the town.

The developments to the south provide a key opportunity to improve the Flich Way and resolve the issue of a gap in the route. Access to the town centre should also be provided as well as permeability between different site allocations to create a wider cycle network.

For the western sites the two main probable requirements for cycling infrastructure will be into the town centre and out to Stansted Airport. They will also require crossing facilities over Woodside Way.

#### 4.5 Cycling Potential

The table below breaks down the potential for these trips in Great Dunmow:

Type	Rating	Detail
Internal utility trips	Medium	Though a hilly settlement, many of the residential areas fall within a 20m height difference of the town centre which is sufficiently small not to discourage too many people from making short trips by bike. With close to 10,000 residents, it is sufficiently large for there to be a number of local trip destinations within the town itself.
External utility trips	Low	Town is a considerable distance from the closest significant utility trip attractors of Braintree (10 miles) and Stansted Airport (6 miles). Stansted Airport also has the nearest station. The airport could attract utility cycle trips (for workers, and possibly for ongoing travel to London) but only if the journey by bike was sufficiently beneficial e.g. would there be big savings to be made on car parking or bus fares for airport employees if they cycled?

Sports and recreation trips	High	An attractive market town, surrounded by rolling countryside, and sufficiently close to London to attract day trips. There is also the attraction of the Flitch Way which diverts from its dismantled railway-track alignment to come through the town centre.
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## 4.6 Recommended priorities for investment

### 4.6.1 Flitch Way

The gap in the Flitch Way needs to be resolved, with further opportunities provided by developments taken to create a high quality all weather leisure route. The crossing of the B1256 at Hoblongs Junction also needs to be provided. To the east of this area, the footbridge over the River Chelmer should also be replaced to allow cyclists full access across this pinch point.

### 4.6.2 Woodlands Park Access

The footpath from Woodlands Park through to The Downs should be upgraded to a surfaced cycle route, combined with a signed on road route provide using Star Lane this would create a radial to the town centre.

The status of the paths through The Woodlands Park estate is currently unclear. There are 'strictly no motorcycles' signs which suggest that cycling is allowed but it is clearly not actively encouraged. This route should also be upgraded signed to provide a spinal route through the estate and beyond to future developments.

### 4.6.3 High Street Re-prioritisation

Change the streetscape with wider footways, attractive cycle racks, priority crossings, reallocation of carriageway space with regular crossings, level surface (or low kerbs), fewer signs and signals.

### 4.6.4 Linking New Developments

Cycle routes from new developments to Dunmow High Street should be provided as a matter of course, sites should also connect to each other to provide a wider useable network. This includes:

- The Flitch Way (as detailed above)
- A route following the Woodside Way western bypass
- Use of the former railway alignment to the south of Stortford Road
- Other cycle links provided through and between developments on an individual basis

### 4.6.5 Chelmer Valley Leisure Route

A leisure link could be provided along Chelmer Valley through Town Council owned parkland between Church End and the B1256, this would provide the core to a leisure network on the eastern side of Dunmow which could be added to as needed.

As part of this, the footpath from Windmill Close to Mill Lane should also be upgraded to a cycle route. This will enable residents in the St Edmunds Lane area to reach the town centre via a quiet, traffic-free route rather than following Braintree Road.

**4.6.6 Cycle parking provision**

A co-ordinated approach to increase the town’s public cycle-parking stock is required. A wider distribution of stands for short-stay parking is needed in the main shopping streets. These could be Sheffield stands, M stands or the cycle hoop designs which make use of existing street furniture and have minimal impact on the urban realm.

Cycle parking at larger destinations such as the main town-centre car park, health centres and leisure centres should be expanded, and the existence of free cycle parking should also be promoted.

**4.6.7 Link to Barnston**

Convert and widen the footway along Chelmsford Road to encourage local cycle trips from Barnston to Great Dunmow.

The map below shows the recommended schemes in Great Dunmow:

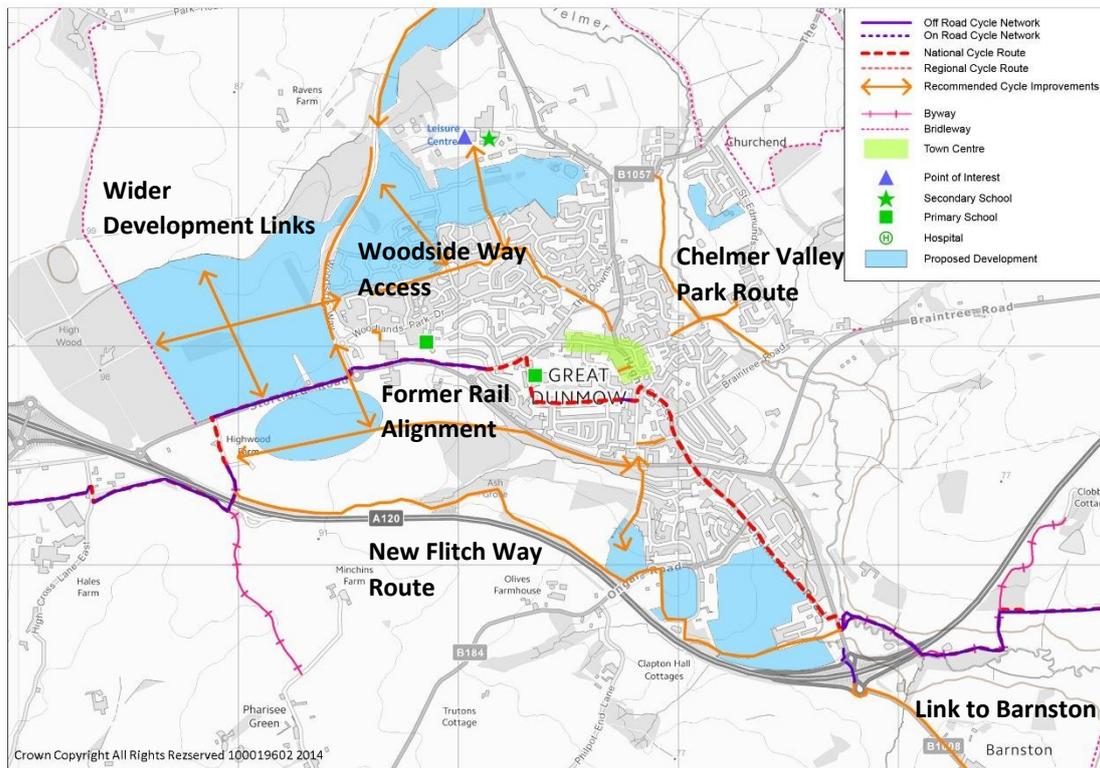


Figure 10: Great Dunmow Potential Schemes

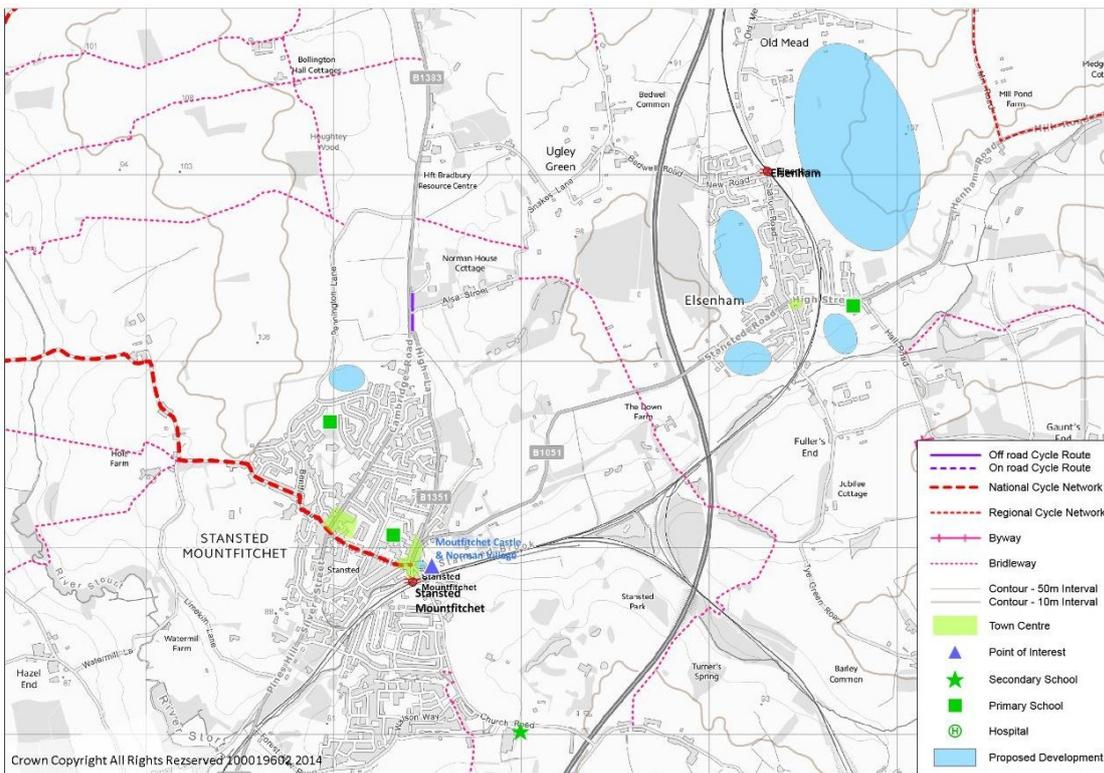
## 5 Stansted Mountfitchet and Elsenham

### 5.1 Introduction

Stansted Mountfitchet is a village with a population of 6,460 situated 1.3 miles north of Bishop’s Stortford and 2 miles north west of Stansted Airport. The town has one High School which is situated on its southern edge.

Elsenham is a smaller linear village 1.5 miles to the north east of Stansted Mountfitchet, it has a population of 3,680 and though covering a relatively small area it is expected to grow significantly in the future.

The area has a moderate level of out commuting by rail at around 11% and over a third of residents are employed in nearby Bishop’s Stortford or Stansted Airport which are both within a cycle-able distance.



**Figure 11: Stansted Mountfitchet & Elsenham Current Infrastructure**

The built-up part of the town covers an area of approximately half a square mile, with most of this within a crow-fly distance of 0.6mi of the railway station. The station is served by trains to London, Bishops Stortford, Cambridge and Stansted Airport.

Stansted Mountfitchet lies between the 65m and 100m contours road network and has a contours-per-kilometre rating of 1.61 putting it towards the middle of the towns in our hilliness league table.

Elsenham is largely flat and lies between the contours of 85m and 100m. It also has its own station with similar services to Stansted Mountfitchet except for a lack of services to Stansted Airport.

## 5.2 Existing Situation

There are currently very few cycling facilities in Stansted Mountfitchet except for a bridleway/cycleway through Forest Hall Park (below left) and a short section of shared cycleway on the B1383 Cambridge Rd to the north of the Village. National Cycle Route 11 branch of the signed National (Regional) Cycle Network routes into Stansted Mountfitchet from the north west and terminates at the rail station, though it has no dedicated cycle infrastructure.



The main junctions (below) in the town centre (Lower Street) do not have cycle or pedestrian-friendly layouts due to wide carriageways, open geometry and a lack of pedestrian islands. There is scope to create a friendlier pedestrian and cycling environment here without reducing road capacity.



There is no safe cycle route between Stansted Mountfitchet and Elsenham at present. The B1051 is the shortest route but is at a national speed limit for most of the route. It leads from the town centre towards Elsenham and has a section of signal controlled, one-way shuttle running (below left). Whilst this is likely to be intimidating for cyclists

being followed by motor vehicles, there is potential to create a rural cycle route by converting the existing footway which runs between the two villages. Given the low pedestrian flows, this should be adequate and would mostly only require vegetation clearance to create an acceptable width along with route signs.

Sunnyside (below right) is an example of a quiet, traffic-calmed street providing a useful link with gentle topography but the speed humps are not cycle friendly with no bypass or sinusoidal profile. This is not adopted highway however.



The large residential area to the south of the station, now extending as far as the Forest Hall Park estate, has a number of footpaths, footbridges and cut-throughs (below) but none currently allow, or formally encourage, cycling.



Church Road connects the Forest Hall Park estate with the station. It is partly traffic calmed (below left) but not in a cycle friendly way as no bypasses were provided.

The junction of Silver Street and Chapel Hill, below right, could cause difficulties for cyclists especially when making the right turn from major to minor arm.



Elsenham currently has no cycle network infrastructure, though some is planned to be provided along Stansted Road by upcoming housing developments.

### 5.3 Cycle Parking

There appears to be very few public cycle stands in either Stansted Mountfitchet or Elsenham. During the site visit, others were observed at the Crafton Green car park which serves a health clinic and library at the top end of the village, and the local leisure centre. The Crafton Green car park had three uncovered ‘Grippa’ style stands (below left). None of which was occupied. The Mountfitchet Romeera Leisure Centre (below right) has very basic cycle parking with ‘butterfly’ style racks for five bikes (none were using it on the day of site visit).

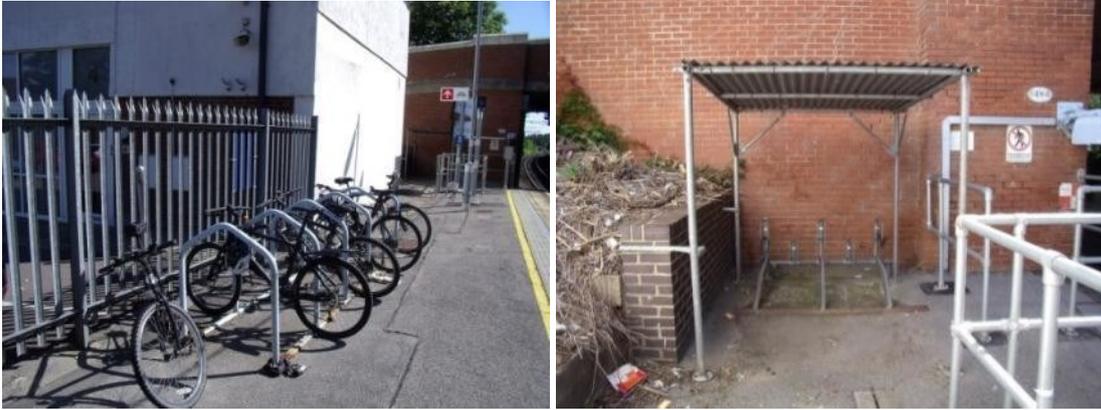


There are a small number of shops at the junction of High Street and Station Road in Elsenham but with no cycle parking.

### 5.4 Railway Stations

Both villages have their own railway stations on the London Liverpool Street to Cambridge line. Stansted Mountfitchet’s is immediately to the south of the branch line to the airport – Elsenham’s is immediately to the north. Stansted Mountfitchet has a slightly more frequent service to London (as some of the Stansted Airport services stop there). Both stations have some cycle parking provision (below). Stansted has five

uncovered Sheffield stands and five covered butterfly racks on the northbound platform. Five bikes were parked on the day of the site visit (a weekday in July) and all were in the Sheffield stands despite the lack of weather protection, Butterfly stands are typically less attractive to use than Sheffield stands, it would be worthwhile removing these and replacing them with a modern two tier rack as at Audley End.



Elsenham station has cycle parking on both platforms and whilst generally underused at present, additional high quality capacity should be brought online as Elsenham’s population increases. On the London-bound side there are four Sheffield stands which are well protected (below left), none were observed in use. On the Cambridge-bound side there are four Grippas in a weather-protected enclosure (below right), two were being used.



### 5.5 New Development

Stansted Mountfitchet and Elsenham are to gain additional houses in the period to 2031 with most in Elsenham (2,607). The largest site is to the north east of Elsenham station, between Henham Road and the railway line. The other two are to the west of Station Road, and to the southeast of the Hall Road / High Street junction. A site containing 400 houses is also planned for the north of Stansted Mountfitchet.

These would all be within a few minute’s cycle ride of Elsenham station, making cycling an obvious mode choice as long as commuters can store their bikes in an accessible and

convenient location both at home and at the station, highlighting the importance of residential cycle parking.

## 5.6 Potential for cycling

The table below breaks down the potential for these trips in Stansted Mountfitchet and Elsenham:

Type	Rating	Detail
Internal utility trips	Medium	The main demand is likely to be for trips to both stations. The settlements are small with relatively few services and employment so demand for other internal cycle trips is likely to be low.
External utility trips	Medium - High	The distance and topography to Stansted Airport (approximately 5km) makes cycle commuting an easy option if trip-end facilities and the route are sufficiently cycle friendly. Bishops Stortford is also within a similar distance.
Sports and recreation trips	Low - Medium	It is not a well-known tourist destination, unlike Saffron Walden, and may have a negative association as an attractive area due to its proximity to Stansted Airport. However, there are a number of cycle club huts nearby so it is clearly considered to be a worthwhile destination for London based cycle-club members.

## 5.7 Recommended priorities for investment

### 5.7.1 Access to Stansted Mountfitchet station

#### *South – Forrest Hall Park and High School*

The chicanes in Church Road could easily be made cycle-friendly by providing dropped kerbs and allowing cyclists to keep to the near side. The speed humps in Sunnyside could be made cycle-friendly by a flattened 1m section on the nearside, allowing cyclists to avoid the vertical deflection.

The footpath linking Water Lane to West Road to the south west of the station could also provide an attractive cycle route to the station as an alternative to Church Road for people living in the Forest Hall Park area.

The Forest Hall Park estate has several footpaths and bridleways which follow their own alignment providing useful traffic-free cut-throughs. Amendments of the surfacing and converting and signing them could provide substantial useful cycle network on this side of the town. A substantive section 106 fund also exists which could be used to fund these improvements

### *North – Gilbey Crescent*

A route to the north could be provided with a combination of signed on road routes through Brewery Lane and St Johns Road and supplemented with suitable cycle infrastructure on busy roads such as Cambridge Road and to a lesser extent Lower Street. This should be funded and provided in conjunction with the housing development to the north of Rainsford Road.

#### **5.7.2 Stansted Mountfitchet to Elsenham**

Shared-use footways are increasingly seen as a poor quality facility in an urban cycle network. However, they can still be useful in rural areas where pedestrian flows are low, side road junctions are few and far between, and the adjacent carriageway has a 40mph or greater speed limit. The footway between Elsenham and Stansted Mountfitchet is such a facility, subject to feasibility study.

#### **5.7.3 Infrastructure in new developments**

The new developments to the west and south of Dunmow must include cycle network provision and enhance the network to key destinations such as the town centre, school and leisure centre.

New housing should also provide space for residential cycle parking where garages are not included, this is particularly important for flats and terraced housing.

#### **5.7.4 Junction Improvements**

Junctions which appear most in need of cycle and pedestrian measures include:

- Chapel Hill and Church Road
- Lower Street and Grove Hill
- Chapel Hill and Cambridge Road

#### **5.7.5 Stansted Mountfitchet to Bishop's Stortford**

Footpath following Stansted Brook between Stoney Common and Stansted Road could provide both an attractive radial approach from the south west and could also form part of a longer cycle route to Bishops Stortford.

#### **5.7.6 Cycle Parking**

There is relatively little existing cycle parking in Stansted Mountfitchet. There is no single town centre but the main streets with shops and services are on Cambridge Road, Lower Street and Chapel Hill. Short-stay cycle parking should be dotted along these streets outside shops and other outlets (cafes, pubs etc.) in a little-and-often formation to minimise walking distances between the stand and the destination.

Figure 12 below shows the infrastructure proposals for this area.

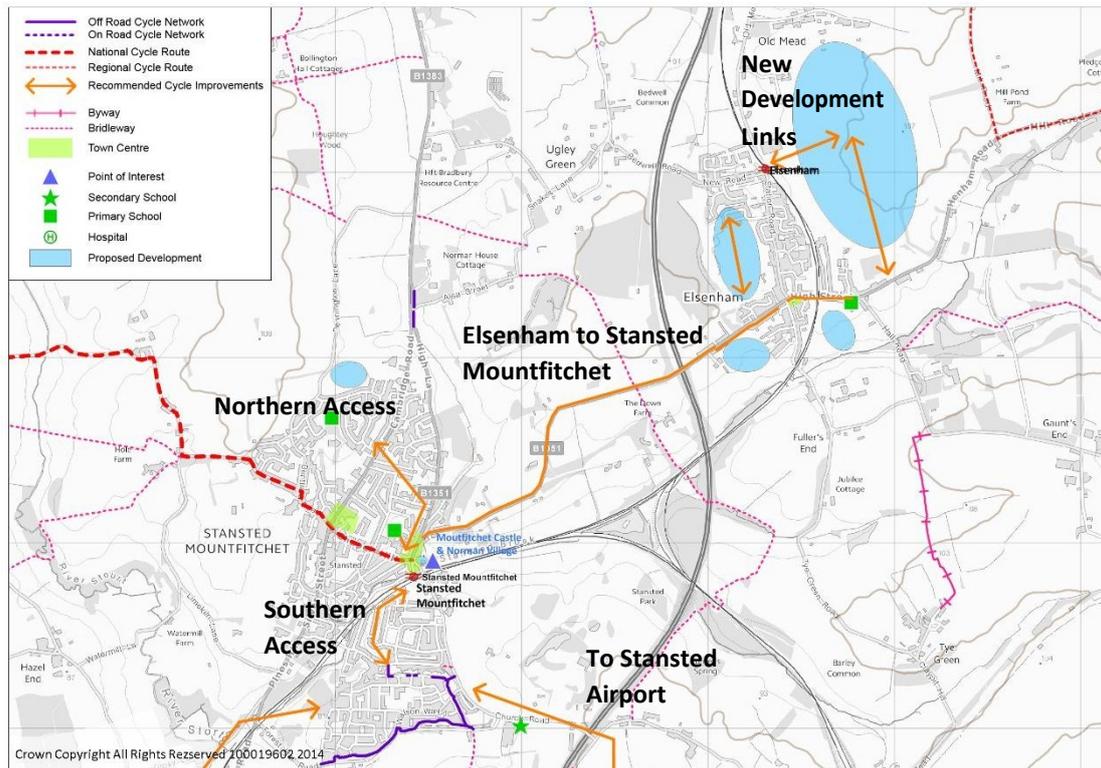


Figure 12: Stansted Mountfitchet & Elsenham Potential Schemes

## 6 Other Areas

Whilst this strategy is mainly focused on the three largest settlements within the District, there are other locations or routes which have potential to attract much higher levels of utility cycling than they currently do and these are covered in this section.

### 6.1 Access to Stansted Airport

Stansted Airport employs around 11,000 people and is one of the largest areas of employment in Essex. A survey by the Surface Access Strategy in 2009 found just 0.4% of airport employees cycle to work which would account for around just 50 people. The 2014 Sustainable Access Plan notes that the cycling mode share had dropped to 0.1% by 2013, and set a new target of 0.5% by 2019.

The airport should be able to support considerably higher levels of cycle commuting than the current amount. It is crucial to understand what the main deterrents currently are to cycle commuting – whether it is non-cycle-friendly infrastructure and hazardous traffic conditions, lack of trip end facilities, or cheap, easy and quick motorised mode options (free parking/staff bus etc.) or the distance that employees commute - perhaps most are beyond a realistic cycling distance of 6 miles.

There is some cycle network on the airport as shown in the figure below but this does not provide continuous routes to the nearby settlements of Bishop’s Stortford, Takeley, Stansted Mountfitchet and Elsenham which are all within a 15 to 30 minute cycle ride.

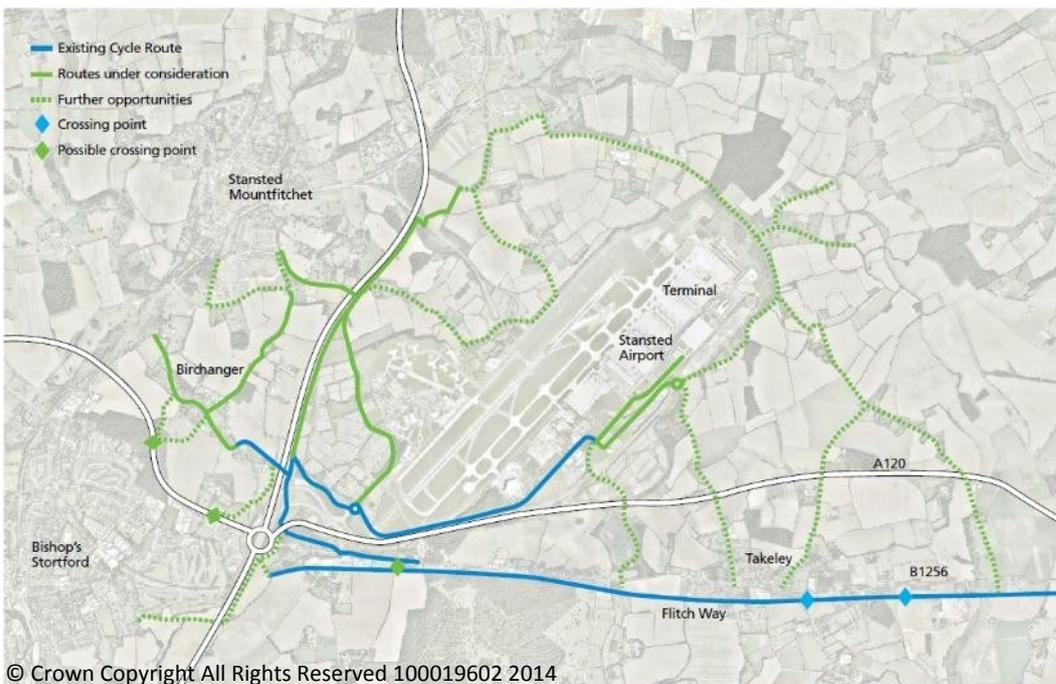


Figure 13: Existing Cycle Infrastructure at Stansted Airport

The existing bridleway, cycleway link between Stansted Airport and Birchanger village has been signed by Sustrans, but it may be some time till the route is completed all the way to the terminal building on the airport side.

The route connects to the Round Coppice roundabout (below left). Cyclists can use a shared footway with uncontrolled crossings to make their way round the roundabout (below right).



The cycle route stays on the footway along Long Border Road (below left). At the first side-road junction leading into the airport, the route switches to an on-road facility (below right) with the use of narrow cycle lanes which appear to be well below the recommended minimum width of 1.5m. These cycle lanes are unlikely to provide an appealing environment for cycling. The route extends almost as far as the Bassingbourn Road signalised crossroads then terminates before reaching the terminal and other employment areas.



The route is also largely of an inadequate standard with steep gradients, poor unbound surfacing that has been eroded and a general lack of maintenance. This means the route is seldom used at present.

These issues are not too difficult to remedy and have the potential to provide a very useful facility. However plans to continue the link from Birchanger to Bishop’s Stortford and cross the A120 have so far failed to come to fruition for various reasons, specifically construction cost and land ownership.

### 6.1.1 2014 Surface Access Strategy Update

Stansted Airport (as part of the M.A.G group) published a Sustainable Development Plan in 2014 which included a section on cycling. The key points are summarised as follows:

- The airport aims to reduce car use by encouraging sustainable modes
- Cycle routes and facilities will be improved for staff living locally, and for recreational use
- The 2008 Walking and Cycling Strategy led to Flitch Way improvements, and ECC also obtained developer-funding for crossings on the B1256
- Hertfordshire County Council secured Community Infrastructure Funding to provide cycle links between Harlow, Bishop's Stortford and the Airport. This link's to Stansted's own 'on site cycle network' with the Duck End Cycleway connecting Duck End Bridge (over the M11) to Round Coppice Road, and the Long Border Road Cycleway.
- A new cycle/pedestrian route has been provided from Coopers End roundabout to the Terminal via the short-stay car park.
- 11 new cycle and motor-cycle parking shelters have been introduced throughout the airport and adjacent to the transport interchange
- The Airport joined the Cycle to Work scheme in 2007, and a large number of employees could buy new cycles at a discounted rate. They also have a 15% staff discount at retailer Halfords.

The Airport wish to continue to seek further improved, safe routes to key local settlements. Their priorities are:

1. To the west and north to Bishop's Stortford, Birchanger, Stansted MF, and Elsenham
2. Extension of the Sawbridgeworth to Bishop's Stortford link
3. Storage, shower and secure parking at key locations on site including the North side

### 6.1.2 Recommendations

It is essential that access to Stansted Airport by bike is improved and promoted and that:

- The route between the airport and Bishop's Stortford should be completed with a link across the A120 provided.
- An off-road facility linking the Coopers End roundabout to Takeley could also be easily provided by converting and improving the existing footway.
- Signed quiet road routes, complemented with dedicated infrastructure from Elsenham and Stansted Mountfitchet should also be provided, and should link to the employment areas to the west of the runway and beyond.

Produce and widely disseminate (paper and electronic) a cycle map with journey time isochrones map as part of the employee travel plan.

## 6.2 Bishops Stortford

Bishops Stortford lies immediately to the west of the Uttlesford district boundary but has no cycle infrastructure links across the border into Essex. It is a medium sized market town with a population of 38,000 and could easily attract and generate cycle trips into and from Uttlesford. Despite its proximity to the district, cycle trips between the two are currently difficult to make due to a shortage of attractive and conveniently located crossing points on the A120 in particular and the M11 to a lesser extent.

Sustrans have put a considerable time and effort into looking at improving the local cycle infrastructure in the vicinity of Stansted Airport, the Flitch Way and with Bishops Stortford. Their main findings and recommendations are summarised below.

The lack of a formal crossing of the A120 between Bishop's Stortford and Stansted Airport is a significant barrier for both pedestrians and cyclists. The DfT traffic count available on Dunmow Road recorded the only significant number of cyclists of any of the counts on A Roads in Uttlesford, with 92 observed over 12 hours.

The only existing crossing facility is an uncontrolled crossing of five lanes to the east of the Dunmow Rd/A120 roundabout which is inadequate. An observation carried out by Birchanger Parish Council found that cyclists dismounted and walked (or ran) across the junction rather than cycle around it, which is clearly not acceptable.

The highway environment in the vicinity of M11 Junction 8 is also not designed for cyclists. The Highways Agency have carried out site visits with Sustrans and the CTC to assess this issue. They concluded that the current alignment constraints at the junction make it difficult to provide any suitable facilities. Cyclists from the B1256 Dunmow Road were observed to ride along the existing footway on the northern side of the junction using a narrow footway section at the northern over-bridge.

There have also been suggestions that cycle trips, mostly commuter trips, at this junction have dropped compared to previous numbers due to the perceived risks from exposure to motorised traffic.

The Highways Agency has been given a remit to retrofit cycle infrastructure to its network where appropriate. Provision for non-motorised users should be made at this location when any future junction improvements occur.

The Essex Highways Public Rights of Way department have recently improved the surface of Footpath 10 between Great Hallingbury and the Flitch Way. There is potential to further improve provision and create alternative walking and cycling routes that connect the Flitch Way to the town avoiding Junction 8.

Sustrans' chosen solution is to implement a route which connect Great Hallingbury with Hockerill via Jenkins Farm and could make use of the alignments of existing Footpaths

in the area and the ‘accommodation bridge’ which is immediately to the south of J8. If the land owners were found to be supportive of this, the scheme should be prioritised accordingly.

### 6.2.1 Recommendations

There are three potential key cycle-trip desire lines between the town and Uttlesford that should be improved:

- from the Flitch Way which would mainly serve recreational cyclists wishing to start or end their Flitch Way ride in Bishops Stortford,
- to Stansted Mountfitchet - for residents to access the jobs, shops and services in Bishops Stortford, and
- to Stansted Airport across the A120 for commuter trips for airport employees living in Bishops Stortford.

The main demand for cycle trips between Bishops Stortford and Uttlesford is shown below.

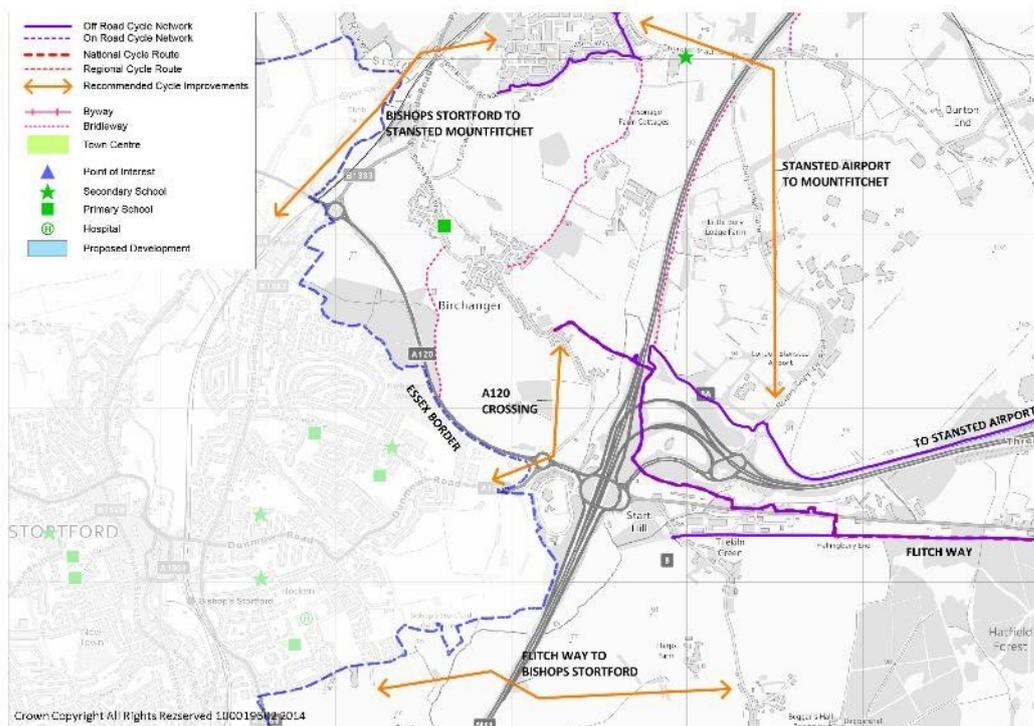


Figure 14: Access Improvements to Stansted Airport & Bishops Stortford

## 7 Cross-District Measures

A number of potential improvement measures are equally relevant across all areas of Uttlesford.

### 7.1.1 Local cycle network signed with journey times

Following recent alterations to traffic signs regulations, cycle routes can now be signed with journey times rather than distances. This is a very important development as, to most people who do not currently cycle, the journey times that a bike offers for short trips of up to 3 miles are surprisingly quick and highlighting this via signage can be a key factor in behaviour change.



### 7.1.2 Residential cycle parking

Residential cycle parking is arguably the single most important cycling facility as without a place to park a bike at home, no amount of new infrastructure will lead to an increase in cycling. Residential cycle parking is most needed in areas with high density housing. It can be retrofitted to on-street locations if needed with innovative products such as the 'Lambeth Bikehangar' (see below right). Visitor residential cycle parking can also be very effective as the 'visiting friends and relatives' journey purpose often lends itself to cycling. This can be achieved in several ways. One is the use of a car bike port which can be introduced on a trial period for several months to gauge demand (see below left).



Other approaches include the subsidised provision and installation of Sheffield stands on people's properties which has been successfully implemented by Oxfordshire County Council. The areas of Stansted Mountfitchet with high density housing could be identified with dwellings where occupants cannot easily store a bike such as terraced houses without garages and flats without communal cycle parking offered cycle parking.

### **7.1.3 Recreational Cycling**

Cycling for recreation, although not directly related to local transport, is still an important policy area. It can help with the health and fitness of local residents, it can bring in tourism revenue from further afield, and it can sometimes lead to more utility cycling. Uttlesford has an impressive number of byways, bridleways and quiet country lanes which have the potential to be connected, improved and promoted as recreational routes. Some would only be suited to people on mountain bikes but many, including the country lanes, could attract a wide range of sports/recreational cyclist. Visit Essex already provide a number of recreational cycle ride maps which could be built on to include the Public Rights of Way network as well as other useful detail.

It is recommended that a district-wide recreational cycling map is produced and published. This map will highlight all the features and facilities which are particularly useful to sports and recreational cyclists. This would be made available as a printed map and with an electronic version made available online. A smart phone 'app' could also be created which would represent a new concept for a local authority.

### **7.1.4 Supportive Measures**

Supportive measures are those that relate to cycling activities beyond the physical provision of cycle route and cycle parking infrastructure. Examples of supportive measures include travel awareness campaigns (which include school, employer, station and residential travel plans), the provision of maps, cycle training, participation in Bike Week, etc. Supportive measures are an integral part of any Strategy to increase cycling as the provision of new cycling infrastructure alone rarely leads to significant increases in the amount of cycling that takes place as confirmed by the findings set out in Cycling England's DfT funded report 'Making a Cycling Town' (2010).

### ***Cycle Training***

Over the last three years Essex Highways has trained over 500 children in Bikeability in the District. Training a large number of adults, however remains an unfulfilled aspiration which needs further investment and prioritisation to both encourage more people to cycle and in some cases improve cyclists' behaviour.

### ***Tour de France***

During the summer of 2014 the District successfully hosted part of stage 3 of the Tour de France. This was extremely well attended (as shown on the front cover of this strategy), indicating hosting further cycle races such as the Tour of Britain or Tour Series would also be popular and help further raise the profile of cycling.

### ***Led rides***

Led rides can help those who are either new to cycling or are unconfident cyclists gain more experience, whilst learning the best routes to cycle locally. Trailnet currently manage a series of healthy led rides from Thorndon Country Park. Whilst these were originally set up with help from ECC, they are now self-sufficient but have a relatively low level of new participants. The rides would consequently benefit from further promotion to address this.

### ***Cycle maps***

Cycle maps can be a very powerful tool in alerting people to the journey options and times that cycling offers them. Research by TfL into the first round of 'London Cycling Guides' in the early 2000s found that even in the general absence of cycling infrastructure, the maps were popular and useful.

Most of the other significant towns in Essex have cycle maps which are freely provided and distributed but none exist for areas in Uttlesford, thus creating an Uttlesford cycle map is recommended, once the amount of cycle facilities have been increased or when a notable scheme, such as the Flich Way or Wenden Rd scheme have been completed. With the above features included it would still be very useful, and will encourage local residents to think about cycling and make more trips by bike. An example of a typical cycle map for an Essex town is shown in the figure below.



Figure 15: Witham Cycle Map

## 8 Funding

For this strategy to be successful, it is imperative that funding is provided and sustained over a number of years.

With ECC Local Highway Panels now the main source of capital funding for local highway schemes, this is now the most appropriate way for new cycle infrastructure to be funded. The Uttlesford LHP has approximately £472k per annum for all schemes. Cycle improvements should be considered with other significant LHP schemes and synergies sought wherever possible.

Planning contributions from new developments can either provide funding towards new or improved cycle infrastructure or if in the vicinity actually construct schemes as part of the development.

Sustrans - Station Travel Plans. Sustrans secured LSTF funding for the national Access to Stations project which runs from summer 2012 to March 2015. Participating stations need not be on the National Cycle Network.

Other sources of funding also become available from time to time such as from the DfT (e.g. Pinch Point), it is important that there are 'shovel ready' schemes available should such opportunities arise.

## 9 Recommendations

In order to remove barriers to cycling and provide suitable infrastructure, it is essential that all new developments in the District include, where suitable, cycling and walking links to key services and areas of employment. To this end, all potential developments associated with the Uttlesford Local Development Plan should contribute towards creating a wider cycle network, connecting key cycle corridors and desire lines.

A coordinated approach should be taken whereby development planning and highway scheme delivery in Uttlesford is linked with infrastructure provision, complemented by soft measures that promote cycling as part of wider publication of the local sustainable transport network.

### 9.1 New cycle network

New on and off road routes have been identified to create cycle routes in the main Uttlesford towns and other key locations, whether through high quality signing along quiet on-road routes, convenient cut-throughs or new segregated off-road cycle tracks. A full list of recommended schemes can be found in **Appendix A**.

These schemes should be taken forward on an individual basis when funding or development opportunities arise. However two schemes should be prioritised:

1. Wenden Road scheme and Audley End cycle parking
2. Flich Way route

In addition to these schemes it is fundamental that all new developments provide significant, appropriate and high standard cycle infrastructure as part of their layouts. They should also contribute to creating cycle routes to external attractors such as high streets and schools where appropriate.

### 9.2 Strategy delivery

To ensure the effective delivery of the Uttlesford Cycle Strategy it is imperative that there is ownership of driving the strategy forward, liaising with stakeholders, identifying funding and ensuring that improving cycling in Uttlesford remains high on the agenda. To achieve this it is also key to have strong local political support for cycling, the benefits of this have been demonstrated clearly in London where the Mayor has instigated a real step change in the provision for cyclists.

Cycling should also be incorporated into other areas as much as possible, whether that be other highway improvements, large schemes or where other activities are already taking place such as health awareness campaigns.

The recommendations of this strategy are as follows:

- 1/ That cycle infrastructure is both embedded within the fabric of new development and funds sought to provide network elsewhere in the vicinity.
- 2/ That funding is committed specifically by the LHP to improve the cycle infrastructure in the District and sustained over a number of years.
- 3/ New high quality cycling infrastructure is provided as prioritised, and cycle parking improvements are made at key destinations, especially rail stations.
- 4/ The promotion of cycling in Uttlesford should be improved with a cycle maps created and distributed to key locations. Existing events and activities should also be better promoted ideally through Uttlesford District Council Sports and Activities department.
- 5/ That strong local political support is provided both by committing funding and positively raising the profile of cycling in Uttlesford.

## Appendix A

Area	Scheme	DescriptionA
<b>Saffron Walden</b>	Route to Audley End station	Create a high quality cycle route to Audley End station by providing a contraflow cycle route along Wenden Road as agreed. Initial feasibility and design work has been carried out and the scheme is now at public consultation.
	Additional parking at Audley End station	Add significant additional cycle parking (more than 100 additional spaces). The station has potential for future cycle hub should demand grow beyond this.
	Town centre permeability	<p>The improve permeability and access for cyclists in the town centre, by:</p> <ul style="list-style-type: none"> <li>a) opening up cut-throughs and footpaths to cycling where they meet certain criteria which relate to minimising the potential for pedestrian and cyclist conflict, and</li> <li>b) providing two-way cycling on one-way streets which has been made much easier to implement since recent changes to traffic sign legislation.</li> </ul>
	Step change in town-wide public cycle parking provision	All the existing aging Grippa stands should be replaced with facilities such as Sheffield stands, M stands, and cycle hoops. In addition longer-stay cycle parking should also be provided which is weather protected and suitable for commuter use.
	Route to Great Chesterford and Audley End House	Create a safe route to Great Chesterford via Littlebury. See Option 1 from the Great Chesterford cycle route feasibility study.

	Carver Barracks	The existing Byway 57 could be utilised in this instance to provide a safe off road route from the barracks along most of the route. This would require an access to be provided to the base through the northern boundary.
	Newport	Improve and promote use of the Byway/Bridleway 41 along Whitechurch Lane to create a useful north south connection between Newport and Wendens Ambo.
<b>Great Dunmow</b>	Flitch Way	The gap in the Flitch Way needs to be resolved, with further opportunities provided by developments taken to create a high quality all weather leisure route. The crossing of the B1256 at Hoblongs Junction also needs to be provided. To the east of this area, the footbridge over the River Chelmer should also be replaced to allow cyclists full access across this pinch point.
	Woodlands Park Access	The footpath from Woodlands Park through to The Downs should be upgraded to a surfaced cycle route, combined with a signed on road route provide using Star Lane this would create a radial to the town centre. The path that runs through the centre of the development should also be widened and converted to a cycleway.
	High Street Re-Prioritisation	Change the streetscape with wider footways, attractive cycle racks, priority crossings, reallocation of carriageway space with regular crossings, level surface (or low kerbs), fewer signs and signals.
	Chelmer Valley Leisure Route	Provide a link along Chelmer Valley through Town Council owned parkland between Church End and the B1256, the footpath from Windmill Close to Mill Lane should also be improved and upgraded to a cycle route.

	Cycle parking provision	Increase the town’s public cycle-parking stock is though wider distribution of stands (or more subtle products) in the main shopping streets.
	Link to Barnston	Convert the footway along Chelmsford Road to encourage local cycle trips from Barnston to Great Dunmow.
<b>Stansted Mountfitchet/Elsenham</b>	Access to Stansted Mountfitchet station - South	<p>A route from the High School to the station should be signed and improved. Amendments to the surfacing of the existing paths in the Forest Hall Park estate and converting them to cycleways would provide substantial useful cycle network on this side of the town.</p> <p>The chicanes in Church Road should also be made cycle-friendly by providing dropped kerbs and allowing cyclists to keep to the near side.</p> <p>A substantive section 106 fund also exists which could be used to fund these improvements</p>
	Access to Stansted Mountfitchet station - North	A route to the north to Gilbey Crescent should be provided with a combination of signed on road routes through Brewery Lane and St Johns Road and supplemented with suitable cycle infrastructure on busy roads, such as Cambridge Road and to a lesser extent Lower Street.
	Stansted Mountfitchet to Elsenham	Convert and sign the existing footway
	Stansted Junction Improvements	<p>Carry out improvements to various junctions to create a more friendly pedestrian and cyclist environment through narrowing excess carriageway and reducing junction radii such as at:</p> <ul style="list-style-type: none"> <li>• Chapel Hill and Church Road</li> </ul>

		<ul style="list-style-type: none"> <li>• Lower Street and Grove Hill</li> <li>• Chapel Hill and Cambridge Road</li> </ul>
	Stansted Mountfitchet to Bishop’s Stortford	Footpath following Stansted Brook between Stoney Common and Stansted Road should be improved to provide both an attractive radial approach from the south west and could also form part of a longer cycle route to Bishops Stortford.
	Cycle Parking	Short-stay cycle parking should be dotted along these streets outside shops and other outlets (cafes, pubs etc.) in a little-and-often formation to minimise walking distances between the stand and the destination.
<b>Other Areas</b>	Access to Stansted Airport	<p>The route between the airport and Bishop’s Stortford should be completed with a link across the A120.</p> <p>An off-road facility linking the Coopers End roundabout to Takeley should be provided by converting and improving the existing footway.</p> <p>Signed quiet road routes, complemented with dedicated infrastructure from Elsenham and Stansted Mountfitchet should also be provided, and should link to the employment areas to the west of the runway and beyond.</p>
	Access to Bishop’s Stortford	<p>Create a link from the Flitch Way to Bishops Stortford via Great Hallingbury using a combination of quiet roads and public rights of way.</p> <p>Improve the link to Stansted Airport by creating a formal crossing across the A120.</p> <p>Provide a link to Stansted Mountfitchet possibly using the River Stort towpath.</p>