

ATF4 design-only schemes: early engagement feedback

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Introduction

Between 12th October and 8th November, Engagement Matters on behalf of the Sustainable Transport Team at Essex County Council, undertook early engagement work with local residents, businesses and stakeholders in Basildon, Chelmsford, Colchester and Harlow. The objective of the engagement activity was to discuss and test the proposed ATF4 design-only routes in open, informal environments and potentially feed into the final designs before formal public consultations are undertaken in Q1 2024. The intention is that this will give ECC an early understanding of any potential concerns or likely challenges which can be addressed prior to formal consultation and help to minimise objections later down the line. It may also provide an opportunity to identify early support for the schemes which can be mobilised at the consultation stage.

It is hoped that this early engagement will be the first step in a long-term approach - key learnings from the exercise will be reviewed and will be taken on board for the next stage of public consultation as well as for future early engagement exercises.

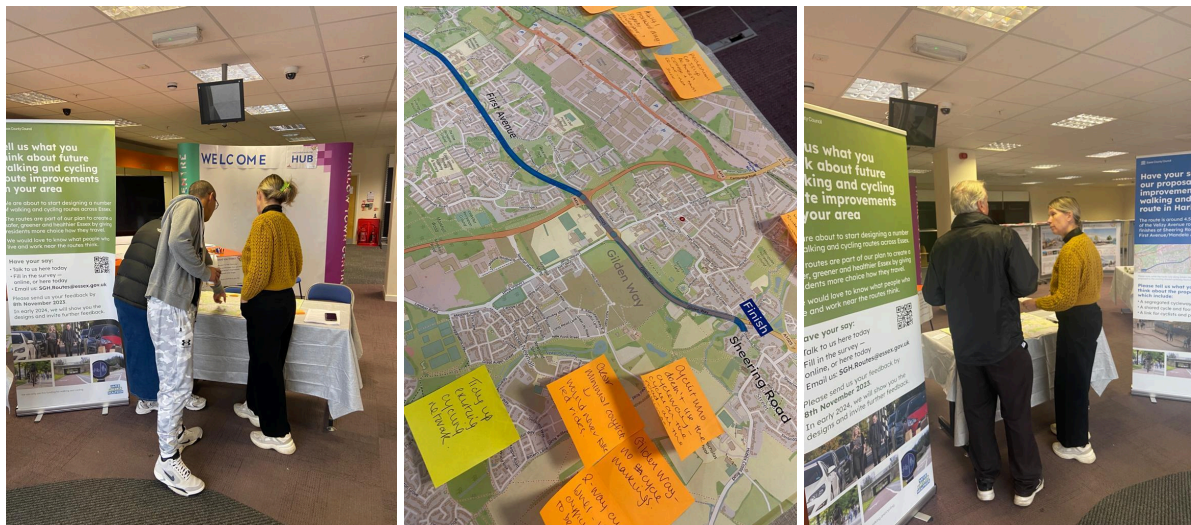
Harlow: summary of activities

A letter containing details of the proposed route as well as a short postal survey was posted to **8254** addresses (number of households living within 300m of the route) on 12th October. A Freepost envelope was included within the mailing.

A slightly longer survey was launched online on the 12th October using the ECC Citizen Space consultation platform.

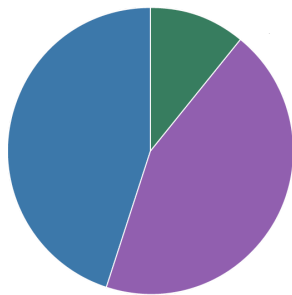
An in-person event was held at the Harvey Centre on 23rd October for people to drop in and discuss their feedback in detail. This event was publicised via the letter to residents as well as on the Safer Greener Healthier Facebook page. A boosted post targeting adults aged between 18 and 65 living in Harlow reached **4,132** people. The post was also shared on a number of Harlow walking/cycling Facebook group pages including the Your Harlow page administered by the town council.

An email was sent to all key stakeholders (MP, county councillors, ward councillors, ECC and town council officers, key interest groups) on 16th October alerting them to the engagement activities and asking them to share the information with their own networks.



Results

Channel	No. of responses/attendees
Engagement event	43
Postal surveys	117
Online surveys	100
Email sign-ups	57



- **11%** attended engagement event
- **44%** filled in Freepost survey
- **45%** filled in online survey

96% of the online respondents lived locally and **66%** heard about the survey/event via the mail-drop.

The following questions were asked in both the postal and online surveys:

Is there anything that currently makes walking and cycling along any part of this route difficult?		
	Online respondents	Postal respondents
Yes	68%	49%
No	21%	9%

What do you think about our plans for the route improvements?		
	Online respondents	Postal respondents
It will make walking and cycling safer	45%	56%

What do you think about our plans for the route improvements?		
I would consider using the route	39%	36%
I have concerns - please see Key Themes for comments	47%	32%

How else could we make this route better or safer for cyclists and pedestrians?		
	Online respondents	Postal respondents
Improve the signage	40%	49%
Improve the road crossings	43%	37%
Make cyclists a priority at crossings	35%	22%
Other - please see Key Themes for comments	27%	14%

Is there anything about the route that you would like to comment on? Is there anything we may have missed?		
	Online respondents	Postal respondents
Yes - please see Key Themes for comments	49%	38%

In addition, the online survey (only) asked whether respondents agreed or disagreed that the proposed improvements (a segregated cycleway/footway/a shared cycleway and footway/a link from Gilden Way to Sheering Road for cyclists and pedestrians) would make the route safer for cyclists and pedestrians.		
	Online respondents	Postal respondents N/A
Agreed	51%	N/A

In addition, the online survey (only) asked whether respondents agreed or disagreed that the proposed improvements (a segregated cycleway/footway/a shared cycleway and footway/a link from Gilden Way to Sheering Road for cyclists and pedestrians) would make the route safer for cyclists and pedestrians.

Disagreed

31%

N/A

Key themes

These are the themes of comments received at the in-person events and via the postal and online surveys.

Safety at crossings/junctions

This was a key theme, in particular the crossing at the Howard Way and First Avenue roundabout which almost everybody at the in-person event said needed to be improved.

There were also concerns about crossing at the Momples Road and First Avenue junction; and the A414 roundabout/First Avenue roundabout.

There were comments that existing crossings are difficult to use and that more crossings are needed along the route.

The route should run along the same side of the road rather than expect cyclists to cross from one side to the other

The fact that cyclists have to cross the road to continue using the route was referred to often. Some said that to use the current route they have to cross the road several times, and that it would be better if the new route ran all the way along one side of the road to avoid this.

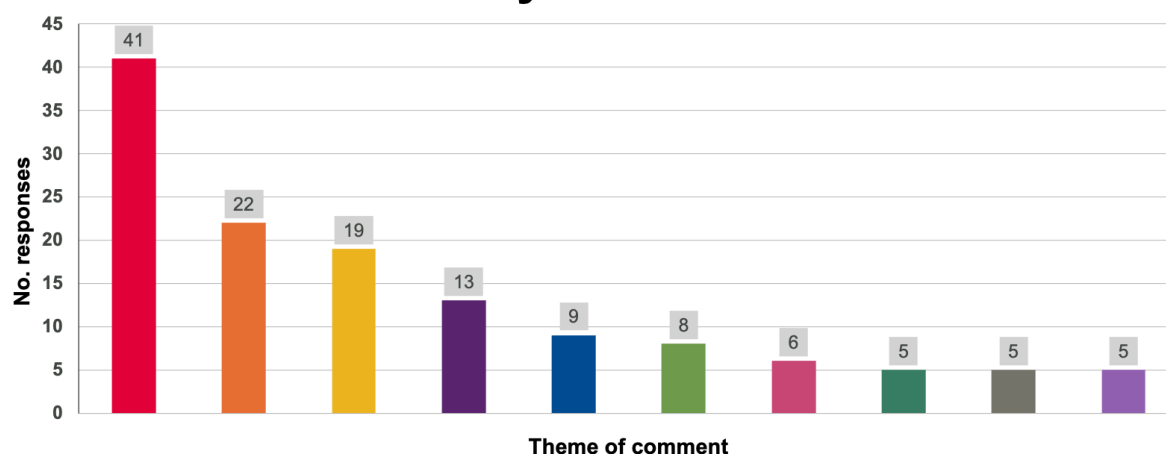
The route is busy and dangerous with cars travelling very fast

Residents flagged that they would choose not to walk or cycle along the proposed route due to the high volume of traffic, noise and air pollution. Instead they would walk/cycle through the residential back roads.

Ensure the route connects into the town centre rather than starting/finishing at Velizy Avenue

This was flagged by several residents.

Key themes



- Howard Way/First Avenue junction - crossing needs improving
- More crossings are needed along the route in general
- The route is currently very busy and dangerous - for pedestrians and cyclists More crossings are needed along the route in general
- Cyclists/pedestrians have to cross the road too many times/route should run along same side of road
- Cyclists and pedestrians should be segregated, current paths are not wide enough - users clash
- Momples Road/First Avenue - concerns about safety of crossing
- Current crossings are difficult to use
- A414 roundabout/First Avenue - concerns re safety of crossing
- Have to cycle on pavements through The Hides to reach town centre - change start of route to take town centre into account
- Concerns re safety of children walking from Churchgate Street/Gilden Park area/ to local schools due to traffic

What people told us...

Safety at crossings/junctions

"All the cycle routes that are alongside main roads in Harlow have essentially the same problem - the cycle traffic on one side of the road is always going to be problematic, especially at intersections/cut-throughs. Narrower cycle lanes on both sides of the road, with curb separation from motor traffic provide for a freer flowing route with less opportunity for unwanted motor/cycle interactions. Pedestrians, as always, are best accommodated on a raised, curb protected footpath."

"On the 1st Ave section there are several road crossings that are difficult to navigate, with setbacks from the main road, visibility problems and the placement of yield markings that prioritise motor traffic, There are also a number of obstructions and inadequate, unclear separation of pedestrian and cycle traffic."

"The Momples Road / First Avenue junction. This junction is dangerous for pedestrians, cyclists and motorists."

"Lack of pedestrian crossings on roundabouts make it virtually impossible to cross safely."

"Not enough traffic lights or zebra crossings so crossing at roundabouts or roads is very scary and dangerous. Need to have more zebra crossings as least."

"There are more strategic locations to place cycle routes, this appears to be an odd choice as most of it already has cycling and pedestrian provision. All the roundabouts along this proposed route are dangerous for cyclists and pedestrians to cross and there is no provision for safe crossing that does not involve inconvenient diversion. The one exception is the underpass from Mark Hall School across to First Avenue. The whole proposed route needs looking at to ensure it is 'joined up' , it is only possible to walk/ cycle by crossing roads, leaving the safety of cycle tracks etc."

"Safe crossings however are required at School Lane, Howard Way, The Stow, Momples Road, A414 and London Road. Without these the cycleway is pretty useless other than in short stretches."

"Churchgate Street should have a cyclists crossing"

"Lack of pedestrian crossings on roundabouts make it virtually impossible to cross safely"

"I cycle on the road due to the number of crossings along the route"

Howard Way/First Avenue junction

"The cycle route should go up to zebra crossing on Howard Way then down again to join First Avenue."

"You need to then take great care as the Aldi roundabout is an intersection of really busy roads."

"There are drop kerbs at the Aldi roundabout but the traffic is intense and no zebra crossing, makes it really difficult to actually use the route."

"There's a shared pavement/cycle path as far as the roundabout to Howard Way. It is a really difficult junction to cross on a bike. "

"You need to then take great care as the Aldi roundabout is an intersection of really busy roads. This is quite a complicated area for young independent cyclists going to and from secondary schools."

"It switches sides of the road more than once, and crosses several busy roads with little protection and priority. Walking or cycling along it, you often feel like you take your life in your hands for example at the Stow/Aldi roundabout on the north side."

"...the Stow/First Avenue/Howard Way roundabout. It's a nightmare trying to cross!"

"The roundabout on Velizy Avenue and the roundabout at the intersection of First Avenue and Howard Way is very busy and difficult to navigate both on foot, and on a bike. The cycle lane at the moment is shared with taxis and buses."

"The inconsistency about which side of the road the route runs along, and the need to keep crossing the road. The old London road roundabout area is a pain with having been forced to cross golden way at both ends. The bit from Momples Road to crossing Howard Way isn't set up well for cyclists, so currently I'll cycle through old Harlow, along the cycle track and up park lane even though it's much hillier. It tends to be quicker because the road crossings prioritise cars, and crossing Howard Way and London road requires what feels like a significant detour and stopping and starting."

Other points to note that were commented on frequently

Overwhelmingly, people were concerned about the condition of existing cycle and footpaths, saying they are overgrown, damaged and dangerous; and that the focus should be on the maintenance of existing infrastructure before new infrastructure is built.

Some people felt the route was already adequate for cyclists and pedestrians and improvements aren't required.

Many comments were made about e-scooters, cyclists travelling too fast on footways and potholes - as well as complaints about the money being spent on cycling routes.

Finally, Mr Vincent Denson (aged 88) was one of the postal survey respondents. A six-time participant in six Tour de France races and a former president of the Harlow Cycling Club, he commented: "Harlow should be very proud of their cycle routes."

And finally: "It is good to know that this venture is being proposed. I would use it to cycle with my grandchildren."

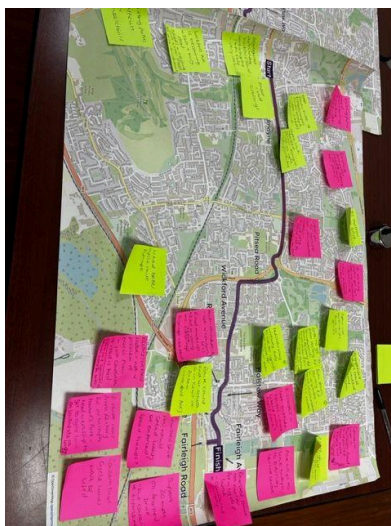
Basildon: summary of activities

A letter containing details of the proposed route as well as a short postal survey was posted to **6,966** addresses (number of households living within 300m of the route) on 12th October. A Freepost envelope was included within the mailing.

A slightly longer survey was launched online on the 12th October using the ECC Citizen Space consultation platform.

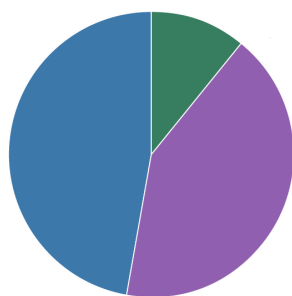
An in-person event was held at The Place, Pitsea, just behind the Pitsea market on Friday 3rd November for people to drop in and discuss their feedback in detail. This event was publicised via the letter to residents as well as on the Safer Greener Healthier Facebook page. A Facebook ad targeting adults aged between 18 and 65 living within 10 miles of Pitsea ran for five days and reached **14,647** people, generated **355** engagements (use of "likes", "emojis") resulting in **274** users clicking on the link to the online survey. The post was also shared on a number of Basildon walking/cycling Facebook group pages including Eco Basildon, Basildon Cycling Community, Basildon Pedal Power and Basildon Community Walking Group.

Finally, an email was sent to all key stakeholders (MP, county councillors, ward councillors, ECC and town council officers, key interest groups) on 16th October alerting them to the engagement activities and asking them to share the information with their own networks. See Appendix B for the list of key stakeholders.



Results

Channel	No. of responses/attendees
Engagement event	26
Postal surveys	106
Online surveys	108
Email sign-ups	44



- **11%** attended engagement event
- **42%** filled in Freepost survey
- **47%** filled in online survey

92% of the online respondents lived locally and **54%** heard about the survey/event via the mail-drop and **22%** via social media.

The following questions were asked in both the postal and online surveys:

Is there anything that currently makes walking and cycling along any part of this route difficult?		
	Online respondents	Postal respondents
Yes	63%	54%
No	25%	15%

What do you think about our plans for the route improvements?		
	Online respondents	Postal respondents
It will make walking and cycling safer	48%	57%
I would consider using the route	39%	26%
I have concerns - please see Key Themes for comments	40%	27%

How else could we make this route better or safer for cyclists and pedestrians?		
	Online respondents	Postal respondents
Improve the signage	45%	45%
Improve the road crossings	19%	28%
Make cyclists a priority at crossings	19%	18%
Other - please see Key Themes for comments	34%	10%

Is there anything about the route that you would like to comment on? Is there anything we may have missed?		
	Online respondents	Postal respondents
Yes - please see Key Themes for comments	49%	27%

In addition, the online survey asked a number of additional questions which are shown below:

Do you agree or disagree that a segregated or shared cycleway/footway from Broadmayne to Fairleigh Road will make the route safer for cyclists and pedestrians?		
	Online respondents	Postal respondents N/A
Agreed	54%	N/A
Disagreed	34%	N/A

To what extent do you agree or disagree that new or upgraded pedestrian/cycling crossings on the sections of the route are in the right locations (Broadmayne/Churchill Avenue/Timberlog Lane roundabout AND Broadmayne/South Mayne/East Mayne roundabout)		
	Online respondents	Postal respondents N/A
Agreed	55%	N/A
Disagreed	14%	N/A

To what extent do you agree or disagree that these crossings will make the route safer for cyclists and pedestrians?		
	Online respondents	Postal respondents N/A
Agreed	54%	N/A
Disagreed	19%	N/A

Which proposed option below would you prefer for Pitsea Road/Wickford Avenue?		
	Online respondents	Postal respondents N/A
Option one (installing a signalised cycle crossing only on the Pitsea south arm of the mini roundabout).	19%	N/A
Option two (converting the mini roundabout to a signalised junction with a cycle crossing on Pitsea south and a pedestrian crossing on Wickford Avenue).	31%	N/A
No opinion	46%	N/A

Which proposed option below would you prefer for Wickford Avenue/Rectory Road?		
	Online respondents	Postal respondents N/A
Option one (installing a parallel crossing on the south arm)	22%	N/A
Option two (converting the mini-roundabout to a signalised junction with pedestrian/cycle crossing on the south and western arms)	28%	N/A
No opinion	44%	N/A

Which proposed option below would you prefer for Halstow Way, Bearsted Drive and Fairleigh Avenue/Fairleigh Road?		
	Online respondents	Postal respondents N/A
Option one (reducing the existing speed limit to 20mph on Halstow Way, Bearsted Drive and	38%	N/A

Which proposed option below would you prefer for Halstow Way, Bearsted Drive and Fairleigh Avenue/Fairleigh Road?		
Fairleigh Avenue/Fairleigh Road)		
Option two (keeping the existing speed limit at 30mph but introducing traffic calming measures to physically reduce the vehicle speeds)	21%	N/A
No opinion	35%	N/A

Key themes

These are the themes of comments received at the in-person events and via the postal and online surveys, in five or more responses.

Safety-related comments

People suggested that the routes should be well lit and that existing street lighting needs to be repaired. Just as many people said that it would be safer to segregate cyclists and pedestrians (rather than shared paths). Some said that better signage and road markings are required along the route. Others said they don't currently feel safe using cycle paths, walking paths and/or underpasses, and said that there is an issue with bike theft.

Crossings

Many people said that more crossings are needed along the route, especially at roundabouts where they felt the current crossings are not safe. Almost as many people said the Ashlyns roundabout specifically needs a cycle and pedestrian crossing. Others said a good crossing is needed at the South Mayne/Broadmayne roundabout.

Bearsted Drive - no support for proposed cycle route and/or traffic calming measures

Many people (most of which specified they are a resident of Bearsted Drive) said that Bearsted Drive is too steep and too narrow for a cycle lane and that they didn't think lowered speed limits would be enforced. They said they did not want a cycle path on their road.

Halstow Way - no support for cycle route

Some people (most of which specified they are a resident of Halstow Way) said that Halstow Way is too steep for a cycle lane. Some suggested the route would be better to go via Rectory Road down to London Road not along Halstow Road/Bearsted Drive, or to go

down Rectory Road, through Howards Park or past the old police station. A few felt that a cycle route on Halstow Way would negatively affect the residential character of the road.

Fairleigh Road - no support for cycle route

Some people asked why the proposed route ends here, and were concerned that if the road becomes made up, it will be used as a rat-run. Others suggested the route should instead end at the Eversley leisure facility.

Alternative route suggestions

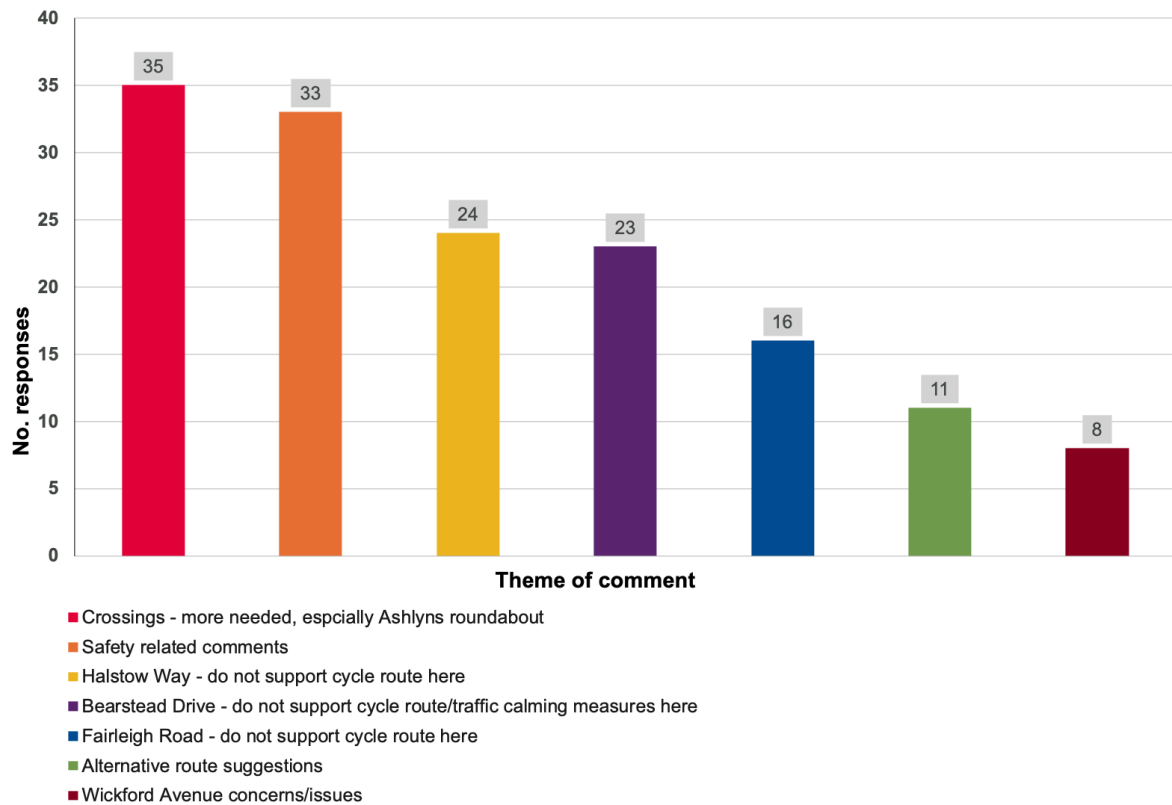
Suggestions for alternative routes included: linking the two train stations;

- going along Ashlyns, through residential area (Kenneth Road) then finishing at Eversley;
- going along South Mayne beyond Wickford Avenue, then crossing and going along the footpaths onto Rectory Park Drive, then London Road;
- going via South Mayne in Pitsea dropping down to Pitsea Road where the Greensward is near Tesco;
- connecting into centre of Pitsea.

Wickford Avenue - concerns and suggestions

Some felt Wickford Avenue is not suitable for the route as it is a rat-run, traffic is too fast and busy and cyclists don't use it. Other comments about Wickford Avenue included that it would be good for a cycle route but there is currently too much parking on the pavements; or that it should be made into a 'school street' or a bus gate should be installed.

Key themes



What people told us...

Safety at crossing points especially Broadmayne/Pitsea Road

"The crossing transition points from Broadmayne to Pitsea Road involve crossing East Mayne and South Mayne, which are very busy main traffic routes. The zebra crossing at Broadmayne is too close to East Mayne for increased pedestrian, and wheeled/ridden cycles to cross safely in a timely matter. The view by traffic approaching from South Mayne, of the crossing, is obstructed by the sharp left hand turn, more often than not overgrown foliage hides the crossing and lights. There are no lights or crossing aids across South Mayne, so would involve a leap of faith during busy times."

"It's very hard to join Pitsea Rd from the cycle path. along Broad Mayne "

"The Church Road crossing isn't very safe, especially as cars leaving Broadmayne should give priority to cyclists and pedestrians, however they very rarely do so."

"Safer crossings are required at the South Mayne roundabout, Ashlyns/Pitsea Road roundabout and the junction of Pitsea Road and Wickford Avenue.:

Bearsted Drive/Halstow Way - steep hill/too narrow making it unsuitable for most cyclists

"In Halstow Way, there are often cars parked along the bend and near the junctions. Buses also use this route and I wonder how safe a cycle/walking route would be."

"I live down Bearsted Drive and cycling / even walking up Halstow way / Fairleigh road because of the steep hill a better route would be down Rectory Road then London Road."

"Bearsted Drive & Halstow way are on a HILL. This route takes you over a hill, when you can just go around it which is barely any longer and a damn sight safer."

"Who would want to cycle up Bearsted drive its crazy"

Why stop the route at Fairleigh Avenue/Road?

"Fairleigh Road is an "unmade" unkept road, so is tricky (sometimes dangerous) to walk and cycle through as it is very uneven. Lots of trip hazards."

"Seems a bit of a strange route to end at Fairleigh Road which is an unmade road. Why not take the cyclists/walkers into Pitsea where there are shops/markets etc. Seems that they are dumped in the middle of nowhere."

Alternative route suggestions

"Re-route to Pitsea centre, there is a cyle path already at the end of Rectory Road/London Road where they could join."

Other points to note that were commented on frequently

Overwhelmingly, people were concerned about the condition of existing cycle and footpaths, saying they are damaged and dangerous; and that the focus should be on the maintenance of existing infrastructure before new infrastructure is built.

Chelmsford - summary of activities

A letter containing details of the proposed route as well as a short postal survey was posted to 4251 addresses (number of households living within 300m of the route) on 12th October. A Freepost envelope was included within the mailing.

A slightly longer survey was launched online on the 12th October using the ECC Citizen Space consultation platform.

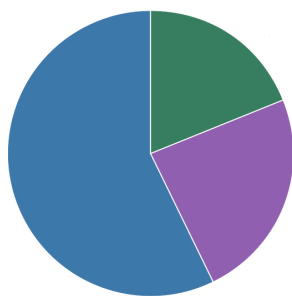
An in-person event was held at the Springfield Parish Centre for people to drop in and discuss their feedback in detail. This event was publicised via the letter to residents as well as on the Safer Greener Healthier Facebook page: a Facebook ad targeting adults aged between 18 and 65 living within 10 miles of Chelmsford ran for five days and reached **12,219** people, generated **588** engagements (use of "likes", "emojis") resulting in **539** users clicking on the link to the online survey. The post was also shared on a number of Chelmsford walking/cycling Facebook group pages including the Eco Chelmsford group.

An email was sent to all key stakeholders (MP, county councillors, ward councillors, ECC and town council officers, key interest groups) on 16th October alerting them to the engagement activities and asking them to share the information with their own networks.



Results

Channel	No. of responses/attendees
Engagement event	63
Postal surveys	76
Online surveys	185
Email sign-ups	103



- **19%** attended engagement event
- **24%** filled in Freepost survey
- **57%** filled in online survey

94% of the online respondents lived locally, **44%** heard about the survey/event via the mail-drop and **37%** via social media.

The following questions were asked in both the postal and online surveys:

What do you think about our plans for the route improvements?		
	Online respondents	Postal respondents
It will make walking and cycling safer	63%	40%
I would consider using the route	50%	33%
I have concerns - please see Key Themes for comments	37%	42%

How else could we make this route better or safer for cyclists and pedestrians?		
	Online respondents	Postal respondents
Improve the signage	54%	49%
Improve the road crossings	61%	20%
Make cyclists a priority at crossings	30%	13%
Other - please see Key Themes for comments	26%	14%

Is there anything about the route that you would like to comment on? Is there anything we may have missed?		
	Online respondents	Postal respondents
Yes - please see Key Themes for comments	42%	56%

In addition, the online survey asked a number of additional questions which are shown below.

To what extent do you agree or disagree that the proposed segregated cycleways/footways (on both sides of New Street/through ARU and the Chelmer Valley nature reserve/on both sides of New Nabbotts Way) will make the route safer for cyclists and pedestrians.		
	Online respondents	Postal respondents
Agreed	69%	N/A
Disagreed	27%	N/A

To what extent do you agree or disagree that the proposed new pedestrian/cycling crossings (at the junction of Bishop Hall Lane and Ransome Way/at the junction of Pump Lane) are in the right locations?		
	Online respondents	Postal respondents
Agreed	57%	N/A

To what extent do you agree or disagree that the proposed new pedestrian/cycling crossings (at the junction of Bishop Hall Lane and Ransome Way/at the junction of Pump Lane) are in the right locations?

Disagreed	26%	N/A
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To what extent do you agree or disagree that these crossings will make the route safer for cyclists and pedestrians?

	Online respondents	Postal respondents
Agreed	66%	N/A
Disagreed	13%	N/A

To what extent do you agree or disagree that Bishop Hall Lane is the right location for a floating bus island?

	Online respondents	Postal respondents
Agreed	57%	N/A
Disagreed	14%	N/A

To what extent do you agree or disagree that a floating bus island will make the route safer for cyclists and pedestrians?

	Online respondents	Postal respondents
Agreed	48%	N/A
Disagreed	16%	N/A

To what extent do you agree or disagree that a new two-way cycle lane on the west side of Lawn Lane will make the route safer for cyclists and pedestrians?

	Online respondents	Postal respondents
Agreed	70%	N/A

To what extent do you agree or disagree that a new two-way cycle lane on the west side of Lawn Lane will make the route safer for cyclists and pedestrians?

Disagreed

18%

N/A

To what extent do you agree or disagree that a shared cycle/walking lane on the east side of Lawn Lane before cyclists join the carriageway on Downsway, Leybourne Drive and Mayne Crest will make the route safer for cyclists and pedestrians?

Online respondents

Postal respondents

Agreed

59%

N/A

Disagreed

20%

N/A

To what extent do you agree or disagree that the installation of a Dutch-style roundabout at the New Street and Rectory Lane roundabout will make the route safer for cyclists and pedestrians?

Online respondents

Postal respondents

Agreed

49%

N/A

Disagreed

16%

N/A

Key themes

These are the themes of comments received at the in-person events and via the postal and online surveys. We have included here any theme that was commented on by at least five people.

Alternative route suggestions

Many people suggested that the route should extend to Beaulieu Park, the new Beaulieu Park station (currently being built), country park and the school (including Cllr Mackrory). Others said the route should follow the south side of Waveney Drive rather than Meon Close; and some suggested it follows Chelmer Valley Road to link in with the hospital and the new houses being built in north Beaulieu.

Proposed two-way cycle path on Lawn Lane

The majority of residents who attended the drop-in session felt that Lawn Lane is too narrow and congested (particularly at rush hour) to accommodate a two-way cyclepath on the west side. Some questioned how cyclists would be able to cross from the west side to Downsway. However, the online responses painted a different picture with 70% saying that it would improve safety.

Cyclists on Downsway/Leybourne Drive and Mayne Crest

There were concerns that the route included a new cycle/walking path on Downsway/Leybourne Drive and Mayne Crest. The majority of residents who attended the event said that they would not want a new cycle path outside their homes/drives but the online survey only contained one comment about this.

Proposed floating bus island - concerns

People cited Broomfield Road as a poor example of a floating bus island. Concerns regarding safety (blocking emergency vehicle access, pedestrian safety when crossing to the bus stop and causing congestion) were cited as was the point that they make things difficult for cyclists.

Proposed Dutch-style roundabout - concerns

People were again concerned about the safety of adding a Dutch-style roundabout, referring to the one in Cambridge as being problematic. Some suggested traffic lights would help with safety issues. Others said it isn't needed.

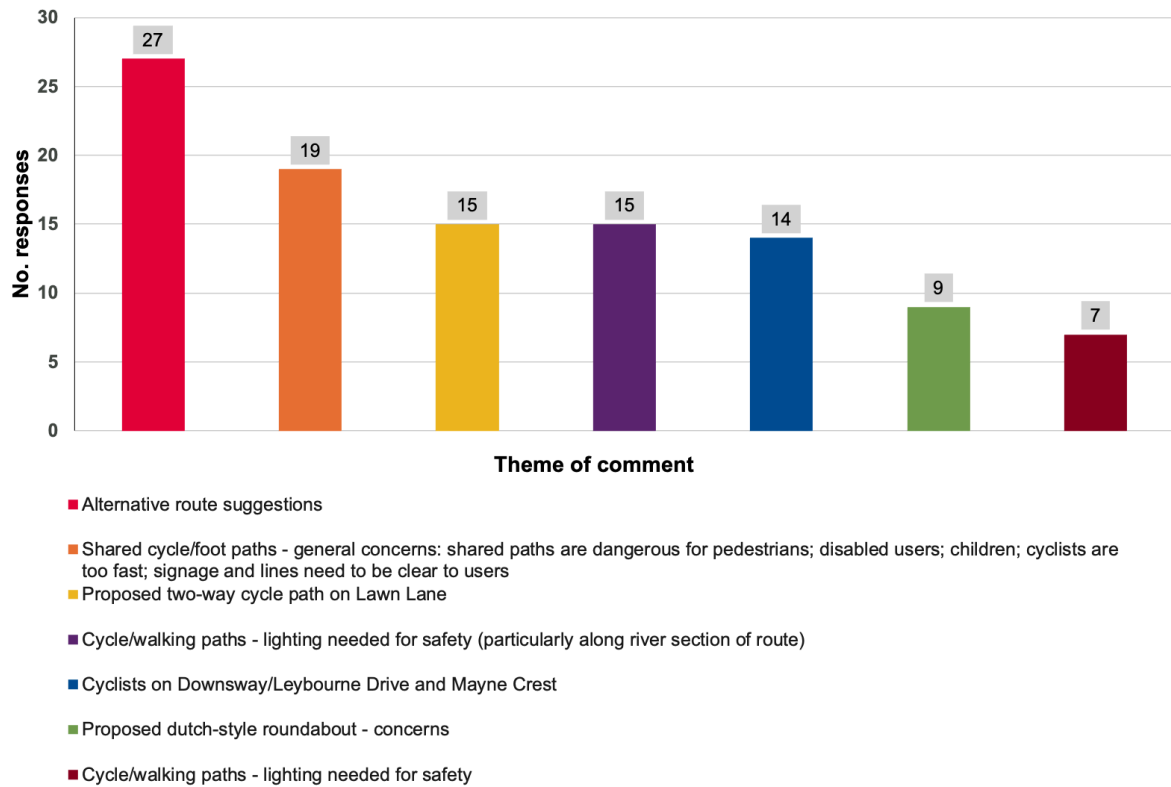
Cycle/walking paths - lighting needed for safety

Residents said that lighting is needed/should be improved along any cycle/walking path through Anglia Ruskin University, Bunny Walks and the nature reserve into Meon Close.

Shared cycle/walking paths - concerns

People raised concerns about shared cycling and walking paths, saying they are dangerous for pedestrians, disabled users and children; that cyclists travel too fast; and that signage and markings need to be clearer for users.

Key themes



What people told us...

Alternative route suggestions

"A preferable more direct route would be 2-way crossing Hoffmanns Way avoiding the busier traffic arm of the Rectory Lane roundabout. The route should stay on east side of Bishops Hall Lane two-ways to be more direct and with fewer crossings. There is a 3m wide path along the west bank of the River Chelmer that could be widened and segregated. That path connects near the 3m wide bridge to the Chelmer Valley path."

"Doesn't help people get out of New Beaulieu. There is a distinct lack of zebra/pelican crossings on Centenary Way, and also along White Hart Lane (opposite the little Sainsbury's) where people are making their own footpath in the mud and risking crossing White Hart Lane".

"Can this be extended into new Beaulieu - it's dangerous crossing White Hart Lane into Beaulieu Park. If it could be linked up with a crossing way it would make it safer for children attending school as well as residents wanting to get into town."

"Think there is a missed opportunity to provide this link on a route that already exists from Beaulieu Park through to Springfield and then on into town. The infrastructure exists almost in part from New Beaulieu through old Beaulieu to White Hart Lane and then down New Bowyers Way to Pump Lane. A crossing facility around this area would assist cyclist and pedestrians in the area, especially children who walk/cycle to Boswells and Beaulieu Park School. Then from there I admit it would be more difficult to provide off road facilities but there are quiet roads from there including already good pedestrian/cycle links into town. Maybe roads could be reduced in width at some points and pathways increased to provide shared footways..."

"No additional crossing of White Hart Lane means this route offers very little benefit over and above what is already provided"

"It may be worth considering using the second spur/cul-de-sac off Downsway - this is a bit further south and might reduce the length of the shared path on the east side of Lawn Lane."

"More desperate to find safe simple route to access shopping eg Sainsbury's, Costa, Coffee Square etc; community provision eg the Beaulieu Community Centre; schools eg Beaulieu School at Beaulieu. At present only safe direct way is to drive."

"Use Windrush Drive as the better route to Meon Close by allowing cycle access to Windrush Drive from Waveney Drive."

"Your cycling route is also pointless as it starts in Old Beaulieu, not the new Beaulieu where the thousands of new homes are being built."

"Consider moving the cycle route, coming from Arun Park/Road, turn right into Waveney Drive, keeping on the right side path. The path after Humber Road is quite wide and has a grassy verge and then turn onto Lawn Lane."

Proposed two-way cycle path on west side of Lawn Lane

"I can't see there is room for this as Lawn Lane is already too narrow to cope with existing vehicle traffic!"

"This road is already a nightmare."

"Two way on one side of the road is a danger to cyclists as drivers are caught unawares by cyclists approaching from the wrong direction. "

"The roads are not wide enough!"

"How are you going to fit a two lane cycle lane in?"

"It will cause traffic build up during morning and evening rush hour which is already bad."

"A cycle lane may make it safer, but there does not seem to be room for a two way cycle lane. This is a busy route for children going to and from school, and a very busy road at certain times. It is unclear how this cycle lane will be accommodated, and has the potential to be hazardous rather than safer if not implemented taking this into account."

"This would not be good if it made Lawn Lane itself any narrower. It is already congested."

"Unless the road is widened then it is not feasible."

"Where on earth is the land for this going to come from?"

Cyclists on Downsway/Leybourne Drive and Mayne Crest

"I live on Downsway and will this mean parking restrictions? If so, I completely disagree with this."

Proposed floating bus island - concerns

"Means crossing the cycle path. Should be directly on the pavement not on an island"

"Floating bus stops installed down Broomfield road have greatly increased traffic on Broomfield road between town and tesco express. It now takes longer for buses to move down the route as they are stuck in traffic that is caused by buses down the route."

"Think these Islands are dangerous for all and confusing."

"They are dangerous and shouldn't be allowed anywhere."

"Floating bus stops are never good."

"Seen many accidents happen this way."

"The new floating bus lanes down Broomfield rRoad cause more traffic and more pollution when buses are waiting."

"Causes traffic build up and car fumes, which is far more dangerous to cyclists' health than a standard bus stop."

Proposed Dutch-style roundabout - concerns

"Dutch roundabouts are a truly hideous idea and the one in Cambridge has already proved disastrous."

"These are new and unknown in the UK leading to increased collisions between motorists and cyclists. Build dedicated cycle lane."

"More collisions on this type of roundabout."

"From my understanding of these styles of roundabout and the junction itself, I think that traffic will be travelling too fast to make this work."

Cycle/walking paths - lighting needed for safety

"The only improvement this needs is lighting for the dark as several areas are off and require torch light."

"My main concern is lighting."

"The area where walking or cycling through the bunny walk / by the river needs to be safeguarded as much as possible as this is currently avoided by most walkers. Signage must be clear with good lighting throughout the area, working throughout the night to help encourage use; particularly during the winter months."

Other points to note that were commented on frequently

Maintain existing cycle/walking paths

A lot of people were concerned about the condition of existing cycle and footpaths; and that the focus should be on the maintenance of existing infrastructure before new infrastructure is built ("The council should concentrate on existing paths rather than think solely about the developers and residents of Beaulieu Park.").

Crocus Way - too busy

People highlighted how busy Crocus Way is, particularly at school times and rush hours ("Move the route out of Crocus Way").

Pump Lane crossing

The proposed crossing at the junction of Pump Lane was commented on several times:

"Congestion at proposed Pump Lane site is already at capacity due to traffic from school/shops/pub at junction. The way to make Pump Lane crossing safer is moving the crossing further down Pump Lane from the current location. You cannot walk/drive/cycle in this area in mornings and evenings and is currently unsafe even in current condition without additional changes".

"The Pump Lane crossing appears to be where a well located and respected zebra crossing already exists and is therefore safe already."

"I believe the crossing of Pump Lane is proposed where there is an existing zebra crossing. Cyclists are then directed along Crocus way to New Nabbots on carriageway. The junction of Pump Lane and and Crocus Way is a very busy junction with a lot of car users parking in the verge due to pub and shopping parade. I don't think this is the best route for cyclists and will likely lead to conflict with cars and cyclist."

Misc

"Bishop Hall Lane and Ransome Way roundabout is quite safe. The Rectory Lane Hoffmans roundabout is much more dangerous to cross and improvements is needed there otherwise other improvements are pointless."

Many commented on how New Nabbotts Way/White Hart Lane roundabout is currently congested and difficult to cross.

Many comments were made about e-scooters, cyclists travelling too fast on footways and potholes - as well as complaints about the money being spent on cycling routes.

Finally: "The route is very welcomed by many people I know who regularly cycle to the town centre."