

## A - Recommendations

*Note: These recommendations are NOT intended to be a complete cycling strategy blueprint but only relate to the network aspects of cycling and not the overall safety issues, safe routes to schools, other infrastructure issues or how to develop a cycling culture.*

Here we crystalize the issues raised in the preceding sections.

- Principle • The key to resolving the issue
- Benefit • Reasons for action in a nutshell
- Action • Steps to take
- Support • How Witham Cycle Campaign can help
- Missing • What's missing

### Hazards

#### Principle

- Accept principle of reviewing identified hazard hot-spots

#### Benefit

- **Safety** : Improved safety
- **More cycling** : Reduce fear of cycling to increase cycling
- **Value for money** : Be sure that any measures proposed as a result are properly justified and actually address the issues.

#### Action

- Commission independent advisors to look at the hazards, establish the nature of the risk, effects on non-protected users and outline alternative strategies.

#### Support

- Local knowledge

#### Missing

- Allocation of funds

### Maltings lane development

#### Principle

- Establish the principle of a high-quality commuter route through Maltings lane.

#### Benefit

- **Safety** : Avoids Bridge St. and Maldon Rd.
- **More cycling** : High speed link makes cycling more attractive.

#### Action

- Act immediately to ensure that a suitable corridor is reserved
- Establish the feasibility of a route through the park and back this up with an estimate of the demand.

#### Support

- Practical knowledge.
- Up to date knowledge of national research of types of cycle route

#### Missing

- An approved outline plan for the Hatfield Peverel link to put this into context.
- Public consultation and accountability

## Hatfield Peverel link

### Principle

- Accept the principle of a north-side cycle-only route.

### Benefit

- [Safety](#) : Avoidance of three roundabouts

### Action

- Ensure the DETR accepts this principle.
- Develop the entrance to Maltings Lane on the principle of a north-side route and lights controlled crossing in Hatfield Road north of the entrance roundabout.

### Support

- Practical knowledge. Submissions on safety grounds to DETR and Public Enquiry if necessary.

### Missing

- Public awareness

## Rail Trail

### Principle

- Accept that this is a route with a lot of commuter and 'network' potential
- Accept that some upgrading of existing tracks will be required
- Accept that the Brain bridge must be reinstated

### Benefit

- [Increased cycling](#) : Traffic-free routes serving employment centres

### Action

- Firstly      Develop an official proposal with basic design, alternatives and estimate of costs.
- Secondly    Have public display and consultation.
- Thirdly     Schedule the quick-fix remedial actions, North end and South end engineering work.

### Support

- Local knowledge

### Missing

- Funding

## Silver End link

### Principle

- Accept there appears to be a good solution which appears to address a need and is worth exploring.

### Benefit

- [Safety](#) : A traffic-free route
- [Increased cycling](#) : Silver End becomes within commuting distance

### Action

- Determine the need and suitability in more detail
- Establish a forum of interested parties

### Support

- Willingness to promote and 'glue' partners

### Missing

- Funds for a complete cost-benefit study.

## Existing plans

### Principle

- Accept that cycle routes have to connect with roads properly
- Accept that excess vegetation and poor maintenance are not acceptable
- Accept that cycle routes can be developed by minor measures as well as full-specification engineering.
- Accept that instances of poor implementation need fixing.
- Accept that existing Witham plans need reviewing due to lack of value for money
- Accept that existing adopted policies have been left to languish

### Benefit

- **Safety** : Wider routes, better visibility
- **Increased cycling** : Routes are more attractive
- **Value for money** : Priorities established by benefit
- **Achievement** : Stricter targets and review will ensure policies are implemented

### Action

- BDC to produce action plan of remedial works
- Review the choice of routes for the northern extension to the riverwalk.
- Institute remedial works as described in sections 2b and 3.
- Ensure that all road schemes are examined for cycle-friendliness

### Support

- Local knowledge, long memories and impatience for action.

### Missing

- Nothing except the will to finish the job.

## General planning

### Principle

- a** Formally adopt the requirement for new homes to have proper cycle storage.
- b** Formally adopt the requirement for a cycle impact statement for all new traffic schemes.
- c** Insist developments are permeable and are not built as closed pockets.

### Benefit

- a** **Increased use** : Surveys show that difficulty of storing a bike is a major deterrent.
- b** **Safety** : Experience shows cyclists are not considered seriously by traffic engineers and scheme planners.
- c** **Increased use and Safety** : Short non-road journeys made easier.

### Action

- Planning authorities to review procedures.

### Support

- WCC will continue to monitor the planning process

### Missing

- Nothing except a history of local government ignoring its own adopted policies.