

Design Commentary For Project:	
Project Number and Name:	14481 Great Chesterford
Project Manager:	
Project Team:	Rosemary Wilkins, Ameera Bandali, Margarita Ivanova



Section description:			
Chainage or Location		LTN 1/20 compliant Y/N	Current Description/layout
From	To		
Ickleton Road - London Road junction	Granta Close	N	Shared path on both sides, both are below the minimum required width, 3.0m. There is no crossing facility, despite being near services, train station and Great Chesterford Court. The road has several residential properties too and is currently at a speed limit of 30mph but speed/volume data revealed 37mph was the average. There are Central refuges but these aren't safe due to the width of the road.
Description of interventions:			
Proposed road narrowing with new kerb lines on either side of island. Island widening with proposal of a toucan crossing. Junction of station road to be narrowed and kerb pullout for increased shared space for cyclists and pedestrians. Placement of bollards to prevent parking onto kerb extensions. Proposal for a parallel crossing to replace current pedestrian refuge and implementation of LTN 1/20 recommendations for 0.5m buffer on new 3.0 shared path. 3.0m path continues and at Icknield Rise, a raised table is proposed to change the locations outlook so that motorists are more sensitive to shared path users. pedestrian refuge replaced with another table that's adjacent to it. Tightened geometry at Icknield rise so narrowed junctions and kerb pulled out to increased shared space. This is the same case for Waelas Dene			
Section description:			
Chainage or Location		LTN 1/20 compliant Y/N	Current Description/layout
From	To		
Granta Close	Little Bordeaux Farm	N	Shared path with grassy verges on both sides but path is below minimum required path width with no safety buffer necessary on this 50mph stretch of road.
Description of interventions:			
Proposed road narrowing to consistent 6.4m carriageway. Between Granta Close and the B1383 there is an existing Central refuge that's not a safe shared space for crossing. Introduce village entry treatment to Great Chesterford using roundels signage and rumble strips, with a proposed 40mph within Little Chesterford. Along B1383, maintain 6.4m carriageway width to incorporate the 3.0m shared path and an 1.0m safety buffer as a horizontal separation. The new proposed path could link into the new development. Path carries on to the Parish Boundary at Little Chesterford, with village entry treatment signage and rumble strips and this is duplicated at the end of the parish boundary. As an alternative option and following the ecological constrains Sustrans ecological assessment has identified that locating the route in the adjacent field edge rather than the road verge would significantly reduce the biodiversity loss and need for further ecological survey and assessment. As a Public Authority, this alternative option should be considered as part of the Biodiversity Duty set down in the NERC Act 2006.			
Section description:			
Chainage or Location		LTN 1/20 compliant Y/N	Current Description/layout
From	To		
Little Bordeaux Farm	London Road crossing HV OH Line	N	Shared path with grassy verges on both sides but path is below minimum required path width with no safety buffer necessary on this 50mph stretch of road.
Description of interventions:			
Shared path 3.0m carries on with 6.4m carriageway that's narrowed. As an alternative option and following the ecological constrains Sustrans ecological assessment has identified that locating the route in the adjacent field edge rather than the road verge would significantly reduce the biodiversity loss and need for further ecological survey and assessment. As a Public Authority, this alternative option should be considered as part of the Biodiversity Duty set down in the NERC Act 2006.			
Section description:			
Chainage or Location		LTN 1/20 compliant Y/N	Current Description/layout
From	To		
London Road crossing HV OH Line	Littlebury	N	Footpath only on southbound but with no good pavement surface for walking. No infrastructure facilities for cycling. No crossing point before the urban area Littlebury. Currently speed limit on London Road of 50mph but speed/volume data revealed 40mph was the average. Currently speed limit in Littlebury of 30mph.
Description of interventions:			
Proposed road narrowing up to 6m carriageway both directions with new kerb lines on northbound. Implementation of LTN 1/20 recommendations for 3m shared path for walking and cycling with 1.5m buffer between the new shared path and carriageway. As an alternative option and following the ecological constrains Sustrans ecological assessment has identified that locating the route in the adjacent field edge rather than the road verge would significantly reduce the biodiversity loss and need for further ecological survey and assessment. As a Public Authority, this alternative option should be considered as part of the Biodiversity Duty set down in the NERC Act 2006. Introducing crossing facilities before urban area Littlebury. Traffic calming measure in the entrance of Littlebury with new recommended speed of 20mph.			
Section description:			
Chainage or Location		LTN 1/20 compliant Y/N	Current Description/layout
From	To		
Littlebury	London Road	N	Existing speed in urban areas 30mph. No facilities for cycling. No wide enough footways as LTN1_20 recommend of 2m.
Description of interventions:			

*New 20mph limit speed in Littlebury with implemented traffic calming measures humps in every 80m from the crossing points in the beginning of the 20mph limit. Widen footways up to 2m where possible.*

**Section description:**

Chainage or Location		LTN 1/20 compliant Y/N	Current Description/layout
From	To		
London Road	Junction London Road and Spring Hill	N	Footpath only on southbound but with no good pavement surface for walking. No infrastructure facilities for cycling. Currently speed limit on London Road of 50mph but speed/volume data revealed 40mph was the average.

**Description of interventions:**

*Proposed road narrowing to 6m carriageway both directions with new kerb lines on southbound and northbound where is needed. Implementation of LTN 1/20 recommendations for 3m shared path for walking and cycling with 1.5m buffer between the new shared path and carriageway on southbound. As an alternative option and following the ecological constraints Sustrans ecological assessment has identified that locating the route in the adjacent field edge rather than the road verge would significantly reduce the biodiversity loss and need for further ecological survey and assessment. As a Public Authority, this alternative option should be considered as part of the Biodiversity Duty set down in the NERC Act 2006. New proposed 40mph speed limit between Nursery Lodge with 0.5m buffer, 3m shared path where possible (min 2.5m), min 6m carriageway. Traffic calming measure by building-up kerb and closing one of the entrance of junction London Road and Spring Hill. Existing speed 30mph limit at the junction with new recommendation of 20mph limit. Introducing parallel crossing on the junction towards Spring Hill.*

**Section description:**

Chainage or Location		LTN 1/20 compliant Y/N	Current Description/layout
From	To		
Junction London Road and Spring Hill	Junction Audley End Road and Wenden Road	N	Existing speed in urban areas 30mph. No facilities for cycling. No wide enough footways as LTN1_20 recommend of 2m.

**Description of interventions:**

*New 20mph limit speed along Spring Hill and after the bridge on Audley End Road up to junction Audley End Road and Wenden Road. Implementation of traffic calming measures following Essex Speed Management Strategy type Rumble Waves in every 80m from the crossing points where begins the 20mph limit zone. Cycle street along Audley End Road. Keeping existing footway on northbound. Introducing new islands and road marking for safer crossing of cyclists on junction Audley End Road and Wenden Road.*