



South Woodham Ferrers Neighbourhood Plan

Town wide ideas:
Access and Movement

Troy Planning + Design
April 2019

Streets as spaces

Provide plentiful and well defined crossing points for pedestrians along the main road network, and transforming these from places for cars (roads) to streets for all: vehicle 'capacity' is retained but space rebalanced for the benefit of all



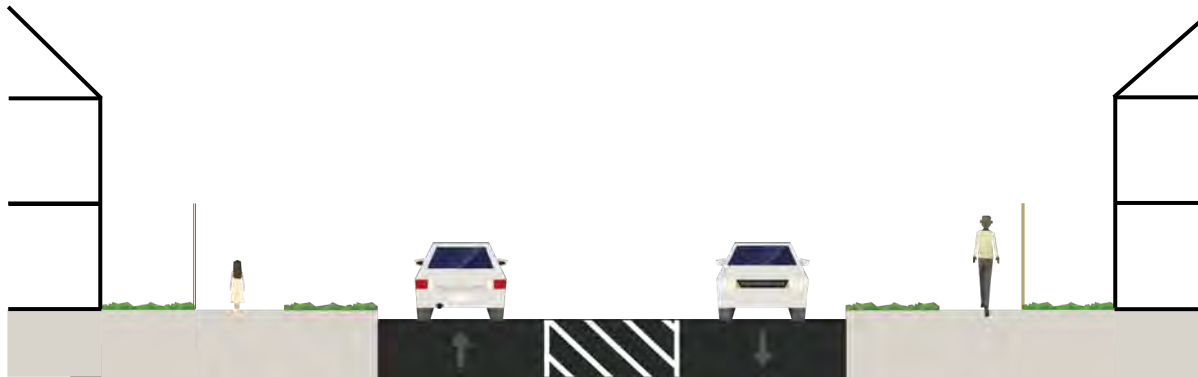
ACCESS AND MOVEMENT FOR ALL STREETS AS SPACES: EXISTING



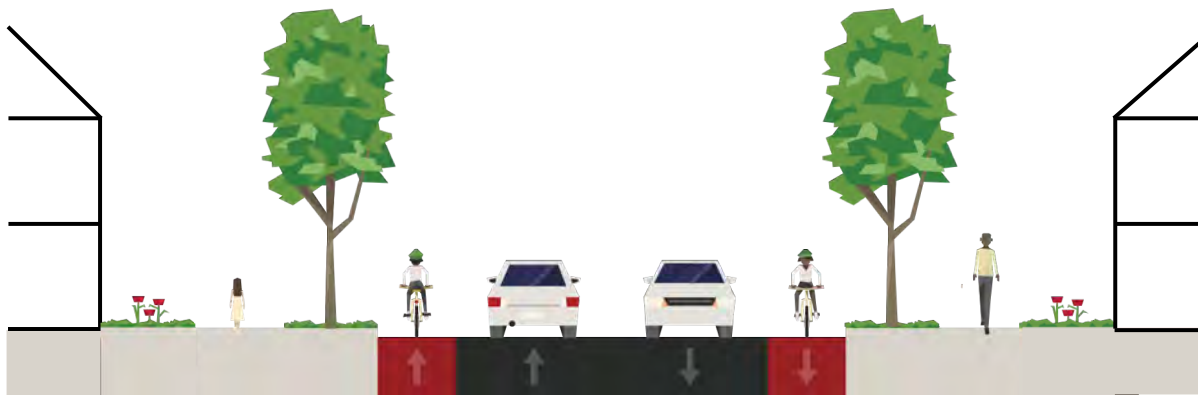
1. Reduce speed limit, through design, to 20mph as an urban street
2. Replace mown grass verges with tree planting and rain gardens
3. Remove central reservation, narrow carriageway and provide space for cycling
4. Overtime, encourage existing properties and new development to front onto the street
5. 'Declutter' through removal of unnecessary street signs

NOTE: Also see 'greening ideas' for suggestions, such as junction improvements and green avenues

ACCESS AND MOVEMENT FOR ALL STREETS AS SPACES: CROSS SECTIONS



Existing: a vehicle dominated, pedestrian unfriendly and unwelcoming place

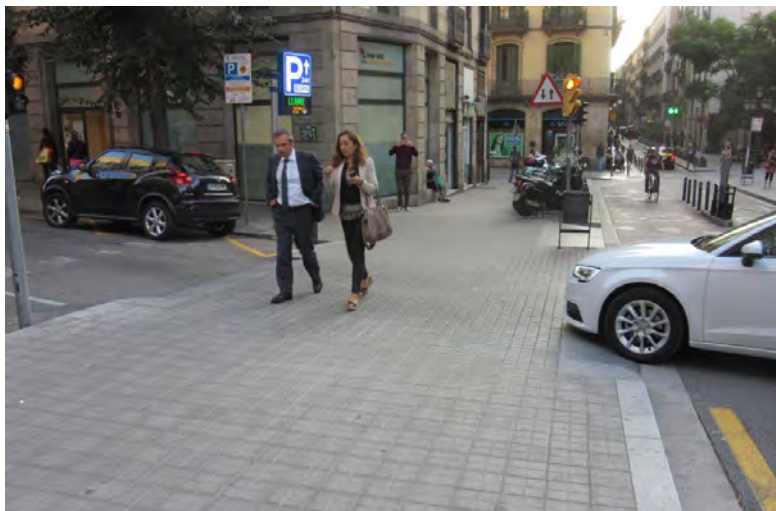


Potential: humanise the space, rebalancing road provision, tree planting and new frontage

ACCESS AND MOVEMENT FOR ALL STREETS AS SPACES: ALTERNATIVE TO EXISTING



ACCESS AND MOVEMENT FOR ALL PEDESTRIAN CROSSINGS: EXAMPLES



Continuous foot (and cycleways) –
‘Copenhagen Crossings’ – give
priority to pedestrians at the junction
of side roads, and mark the entrance
into residential areas

ACCESS AND MOVEMENT FOR ALL PEDESTRIAN CROSSINGS: EXAMPLES



Different crossing types responding to context: materials, colour and landscaping defines the crossing and changes behaviour

Safe streets and routes for cycling


Replace short journeys currently made by car, rebalancing road provision and creating safe and attractive cycle routes that allow movement by all ages and abilities for everyday trips



ACCESS AND MOVEMENT FOR ALL IMPROVING ACCESS TO EVERYDAY FACILITIES



 Services and facilities

 1,250 metres
5 min cycle

Services and facilities are spread across town, and in close proximity to residential areas

ACCESS AND MOVEMENT FOR ALL IMPROVING ACCESS TO EVERYDAY FACILITIES




- 📍 Secondary School
- 🚲 1,250 metres
5 min cycle
- 'As the crow flies' cycle catchment

Majority of town in cycle distance of William de Ferrers School: promote safe routes to school

ACCESS AND MOVEMENT FOR ALL IMPROVING ACCESS TO EVERYDAY FACILITIES



 Railway station

 1,250 metres
5 min cycle

 'As the crow flies' cycle catchment


Much of town, and growth area, in cycle distance of the station: promote safe routes, secure and dry storage

ACCESS AND MOVEMENT FOR ALL

IMPROVING ACCESS TO EVERYDAY FACILITIES



 River Crouch

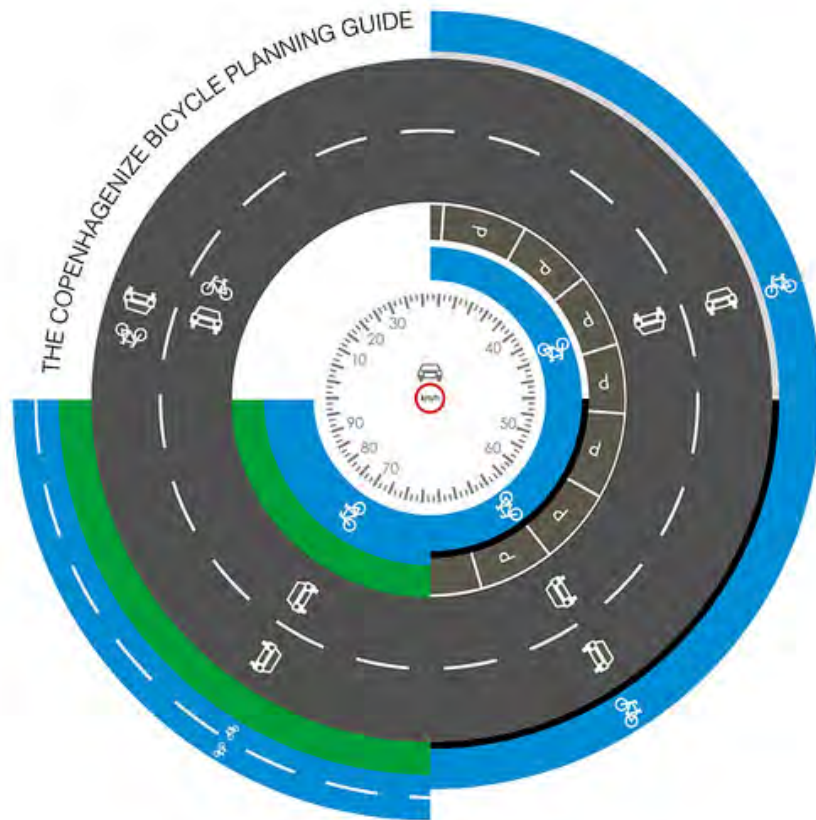
 1,250 metres
5 min cycle

 'As the crow files' cycle catchment

Half of town in cycle distance of the River:
maximise routes for all for leisure purposes

ACCESS AND MOVEMENT FOR ALL

IMPROVING ACCESS TO EVERYDAY FACILITIES



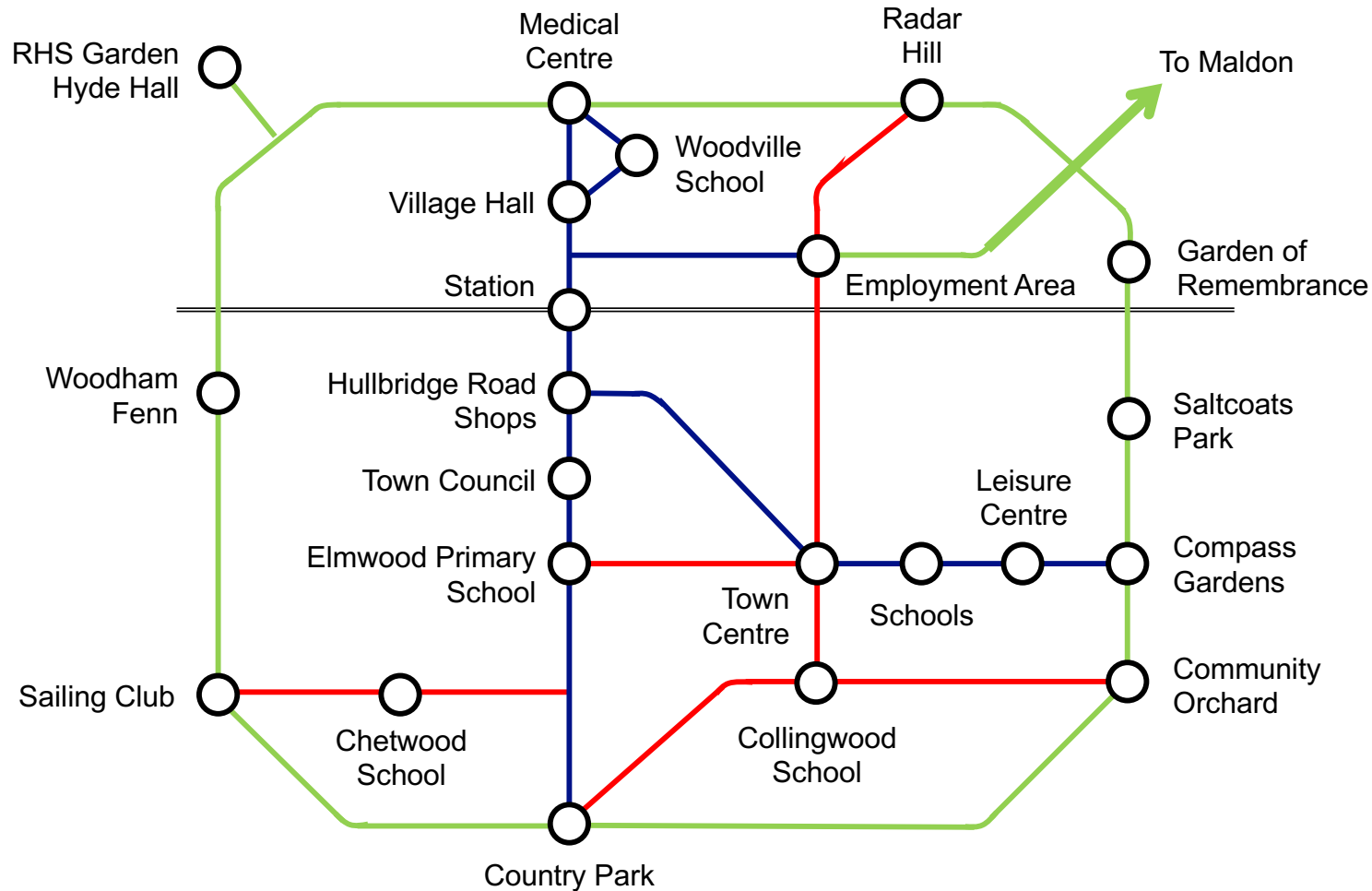
DANISH BEST PRACTICE: 10-30KM/H NO SEPARATION. 40KM/H PAINTED LANES. 50-60KM/H CURB SEPARATED LANES. 70-130KM/H FULLY SEPARATED BY A MEDIAN. BICYCLE INFRASTRUCTURE IS PLACED ON THE RIGHT SIDE OF PARKED CARS. BI-DIRECTIONAL ONLY OFF-STREET. THANK YOU.

COPENHAGEN
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ACCESS AND MOVEMENT FOR ALL

IMPROVING ACCESS TO EVERYDAY FACILITIES



Everyday routes, and leisure routes, supported by a network of safe streets and routes in residential areas

Improving the 'alleyways'

Encourage walking and active lifestyles by making the alleyways safe and attractive for all to use, at all times of the day



ACCESS AND MOVEMENT FOR ALL

IMPROVING THE ALLEYWAYS: EXISTING



NOTE: Also see 'greening ideas' for suggestions, such as use of under-utilised space as community gardens, including removal of walls around parking areas to open up space

ACCESS AND MOVEMENT FOR ALL

IMPROVING THE ALLEYWAYS: EXAMPLES



Where opportunities arise, encourage existing and or new development to open onto and overlook the alleyways

Remove unnecessary walls, including those between areas of parking, to remove barriers and open the space



ACCESS AND MOVEMENT FOR ALL

IMPROVING THE ALLEYWAYS: EXAMPLES



Low level lighting and coloured paving, which does not cause light pollution to neighbouring properties

Public transport

Projects that help deliver an improved public transport service, alongside other emerging technology, such as 'mobility as service', that promotes these as attractive alternatives to car use



ACCESS AND MOVEMENT FOR ALL PUBLIC TRANSPORT: PROJECTS

Work with operators and developers of northern growth area to promote and deliver:

- New bus services that link the existing built area with the new medical centre and growth area
- Increased frequency and length of operation of bus services to Chelmsford and Wickford
- Use of digital information and smart technology to provide service updates
- Improved rail service (explore with Abellio)
- Work with northern growth developers, initially, to explore opportunities for integration of mobility as service / shared mobility hubs (reducing single occupancy trips and reliance on car ownership)





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