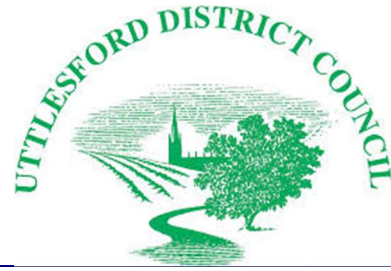


Draft Report:

For: *Uttlesford Council*



Flitch Way Links - Options Study



By: **Transport Initiatives LLP**



April 2023

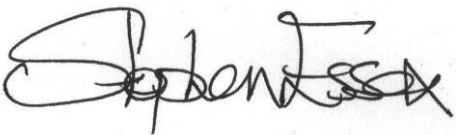

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Flitch Way Links - Options Study

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1.0 Introduction

The Flitch Way is a path along the line of a single track former railway line between Braintree and Start Hill, east of the M11 Birchanger junction near Bishop's Stortford. The line was opened in 1869 and closed completely in 1972. Sections of the track bed are missing, particularly a viaduct over the River Chelmer was demolished in the 1970s to make way for the Great Dunmow bypass.

Most importantly for the connections to Bishop's Stortford, the section between Start Hill and the town is severed by the M11 and is also occupied by a golf course. The former line in the town has been more or less completely built over.

The remaining sections have an unsegregated shared use path constructed in bound gravel. Apart from the section at Great Dunmow (which is on highway) the path is designated as a public bridleway. Parts of the Flitch Way are incorporated into the National Cycle Network Route 16. Essex County Council market the path as being for recreation rather than utility cycling.

The Flitch Way Action Group (FWAG) is advocating filling the missing sections and improving links to Great Dunmow town centre and Little Dunmow. As part of their outline business case published in June 2020 they note that 220,000 people live within two miles of the path, and Stansted Airport with 12,000 employees is within one mile. Approximately 1,000 of the airport's employees live in Bishop's Stortford. A route connecting the two places has been proposed in at least four strategy documents since 2000 but has not yet materialised.

The owners of Stansted Airport, Manchester Airport Group, have produced surface access proposals which aim to increase the number of employees using sustainable travel to work and so could be expected to contribute something towards a route. Hertfordshire County Council are also progressing design of a route between Bishop's Stortford and the A120 at Birchanger and National Highways are including a crossing of the A120 in their proposals for the planned redesign of M11 junction 8.

While in principle these will allow a route between Bishop's Stortford and the Flitch Way, the route is lengthy and circuitous. South of the M11 junction 8 there is a network of footpaths with both a subway and a bridge across the M11. FWAG has suggested that these could form a route between the path and the town.

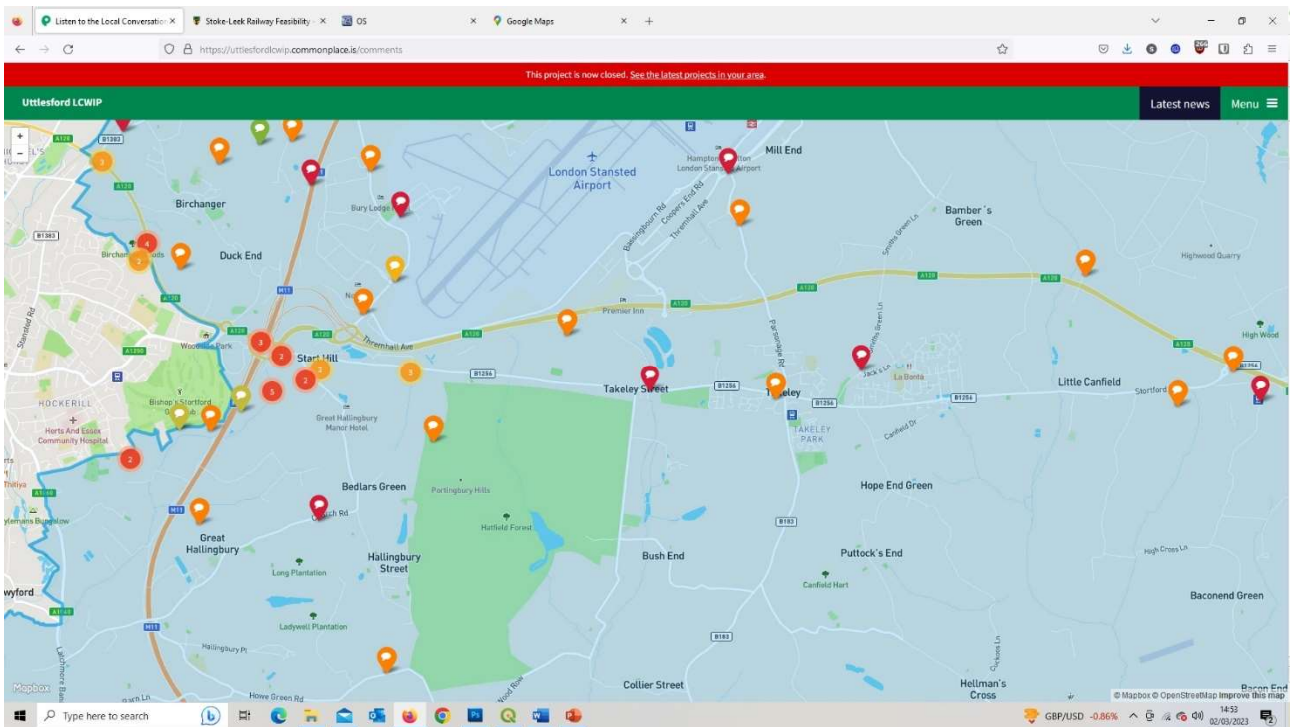
In 2019 Hertfordshire commissioned Transport Initiatives to investigate potential routes between Bishop's Stortford and Stansted Airport as part of a study into a longer route from the Lea Valley, Harlow and Sawbridgeworth. As part of this study TI surveyed potential routes along the Dunmow Road corridor in Bishop's Stortford as well as the footpaths south of Bishops Stortford identified by FWAG.

FWAG was keen to see that the proposals Transport Initiatives devised for Hertfordshire were linked into Essex and commissioned TI to work on this but Uttlesford Council decided that the work would be included in their LCWIP. TI made a proposal to Uttlesford Council for an LCWIP but the Council agreed a more limited Flitch Way only project.

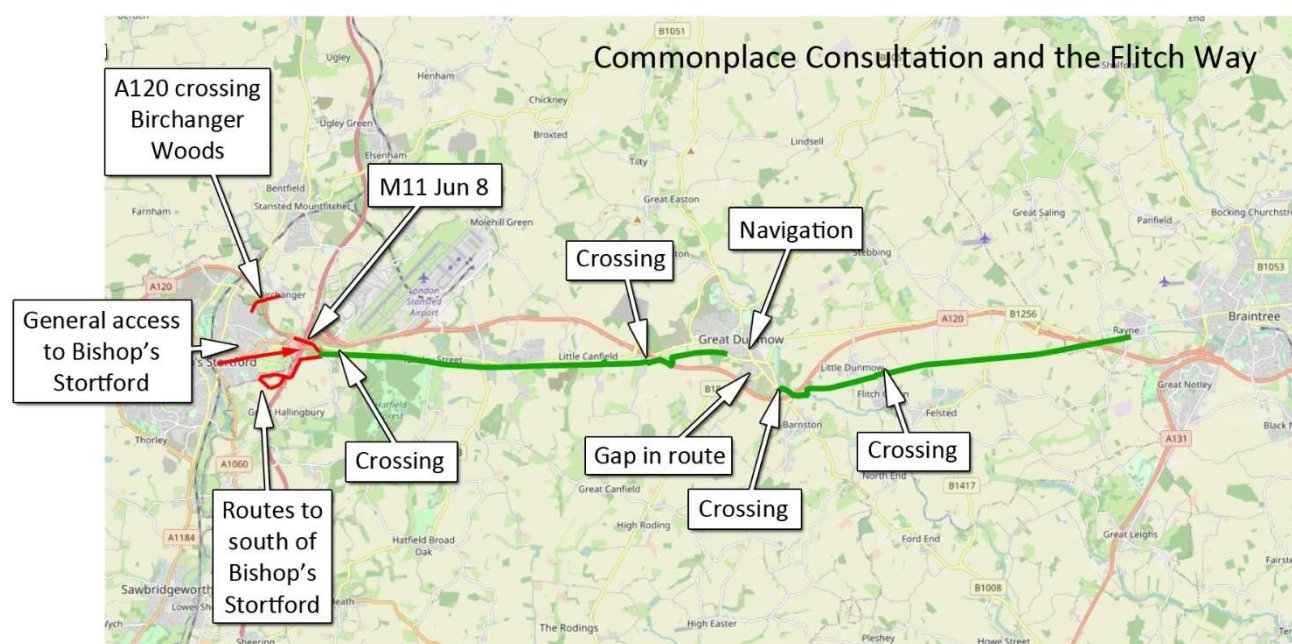
Following talks with Uttlesford Council this revised proposal only considers the Flitch Way and links to it.

2.0 What people want to see

Review of the Commonplace consultation



Linking the Flitch Way to Bishop's Stortford	Access to south of Bishop's Stortford	9
	General access to Bishop's Stortford	7
	A120 crossing, Birchinger Woods	5
	Crossing M11 Junction 8	4
	Mention of tourists and recreation	3
	Mention of car parks for access (inc horse box)	2
	NCN16 / B1256 crossing Start Hill	
	Crossing of B1256 at High Cross Lane	
	Navigation in Great Dunmow	
General comment about linking Flitch Way into surrounding areas		
B1256 Chelmsford Road crossing		
Keep it wild! Don't build any more houses	1	
Muddy in places		
Crossing of High Cross Lane East at waste site		
The gap in Great Dunmow		
Crossing Station Road / Pound Hill in Felstead		



3.0 Issues along the Flitch Way – Existing Route

Transport Initiatives rode the length of the Flitch Way within the Uttlesford Council area on 27th & 28th February 2023 and visited the area again on the 29th & 30th March. Their findings are detailed in Appendix A.

General overview

Away from Great Dunmow the Flitch Way is a generally good route. It is largely continuous, most of the surface is in good condition and the access controls are not too onerous. There are some good links into the neighbouring area and it has the potential to be a good utility and recreational route. Site visits were made on two days in February with dry but generally dull weather and on two days in late March when the weather varied between attempting to be bright and raining. We did not get a measure of how well the path could be used during the summer. Most general users were dog walkers, serious cyclists and joggers. The greatest absolute number of users was the whole of Felsted School out on a cross country run. With the exception of Felsted School, most users were near to Takeley Street, Takeley or Smith's Green. There were relatively fewer users east of Great Dunmow.

Surface

The path surface is a standard graded gravel to dust off road surface. In parts it is covered with a thin layer of leaf mulch and in other parts water has washed out some of the fines leaving a more gravelly surface. The most difficult section with a gravelly surface is the climb to the A120 bridge at Highwood Farm just west of Great Dunmow (point 58). Parts of the route are muddy, the important section on the Flitch Way itself is that just west of High Cross Lane West where there is also a sudden sharp gradient (point 49). There is a narrow muddy section of path between the two footbridges at Hoblong's Bridge (77 to 78). The NCN 16 at Start Hill (point 5) is much muddier; it is also much narrower and so it is rather more difficult for users to avoid the mud. Dunmow Cutting

(point 60) is not properly surfaced. Parts of it is waterlogged and a boardwalk has been built to traverse this section. The boardwalk is around 1.2m wide and becoming rotten. At the moment Dunmow Cutting does not lead anywhere useful and so this section is currently not so important. However there are potential extra routes in Great Dunmow (point 70) and so this section could be more important in the future. The two bicycles used by Transport Initiatives were a mountain bike with knobby tyres and a Brompton folding bike with small wheels and narrow tyres. No bikes had any problems with the main part of the route.



A120 Bridge Butterley Lane/Highwood Farm

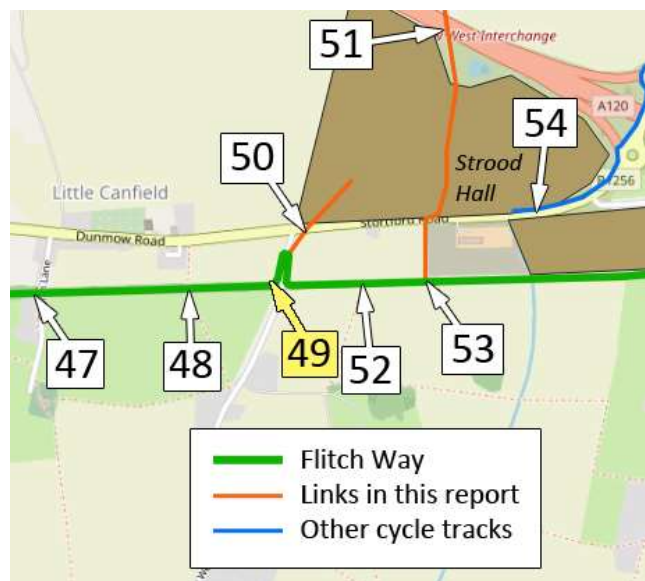


Subsidence (point 58)

Widths

The width of the path on the disused railway varies between 0.6m and 2.5m. On more lightly used sections, such as at Start Hill, vegetation has invaded the path as use is not high enough to keep it clear. Where the path on the main disused railway section has been invaded by vegetation there is usually a verge on either side so users can still pass each other. Links to the main path are much narrower and also those sections of the main paths which are deviations from the original railway are frequently narrower too. The main narrow sections on the main route are:

- High Cross Lane West. Here the bridge under High Cross Lane has been filled in and the path deviates north to where the road has returned to ground level. The deviation on the west has a width of 0.8 – 1.0m wide as well as a sharp, steep gradient (point 49).



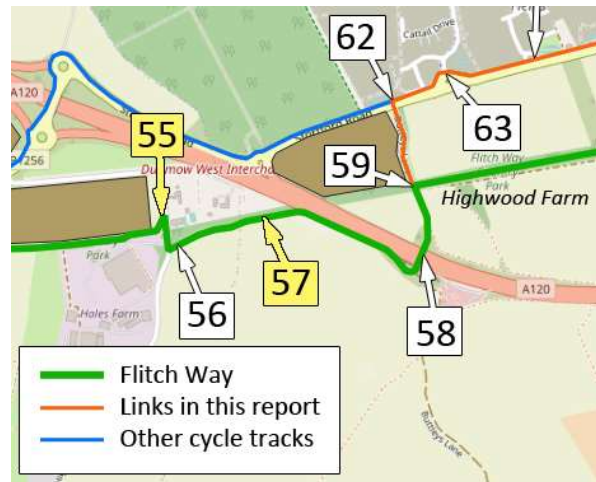


High Cross Lane West top of sharp gradient



Bottom of narrow sharp gradient

- High Cross Lane East. Here there is a deviation presumably because the track bed has been sold with the the former level crossing cottage. The path forming the deviation is 1.3m wide (albeit in a 2.9m wide space). (point 55)
- High Cross Lane East to the A120 bridge. Here the path is in a strip of land bought from the field to the south of the railway rather than on the railway itself. The path here is 0.6m wide although the space between the fences is around 5.0m. (57)

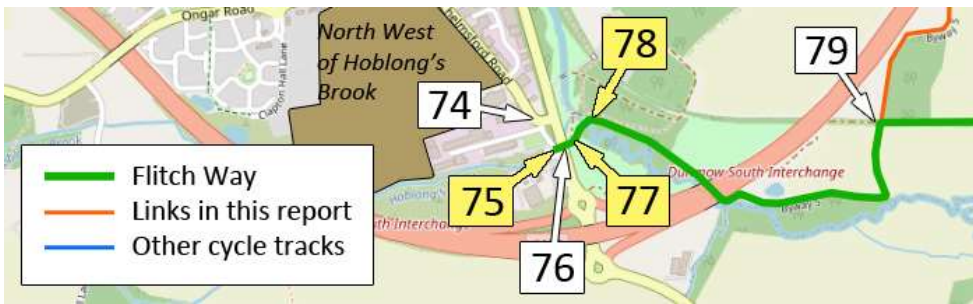


Looking west (point 57)



Looking east. A120 bridge (58) in distance

- Hoblong’s Bridge. A short narrow section of path links two sections of track (point 75). There are two footbridges both with 900mm bases. The western one has one hand railway and the eastern one has gaps at the bottom of the handrails either side (77 to 78).

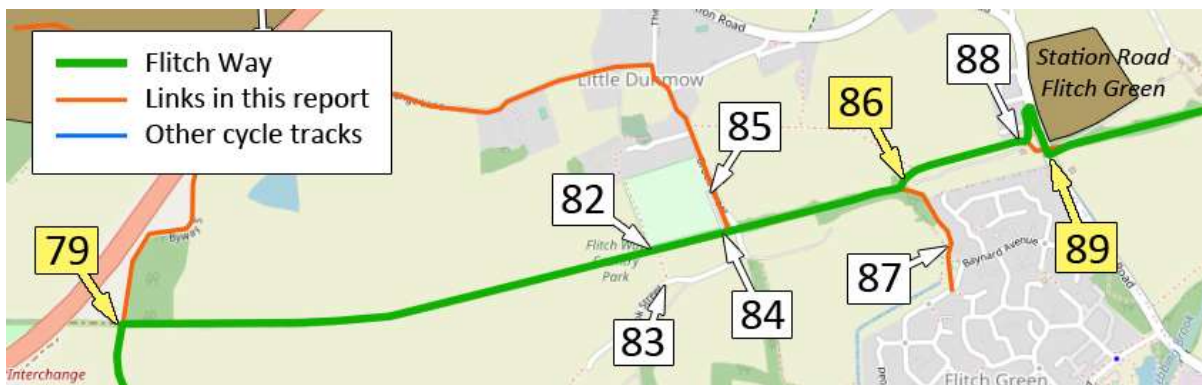


Western bridge (77)



Eastern bridge (78)

- Clobb's Wood. Between Great Dunmow and Clobb's Wood the Flich Way uses a vehicular track. At Clobb's Wood the Flich Way returns to the railway up a ramp which is 1.5m wide in a 'ditch', 2.0m wide at the top. (point 79)
- The Traveller's Site, Flich Green. The footbridge to the west of the site has a deck width of 1.9m and the handrails are 2.26m apart (point 86).
- Station Road/Pounds Hill, Flich Green. The Flich Way uses part of Station Road. The road has a 40mph limit and many users will be tempted to use the footway which is 1520mm wide with a retaining wall to the west giving an effective width of 1020mm. (See description of crossings)
- Immediately east of Station Road, Flich Green. Narrow but not measured. (Both point 89).



Virtually the whole of the Flich Way does not meet the guidance in LTN1/20. This says that where the peak hour cycle flow is less than 300 per hour the desirable minimum width is 3.0m and the absolute minimum width is 2.0m. However for practical purposes the current width over most of the Flich Way accommodates what LTN 1/20 would consider very low flows perfectly adequately. It would be better to spend resources on widening the sections which are narrower than the LTN 1/20 'Design Cycle' which is 1.2m wide rather than spending on widening sections which are currently adequate simply to meet guidance.

Crossings

The Flitch Way goes over most of the roads it crosses. It has six at grade road crossings; these are:

- Dunmow Road just east of Start Hill. This is technically not on the Flitch Way itself but on NCN16 (Point 4)
- High Cross Lane West (Near point 49)
- High Cross Lane East (points 55 to 56)
- The B1256 at Dunmow Cutting (point 61)
- The B1256 at Hoblong’s Bridge (point 76), and
- Station Road / Pound Hill at Flitch green (Point 89).

The Commonplace consultation highlighted concerns about all of them other than High Cross Lane West. The NCN16 route through Great Dunmow has additional crossings (Points 62, 63, 64, 65, 67, 68 plus other right turns onto and off more major roads including point 74).

Dunmow Road/NCN16 Start Hill (point 4 on diagram)

The NCN 16 crosses the B1256 Dunmow Road without any assistance. Dunmow Road is 7.3m wide with 1.3m of central hatching. There are verges on either side although the south side one is used for parking. The speed limit is 40mph and visibility is good. Eastbound traffic is platooned due to the signals at the M11 junction. While there are signals to the east these don’t break up the flow of traffic so much. There have been no recorded cycle or pedestrian casualties in the last 10 years.

LTN1/20 recommends that on two lane 40mph roads only a signalled or grade separated crossing is suitable for all cyclists and pedestrians. If the road was widened and a refuge island constructed then the “provision (would) not (be) suitable for all people and will exclude some potential users and/or have safety concerns”. To meet current guidance the crossing should be improved or an alternative route found. There are two alternative routes this report considers; one using the signals at Thremhall Priory and the other a route to the south of Bishop’s Stortford.



The crossing looking south (4)



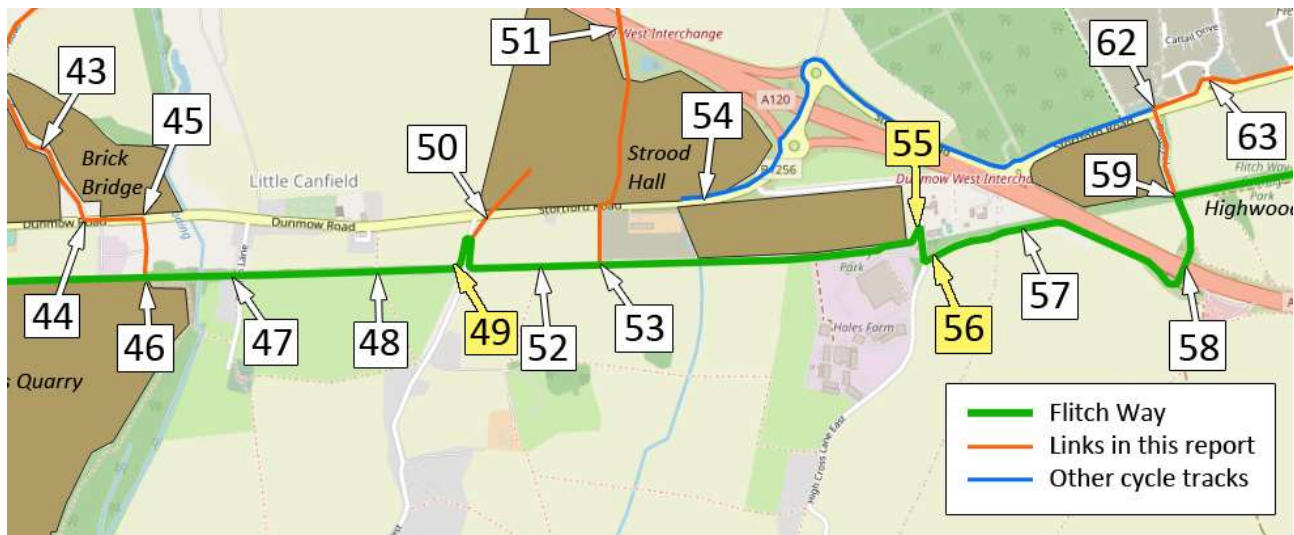
The crossing looking west (4)

High Cross Lane West (Near point 49 on diagram)

High Cross Lane West is a lightly trafficked C road. The original bridge has been filled in and the route deviates to the north to cross the lane near the bottom of the northern ramp to the bridge. The crossing is uncontrolled. The road is derestricted but as the crossing is close to the B1256 junction speeds are low. LTN1/20 suggests an uncontrolled crossing is suitable. The main issues with the crossing lie with the approach paths. The one to the west is narrow (0.8-1.0m) and has a sudden sharp muddy slope and the one to the east has a steep slope up to the road at the crossing point. The approach to the west should be widened and regraded and the one from the east regraded so that there is a level area for waiting cycles and pedestrians. The waiting area should accommodate a “design cycle” and both sides should be wide enough for a parent to wait alongside children they may be accompanying.



High Cross Lane West looking south. Note steep approach on left.



High Cross Lane East (Points 55 to 56 on diagram)



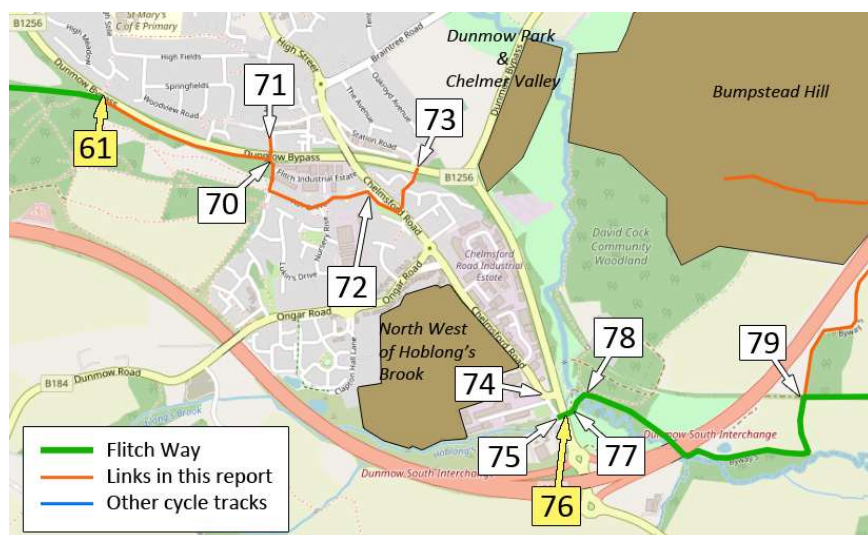
High Cross Lane East looking south

High Cross Lane East is a slightly busier and faster road than High Cross Lane West. It serves a waste depot. The path approaching from the west deviates north around what was probably the house for the level crossing. Flitch Way users then use High Cross Lane to return to the line of the railway. Visibility to the south for eastbound cyclists is poor but it was not measured. In the section on widths we highlighted the narrow approach from the west but the main issue concerns the Flitch Way to the east of

the road. Here a car park and picnic area was built on the line of the railway and the Flitch Way built to the south of it separated by a fence. The Flitch Way ends at a horse stile with no alternative route for cyclists and other wheeled users. Cyclists have made their own route through a gap in the fence and via the car park. The car park has large puddles following rain. The junction between the Flitch Way (east) and High Cross Lane needs altering to remove the horse stile and the fence between the picnic area and the Flitch Way could be removed as well.

Dunmow Cutting (Point 61 on diagram)

The part of the Flitch Way that is not the NCN16 crosses the B1256 in Dunmow Cutting. Here the new line of the B1256 cut the line of the railway and so the route crosses at grade. The road is derestricted and so LTN1.20 would recommend either grade separation or signals. The footpaths on the north east of the B1256 are too narrow to be converted to cycle use and so this crossing would remain a pedestrian one. There is a potential option of using a footbridge 600m south east (see later).



Hoblong’s Bridge (Point 76 on diagram)

The Flitch Way crosses the B1256 Chelmsford Road at Hoblong’s Bridge. Chelmsford Road is a single carriageway desrestricted road with a continuous flow of traffic. It has a 2.5m wide central hatching with an island between crossing and the old road into Great Dunmow. Cyclists from the west reach the crossing point up a 1.4m wide concrete path with **no dropped kerb at either end.** Chelmsford Road is difficult to cross. LTN1/20 is adamant that a crossing of this nature should be either signalled or grade separated. There have been no recorded pedestrian or cycle casualties at this point in the last 10 years but there is a cluster of crashes at the priority junction between the old line of Chelmsford Road and the B1256 immediately to the north. A signalled crossing south of the junction may make operation of the junction easier or alternately the junction could be signalled including a pedestrian & cycle phase or stage.

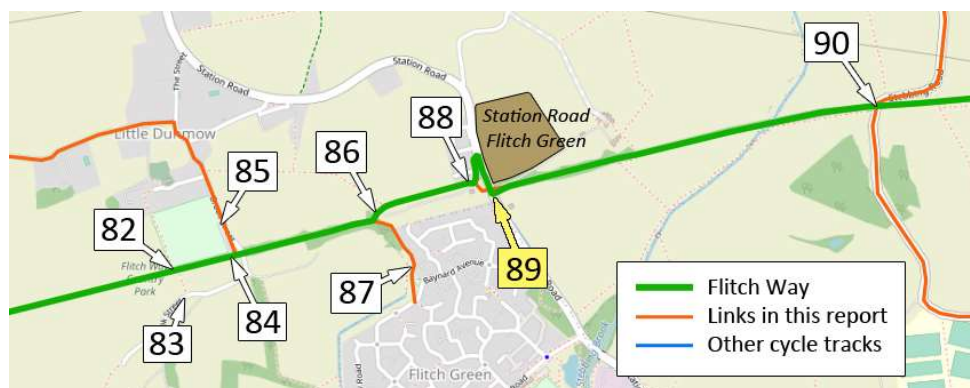


The crossing (point 76)



View north from crossing showing junction with road into Great Dunmow

Station Road, Flitch Green



At Station Road the railway line has been cut by a missing bridge and a travellers’ site. From the west the path deviates around the north of the travellers’ site and then uses the original station access road to reach Station Road. The route then uses a section of Station Road under the line of the railway and then ascends back to railway level. The carriageway is 5.5m wide and the single footway on the west side 1520mm. The speed limit is 40mph and visibility to the north for westbound users seriously substandard. LTN 1/20 says that a crossing should be signalled or grade separated. At one stage a path could have been made from the railway east of the bridge to a point opposite station road and a signalled crossing provided (or a parallel crossing combined with a speed limit reduction), however the necessary land is being developed and there may not be space, or a route through the development, to provide a link. Ideally the derelict station building and its land should be purchased and the original bridge replaced by a new foot/cycle/equestrian

bridge. The bridge may have to be rebuilt at a higher level to retain clearance for high vehicles on Station Road.



The crossing looking north east. The location of the original bridge can be seen.



Visibility is poor



Chicane on approach from east



Looking north

Accesses

Following on from the comments on width made above most of the access are too narrow to accommodate the 'design cycle'. Many have gradients steeper than recommended in LTN 1/20 and in Inclusive Mobility and in some cases visibility where they reach the highway is inadequate. Some accesses have obviously been squeezed into any available space and will prove difficult to improve to guidance in LTN1/20 and Inclusive Mobility.

Pedestrian Accesses

There are pedestrian accesses at the following locations:

- Hatfield Forest opposite Themhall Priory access. This has a metal hunting gate with a pedestrian counter. It is level and would be accessible with an appropriate wheelchair. (Point 9)
- Approximately 400m east of the above access. A set of steps leads to a stile into Hatfield Forest (Point10)

- Hatfield Forest gate 18. A wooden hunting gate leads to a muddy ride. Level. There is evidence of cycle use. Has a pedestrian counter. (Point 11)
- Opposite Gate 18 a level muddy (due to building works) path leads to Dunmow Road at Taylors Farm. Legal status uncertain but could be converted to cycle use. Protected by a vehicle width wooden gate which appears to be permanently left part open.
- Hatfield Forest Gate 19. Hunting gate with a pedestrian counter (point 13).
- Opposite Hatfield Forest Gate 19. There is an overgrown link to the road with a dropped kerb at the road end
- Just east of Hatfield Forest Gate 19 there is a fenced off gap alongside new housing which could make an access to Dunmow Road for pedestrians, cyclists and horse riders (point 15).
- 200m west of Bush End (Hatfield Forest Road) is Hatfield forest Gate 20, a metal hunting gate with level access. (Point 16)
- Harris Road. There is an informal access to Harris Road at the south west corner of this group of new houses and a potential access at Godfrey Crescent on the south east corner. (Point 26)
- Russell Francis Way (Point 28). A level ish path threads its way between some saplings to Russell Francis Way which serves a small group of houses. If the saplings were removed and a dropped kerb installed in Russell Francis Way this would make a good EA compliant link. Also from this point is a field footpath heading south and its continuation north to the B1256. There is a pinch point between a semi mature tree and a fence of 700mm. South of this pinch point are accesses to The Pastures and Orchid Close of around 2.0m wide (not measured, point 29)).
- Hawthorn Close has another informal connection (point 32). This connection should be considered for improving to a formal cycle link as it makes the best connection to the Dunmow Road/Parsonage Road signals. (See later)
- Immediately east of the Flichside Drive group of houses (point 39) is a field footpath leading south to Bullocks Farm and north to Stortford Road near Warren Farm (point 42). This path could make a useful link if Warren Farm was developed for housing.
- Crumps Farm. This footpath crosses the Flich Way at the access to Crumps Quarry. The quarry access (45 to 46) would make a better link to Dunmow Road if the quarry was developed for housing. One southern path option could make a level access to Little Canfield Church as the access at Church Lane has steps.
- Church Lane (point 47). This access is stepped. It overlooks a garden to the south west and a ramp would be intrusive.
- Near Mill Court (point 48). This footpath was not investigated as it was close to both Church Lane and High Cross Lane West but could provide a link to Little Canfield Village Hall.
- About 200m east of High Cross Lane West is a footpath south to moat Farm (point 52, not investigated) and 200m further east is a level one to Stortford Road along a field boundary (point 53). This too was not investigated but if housing is developed around Strood Hall this path may make a better link than making a link from the end of High Cross Lane West.
- From the bridge over the A120 (point 58) just south of Highwood Farm there is a road used as a public path to Minchins Farm and the B184. This was not investigated. Neither were other footpaths heading east from the bridge on both sides of the A120.
- Hoblong's Bridge (point 77). There is a public footpath running north from here (not investigated)
- Brookstreet (point 82). The railway is crossed by a public footpath. The section south to the lane at Brookstreet (point 83) is 1.0m wide between high fences but there is evidence of horse use. The path north is up a short slope but parallels the nearby Brook Lane. It would be useful for short circular

No field footpaths were investigated east of Little Dunmow.

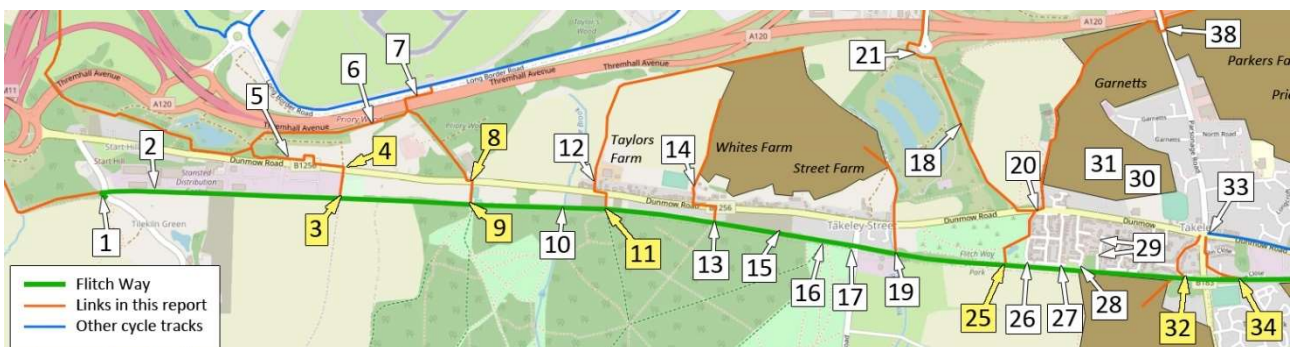
The Flich Way is advertised as an walking, cycling and equestrian route and so all other access should meet the relevant guidance. However, not all do. Those that do (or could easily be made so) are:

- NCN16 east of Start Hill. This is a 1.4m wide level access with a dusty surface set between fences 3.9m apart (3 to 4).
- Thremhall Priory. This has a 1.8m wide slightly gravelly surfaced level path between the Flich Way and Dunmow Road. At the Flich Way end there is a gate with a 1.2m gap to one side. In the southerly direction there is a pedestrian access to Hatfield Forest (see above)



Access to Dunmow Road, Flich Way end (point 9 looking towards point 8)

Access to Hatfield Forest at same point



- Hatfield Forest Gate 18. The path between here and Dunmow Road could be converted to cycle use (point 11, noted earlier)



- 100m west of Harris Road. There is a 3.0m wide gravelly path that leads across open space to Harris Road (point 25). The surface needs improving. This could provide a link between Harris Road area to the Flitch Way for people wishing to travel westwards. For those people wishing to travel east the informal access at Harris Road (point 26) or the potential access at Godfrey Crescent (point 27) would make shorter alternatives.



Access to Harris Road looking north east. Harris Road houses can be seen across the field

- Hawthorne Close. Currently only an informal pedestrian access (point 32). Would be useful to upgrade to a cycle access as the route to Dunmow Road/Parsonage Road junction, shops and pub is better than that from Sycamore Road (point 34).
- Sycamore Close. Sycamore close runs parallel to the Flitch Way. It is the official NCN connection. The two are separated by a wooden post and rail fence with many gaps plus various access controls. The fence needs to be replaced by a line of bollards and the access controls removed as they are now ineffective (point 34).



Sycamore Close from the east



Sycamore Close from the east

- Flitchside Drive (point 39). This is a new access constructed with a housing development. It consists of a 2.9m gravelly path linking the Flitch Way through the development to Flitchside Drive and then Dunmow Road. A widened section of footway links the access path to the

roundabout with Warwick Road and a cycle track northwards into more housing. There is a non compliant A-frame access control at its junction with the Flitch Way.



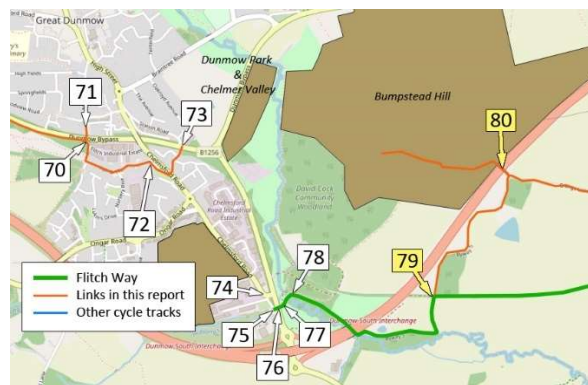
The access from the Flitch Way



The access from Dunmow Road with crossing of Flitchside Drive on raised table



- Buttleys Lane (58 to 62) links the Flitch Way to Stortford Road. The NCN16 uses Buttleys Lane to continue into Great Dunmow rather than continue along the railway through Dunmow Cutting.
- Clobb’s Wood. Between Hoblong’s Bridge and Clobb’s Wood the Flitch Ways uses a track rather than the railway. Once it reaches the railway (point 79), the track continues to Grange Lane and Little Dunmow. In the future it could be used to link the Flitch Way to potential new housing area at Bumpsted Hill (point 80).



Most cycle/horse accesses do not meet the guidance and may be difficult or expensive to improve:

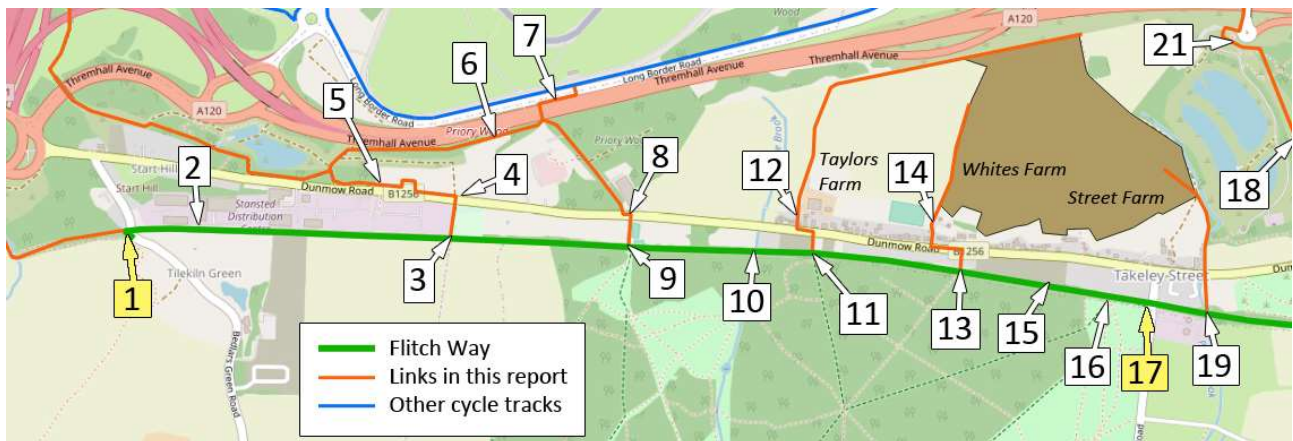
- Tilekiln Green (point 1). This is at the western end of the current Flich Way. It is steep with a 700mm wide gravel path set in a 1.6m wide gap. Visibility at Tilekiln Green is good. It could be widened by cutting into the railway embankment and there is sufficient space to make it longer for a shallower gradient.



Access from the bottom



Access from the top. Note the steep hairpin turn



- Bush End (Hatfield Forest Road)(point 17). This is a steep dished gravelly path approximately 0.9m wide. The top is very steep. At the road end visibility is extremely poor and there is evidence of a chicane installed to slow or stop people before they join the road. It may be possible to purchase a strip of land on the south of the access and widen it but extensive earthworks would be necessary. Hatfield Forest Road is de-restricted, narrow and not really suitable for a link to the Flich Way. LTN1.20 would suggest that the only suitable provision would be a cycle track or path fully separated from the main carriageway. This ramp could be replaced by a set of steps with a proper landing next to the road. A wheeling ramp could be provided for cycles but a better option would be to negotiate an alternative route within Hatfield Forest land, possibly one that provides an alternative to Hatfield Forest Road.



The ramp from the road

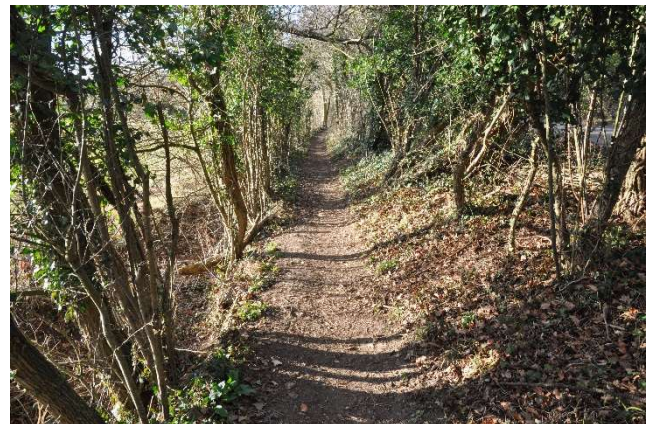


The ramp approaching the road

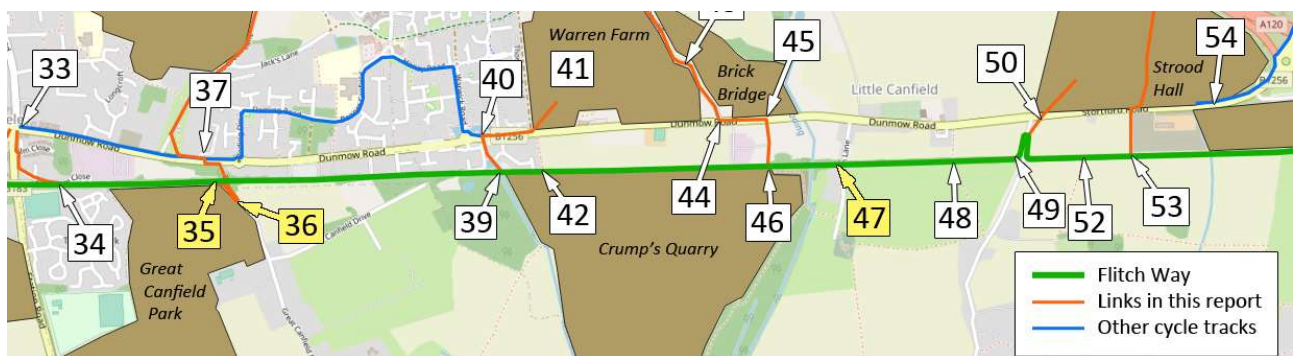
- Great Canfield Road (35 to 36). The access ramp is around 0.8m wide and has a gentle slope until it meets Great Canfield Road on a sudden steep section. Visibility at Great Canfield Road is poor in the southerly direction. The ramp could be widened by removing a line of scrubby trees and extending the path in a westerly direction. To achieve a path compliant with guidance land may need to be purchased from the adjacent field. Where Great Canfield Road joins Dunmow Road there is a short section of shared footway linking the road with a toucan crossing (point 37). The crossing enables cyclists and pedestrians to reach the shared use footway between Parsonage Road to the west and Roding Drive to the east. The access is therefore a useful one as it enables people in the area of housing to the north of Dunmow Road to reach the Flich Way.



The top of the access at Great Canfield Road



Part way down the access showing how it is cut into the embankment



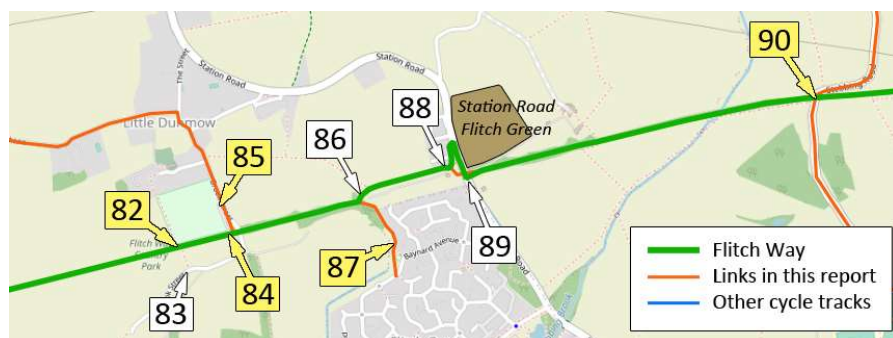
- Church Lane, Little Canfield (point 47). Although this is a pedestrian access it links to a road cyclists can use. As noted earlier a ramp would be intrusive. If the Crumps Quarry is developed it may be possible to provide an alternative route to the steps via the development area.
- Little Dunmow recreation ground (point 82). Steep with a gravelly surface. Includes an A-frame access control



Access to Little Dunmow Recreation Ground

Bottom of access to Brook Street

- Brookstreet, Little Dunmow (84 to 85). This is a soft surfaced gentle ramp 1.0m wide in a 2.7m space. Visibility at Brookstreet is good. Brookstreet provides a link to Little Dunmow and so the access should be widened. It may be possible to combine the access with the one to the south east corner of the recreation ground replacing the one to south west (82).



- Flich Green (point 87). Flich Green is an area of housing south of the Flitch Way. There is an access to the north west corner of the area. It looks as if the access is part informal and part formal. The formal provision is becoming overgrown and an informal muddy path has developed with local people laying concrete slabs on the muddier parts. This appears to be a well used access and should be rebuilt with an all weather surface.



Access to Flich Green

- Stebbing Road (point 90). Stebbing Road is a designated Quiet Lane and provides access to Felstead. The access is narrow, probably around 0.8m wide (not measured). Investigations would be needed to determine which side it would be best be widened. Trees may need to be removed. In the northerly direction Stebbing Road leads to the B1256 where there is a footway link to Porters Hall Road which leads further north to Stebbing. There may be space to widen and convert this footway to unsegregated joint pedestrian and cycle use but it has not been investigated.



Stebbing Lane from the bottom

Stebbing Lane from the top

- Braintree Road. This is a gently sloping ramp which appears very poorly used as vegetation encroachment has reduced its width to the order of 0.3m in parts. There is a steep section on the immediate approach to Braintree Road. Braintree Road is de-restricted and relatively

narrow. LTN1/20 suggests that it would need a separated cycle track or path to be suitable for all cyclists. We suggest therefore that improvements to this access have a low priority.

Access controls

There are a variety of access controls along the route. It appears that many accesses were protected by a combination of A-frame barriers and gates that are a combination of horse stile and vehicular gate. At odd intervals there are vehicular width wooden ‘farm gates’ with either a gap to one side or a chicane made with an additional piece of fencing. There are actually plenty of locations where a motorcycle could be brought onto the trail but there does not appear to be a motorcycle problem. Many of these access controls could be removed without altering the security of the path. It is probably worthwhile dividing the path into sections using vehicular gates although a space would have to be left for a horse or ‘design cycle’ to pass through.

Critical access controls that should be removed are:



End of access towards Thremhall Priory (point 9). Gap to right of gate is 1.2m. it should be amended to be 1.5m and altered so it can be ridden in a straight line.



South of Thremhall Priory (point 9). The offset between the gate and section of fencing is 1.7m. The extra piece of fencing should be in line with the gate with a gap of 1.5m and be capable of being ridden in a straight line.



Near Hatfield Forest Gate 18 (point 11). The gap is 1.4m. It should be 1.5m and be capable of being ridden in a straight line. [7]



Approximately 500m west of Bush End (near point 15). A vehicular access gate, an offset section of fencing and a tree make make a chicane with a maximum width of 1.4m. some users are riding over the bank to the north of the tree to reduce the wiggliness. This needs to be replaced.



Sycamore Close (point 34). This pair of ‘horse accessible gates’ and A-frames is ineffective as there are many gaps on the fence between the Flich Way and Sycamore Close. They should be removed. The fence should be repaired but suitable gaps should be left to access the Flich Way.



Great Canfield Road (near point 35). The horse gate on this gate and A-frame combination has been left open for a considerable period of time and could be removed.



Access to Fritchside Drive (point 39). This is a new access control. The main design issue with it as it stands is that it would be impossible for a disabled scooter user to get through the A-frame without having to go on the grass. But a more important one is that it does not comply with LTN1/20 (*and possibly not Inclusive Mobility*). This should be rethought. Ideally the A-frame needs to be replaced by a 1.5m gap to the east of the horse gate and the surfacing extended towards the Fritch Way so that a disabled scooter or the LTN ‘design cycle’ can run through in a straight line.



Access to Crumps Quarry (point 46). This access is controlled by locked gates at the road and entrance to the quarry and so is unnecessary. Users are avoiding the A-frames by walking and cycling around them. Both sets of access controls should be removed.



High Cross Lane East (point 56). The end of the Fritch Way east of the lane is protected by a horse accessible gate with no route around it other than via the car park. The photograph shows the route taken by cyclists leading off to the right through the car park. The horse gate should be removed and replaced by a pair of lockable bollards with a 1.5m gap between them. Alternatively a vehicular access could be arranged via the car park and the end of the Fritch Way protected by standard bollards.



Buttleys Lane (point 59). The A-frame should be replaced by a 1.5m gap. To improve the alignment the vehicular access gate could be moved south (to the right of the picture).



Clobb's Wood (just east of point 79). At top of ramp from track. Redundant and could be removed.



At traveller's site, Flich Green (point 88). Width not checked. Should be either, arranged to give a 1.5m gap, or, replaced by a line of bollards.



Station Road, Flich Green (point 89). The need for something like this chicane here is understandable due to the 40mph road with poor sightlines and downhill approach. But the chicane would filter out disabled scooters and the LTN 'design cycle'. Ideally the original bridge should be replaced and this access made pedestrian only with a hunting gate set back from the road.



Stebbing Lane (point 90). An A-frame and horse accessible gate is clearly redundant and could be removed. If this access is widened the access controls could be a line of bollards at Stebbing Lane itself.

There are no other access controls within Uttlesford.

Wayfinding

Wayfinding is erratic. There are regular Sustrans NCN16 signs some of which have additional destination information but the destinations are not consistent nor is there destination information at every place where users might want to make a decision. There are a few maps cum interpretation boards showing the whole route but these are looking a little tired or are getting damaged. Along the section east of Hatfield Forest there are signs pointing east towards Hatfield Forest but none pointing west. From Stane Street eastwards to Church Lane, Little Canfield, directions include Takeley and Great Dunmow. On the part of the Flitch Way east of Great Dunmow the only signs point west towards Great Dunmow. Off the line of the Flitch Way but on the NCN16 at Blackwater Drive there is a conventional highway style sign pointing to Great Dunmow in the easterly direction and Takeley 3¹/₃, Hatfield Forest 5, Bishop’s Stortford 9 to the west.



*Post with various symbols but no destinations.
Highwood Farm*



*Post with directions to Hatfield Forest only.
Great Canfield Road*

The Sustrans style signs mounted on square section wooden posts are suitable for the Flitch Way. They are cheap, unobtrusive and easy to alter as more links and opportunities for journeys along the Flitch Way get developed with the LCWIP. However destinations on the signs will need to align with any highway signs for routes, say, through Great Dunmow.

4.0 Issues along the Flich Way – Great Dunmow

NCN16 route



The NCN 16 leaves the line of the Flich Way at Highwood Farm uses Buttleys Lane to reach the B1256 Stortford Road and then runs east along a shared use pedestrian and cycle track to get into Great Dunmow.



The crossing at point 62 is shown left. It consists of a gap 3.0m x 2.9m in a wide central reservation. LTN 1/20 suggests that an uncontrolled crossing such as this is suitable on roads with a 30mph speed limit with flows of less than 4000 vehicles per day. A parallel crossing would be suitable for flows up to 8000 per day. We do not have data on traffic flow.



NCN16 crosses Blackwater Drive adjacent to a roundabout as shown left (point 63). The development is not complete and traffic levels are lower than they would eventually be. LTN1/20 suggests a priority crossing like this is suitable for flows up to 4000 vehicles per day. The crossing should have been made perpendicular to the entry and exit arms and the roundabout designed to enforce slower speeds through it.



The route crosses Pincey Brook Drive as shown left (point 64). The junction layout enables relatively high speeds. The crossing could have been made a priority crossing with a full or partial set back as shown in LTN1/20 diagram 10.13



The junction at Woodlands Way (point 65) is more critical. Speeds are fairly high and traffic is fairly continuous. Pedestrians and cyclists are given no assistance beyond a dropped kerb. A two stage parallel crossing should be implemented here.



Between points 65 and 67 the shared use footway runs immediately adjacent to Stortford Road and is approximately 1.9m wide. At point 66 there is a bus shelter. There a wide verge behind it the shared path. The path should be replaced by a new path, at least 3.0m wide (depending on anticipated flows) set away from the road and running behind the bus shelter.



At point 67 (left) the path is wider and there is a verge between it and the road. Between 67 and 68 it moves away from the road and is separated by a line of trees. At point 68 the path just stops with no assistance to join the carriageway of Stortford Road and no assistance for westbound cyclists to turn right across Stortford Road to join it.



However approximately 120m further east is a signalled pedestrian crossing which could provide the means for joining and leaving the shared path. Further investigations would be needed to see whether it would be possible to connect them.

Dunmow Cutting to NCN16



Dunmow cutting has a poor quality path and a boggy area crossed by a boardwalk east of point 60. It would make a pleasant alternative to Stortford Road to link to the NCN16 except for two problems:

- The crossing of the B1256 (point 61) and
- The narrow footpaths linking the B1256 to High Stile and High Fields

Dunmow Cutting and along B1256

We investigated the footway running alongside the B1256 from point 61 to the footbridge at point 70. This varies between 1 to 1.4m wide in a 2.2 to 3.9m wide level verge. The footbridge at point 70 is 1.97m wide and has stepped ramps. The foot path between it and Hasslers Lane and New Street is 2.0m wide between fences. The path from the footbridge south to Ash Grove is steep and narrow. It would be possible to widen everything and add Equality Act compliant ramps to the footbridge but it would be expensive for an uncertain gain. Aerial photographs however show informal footpaths between the Flich Way/B1256 crossing in Dunmow Cutting and Ash Grove which could allow a route via point 72 back to the line of the B1256 at Flich Lane (point 73). The informal footpaths were not investigated and the link via Flich Lane not in any detail. A potential route via Kerridge Close and New Street Fields was not investigate either.



The Flitch Way and steps down to the B1256 (point 61)



The footbridge at Hassels Lane (point 70)

5.0 Potential connections from the Flitch Way to Bishop’s Stortford

Alternative route avoiding the Dunmow Road crossing at Start Hill

The current route from the Flitch Way to Bishop’s Stortford crosses the B1256 Dunmow Road at Start Hill, runs along the north side of Dunmow Road behind any properties and then uses a variety of crossings over and under the A120/M11 junction slip roads to Birchanger. The crossing at Start Hill (point 4) does not meet the guidance in LTN1/20 but use is currently low and improving the crossing may not be justified. The path alongside Dunmow Road is narrow, muddy and has awkward deviations (point 5).



The NCN16 runs round the back of a house on Dunmow Road



Another part of the path. The strip of woodland bordering the A120 can be seen in the distance

We investigated whether a route could be found that used the signalled junction at Thremhall Priory (point 8). Adding a pedestrian and cycle phase or stage to the signals might be more effective than an additional signalled crossing at Start Hill. A route via Thremhall Priory would have the advantage that people on the NCN16 would pass an additional café and avoid the wiggly route along Dunmow Road. There is a level strip of land alongside the A120 currently occupied by scrubby woodland as shown below.



Land south of the A120. Panorama showing on the left fields between the A120 and Dunmow Road and to the right one of the A120 signs.

The route was only investigated between Priory Wood and the ponds at Start Hill and, while feasible in engineering terms, may involve land owned by Thremhall Priory and would definitely require negotiations with National Highways. Bury Lodge Lane, the road past Themhall Priory is a public right of way. Rebuilding and re-signalling the junction at Thremhall Priory would cost more than installing a toucan crossing at Start Hill. However, the road past Thremhall Priory could be used as part of a route connecting the Flich Way to Stansted Airport. (Point 7, see later)



Dunmow Road / Thremhall Priory signals

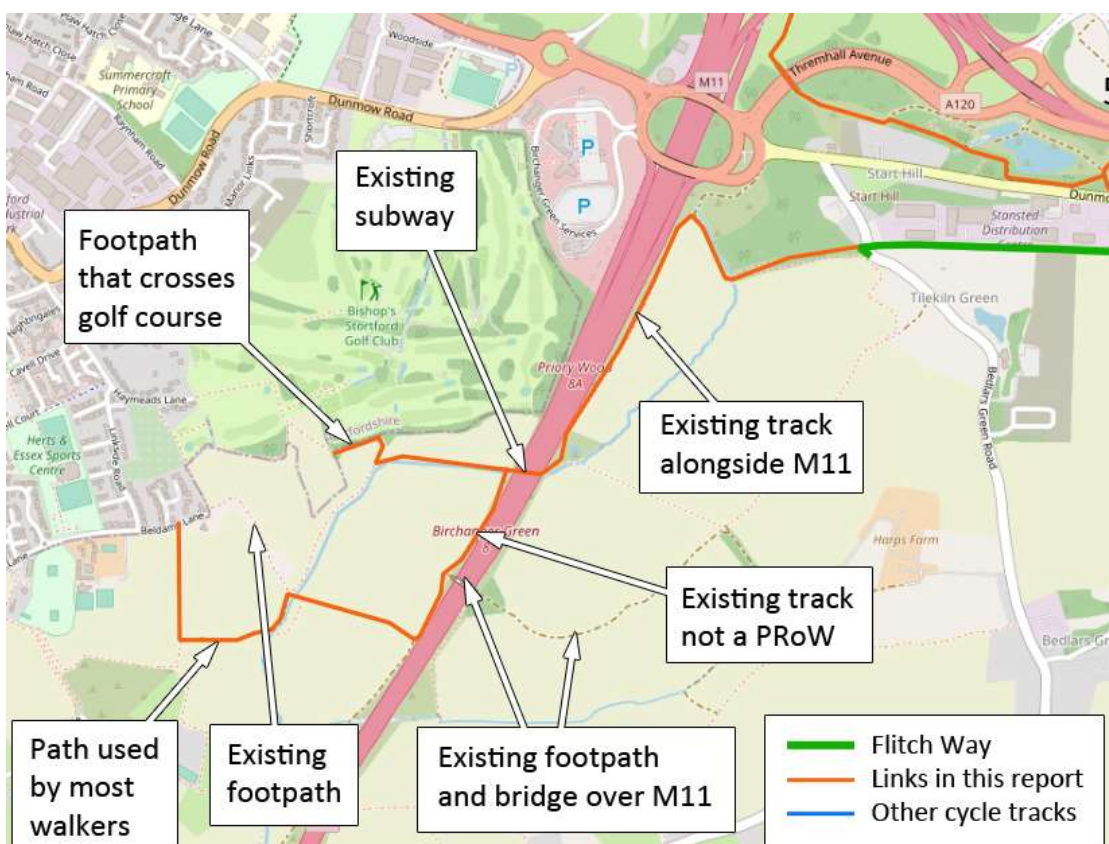


The connection to the Flich Way is on the opposite side of Dunmow Road to the left of the picture

The existing NCN16 or the route described above could be used to extend the Flich Way into Bishop’s Stortford. Extending the route would require a cycle/pedestrian path along Dunmow Road between Birchanger Services and Bishop’s Stortford Town Centre. Transport Initiatives investigated such a route for Hertfordshire County Council finding that there is very little room alongside Dunmow Road for a separated cycle path. A path would have to be shared use and additional land would need to be purchased to widen sections. The path would not meet the guidelines in LTN1/20. We briefly considered a route from Birchanger to Heath Row in northern Bishop’s Stortford along the line suggested by some respondents to the Commonplace consultation. It would require a crossing over the A120 in Birchanger Wood but also we could not

find an acceptable route into the centre of Bishop’s Stortford. Conceptually the easiest way to connect the Flitch Way to Bishop’s Stortford and onwards is to extend it to the south of the town.

Flitch Way to Belhams Lane, Bishop’s Stortford via M11 subway.



There are two routes between Tilekiln Green in Essex and Beldams Lane or Haymeads Lane in Bishop’s Stortford. They have been suggested by local consultees. The first uses an existing track parallel to the M11, a subway under the M11 and a footpath that crosses the golf course. A second route runs from Tilekiln Green south of the Flitch Way, uses a public footpath to reach the M11, a bridge over it and the footpath then continues to Beldhams Lane. The problems with these routes are:

- The length of field footpaths that would need to be improved and fenced
- That the northern footpath crosses a golf course. (The golf club do not actively promote this footpath either surfacing or signs)
- One section of footpath appears to get ploughed.

A better route appears to be one combining the two options using a length of track connecting the subway to the bridge along the west side of the motorway and following paths used by walkers avoiding the section of footpath that gets ploughed. This is shown by the longer orange line on the plan above and described below.

The Flitch Way continues west of Tilekiln Green (point 1) as an informal track until it gets to a point where the embankment has been removed.



Westward continuation



Bridge to nowhere, the end of the railway embankment

Below this point is a track which leads around the field between here and the M11. The track ends at a 3.0m wide subway under the motorway. The track from the Flich Way to the subway does not appear to have public rights of access even though it is clear people use it and thus there may be one created by 20 years of use. The path would formally need to be converted to a bridleway and surfaced.

The track running parallel to the M11



The mouth of the subway from the east



The subway

There is a track paralleling the motorway between the bridge and subway. This takes the route to a public footpath to Beldams Lane. That footpath does get ploughed as shown below. Observations on site suggest that most walkers prefer to use an alternative path and track which avoids the ploughed section, and thus could be surfaced. Part of this is a public footpath and part is a farm track with no apparent right of way.



Track west of M11



Part of the field footpath, a very short section in the distance has been ploughed.

The following actions would need to be undertaken

- Negotiate new public right of way between Flitch Way and the bridge over M11 (part in Herts part in Essex)
- Negotiate conversion of footpath to bridleway between the M11 and Beldams Lane, and negotiate the additional section of route avoiding the ploughed section
- Construct new 3.0m wide surfaced path
- Construct ramp at western end of Flitch Way

6.0 Potential connections from the Flitch Way to Stansted Airport



Thremhall Priory.

Bury Lodge Lane from Dunmow Road past Thremhall Priory once crossed the current line of the A120 and Long Border Road and continued across the land that is the runway approach. Long

Border Road has a cycle track along its north western side, part of a route from Birchanger to the Airport. A bridge over the A120 could connect the two (point 7).

Takeley to Hotels area.

There is a connection from the Flitch Way to Harris Road in Takeley (point 25). Harris Road leads towards Dunmow Road. From that point there are two potential routes towards the Airport. The western one uses a footpath that runs to the east of the balancing ponds to the A120 near the Holiday Inn Hotel area (point 18). There is evidence of cycle use. There also seems to be acceptance that the general public has access to the balancing ponds as there is no fencing but a sign listing the potential hazards. At the north end of this area the footpath climbs the side of the A120 slip road embankment via a set of steps but there is also an access road between the slip road and the ponds (point 21). The public footpath crosses the A120 on a 2.0m wide footway over the slip road bridge. The carriageway over the bridge is 7.3m wide but the southbound lane only gives access to the balancing ponds and so could be narrowed allowing the northbound lane to be moved sideways and the footway widened.

On the north side of the bridge the public footpath crosses the slip road and descends the embankment to resume its pre A120 route (point 22). However from here northwards to the airport there are no footways but evidence of extensive pedestrian use (point 23). Presumably people are walking between the hotels and the airport. The design of a potential route has not been investigated but a safe walking and cycling route between the hotels and the airport could be added to one from Dunmow Road to create a Flitch Way to Airport walking and cycling route.



Path from Dunmow Road to Balancing Ponds – evidence of cycle use in foreground (point 18) *The Balancing Ponds*



North end of footpath at A120. Steps down to left, gated road to Balancing Ponds, ahead, and footway over A120 bridge to right (point 21).

Parsonage Road.

Parsonage Road runs from Takeley to the Airport. It is derestricted, has a narrow carriageway (approx. 6.0m in parts) and is used by buses and HGVs. There is a footway along the east side over the A120 and for much of the way to the Airport. There is only one property bordering the road. At the north end of Takeley there is new housing under construction and other sites allocated for development. Along the north side of the housing area, between it and the A120, there is a public footpath whose character will change dramatically with the new development. The western end of this footpath joins Church Lane at the Holy Trinity Church. This footpath could be rebuilt as a pedestrian and cycle path, connected to the Flich Way at its western end, connected to the housing areas and connected to Stansted Airport by a route along the east side of Parsonage Road (point 38). The route along Parsonage Road would consist of either, a widened converted footway, or, a new path constructed behind the hedge where the existing footway cannot be widened. A connection into the airport has not been investigated.



Path from Holy Trinity Church to Parsonage Road. 7m wide between the hedges (point 20 to point 38)



The path runs through the churchyard – a route around the edge of the churchyard would need to be negotiated with new development

Examples of paths in fields alongside roads.



Stow cum Quy to Lode, Cambridgeshire – path in field behind hedgeline

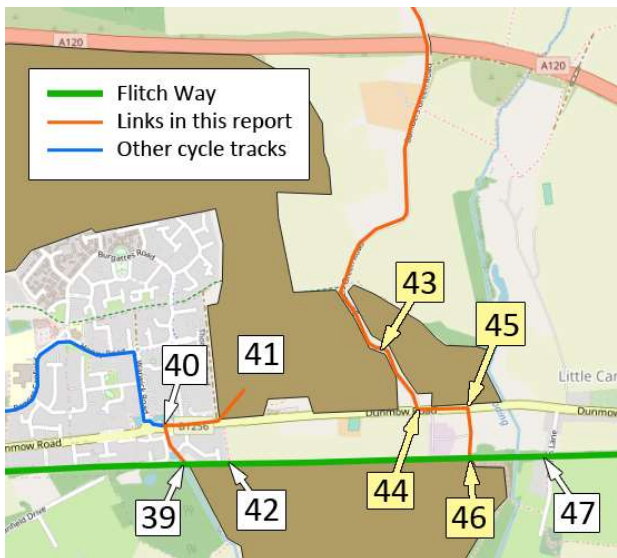


Clay Lane, Warrington – fence line set back to create space for cycletrack

Smiths Green Lane.

Smiths Green Lane is used by the NCN Regional Route 50. There is already a connection to the Flitch Way at Great Canfield Road.

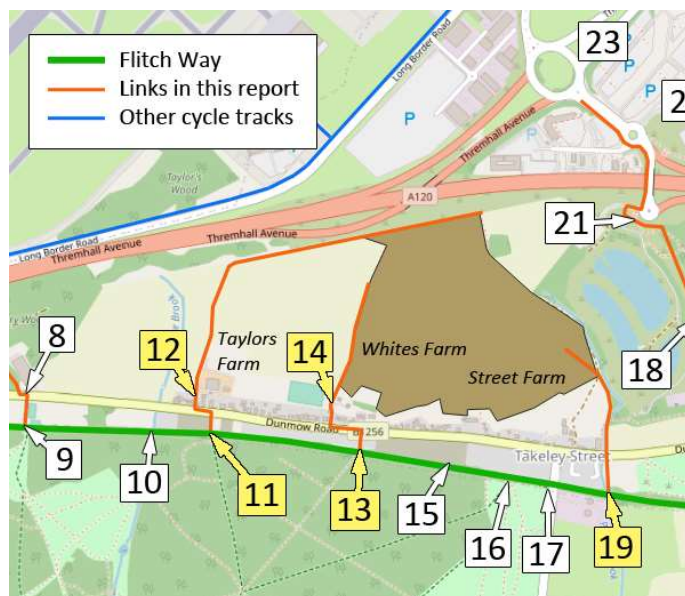
Bambers Green Road



Bambers Green Road is a lightly trafficked lane. It too can make a link to the north east end of Stansted Airport particularly if:

- A connection is made between the Flitch Way and Dunmow Road (point 46)
- A crossing is constructed (point 44 or 45)
- Bambers Green Road is closed to general traffic with new housing (point 43)

7.0 Potential connections from the Flitch Way to new and proposed housing areas



Takeley, Street, Whites Farm and Street Farm

There are three options to link to these areas of potential housing. 1. The link between the Flitch Way and Dunmow Road at (point 11) nearly links to the footpath north at Taylors Farm (point 12). One footway along Dunmow Road will need to be converted to joint use and a crossing provided.

Currently there is building works on the south side of the road and vehicles are being stored on the southern footway. The type of crossing should be chosen with regard to the traffic flow and Table 10-2 in LTN1/20. The footpath will need to be converted to a bridleway. This footpath could serve the north west corner of the housing area and provide a route to the Flich Way westwards.



Taylor’s Farm footpath and Dunmow Road

2. Footpath between Taylor’s Farm and White Farm

This would use the link between the Flich Way and Dunmow Road at point 13 and the footpath running north a little west of that. Similarly to Taylors Farm, there would need to be a length of converted footway and a crossing to link them. The north side footway is superficially wide enough but it appears to consist of a 1.6m footway and a 1.5m private verge. This would need to be checked. The south side verge may be the same but with a wider verge (2.5m). The footpath is well used and also serves a football pitch but appears to run over a private garage access. This access may have to be pedestrian only.

3. Footpath at Street Farm.

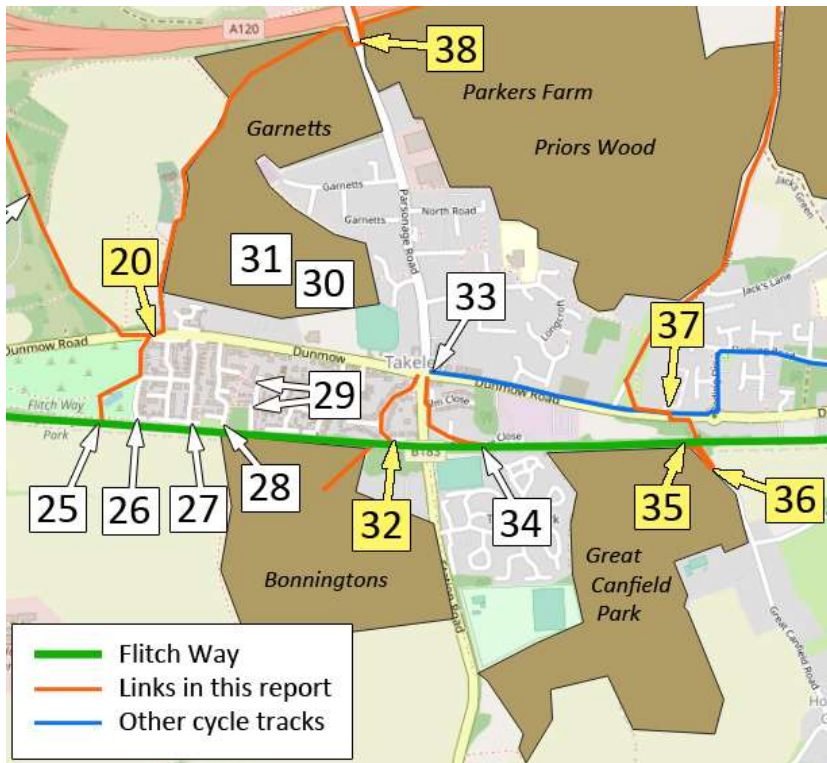
This footpath has no connection to the Flich Way but there is space to provide one (point 19). A crossing over Dunmow Road could be incorporated into a village entry/speed reducing feature. The footpath however consists of a narrow path between a fence and the stream. The direct access onto Dunmow Road has been fenced off and walkers reach it by walking through a garage forecourt. There is no room to widen the footpath and any access here would have to be provided by purchasing a strip of land to the east of the stream. The footpath would need to be converted to a bridleway.



Footpath blocked at road (north of point 19)



Narrow footpath by stream



Takeley, Brewers End and Garnetts

The route from Church Lane and the Holy Trinity church described as a route towards Stansted would link this area to the Flitch Way westwards (path between 20 and 38)

Takeley, Bonningtons

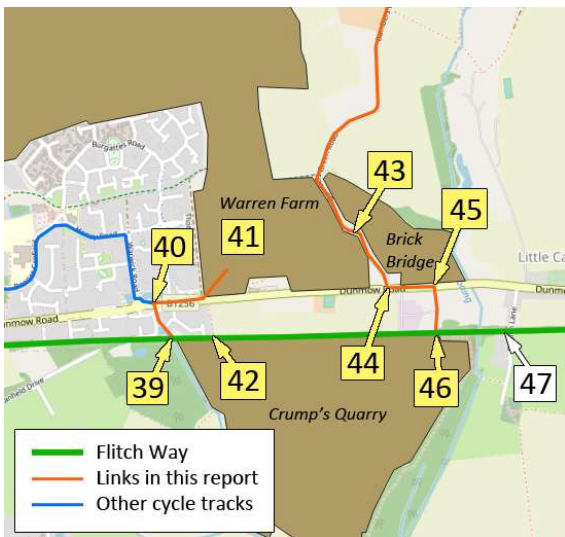
Can be directly accessed from the Flitch Way. If a connection is made between the Flitch Way and Hawthorne Close (point 32) then a pedestrian and cycle route can be made from the development area to the shop and pub at the Dunmow Road / Parsonage Road junction. Another access should be provided at the north west corner of the housing area to link to the Flitch Way westwards and Godfrey Close (near point 28)

Takeley, Great Canfield Park

Can be accessed directly from the Flitch Way. The chance should be taken to construct a better access between the Flitch Way and Great Canfield Road at the same time (points 35 & 36)

Takeley, around Prior’s Wood and Parker’s Farm

This can be accessed from the eastern end of the path from Church Lane and Holy Trinity Church and from Smith’s Green. Smith’s Green has an existing link to the Flitch Way (via 35, 36 and the toucan crossing at 37). If traffic levels increase significantly it will be necessary to provide a separate route for cyclists and pedestrians along Smith’s Green.

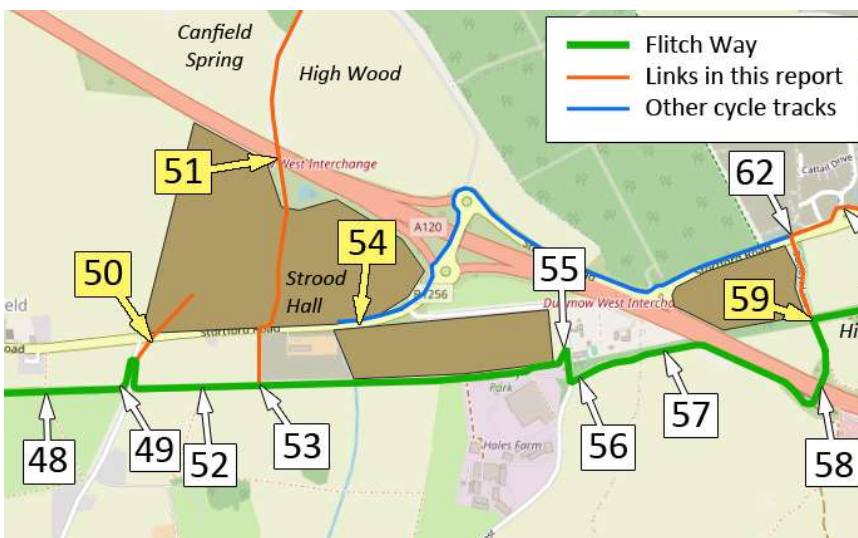


Takeley, Warren Farm & Brick Bridge

The south west corner of the Warren Farm site is already connected to the Flich Way via a converted footway along the north side of Stortford Road and the link to the Flich Way at Flichside Drive (points 38, 40 & 41). The south east corner of the site can be accessed from Bambers Green Road (point 43). With the development of the site general traffic could run through the site leaving the southern end of Bambers Green Road open for access, pedestrians and cyclists. The section of Stortford Road between Bambers Green Road and the Crumps Quarry access has been widened to provide right turn lanes (points 44 to 45). This gives space for widening the footway and providing refuge islands to assist people crossing. The connection to the Flich Way should be via the Crumps Quarry access (point 46). Brick Bridge could also be linked via the Crumps Quarry access.

Takeley, Crumps Quarry

Directly accessible from the Flich Way between points 42 and 46. There should be several accesses along the northern edge of this development.

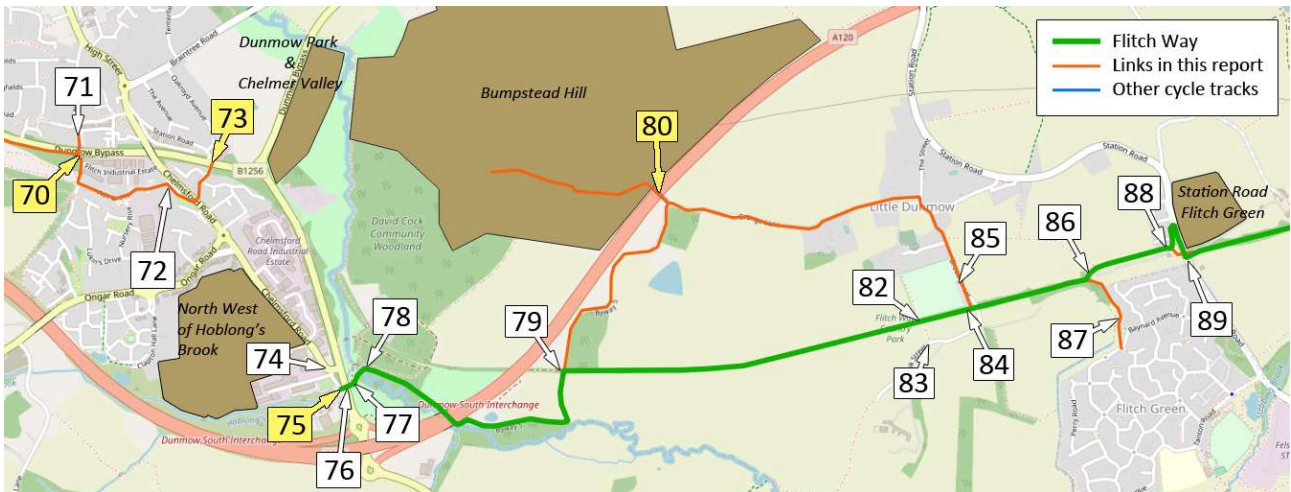


Takeley, Strood Hall

The south west corner of the site is accessible from High Cross Lane West (point 50). A crossing will need to be provided over Stortford Road. This site could be connected to the Canfield Spring and High Wood sites using the existing farm bridge over the A120 (point 51). A new junction is being constructed to link with development south of Stortford Road at point 54. This development could be connected directly to the Flitch Way.

Great Dunmow, Highwood Farm

Directly accessible from Buttleys Lane (point 59)



Great Dunmow, north of Hoblong’s Brook

Access from the east via Hoblong’s Bridge, possibly using National Highways land. Route from the west not investigated.

Great Dunmow, Dunmow Park and Chelmer Valley

If a route can be constructed alongside the B1256 east of Dunmow Cutting the area could be accessed from that. Otherwise it should be connected to the Flitch Way via Bumpsted Hill and Little Dunmow

Great Dunmow, Bumpstead Hill

Can be accessed via the existing bridge at the western end of Grange Lane. The Saffron Way threads the site and could be made a joint use route through the area towards Great Dunmow



Bridge from Bumpstead Hill side

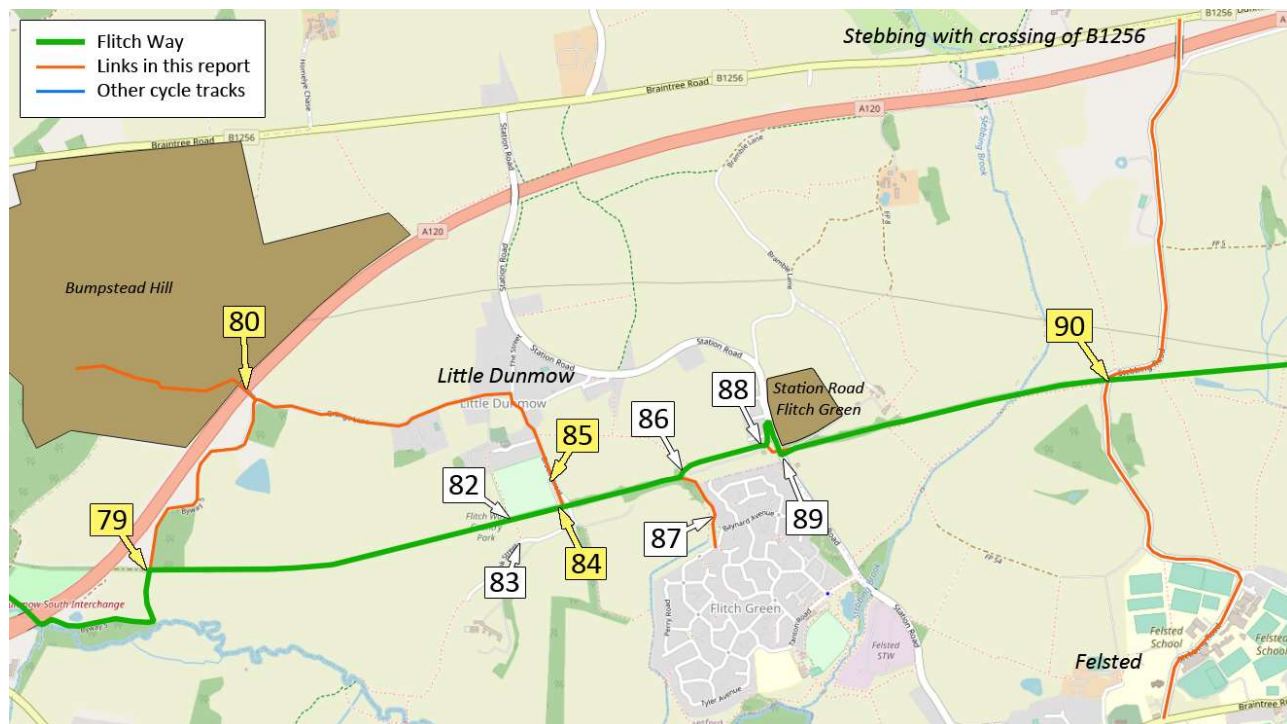


Bridge from Little Dunmow side

Flich Green, Station Road

Under construction, should be able to access directly from the Flich Way. Could have been used to improve the crossing of Station Road

8.0 Potential connections to other settlements using quiet lanes



Most of the roads the Flich Way intersects have traffic flows or speeds that are too high to be promoted as suitable links to the Flich Way without, in some cases, serious interventions. Smith’s Green and Bamber Green Roads (see earlier) make suitable links northwards past the east of Stansted Airport. Smith’s Green is part of a regional cycle route 50 that also uses Great Canfield Road to head south east (destination Maldon) with an additional spur to the south west. The section south was not investigated.

East of Great Dunmow there are two possible links. The first is a loop around Great Dunmow (79, 80, 85 & 84) that would also serve the potential development at Bumpsted Hill. The second uses the Stebbing Road (point 90). This is designated a ‘Quiet Lane’ and runs between the B1256 and Felsted. There are further quiet lanes south of Felsted but how they connect through Felstead was not investigated. With a suitable crossing of the B1256 the route north along Stebbing Road could be connected to Stebbing itself.



The start of the Stebbing Road at Felsted



Stebbing Road at the Flich Way – maybe a quiet lane in the winter only...

A final link is a potential one between the Flich Way and the Stansted Distribution Centre at Start Hill (point 2). In the picture the Flich Way is to the right of the fence. The level difference is possibly around 1.5m.



9.0 Conclusions

The Flich Way is a useful strategic route that is capable of linking a lot of other places and uses together. It is essentially a recreational route but can be used for utility purposes. It complements the shared use footway route that follows the line of the B1256 eastwards from Parsonage Road.

Technically all the route is substandard but most of it is adequate for the current use. However:

- There are some sections that could not be negotiated by a cyclist trained to Bikeability level 2, particularly:
 - The crossing over Dunmow Road at Start Hill (point 4)
 - Crossings along Stortford Road west of Great Dunmow (points 62, 63, 64 65 & 68)
 - much of the route through Great Dunmow
 - the crossing over the B1256 at Hoblong's Bridge (point 76)
 - the crossing of Station Road at Felsted Green (point 89),

- There are some sections where the route does not comply with the guidelines in LTN1/20:
 - The Dunmow Road crossing at Start Hill (speed and volume of traffic)
 - The crossings at Buttleys Lane/Stortford Road (62) also crossings 63, 65 68, Hoblong’s Bridge (76) and Station Road (89)
 - Gradients at Tilekiln Green (point 1), Bush End access (point 17), High Cross Lane West (point 49), the A120 bridge at Highwood Farm (point 58) and the ramp back up to the railway level at Station Road, Felsted (point 89)
- There are some sections where the LTN1/20 design cycle would not fit:
 - Tilekiln Green (point 1),
 - Bush End access (point 17),
 - XXXX (point 28),
 - Sycamore Close (point 34),
 - Great Canfield Road access (points 35 & 36),
 - the sharp gradient at high Cross Lane West (point 49),
 - the car park at High Cross Lane East (point 56),
 - the narrow section immediately east of that (point 57),
 - the short connecting path near Hoblong’s Bridge (point 75),
 - the two footbridges just east of Hoblong’s Bridge (points 77 & 78),
 - access to Brookstreet (points 84 to 85),
 - the access to Felsted Green houses (point 87),
 - the footway and chicane at Station Road,
 - Felsted Green (point 89), the ramp to Stebbing Road (point 90) and the access to Braintree Road (not marked on map).
 - Plus various access controls cutting the path west of Great Dunmow.

There is potential to link the Flitch Way to Bishop’s Stortford through the fields to the south east of the town which would not require any actions on the behalf of Hertfordshire County Council beyond signing the route. A route south of the town could also be connected to the Stort Valley and potential routes towards London.

There is potential to link the Flitch Way to Stansted Airport. Conceptually the simplest is a bridge over the A120 linking Bury Lodge Lane at Thremhall Priory to long Border Road. More complicated is a route from the western end of Takeley past the balancing ponds to the area occupied by the Holiday Inn Hotel. There is a need for a pedestrian route from this area into the airport and a cycle route could be added to this. There is potential for a route parallel to Parsonage Road and one along Bambers Green Road.

It is possible to link all the potential housing development sites to the Flitch Way. There should be other routes within the housing providing east west links as well as routes to connect to the Flitch Way

10.0 Recommendations

Clearly every problem highlighted in the conclusion could be fixed but some are more important than others.

To improve the route of the Flitch Way and NCN16

Recommendation	Status	Cost
The east and west sections of the Flitch Way need a connection through Great Dunmow that complies with LTN1/20 and can be ridden by a person trained to Bikeability Level 2. This should be covered in the proposed LCWIP.	Critical	£££
A safe crossing needs to be constructed over the B1256 at Hoblong’s Bridge (point 76). LTN1/20 suggests the crossing should be signalled (cheaper ££) or grade separated (more expensive £££). The crossing could be incorporated into a signalled junction between the B1256 and Chelmsford Road a little to the north.	Critical	£££ if added to signalled junction
A new bridge needs to be constructed over Station Road at Felsted Green. The derelict old station buildings and land may need to be purchased. (point 89).	Critical	£££
A crossing needs to be constructed over the B1256 Dunmow Road at Start Hill (point 4). LTN 1/20 would recommend signals (feasible) or grade separation (difficult). Alternatively a new route could be constructed via the signalled junction at Bury Lodge Road with a new path constructed on mostly National Highways land. This could be combined with a bridge to Long Border Road (see later).	Important	££ (crossing) £££ (junction & new path)
The access at Bush End / Hatfield Forest Road needs to be replaced (point 17). Ideally land should be purchased from the field immediately to the south and an LTN1/20 / Inclusive Mobility compliant ramp constructed with suitable sightlines at the road. Alternatively, the access could be replaced by a set of steps. A route towards Hatfield Forest could be constructed on an existing right of way and one of the accesses to serve potential housing north of Takeley Street used to access Takeley Street itself.	Important	££/£££
There should be a route connecting the Flitch Way to the shared use footway along the B1256 east of Parsonage Road as this footway, plus its loop into Roding Drive and Fleming Way, connects much of the new housing in Takeley to the Flitch Way. The route should run from either Hawthorne Drive (point 32) or Sycamore Close (point 34). Hawthorne Drive provides a shorter route to the west and also gives direct access	Important	£££

to the Bonningtons housing site. A cycle phase should be added to the Dunmow Road/Parsonage Road signals, probably on the diagonal, and the section of footway outside the three shops converted to joint pedestrian and cycle use.

Access at Great Canfield Road. (point 35 & 36). This access should be widened and the sharp gradient at the road end removed. Visibility at the road end should be improved. Important ££

The A frame access control at Flitchside Drive should be replaced by a line of bollards at 1.5m centres. One can be lockable to permit vehicular access. (point 39) Desirable £

The crossing over High Cross Lane West at point 49 needs the following: Important ££

Short steep gradient to the west needs to be removed by constructing a LTN1/20 compliant ramp.

The short sharp gradient at the road on the east side needs to be removed by constructing an LTN1/20 compliant ramp

If the path is being rebuilt, this section should be constructed 3.0m wide.

The two footbridges at Hoblong’s Bridge (points 77 & 78) need to be replaced by ones that can take an LTN1/20 design cycle. Important ££

The access at Bridgestreet, Little Dunmow, (84 & 85) needs to be rebuilt to accommodate a design cycle. This is important if Little Dunmow is included in a Wayfinding Strategy and also if the potential housing at Bumstead Hill is developed. Currently desirable, important later ££

The access to Flitch Green is improved in accordance with LTN1/20 guidance. Important ££

The access at Stebbing Road (point 90) is improved in accordance with LTN1/20 guidance. Important if Stebbing Road is included in the Wayfinding Strategy as a route to Felstead. Important ££

Access controls should be amended to allow the passage of a design cycle. Important £

A Wayfinding Strategy should be produced and implemented. It should include desitinations away from the Flitch Way but that can be reached by a cyclist trained to Bikeability Level 2 Important £ to produce
££ to implement

Connections from the Flitch Way to other areas.

<p>The route to the south of Bishop’s Stortford should be progressed. The Flitch Way Action Group have the landowner details and have started the necessary conversations.</p>	<p>Important £££</p>
<p>A bridge over the A120 should be investigated at point 7. This could form part of a route between Bishop’s Stortford and Stansted Airport once there is a connection between the Flitch Way and the town.</p>	<p>Desirable £££ once connect made to Bishop’s Stortford</p>
<p>A route should be development between the western end of Takeley Street, the XXXX hotels area and Coopers End Road at Stanssted Airport. This should also include a pedestrian link between he hotels and the Airport. (Points 25 or 26, 20, 18, 21 22 & 23)</p>	<p>Important £££</p>
<p>Provision should be made in new housing development for a route along Parsonage Road between point 38 and the Airport. This should include the link 25 – 20 – 38 and a route though the Parker’s Farm and Priors Wood area.</p>	<p>Important ££</p>
<p>A route based on Stebbing Road and running perpendicular to the Flitch should be investigated. This would require a crossing over the B1256 at Stebbing Road, a safe route through Felsted and investigations of the quiet lanes south of Felsted.</p>	<p>Desirable ££</p>

Appendices

Appendix A Schedule of findings Fritch Way West of Great Dunmow

Ref	Location	Comments
1	Start Hill	Steep gravelly ramp 700mm wide in 1600 width. Steep u-turn at top. Finger post sign says Bridleway Sustrans sign (16) Hatfield Forest. Visibility at road good.
2	Start Hill	Potential link to Stansted Distribution Centre. Level difference possibly 1.5m. Only worth it if a link to Bishop's Stortford
1-3	Start Hill to FP/NCN16	1-1.7m soft surfaced dry-gravelly in parts. Wide verges, transmission line
3	Start Hill	Critical turn. Needs more serious signing
3-4	Soft surfaced dust 1.4ish 3.9m between fences	
4	Dunmow Road at Start Hill	Carriageway 7.3m. 1.3m central hatching. Room to widen carriageway for island. Visibility good. N side row of bollards. S side 1.1m gap and vehicular gate. Signed to Hatfield Forest eastbound, NCN16 only westbound
5	NCN 16 Start Hill	Narrow. <1m. Muddy
6	Woodland alongside A120	Scrubby woodland. Flat. Pinch point of around 2.0m at eastern end would require widening top of bank. Poss retaining wall
7	A120 potential bridge location	
8	Dunmow Road / Bury Lodge Lane	Signalled junction footpath access not quite aligned. No pedestrian stage/phase. Footway 1.0m could be widened to 2.5 to access signals. Thremhall Park advertises a café.
8-9		1.8m soft surface in wide strip. Bit muddy, hint of gravel where there is wear.
9		Path to 4 has vehicular gate with 1.2m gap to side Fritch Way eastward vehicular gate with chicane. 1.7m offset along line of path but 1.0m gap to the side. Would not fit the design cycle. Horse gate (has extended lever on latch) into Hatfield forest with counter
9-10		Soft surface dusty 2.2m
10	Shermore Brook	Steps down embankment side. Pedestrian gate into Hatfield Forest
Near 10	Forest Gate	Vehicular gate with 1.4m wide gap on south side. Tight for design cycle.
11	Forest Gate 18	Pedestrian gate to south has a counter Vehicular gate to north left open (for a long time)

11 – Dunmow Road		Vehicular width track – currently constrained by building works.
12	Dunmow Road opposite Taylor’s Farmhouse	Footway width 1.5m. Possible wide verge but parked on by builder’s vans. Carriageway approx. 7.5m (off OS). Central hatching 30mph (?) visibility good. No assistance to reach footpath north.
13	Hatfield Forest Gate 19	Has counter Overgrown link into woods
14	Taylor’s Farm	
15	Forest View	Potential link through gap in houses Not investigated northern end of gap. From OS & SV looks like a narrow footway with a wide verge behind it. Wide verge does not go all the way to Hatfield Forest Road. Narrow splitter island in carriageway. No drops. Immediately east is a vehicular sized gate with a chicane to north side. Chicane offset 1.65 with tree 2.6m beyond that. Path width to sire 1.4m. Would not accommodate a design cycle.
16	Gate xx to Hatfield Forest	Gate has counter and information panel. Seat.
17	Stane Street Station and link to Bush End / Hatfield Forest Road	Link is a steep gravelly dished path 0.9m wide. Very steep at top. Poor junction with road. Attempt at a speed reducing chicane although half of it is missing. No level section at bottom. Visibility acceptable (not measured). Speed limit 30mph
18	Footpath past Balancing Ponds	Well used, evidence of cycles. No barrier between path and ponds
19		Flitch Way on low embankment – access path could be built. Scrubby field. Footpath north. V narrow between fence and stream – access would have to run east of stream. Combine crossing with village entry feature?
20	B1256 west of Church Lane	Northern footway 2.0m in 3.9m width. Potential location for crossing. Path north of church 7.0m wide causeway
21	A120 slip road and roundabout	Road to balancing ponds fenced off . FP has steps. 2.0m wide footway over A120 bridge but space to take from carriageway
22	FP crossing	Poor crossing not investigated in detail
23	Road south east of Bassingbourne Roundabout	Evidence of pedestrians walking along verge. Requires pedestrian route
25	Access to Harris Road / Clapton Road	New level 2.9m wide gravelly path link to open space west of new housing area.
26	Access to Harris Road	Informal user generated link to the end of Harris Road.

27	Access to Godfrey Crescent	Beginnings of informal link to Godfrey Crescent and Cooper Smith Road. Propose that this is made a formal link as short from Cooper Smith Road to travel eastwards than use 13. CHP is the housing provider
28	Access to Russell Frances Way and public footpath to Dunmow Road	Access to RFW 2.3m through posts needs some small trees removed, surface improvements and dropped kerbs at north end.
28 – Dunmow Road		Footpath min width 700mm between fence and mature tree.
29		Access to The Pastures. Standard footway width (not measured)
29		Access to Orchid Close. Standard footpath width (not measured)
Near 29	Dunmow Road	Footway width 1.5m visibility good
No no.	Chapel Fields	Spotted one of these – looks like people have tried to make some informal steps. If formalised it would make a better route to the For Ashes Cross Roads as more space to make a connection to the signals and thence to link to the converted footway running east from here
32	Hawthorn Close	
33	B1256/Parsonage Road signals	Has all red pedestrian stage. Shared use footway not quite get to junction
34	Sycamore Close	Two horse gates and two A-frames with plenty of informal routes around them. Gates and A-frames should be removed and replaced by a line of substantial bollards at 1.5m centres along the Sycamore Close edge. Existing dropped kerb is for a vehicular access gate. One is required for cycle access.
35	Great Canfield Road	A-frame barrier and horse gate (open)
35-36	Great Canfield Road	Gentle ramp up. Narrow (not measured). Would not accommodate a design cycle.
36	Great Canfield Road	Sudden sharp gradient and poor visibility south at Great Canfield Road. From the Great Canfield Road / Dunmow Road junction a short length of shared use footway leads to a toucan crossing to the shared footway on the north side of Dunmow Road. Potential quiet routes south (not investigated)
?	West of Turner Close	OSM suggests a path to Dunmow Road here – but may be the drive to Tree Tops (Need to check)
39	Flitchside Drive	New horse gate and A-Frame. A frame at right angles and while there is sufficient surfacing to turn a wheelchair there is not enough for a disabled scooter. Would not accommodate a design cycle.
39-40	Flitchside Drive	2.9m gravelly path. Well used. Crosses Flitchside Drive on table.

40	Flitchside Drive link at Dunmow Road	Dropped kerb at Dunmow Road with widened footway towards roundabout. No crossing at end of path. Suitability of crossing via roundabout splitter islands not checked but looks substandard.
41		Potential access to Warren Farm
42	East of Flitchside Drive	Field footpath – no connection to south east corner of Flitchside Drive housing.
46	Crumps Farm	Two horse gates and A-frame barriers to protect a little used lorry crossing. Field footpath to south joins here. One option south leads to All Saints Church Little Canfield. Could this be improved in place of the steps down from the Flitch Way (28)?
47	Church Lane	Steep steps. If ramped would overlook garden. OSM suggests a link to north side to serve a café which does not appear to exist.
48		Steps down from field footpaths on both sides. Footpaths do not serve anything new.
49	High Cross Lane West	Deviation as original bridge missing. On west side there is a sudden sharp gradient which many cyclists would find a problem. Slippery if wet. Path width 0.8 – 1.0m. Sharp incline up to road on east side. Traffic light. Visibility poor looking south if travelling east.
52		Field footpath to south – does not provide additional cycle links.
53		Field footpath to north – does not provide additional cycle links.
55 / 56	High Cross Lane (East)	The Flitch Way deviates to the north of a property occupying the trackbed. The deviation path is flat, 1.3m wide in a 2.9m wide space. Visibility poor to south at the road. The route to the east is confusing. The obvious route from the east terminates in a horse gate with cyclists having to deviate through the car park or travel via the picnic area. Widths of gaps not measured. The horse gate should be removed and replaced by a substantial bollard with vehicular access run via the car park. The picnic area does not need a barrier between it and the Flitch Way.
57		Path varies in width. Narrowest section 0.6m in a 5m wide space.
58	Bridge over A120	Gravelly climb from both sides. Tarmac top but subsidence on the north side makes a step
59	Flitch Way / Buttleys Lane	Vehicular gate with A-frame barrier to north. Corner tight on west side of A-frame. Not passable with design cycle.
60	Dunmow Cutting	Parts of cutting muddy. Boardwalk 1.2m wide (? Need to check). Some parts rotten has a step at either end.
61	Dunmow Cutting / B1256	No assistance crossing B1256. B1256 60mph limit, poor visibility to north west if heading westwards. Steps on path to High Meadow and High Fields.

62	Buttleys Lane / Stortford Road	From Buttleys Lane a short length of new shared use footway leads to a refuge island crossing 3.0m wide (parallel to Stortford Road) x 2.9m (parallel to Buttleys Lane). This will take a design cycle. The No Through Road sign for Buttleys Lane correctly has an 'Except cycles' plate.
63	Stortford Road / Blackwater Drive roundabout	Shared use path crosses Blackwater Drive in a straight line via the splitter island. Path width approx. 3.6m, length on splitter island approximately 1.8m on north side 3.6m on south. (Not measured, interpolated from tactile slabs). Roundabout has two lane circulating carriageway so speeds are relatively high. Direction signs point east to Great Dunmow and west to Takeley, Hatfield Forest and Bishop's Stortford.
64	Stortford Road / Pincey Brook Drive	
65	Stortford Road / Woodside Way	
66	Stortford Road east of Woodside Road	
67	Stortford Road at school entrance	
68	Cycle path / Stortford Road	
69	Stortford Road puffin crossing	
70	B1256 / footbridge	
71	Hasslers Close path to footbridge	
72	Chelmsford Road	
73	Flitch Lane / B1256	
74	Chelmsford Road west of B1256	Difficult right turn. Large expanse of tarmac. Blind corner. Parking covers footway on west
75	Chelmsford Road to 1256	Gradient 1.4m wide poor visibility
76	B1256 crossing Hoblong's Bridge	2.5m wide central hatching
77	Wooden footbridge	900mm wide. No ramp, steps
77-78		Muddy
78	Concrete footbridge over River Chelmer	900mm deck 1.020mm between railings. Gap at bottom of railings
78-79		Vehicular track, some potholes, hint of mud
79	End of railway path Clobb's Wood	Ramp to railway. 1.5m earthy path 2.0m wide dished space. Horse use
80	A120 Bridge Grange Lane	
81	missing	

82	Access to SW of playing field	Steep ramp up
83	Footpath to Brookstreet	1.0m wide between fences. Evidence of horses
84	Access to Brookstreet	1.0m path in 2.7m space. Potential access to playing fields
85	Access to Flitch Way	
86	Footbridge west of travellers site	1.9m wide deck 2.26m between railings
87	Access to Flitch Green	Housing turns its back on the path. Muddy with paving slabs as stepping stones. Invaded by vegetation so path is 'migrating' sideways
88	Travellers site entrance	Gap in concrete blocks not measured
89	Station Road, Flitch Green. Crossing	5.5m carriageway 1,520mm footway. Can derelict farm be purchased and bridge reinstated. Poor visibility north. Chicane exclude adapted cycle.
90	Stebbing Road	

Appendix B Comments from the Commonplace Consultation

Location	Consultation Comments	Steve Comment
footpath linking Beldams Lane to Mr Bedlars Green	Designate as bridlepath This could be a safe and convenient route to connect Stortford to Essex and the Flitch Way. The farm roads are wide and there is a bridge over the M11. Alternatively a tunnel under the m11 links to a farm track that joins to Flitch Way	
End of Beldams Lane	Install a cycle lane For many years the Streeters (Farmer) allowed access to their fields at the end of Beldams Lane so riders and cyclists can cross their land and access the Flitch Way from Start Hill. About 10 years ago their service bridge over M11 (which bisects their land) had gates installed and thereafter only walkers/runners can cross via a stile. The Bishops' Stortford Running Club in Beldam's lane continues to cross Streeter's land in the summer months to run towards Hatfield Forest at Bedlar's Green. Going forward, there is a petition to Parliament to recommend that, wherever possible, all footpaths attain multi-user status.	
Footpath PRoW 20_3 (crosses golf course)	Upgrade footpath to bridleway Upgrade this wide footpath to a bridleway to enable cyclists and equestrians to connect to the Flitch Way. Divert the right of way around the field edge to circumvent the Bishop's Stortford Golf Course.	
Footpath crossing golf course	Install a cycle lane There is a need for a direct safe route for cyclists, walkers and horse riders between Bishop's Stortford and the Flitch Way. The routes across the fields in this area are not suitable for bicycles even if this were made legal and need to be upgraded, but are more direct than proposals for a route north of M11 junction 8. A route in this location would improve access to facilities in Bishop's Stortford, including the station, shops and employment, whilst also enabling Stortford residents to access Hatfield Forest, Takeley and Dunmow.	
Farm tracks between Bishops Stortford and Start Hill/ Woodside green	Install a cycle lane There are a number of farm tracks that have been used informally for a number of years by walkers and cyclists to get access from Bishops Stortford to Start Hill/ Hatfield Forest/ Woodside Green, by improving the surface and formalising the status of these paths safe access could be developed to avoid the M11 Junction and encourage sustainable modes of transport .	
Farmtrack immediately east of M11 north of subway	Create a bridleway Existing farm track along the field edge is wide enough to be designated as a bridleway connecting Bishop's Stortford to the Flitch Way.	
Pin is at stream immediately south of the end of the embankment Start Hill	Install a cycle lane Bishop's Stortford is the major regional population centre but it is difficult for leisure cyclists to access the Flitch Way and connecting cycle routes without lengthy diversions to avoid Birchanger Roundabout. The proposed cycle route would transform access.	
Pin is at stream immediately south of the end of the	Surface the path / Install a cycle lane I sometimes cycle from Bishops Stortford to Hatfield Forest via Haymeads Lane. It is a nightmare to cycle as I am riding on very bumpy edges of fields and not even being sure if I am allowed to	

embankment Start Hill	or is it private property? I often have to get off and push my bike as it's too difficult to cycle on. There should be a proper cycle way and clearly marked, so as many people as possible can access Hatfield Forest from Bishops Stortford by bike or walking, and people from Takeley area can also cycle to Bishops Stortford rather than take a car.	
The Western End of Flitch Way	Install a cycle lane As others have commented, the Flitch Way is one of the national cycle routes supported by Sustrans, but is disappointingly disconnected at its Western end from Bishop's Stortford, which is on the NCN 11 route and moreover is an obvious location for people to travel from Braintree and Dunmow towards on bikes or trikes, this is an oversight. I would strongly urge the LCWIP to incorporate a detailed plan for working with the relevant authorities in Hertfordshire to join the route up to the town centre and onwards to NCN11 north and south of the town.	
The Western End of Flitch Way	Intall a cycle lane Please help to make joining up Bishop's Stortford to the Flitch Way a priority for cycling walking and horse riding.	
The Western End of Flitch Way	Surface the path Extend the Flitch Way from Start Hill to Bishops Stortford.	
Birchanger Roundabout	Install a cycle lane Would be great to have a cycle lane, enabling bike access to the Flitch Way. At the moment it's far too risky to cycle on that roundabout, and it's no way safe for kids. The only practical way to cycle on the Flitch Way from Stortford is to take your bikes onto your car and drive over the roundabout.	
M11 bridge (J8)	Install a cycle lane This is the most direct and flattest route from Bishop's Stortford to the Flitch Way, but highly dangerous. A segregated cycle lane would provide a safe way to use this route.	
M11 roundabout	Install a cycle lane A cycle lane would provide easier access to the Flitch Way.	
M11 J8	Surface the path Unless you're local and know of alternative routes by bike or walking, there is no other way to safely cycle to/from Bishops Stortford. Extending the improved shared path from Birchanger to the airport to join up to the Flitch Way would do this. Adding a route from Haymeads lane to the Flitch Way would offer another alternative. This added infrastructure would attract more visitors to (for example) Hatfield Forest and beyond to Dunmow and Braintree, boosting the local economies such as such as Takeley & Canfield along the way. It may also allow people the option of active travel to commute safely to work in both directions.	
Immediately east of M11 J8	Traffic is the problem It's crazy that The Flitch Way isn't properly joined up with the town of Bishops Stortford. It's such a brilliant and safe place to cycle / walk away from traffic but getting onto it from Bishops Stortford is difficult and dangerous. Please find a way to join it to the centre of Stortford and advertise it more widely, it will bring visitors to the area as well as being more used and appreciated by an ever expanding cohort of local residents.	
The end of the flitch way -start hill	Install a cycle lane / surface the path The flitch way is a much used cycle, walking and horse riding path. It's much used and enjoyed but is completely isolated. It needs to be connected, with a cycle and footpath through to Bishop's	

	<p>Stortford at the Stanstead end, and car parks along the route so users aren't parking dangerously on the edge of roads at the Stanstead end or on housing estates further along the route. The other end has an unadopted link to the carpark at Great Notley, this is the only place you can box to ride the flitch way. Given how well used this path is, could Uttlesford not offer another recreation cycle route & path somewhere else? Eastern Park seems a top contender with potential excellent access...</p>	
<p>Eastern access to the Flitch Way from Bedlars Green Road</p>	<p>Narrow pavement narrow road Surface the path / remove parking / install a crossing / reduce the speed limit / create a safe non-vehicular route There is no safe way to access this end of the Flitch Way. I walk to Hatfield Forest from Bishop's Stortford fairly frequently. To access the FW I have to traverse the M11/A120 roundabout, no pedestrian crossings on the slip roads, one person wide pavement between crash barriers and bridge edge. Then cross the A120 from the overgrown and poorly maintained footway that leads to the petrol filling station and walk along Bedlars Green Road. BG Rd has no pedestrian footway, is narrow and has a blind bend under the old railway bridge that the Flitch Way runs across. These obstructions are compounded by people using the FW parking to the south and on occasion under this bridge.</p> <p>Please either improve the access between M11 (Highways England boundary with Essex CC) and the Flitch Way or create a better and new permissive or statutory footpath linking the western end of the Flitch Way to an existing nearby footpath or bridleway that leads across the M11 to Beldams Lane in Bishop's Stortford.</p> <p>If I use the Beldams Lane Footpath across the farm bridge over the M11 I am unable to safely get to country paths and have to walk on the edge of narrow lanes without footpaths to travel east.</p>	
<p>Flitch Way Start Hill</p>	<p>Parking needed so that the rest of the journey can be made by cycle By providing parking without silly charges you will be allowing people to cut down the length of car journeys and increase cycling between towns. It is currently very unsafe to cycle from Bishops Stortford along the A120 and then get across the M11 roundabout by cycle on the present roads.</p>	
<p>Start Hill</p>	<p>Connection to Bishop's Stortford Train Station The Flitch Way could be a better cycle commute route to Bishops Stortford train station if the last section across M11 was improved. With huge housing development along the route of Flitch Way to Great Dunmow it could provide a hugely beneficial transport link</p>	
<p>Flitch Way at NCN16 junction</p>	<p>Leave it alone. Keep it wild / Stop building houses around it This path is peaceful tranquil good for the soul and mental health the variety of birds and animals are diminishing because YOU KEEP BUILDING HOUSES NEAR IT.</p>	
<p>NCN16 / B1256 crossing</p>	<p>Difficult to cross Put in a dropped kerb / install a cycle lane / install a crossing / reduce the speed limit Difficult to cross this cycleway needs island or improved crossing features</p>	

NCN16 / B1256 crossing	Traffic speeds/ traffic volume Ideally this needs a bridge or tunnel to allow cyclists safe access to The Flitch Way	
In Hatfield Forest but refers to the Flitch Way	Flitch way ends in a daft place Rebuild the bridge	
Way north of Flitch Way but refers to it	Upgarde the path Surface the path The Flitch could be a brilliant transport link as well as the leisure facility that it currently is. But at the moment it is impassable for much of the year for ordinary cycles. It also really needs to be linked to Beldams Lane in Bishop’s Stortford so that people can use it as a way to get to the station. Great potential for not much investment.	
Footpath beside Pincey Brook just north of B1256	Hazardous path / narrow steep drop into brook I reported this last year. I have not checked recently to see if, say, a handrail has been installed or some means of escaping if someone does fall into the water.	
Flitch Way east of High Cross Lane W	Install a crossing The Flitch Way is unique asset for the area. It's about time it was joined up: Flitch Way all the way!	
Junction of B1256 /A120 near High Cross Lane	Install a cycle lane this length of road needs a cycle pathway connecting teh flitch way and Takeley	
High Cross Lane E	Install a crossing Reduce the length of time Flitch Way users have to spend on the lane by creating a direct route through the old Winfresh site. This should happen soon based on agreements with UDC.	
South of A120 west Great Dunmow	No cycle lane / traffic volume The Flitch Way is a lovely and unique place to walk and cycle. I enjoy cycling the whole way from Bishops Stortford to Braintree from time to time however, I often get a bit lost around Dunmow where the track seems to be severed. It’s badly signposted and requires cycling on the road which puts me off using it as I like to be away from traffic. Surely there is a way to join it up to make it easier, safer and more pleasant to use.	
South of A120 west Great Dunmow	Poorly signed around Great Dunmow Improve signage	
Flitch way between Buttleys Lane and Dunmow Cutting	Integration Flitch way is likely UDC’s biggest active travel asset but integrates poorly with most of the settled areas it serves. Cycle infrastructure needs building in Dunmow and Stansted (and BS/Braintree in neighbouring districts) to fully link FW up to the town centres with proper protected and marked lanes and clear, helpful signage	
Flitch way between Buttleys Lane and Dunmow Cutting	Difficult to cross The Flitch Way is severed either side of Dunmow and at the M11 . The existing road network is fast and dangerous We need to reconnect the Flitch Way through Dunmow and into Stortford via bridleway: a safe off road route for all non motorised users to share and enjoy: horse riders, walkers and cyclists. the Flitch Way Is a valuable resource both as a haven for wildlife, flora and fauna and a linear country park for everyone in surrounding villages and towns.It is a vital leisure resource and an opportunity to provide safe off road routes to school and work .	

<p>B1256 Chelmsford Road immediately north of A120</p>	<p>'Tis crossing over the B1256 to access the byway and footpath crossing the river Chelmer is extremely dangerous for walkers cyclists and horse riders The Chelmer Bridge is not suitable for cyclists or horse riders. Funds (s106 or other) are urgently needed to construct a safe bridge for all users: walkers, horse riders and cyclists to enable them to access the Flitch Way to Braintree and villages along the way including Little Dunmow , Flitch Green and Felsted.</p> <p>Traffic Speeds / HGVs and big vehicles / difficult to cross (etc) Install a crossing / reduce the speed limit</p> <p>This barrier to active travel and leisure exercise needs to be addressed now.</p> <p>The crossing is dangerous and off putting. An accident waiting to happen.</p>	
<p>Bridge over river Chelmer</p>	<p>Difficult to cross / upgrade path / no cycle lane / install a crossing The Flitch Way is a wonderful linear country park much loved by walkers, cyclists and horse riders. The utility of this park could be greatly improved if it was properly connected to the towns and rail stations that are adjacent to it.</p>	
<p>Station Road, Flitch Green "Junction of the Flitch Way with Station Road and Pound Hill"</p>	<p>Traffic speeds / narrow pavement Reduce the speed limit / install a crossing It is difficult for pedestrians, cyclists and equestrian users of the Flitch Way to cross Pound Hill/Station Road due to increased traffic.</p>	

An alternative route to running south of Bishop’s Stortford or through M11 Junction 8 is to use the various bridges and tunnels north and east of Junction 8 to get to Birchanger and then the footpath to Heath Row in north Bishop’s Stortford. There are problems crossing the A120.

Location	Comment	Steve Comment
<p>Crossing A120 between both parts of Birchanger wood</p>	<p>Upgrade path / install a crossing As this footpath crosses a trunk road a footbridge should be installed for pedestrian safety. In the meantime an advanced warning sign for motorists to look out for should pedestrians should be installed.</p>	
<p>Crossing A120 between both parts of Birchanger wood</p>	<p>Difficult to cross Install a footbridge from one side of Birchanger woods over the A120 to the other side, it is too dangerous to cross.</p>	
<p>Suicide footpath through Birchanger Wood crossing A120 not 40mph (unlike Epping Forest)</p>	<p>Difficult to cross, HGVs and big vehicles, Traffic Speeds Reduce the speed limit You are not making reasonable adjustment for persons with protected characteristics as per the Equalities Act whereas you have in Epping Forest. Given the new A120 interchange with the Dunmow Road and proposed reduction in speed limit from 60 to 50mph - now is the time to introduce a 40mph speed limit up to Junction 8 M11.</p>	
<p>Footpath / A120</p>	<p>No facility for crossing this road at all. This is a very dangerous crossing on this road and has gotten a lot worse over recent months due to the increased traffic related to the new housing in the area. It discourages commuters from walking or cycling and</p>	

	<p>prevents family groups from appreciating the east side of the woods.</p> <p>Traffic volume / traffic speeds/ difficult to cross</p> <p>Install a crossing / reduce the speed limit</p> <p>Please sort this before someone is killed or injured trying to cross</p>	
Footpath / A120	<p>Difficult to cross / install a crossing</p> <p>This is the only viable place for cyclists (and to a lesser extent, walkers) to cross the A120 to access the Flitch Way across the A120 and M11, there needs to be a safe crossing (bridge or tunnel) or an alternative viable route with cycle and pedestrian infrastructure to go East towards Dunmow and Hatfield Forest from Bishop's Stortford</p>	
	<p>Difficult to cross / install a crossing</p> <p>Not the only place to get from Bishops Stortford to the Flitch Way via Birch Wood but a shared bridge here across here could provide a link via Birchanger village to the paths to Stansted airport and/or the Flitch Way to Dunmow. It's very dangerous to cross given the speed of motor traffic down this busy road. If there is funding to improve traffic flow across the junction 8 roundabout, surely there is funding to provide a safe and accessible cycle/walking route to link Bishops Stortford to the airport and the Flitch way. This would encourage active transport between Dunmow and Bishops Stortford</p>	
Public footpath across the field by Birchanger woods	<p>The land owner could help by smoothing the ploughed field and making a useable path</p> <p>As above. The public footpath runs across an agricultural field. The soil is ploughed and there is no indication or visible existence of the public right of way / footpath. The landowner could smooth the path somehow to make it both visible, obvious and walkable. Currently you would potentially twist an ankle trying to cross the rough terrain.</p>	