

# Chelmsford North East Bypass A131 Resident Broadcast

Questions and Answers  
April 2021

## Contents Page

<b>1. What is the main purpose of the scheme?</b> .....	3
<b>2. Can the scheme ease traffic congestion?</b> .....	3
<b>3. Why is the scheme still needed?</b> .....	3
<b>4. Why was the scheme put on hold?</b> .....	3
<b>5. Has the safeguarded corridor changed?</b> .....	3
<b>6. Has the route changed?</b> .....	3
<b>7. Has the Chelmsford North-East Bypass been consulted on already?</b> .....	3
<b>8. When can we see updated drawings?</b> .....	4
<b>9. What is being changed at Deres Bridge roundabout?</b> .....	4
<b>10. How will the bypass connect to the 'old' A131?</b> .....	4
<b>11. What type of crossing will be installed on the existing A131?</b> .....	4
<b>12. Will access to Chatham Green change?</b> .....	4
<b>13. Can compensation be claimed?</b> .....	5
<b>14. Has land been purchased along the proposed bypass route?</b> .....	5
<b>15. What are the next steps?</b> .....	5
<b>16. Will there be further opportunity to comment on the scheme?</b> .....	5
<b>17. When will the scheme be delivered?</b> .....	5
<b>18. Where can I find more information about Countryside's Boreham Interchange works?</b> .....	5
<b>19. Will any bus stops be removed on Braintree Road?</b> .....	5
<b>20. What street lighting provision is provided on the pathways to the Chatham Green bustops?</b> .....	6
<b>21. Why does the new road not terminate closer to the Deres Bridge roundabout?</b> .....	6
<b>22. How do I find information regarding Generals Lane bridge?</b> .....	6
<b>23. How is the Chelmsford North East Bypass linked with the Beaulieu Railway Station?</b> .....	6
<b>24. Based on the number of people now working from home is the new bypass and station still required?</b> .....	6
<b>25. Why is the dual carriageway not being built before the Garden Community?</b> .....	7
<b>26. How will residents of Leighs Road be affected and what will be in place for residents to fully use their road for walking and cycling?</b> .....	7
<b>27. Will this affect housing in the area?</b> .....	7
<b>28. Has an Enviromental Impact Statements been carried out?</b> .....	7

<b>29. Is there any reason why the Chatham Green Roundabout can't be moved eastwards away from housing? .....</b>	<b>7</b>
<b>30. What is being done to protect the environment and residents? .....</b>	<b>7</b>
<b>31. Will low-noise road surfacing on the new sections be considered? .....</b>	<b>7</b>
<b>32. Will there be any Road Safety Audits conducted? .....</b>	<b>7</b>
<b>33. Has the solar energy farm consultations been considered? .....</b>	<b>8</b>
<b>34. How do we intend to reduce / prevent excessive speed on the new dual carriageway near Chatham Green towards Deres Bridge ? .....</b>	<b>8</b>
<b>35. Can you access Drakes Lane from the new bypass? .....</b>	<b>8</b>
<b>36. We live off Leighs Road will we have access both ways out of Longs Lane? .....</b>	<b>8</b>
<b>37. What will be a single carriageway and what is dualled in the future? .....</b>	<b>8</b>
<b>38. Why do you need to dual from Chatham Green if the rest isn't being dualled until after 2036? .....</b>	<b>9</b>
<b>39. What is the planned timing to convert from a single carriageway to dual carriageway? .....</b>	<b>9</b>
<b>40. At the moment you can exit either on foot or on horse back to the A131 end of Strawbrook Hill to access the bridle path, will people still be able to do so? .....</b>	<b>9</b>
<b>41. When will the proposed bypass construction start? .....</b>	<b>9</b>
<b>42. How do I find out more information? .....</b>	<b>9</b>
<b>43. How do I receive further updates? .....</b>	<b>9</b>
<b>44. How do I comment during the formal planning application process? .....</b>	<b>9</b>

## **1. What is the main purpose of the scheme?**

The Chelmsford North East Bypass, which will run between the A12 and A131, will provide a strategic link between Chelmsford, Braintree, London Stansted Airport and the wider east and south east of England, including South Essex and the Lower Thames Crossing.

The bypass scheme consists of developing a single carriageway link between the current Beaulieu development and a new roundabout on the existing A131 at Chatham Green. Widening the existing A131 between Chatham Green and Deres Bridge to dual carriageway.

## **2. Can the scheme ease traffic congestion?**

Yes. Prior to Covid- 19, there was only 4% space left on Chelmsford's roads during the morning and evening peak periods. The bypass will help to relieve traffic congestion on local roads now and help cater for future planned growth.

## **3. Why is the scheme still needed?**

Essex County Council proposed the bypass between Boreham Interchange on the A12 and Deres Bridge junction on the A131 because the bypass would close the gap in Essex's strategic road network. The mid and north Essex strategic road network has an essential role in supporting local businesses, jobs and future. The bypass will also assist to ease congestion and reduce journey times in and around Chelmsford now and in the future.

## **4. Why was the scheme put on hold?**

The scheme was put on hold in 2008 because of economic challenges and reduced funding for local authorities. However, funding has now been approved (August 2019) via the government's Housing Infrastructure Fund (HIF) and we are progressing with the design of the scheme for delivery.

## **5. Has the safeguarded corridor changed?**

There have been no fundamental changes to the safeguarded corridor, however some updates were made in 2018 to ensure there is sufficient space for the scheme and that no land is safeguarded unnecessarily. Please refer to the website for previous consultation information.

## **6. Has the route changed?**

No. The preferred route alignment is protected and remains as selected in 2007. The decision on the final junction layouts is still being refined. For more information see our website and further plans will be made available to the public during the formal planning submission in Summer 2021-

[www.essex.gov.uk/chelmsford-north-east-bypass](http://www.essex.gov.uk/chelmsford-north-east-bypass)

## **7. Has the Chelmsford North-East Bypass been consulted on already?**

Consultation on the route options and junction layouts took place in 2006 and 2008 respectively. The preferred route was determined in 2007 following consultation in 2006 and incorporated into the North Chelmsford Area Action Plan. A further safeguarded corridor consultation took place in 2018 as part of preparations for the new Chelmsford Local Plan which was formally adopted in 2020. There was a 6-week virtual engagement exhibition in July 2020. Further information and a copy of the boards can be found on the scheme website. There will be a further opportunity to comment via the formal planning application process.

## **8. When can we see updated drawings?**

Further details including updated drawings will be available once the scheme is submitted for planning approval. We are currently expecting to make this submission in the Summer of 2021. [www.essex.gov.uk/chelmsford-north-east-bypass](http://www.essex.gov.uk/chelmsford-north-east-bypass)

You can see the Chelmsford Local Plan which can be found on the [Chelmsford City Council website](#)

## **9. What is being changed at Deres Bridge roundabout?**

The existing roundabout will remain with the addition of a segregated left turn lane so traffic from Main Road, Great Leighs heading towards Chelmsford will not be held up by bypass traffic. This will reduce delays exiting Main Road and assist in improving reliability of the bus service to the village. The existing bus stops on Braintree Road will unfortunately have to close due to the widening to dual carriageway and no suitable location to move the bus stops could be found. The existing bus stops on Main Road will be retained and can be accessed by the footpath adjacent to the River Ter. However, the segregated left turn lane will reduce delays.

## **10. How will the bypass connect to the 'old' A131?**

The dual carriageway will use the existing road as the northbound carriageway, with a new carriageway built alongside for southbound traffic. This will extend the existing Great Leighs Bypass by around 1.2km south to a new roundabout between the junctions with Whitbreads Farm Lane and Chatham Green. From here, the traffic is divided between two single carriageways: the new bypass will take traffic towards the A12 and the existing road will take traffic towards the Park and Ride and city centre. This maintains connection of local roads to the strategic network and Whitbreads Farm Lane will be extended and join the new roundabout.

## **11. What type of crossing will be installed on the existing A131?**

A signal controlled toucan crossing has been proposed on the existing A131 immediately south of the proposed new roundabout at Chatham Green. The toucan crossing will provide a formal crossing facility for both pedestrians and cyclists.

## **12. Will access to Chatham Green change?**

No. Existing access to Chatham Green will remain as it currently is, as will the bus stops adjacent to the junction.

### **13. Can compensation be claimed?**

Compensation can be claimed under Part 1 of the Land Compensation Act 1973 by occupiers of a property that is reduced in value directly as a result of an infrastructure scheme, specifically for physical factors including noise, dust/fumes, vibration, smell, liquid or solid discharge and artificial lighting. Claims can be made only under this Act where no land has been taken as a result of the scheme. To make a claim, the new scheme must be open and be in use for at least one year from the opening date, you must have been the owner of the property before the scheme comes into public use, and have occupied the property as your home at the date of claim.

For more information on this, please see the below link: <https://www.gov.uk/government/publications/a-guide-to-part-i-claims>

### **14. Has land been purchased along the proposed bypass route?**

There are a number of ongoing land negotiations with relevant land owners which will continue to progress alongside the planning application.

### **15. What are the next steps?**

The scheme can now move forward towards the submission of a planning application with a decision on whether to grant planning approval anticipated in Winter 2021.

### **16. Will there be further opportunity to comment on the scheme?**

When the scheme is presented in detail as part of any formal planning application, there will be opportunity for further comments to be made and assessed as part of the planning process.

### **17. When will the scheme be delivered?**

Following submission of a formal planning application and a positive planning determination, the HIF Funding will provide the first phase (Phase 1) of the bypass by 2024. This will consist of a single carriageway link between the current Beaulieu Housing Development and a new roundabout on the existing A131 at Chatham Green. Phase 1 will also include widening the existing A131 between Chatham Green and Deres Bridge to dual carriageway. A subsequent phase (Phase 2) is planned to dual the A131 between the Beaulieu Housing Development and the roundabout at Chatham Green. This will be subject to future housing growth and traffic demand.

### **18. Where can I find more information about Countryside's Boreham Interchange works?**

Countryside's Boreham Interchange works commenced in 2021. These will provide significant improvements to cycle connectivity between Springfield, Beaulieu Park (including the new station) and existing cycling and walking routes across the A12 to Boreham and surrounding villages. For further information about this scheme visit [www.borehamcapacityimprovements.co.uk](http://www.borehamcapacityimprovements.co.uk), or calling the helpline on 020 7874 1590

### **19. Will any bus stops be removed on Braintree Road?**

Yes. The existing bus stops on Braintree Road between between Deres Bridge Roundabout and Whitbreads Farm Lane will unfortunately have to close due to the widening to dual carriageway and no suitable location to move the bus stops could be found.

## **20. What street lighting provision is provided on the pathways to the Chatham Green bustops?**

This detail will be developed during design and lighting to the footpaths will be as per highway design regulations.

## **21. Why does the new road not terminate closer to the Deres Bridge roundabout?**

Previous iterations of the scheme separated the proposed dual carriageway from the existing single carriageway at Deres Bridge which would mean that effectively three carriageways would sit alongside each other, tripling the existing highway corridor. The proposed scheme limits this widening to only one additional carriageway, reducing the size and environmental impact of the highway corridor, as well as providing the necessary capacity for the forecast traffic flows.

## **22. How do I find information regarding Generals Lane bridge?**

These works are not part of the Chelmsford North East Bypass (CNEB), although the CNEB will ultimately connect into it in the future. Information on these works should be available through the local planning portal and would be subject to planning application(s) submitted by the housing developer.

A map showing the routes can be found here <https://www.beaulieu.uk.com/index.php/masterplan> and how this connects to the works at Boreham Interchange and the rest of the Beaulieu Park Radial Distributer Road here <https://www.borehamcapacityimprovements.co.uk/the-wider-works/>.

## **23. How is the Chelmsford North East Bypass linked with the Beaulieu Railway Station?**

The new Beaulieu Railway Station will provide access to the Great Eastern Main Line (GEML) between Norwich and London. It will relieve crowding at Chelmsford Railway Station and act as a transport interchange to encourage sustainable travel by rail, bus, bicycle, electric vehicles and on foot. The bypass will enhance access to and increase the catchment area of the station – it is, therefore, vital that these pieces of infrastructure are delivered together. Essex County Council are fully committed to delivering the bypass and further information about the station will be shared once all contractual negotiations have taken place.

## **24. Based on the number of people now working from home is the new bypass and station still required?**

The creation of the new bypass will enable traffic to access the A12 more easily, helping ease congestion on Chelmsford's local road network. The creation of a new train station will further help to ease this pressure by reducing the need for people commuting into London to travel into Chelmsford City by car. The station will support an estimated 2,500 additional jobs and generate in the region of £250m economic boost to the local area once fully constructed and operational. The new bypass and station will help cater for future planned growth.

**25. Why is the dual carriageway not being built before the Garden Community?**

The single carriage way is what is required to meet traffic demands for the Garden Community however, the design has been developed to accommodate widening the road to a dual carriageway in the future to cater for increases in demand.

**26. How will residents of Leighs Road be affected and what will be in place for residents to fully use their road for walking and cycling?**

The road is being realigned between residential properties and where any current property accesses are affected, these will be incorporated into the scheme. The diverted road will contain wider verges to provide a safe walking space and will connect to the Public Footpath network in the area. Cyclists will be able to use the road as existing, and either side of the diversion.

**27. Will this affect housing in the area?**

This infrastructure will maximise the housing and economic opportunity in the area and sustain the continued delivery of hundreds of homes each year. In total the completion of over 10,000 new homes relies on Beaulieu Station and Chelmsford North East Bypass.

**28. Has an Environmental Impact Statements been carried out?**

Yes. This will be contained within the formal planning application.

**29. Is there any reason why the Chatham Green Roundabout can't be moved eastwards away from housing?**

The scheme is subject to a safeguarded corridor as identified in the Chelmsford Local Plan and this limits where we can place the road and roundabout.

**30. What is being done to protect the environment and residents?**

Essex County Council is committed to protecting the environment and managing the overall impact and we are in discussions with national bodies and local parties throughout the ongoing development of the project. As part of the planning submission an Environmental Statement will be submitted and this will outline where fencing and noise bunding will be installed to mitigate against the noise.

**31. Will low-noise road surfacing on the new sections be considered?**

Yes, low-noise surfacing is proposed to be used throughout the new road and will be included in the Environmental Impact Assessment as 'embedded mitigation'.

**32. Will there be any Road Safety Audits conducted?**

Yes, there will be a number of road safety audits conducted as with any road scheme at the appropriate design and construction stages.



### **33. Has the solar energy farm consultations been considered?**

The solar energy scheme is classified as a Nationally Significant Infrastructure Project (NSIP). This means development consent is needed from the Secretary of State for Business, Energy and Industrial Strategy. More information <https://www.longfieldsolarfarm.co.uk/>. It is anticipated that Chelmsford North East Bypass will have planning approval prior to the solar energy farm consent and will therefore be deemed permitted development within any solar farm planning submission.

### **34. How do we intend to reduce / prevent excessive speed on the new dual carriageway near Chatham Green towards Deres Bridge ?**

There will be a number of speed restrictions in place on the new section of road which will be enforceable in the usual way.

### **35. Can you access Drakes Lane from the new bypass?**

All side roads will cross the bypass via over-bridges. There will be no direct connection between these rural roads and the bypass. Cranham Road and Drakes Lane are to share a bridge crossing with connector roads parallel to the bypass at the top of the cutting. Leighs Road is to be diverted offline between Alsteads Farm and Longs Lane, with all existing property accesses retained.

### **36. We live off Leighs Road will we have access both ways out of Longs Lane?**

Yes, the diversion of Leighs Road is to the south of Longs Lane and will provide permanent access to both north and south.

### **37. What will be a single carriageway and what is dualled in the future?**

Phase 1 will consist of:

- Online dualling of the existing A131 Braintree Road between Deres Bridge Roundabout and a new roundabout at Chatham Green.
- New single carriageway connecting the Beaulieu Park Radial Distributor Road (RDR1) with the new Chatham Green Roundabout and a new roundabout linking the bypass to the yet to be constructed Chelmsford Garden Community RDR2 junction. Construction of RDR1 is currently as part of the Beaulieu Park project.

Phase 2 will consist of:

- Future creation of a dual carriageway south of Chatham Green roundabout created by adding additional southbound carriageway, with Phase 1 providing the northbound carriageway.
- The Chelmsford Garden Community junction will be upgraded and expanded creating slip roads with the new dual carriageway. This phase also consists of extending the dual carriageway towards the A12 at Boreham Interchange with an additional new junction near Beaulieu Station.

**38. Why do you need to dual from Chatham Green if the rest isn't being dualled until after 2036?**

The dual carriageway proposed between Deres Bridge and Chatham Green is provided for the traffic demand on this section of the route. Traffic then splits south of Chatham Green dependant on destination – i.e. Park and Ride, Broomfield Hospital and the city centre along the existing road; A12, Boreham Interchange and the new station along the new bypass.

**39. What is the planned timing to convert from a single carriageway to dual carriageway?**

Traffic forecast modelling indicates that the proposed scheme provides capacity sufficient to deliver the current Local Plan growth to 2036 so widening for Phase 2 is not anticipated until after this.

**40. At the moment you can exit either on foot or on horse back to the A131 end of Strawbrook Hill to access the bridle path, will people still be able to do so?**

Footway/cycleways will be provided adjacent to the widened A131, with the western one utilising the existing connection at the southern end of Strawbrook Hill. Riders on horseback will be able to access this too and we will be considering whether additional protection is required during future design stages.

**41. When will the proposed bypass construction start?**

Potential start date for construction subject to planning approval is early 2023 with an anticipated road opening date of late 2024.

**42. How do I find out more information?**

You can follow developments on the Essex County Council website:

[www.essex.gov.uk/chelmsford-north-east-bypass](http://www.essex.gov.uk/chelmsford-north-east-bypass)

**43. How do I receive further updates?**

Please go to the scheme website and register for e-newsletters via gov delivery where you will receive updates via email.

**44. How do I comment during the formal planning application process?**

Information will be available on Essex County Council Planning Portal and we will share a link to the page via the scheme website. Please use the following email for bypass scheme queries

[CNEB@essexhighways.org](mailto:CNEB@essexhighways.org). Essex Highways customer contact center 0345 603 7631 is for enquiries not relating to this scheme.