

# Chelmsford City Growth Package

Public Consultation Document  
Volume 1 North Chelmsford

July - August 2017

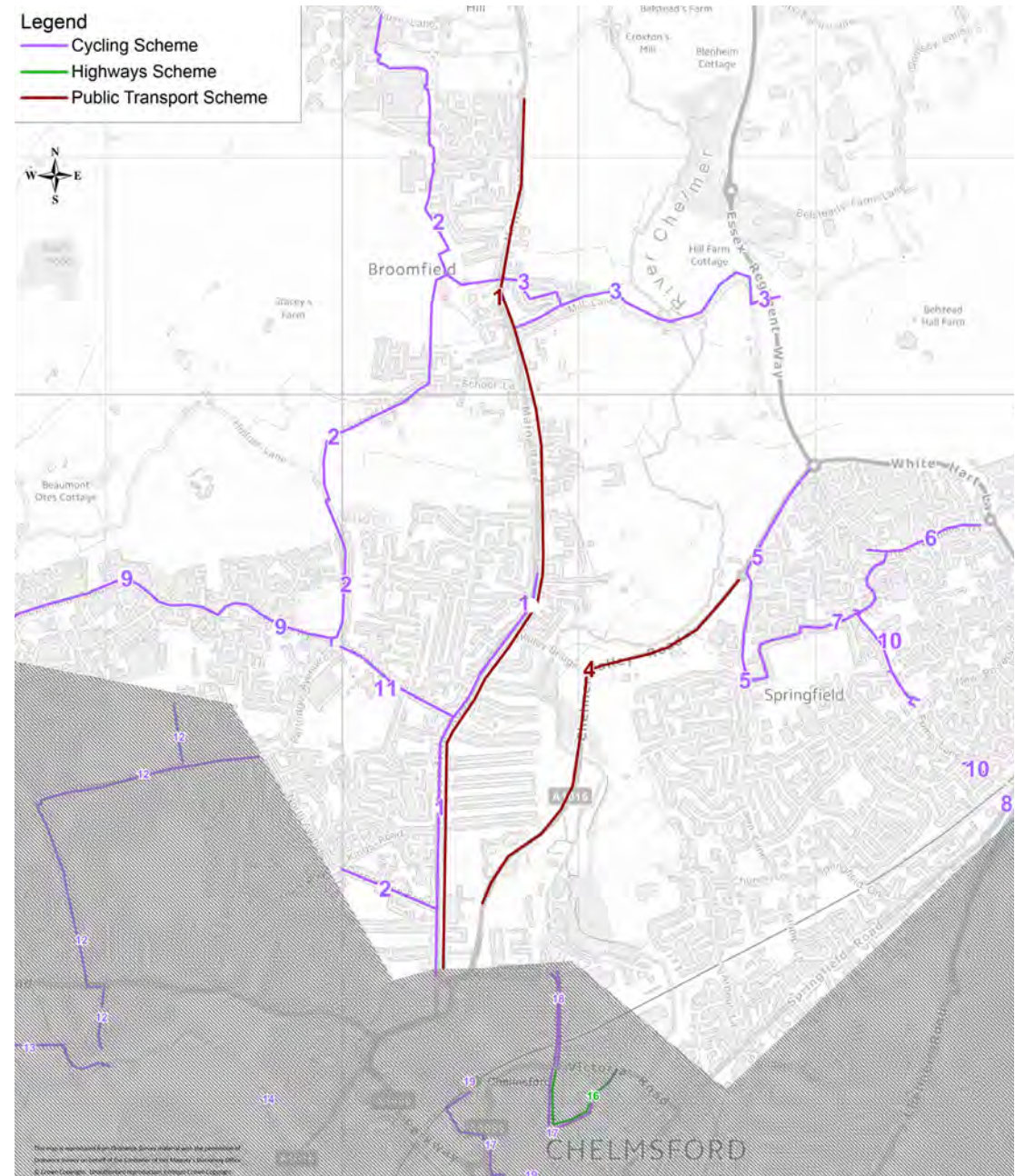
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# Introduction

This volume presents proposals for the northern part of Chelmsford as part of the Chelmsford City Growth Package, covering areas such as Broomfield and Springfield. There are 11 schemes in total in this volume, which propose changes and improvements to junctions and road layouts, footways and cycle routes, crossings, and cycling connectivity, to name a few.

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# Broomfield Road Corridor

## Where is the scheme?

Broomfield Road connects large residential areas with Chelmsford City Centre and Broomfield Hospital.



## What is being proposed?

Broomfield Road regularly suffers from congestion with many of the junctions unable to operate effectively. This scheme will see the redesign of the Corporation Road junction to improve traffic flow. This will create a single lane northbound on Broomfield Road and make Corporation Road one-way towards the junction. This would simplify the junction operation, improve traffic flows and improve safety for all users.

The road is also a popular route for buses so a key part of this scheme will look to improve the bus stops along the road by installing shelters, footway improvements, real-time passenger

information and raised kerbs. However with the number of bus stops and waiting school buses, traffic can often be held up for significant periods of time so we would look to reduce the number of bus stops along the road to ensure they are better used and more evenly distributed.

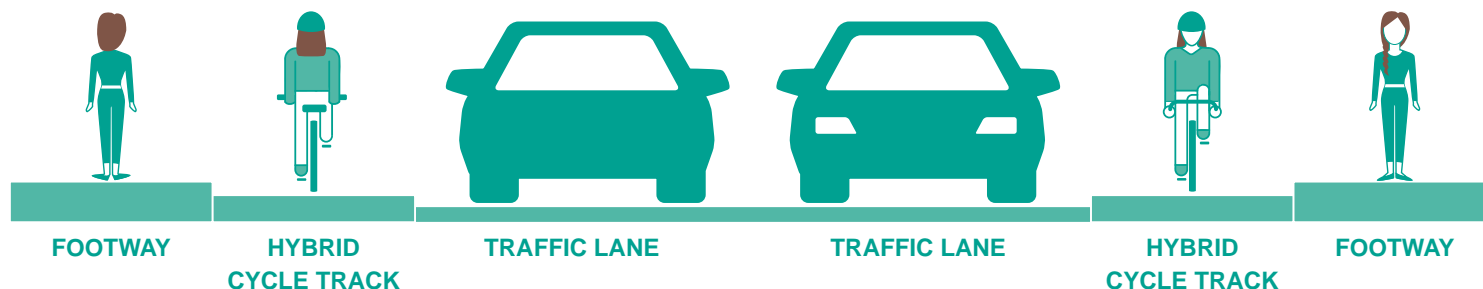
We will also review school bus pick-up and drop-off points on Broomfield Road to see if these could be better placed on side roads away from the main road to keep traffic moving.

Cycle lanes are also in need of improvement along Broomfield Road due to substantial use throughout the day with very high volumes during morning and evening peaks.

We would look to provide a high quality, flagship cycle route through the installation of hybrid cycle tracks.

Hybrid cycle tracks are at a slightly different level to both the footway and the road to provide defined segregation for people who cycle from traffic and pedestrians. These cycle tracks are proposed for Broomfield Road between Skerry Rise in the north and the gyratory with Parkway at the southern end and will provide links to the existing cycle network across the city.

Hybrid Cycle Tracks





Other options were considered such as installing dedicated bus-only lanes or a bus-only access gate, however these were discounted due to lack of physical space and the impact from changing traffic movements on the network.

Privately-funded improvements to the bus interchange area at Broomfield Hospital are being considered in order to reduce conflict between buses, private vehicles and patient transport.

These improvements will also look to improve the passenger interchange, particularly for less mobile passengers as the build-outs will be aligned to better suit the buses serving the hospital. This will complement our proposals.

### Benefits:

Reduce congestion and improve journey times along Broomfield Road.

Improve safety for people who cycle by using segregated cycle tracks to reduce conflicts with buses and other vehicles.

Improve facilities for bus passengers along Broomfield Road.

Simplify junction layout to improve safety at Corporation Road junction.

Improve cycle connections by linking to other existing cycle routes.

Support sustainable economic growth by encouraging increased use of sustainable transport modes.

### Impacts:

**Construction:** Due to the location of the proposals there will be substantial traffic management during the construction phase.

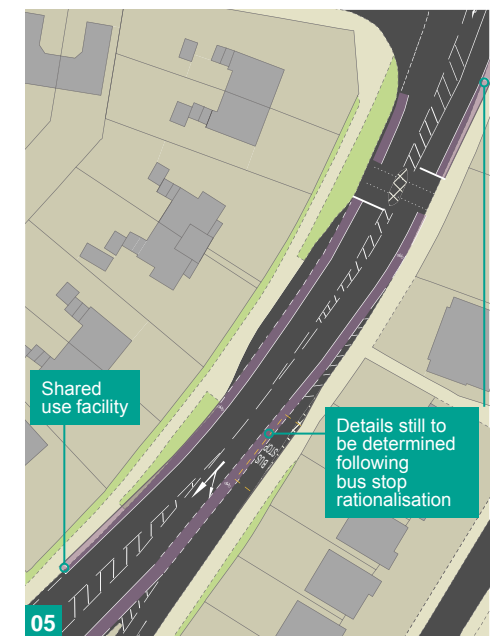
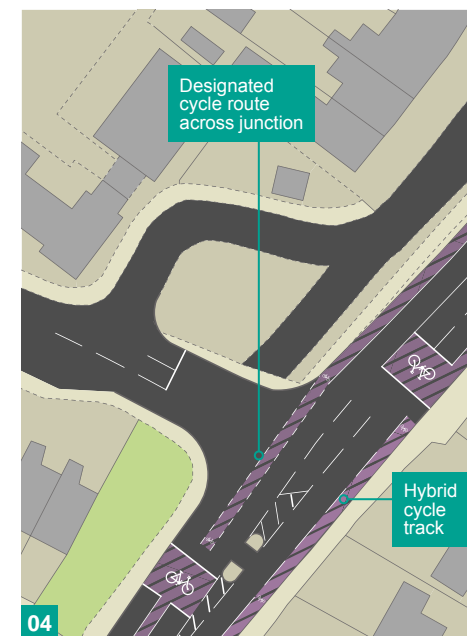
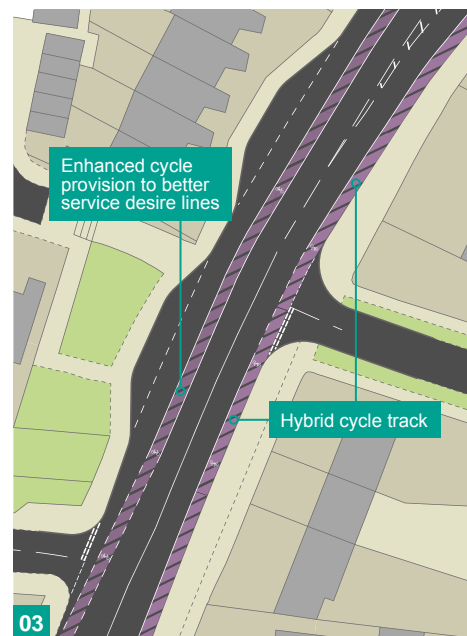
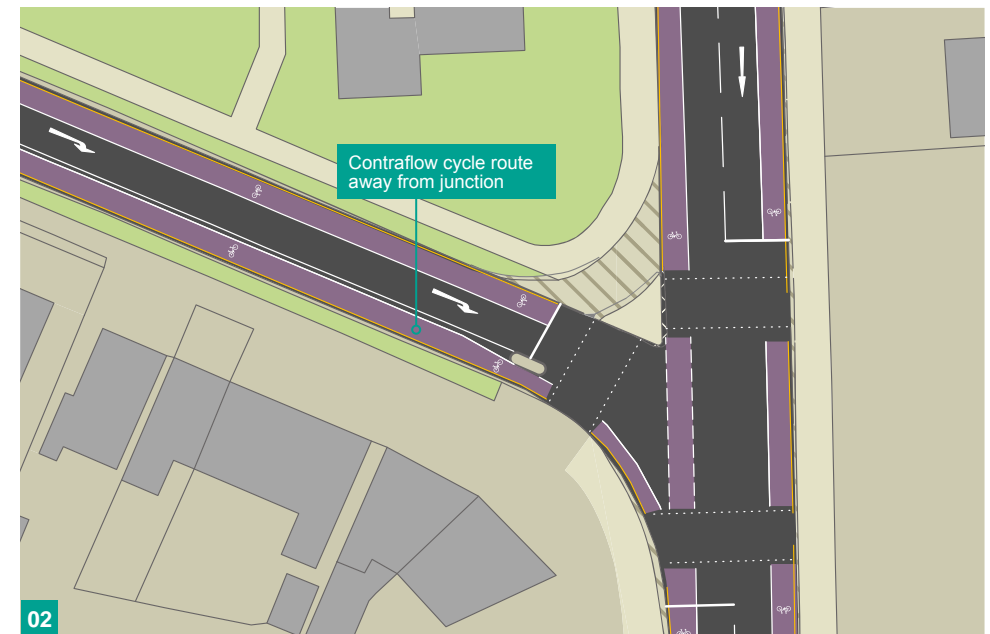
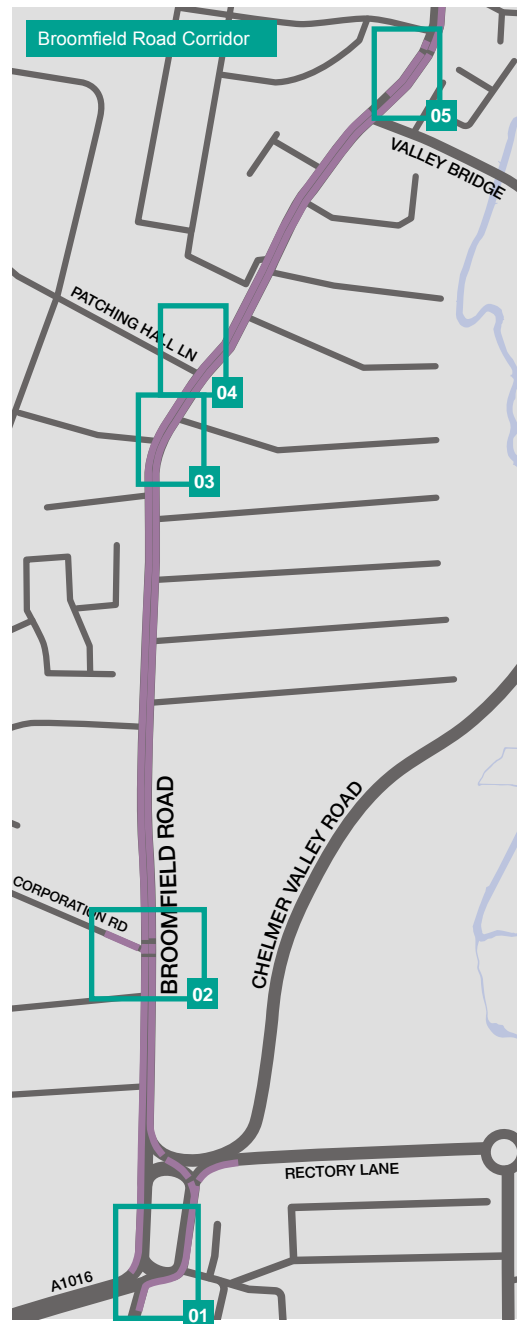
**Traffic:** The introduction of a one-way system in Corporation Road towards the junction will increase the bus route length and may impact on bus journey times however it is anticipated that bus journey times along Broomfield Road will benefit. General traffic will only be able to travel in one direction at the eastern end of Corporation Road.

### Cost estimate:

**£1 million - £2 million**



You said:  
*Improving safety  
for cyclists and  
pedestrians should  
be a priority*



# Great Waltham to City Centre Cycle Route

## Where is the scheme?

This proposed cycle route will connect Great Waltham with Chelmsford city centre via the Broomfield Road corridor proposals and will link to other existing and proposed cycle routes along its length; improving cycling into and around the north and west of the city.

The cycle route will be signed on-road from Broomfield Road towards Goulton Road and link to Broomfield Hospital.



## What is being proposed?

The proposals consist of four sections:

Section 1 is to improve signing and crossing facilities on the existing on-road cycle route along Corporation Road and off-road through North Avenue and Partridge Avenue where junction improvements will be made to help people who cycle. This will then continue along Patching Hall Lane and School Lane, up to Goulton Road, utilising existing footways to create a shared route where possible and on-road where not. This is to improve the safety and connectivity of this route by enhancing facilities in the south and creating new facilities in the north.

Section 2 continues northwards on a new off-road facility across a mixture of agricultural land and existing footpaths to the junction with Nash Drive and ultimately Broomfield Hospital. This will provide a new, safe link for people who cycle between the hospital, Chelmer Valley High School and the surrounding residential areas.

Section 3 links Nash Drive to the hospital site through an off-road shared cycle facility. This completes the cycle link between the Broomfield Road and the hospital.

Section 4 will then continue via an on-road route to Partridge Green Farm. A short section continues along a footpath (further design investigation is required here) to Walnut Tree Cottages where the cycle route will continue on-road along South Street and into Great Waltham.



## Impacts:

**Environmental:** The existing Public Right of Way footpath across agricultural land will need to be changed to permit cycling and the surface hardened to allow it to be used in all weathers and seasons.

**Land requirements:** Sections of land would need to be purchased by Essex County Council or dedicated as highway. Discussions are ongoing with landowners.

**Cost estimate:**  
**£500,000 - £1 million**

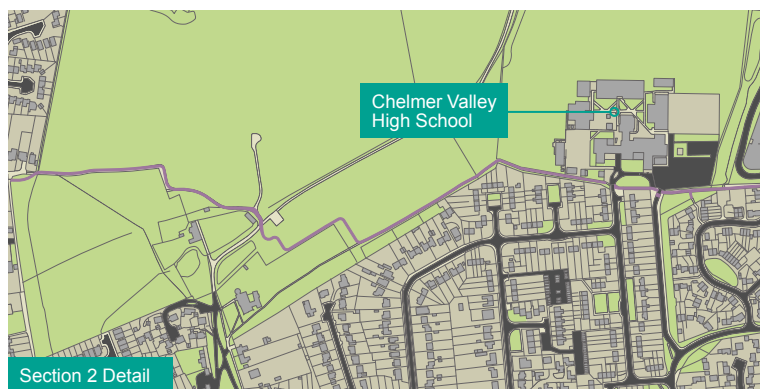
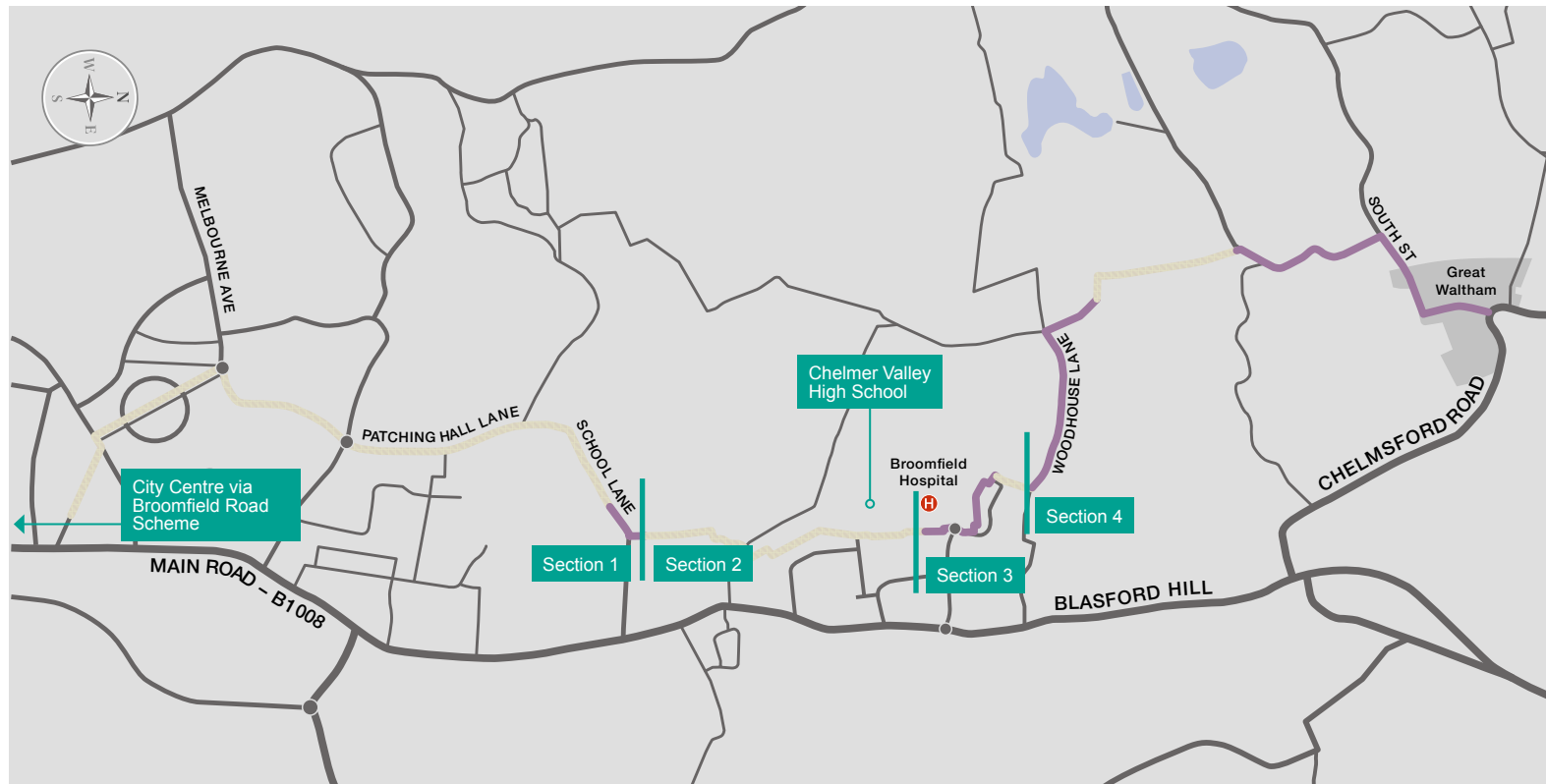
\*Some of the funding may come from contributions from developers.

## Benefits:

Extend cycling connectivity by providing a 7km cycle link for key residential areas to the hospital, various schools and Chelmsford city centre, encouraging people to use their bikes for commuter and leisure trips.

On and off-road cycling and walking infrastructure to encourage local cycling and walking trips to shops, healthcare, recreational areas and other local facilities as an alternative to car trips.

Provide safer cycling and walking routes to local primary and secondary schools.





# Essex Regiment Way Crossing

## Where is the scheme?

The two new communities of Beaulieu Park and Channels, and future growth planned for northeast Chelmsford as set out by Chelmsford City Council in their local plan preferred options document, will bring over 6000 new houses to the area. Demand for a crossing of Essex Regiment Way is therefore set to dramatically increase up to 2036.



## What is being proposed?

The scheme being proposed in the vicinity of the existing bridleway would improve connectivity between the Broomfield and Beaulieu Park areas. Due to the nature of Essex Regiment Way, provision of a safe crossing facility is needed to avoid further separation of the two communities.

Two options are being investigated.

### Signalised crossing

A pegasus crossing would connect the cycle and bridleway networks either side of Essex Regiment Way. This type of crossing would allow people who walk or cycle and horse riders to stop the traffic and cross over the dual carriageway.

**Cost Estimate:**  
**£500,000 - £1 million**

### Subway or bridge

A shared-use subway or bridge would separate people who walk or cycle and horse riders from the traffic and would not contribute to congestion.

Any subway or bridge suitable to allow people that cycle and horse riders to ride through would need long ramps to enable safe access. These would require land to be purchased which would add to both the cost and the time required to deliver the scheme.

**Cost Estimate:**  
**More than £3 million**

## Benefits:

Improved connectivity for non-motorised users between Beaulieu Park and Broomfield communities.

Make non-motorised user journeys safer in the area, which should encourage new users who may currently be put off from using these modes of transport because of the lack of a safe place to cross.

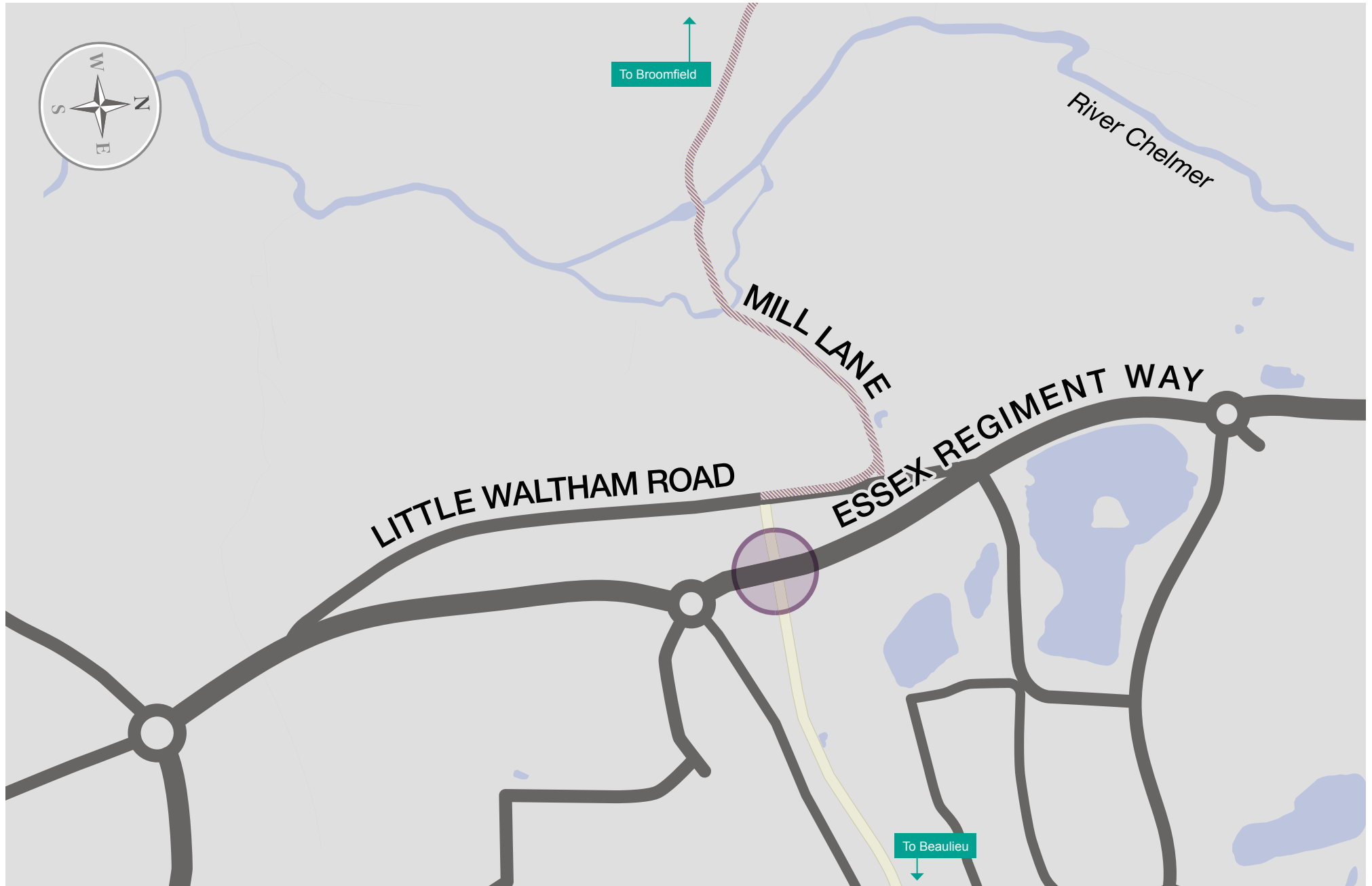
Grade-separation would allow crossing of Essex Regiment Way without affecting traffic flows.

## Impacts:

**Traffic:** We will need to continue to assess the impact the pegasus crossing may have on traffic travelling on Essex Regiment Way.

**Environment:** Grade-separation could have an impact on the local landscape. If this option is progressed then a planning application is likely to be required.

**Land:** Some land will be required to progress either of these proposals.



# Chelmer Valley Road

## Where is the scheme?

Chelmer Valley Road is a key route connecting the north of Chelmsford into the city and connects to the Chelmer Valley Park and Ride. The proposed scheme extends from Alan Cherry Drive through to the Lawn Lane Roundabout.



## What is being proposed?

Traffic flows in the area during peak periods have increased over the past few years and with the planned growth in the north of Chelmsford at Beaulieu Park and Channels, it is likely that future traffic levels will add significant pressure to Chelmer Valley Road.

Because of this traffic congestion, particularly between Parkway and the Valley Bridge, vehicles are travelling at slower speeds during peak periods in both the morning and evening compared to the rest of the day - journeys along the Chelmer Valley Road corridor can be between 44% and 49% slower during peak periods.

Buses, including Park and Ride buses, use Chelmer Valley Road but are often caught up in the traffic congestion. To support these services now and into the future, we propose to widen the carriageway to introduce a dedicated bus lane northbound from the University junction (Alan Cherry Drive) to Valley Bridge roundabout. This will reduce journey times and improve reliability for the Park and Ride buses.

The two-lane northbound approach to Valley Bridge roundabout will be extended. This will increase capacity and is expected to improve safety, particularly for vehicles entering the Valley Bridge roundabout.

The existing northbound Park and Ride bus lane approaching Lawn Lane roundabout will be extended southwards towards the Valley Bridge roundabout. This would safeguard the future operation of the bus corridor and assist in maintaining journey time reliability as the northern growth area develops.

Essex County Council has also carried out a separate study along the A130/A131 between Chelmsford and Braintree. The study recommends that the use and timings of the part-time signals at the Lawn Lane roundabout are refined to improve the traffic flow at this location.

## Complementary Schemes

A developer-funded southbound bus lane from the Lawn Lane roundabout to the Valley Bridge roundabout is proposed to extend the existing provision further south. It is intended that this will reduce the impact of congestion on buses by improving journey times along this section.

The Chelmsford to Braintree study has also resulted in £7 million of capital investment along the A130/A131 corridor. This includes extension of the bus lane north from Nabbotts Farm roundabout. Combined with the Chelmer Valley Road proposals, this will provide an enhanced sustainable corridor between the Park and Ride site and the city benefiting both Park and Ride and a number of local bus services.

### Benefits:

Reduce queuing for buses at Valley Bridge roundabout and throughout the corridor.

Improve journey times and reliability for existing Park and Ride services and other buses using Chelmer Valley Road.

Increase the attractiveness and encourage the use of buses and the Park and Ride services, particularly with predicted growth in the area.

Improve traffic flows at the Valley Bridge roundabout for general traffic by having extended two lanes on approach to the roundabout.

Support sustainable economic growth by encouraging increased use of sustainable transport modes.

### Impacts:

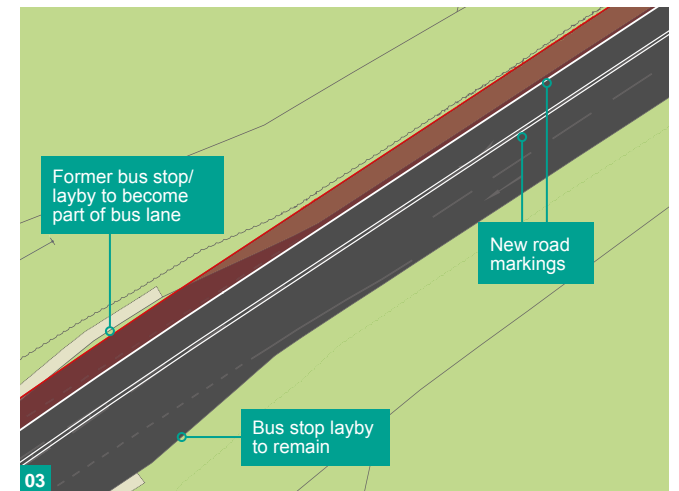
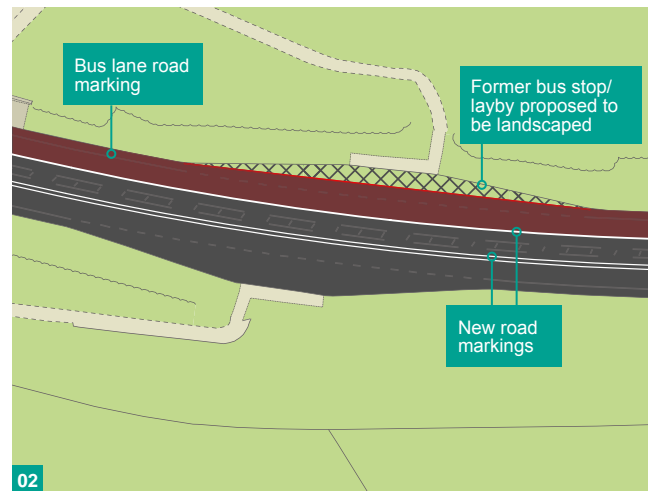
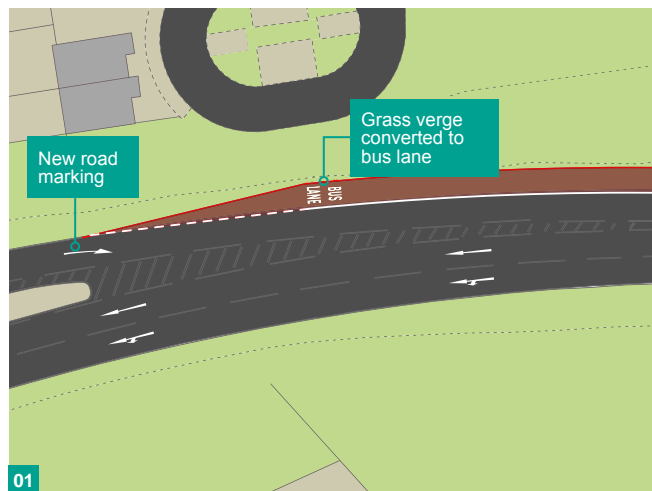
**Construction:** It is expected that during construction traffic management will impact on traffic using the Chelmer Valley Road corridor.

**Environmental:** Proposals would require the loss of some trees and vegetation however these would be replaced where possible.

### Cost estimate:

**£1 million - £2 million**





# Lawn Lane Cycle Route

## Where is the scheme?

Lawn Lane is situated in Springfield in the north-east of Chelmsford, and is primarily a residential road. From the north, Lawn Lane is accessed via Chelmer Valley Road at the roundabout by Springfield Hospital. From the south it is accessed via Springfield Road, Arbour Lane and Springfield Green which lead to the city centre.

The northern section of Lawn Lane provides direct access to Springfield Hospital, Perryfields Primary School, the Scout Hut and indirect access to Boswells Secondary School.



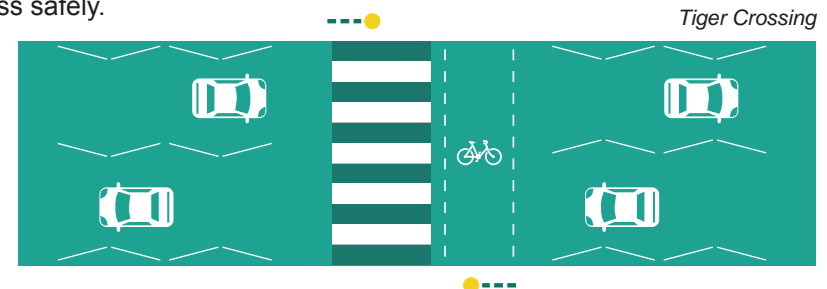
## What is being proposed?

Currently, the off-road cycle network connecting Chelmsford city centre to the surrounding areas is not joined up and signage is not consistent. It is recognised that a high quality cycle network encourages more people to choose cycling as a means for travelling in and around Chelmsford.

This scheme would provide an off-road shared-use footway/cycle route from Nabbotts Farm Roundabout to the junction of Lawn Lane and Waveney Drive. This will improve cycling links to the growing Beaulieu development area and existing Springfield area complementing the Waveney Drive cycle route via Springfield Hall Park and along the River Chelmer into the city centre as well as providing improved off-road cycle access to schools in the area.

Existing footways would be widened to allow for enough space for both people who cycle and pedestrians to share this facility. The proposals include for a minimum 3m width along the length of the route and the existing crossing of Lawn Lane, adjacent to Waveney Drive,

will be upgraded to a tiger crossing to allow pedestrians and people who cycle to cross safely.



## Benefits:

Improve cycle connectivity by providing an additional off-road link to connect key and growing residential areas to Chelmsford city centre, encouraging people to use their bikes for business, commuter and leisure trips.

Provide safe off-road cycling and walking infrastructure to encourage local cycling and walking trips to the hospital, local shops, the park and other local facilities as an alternative to car trips.

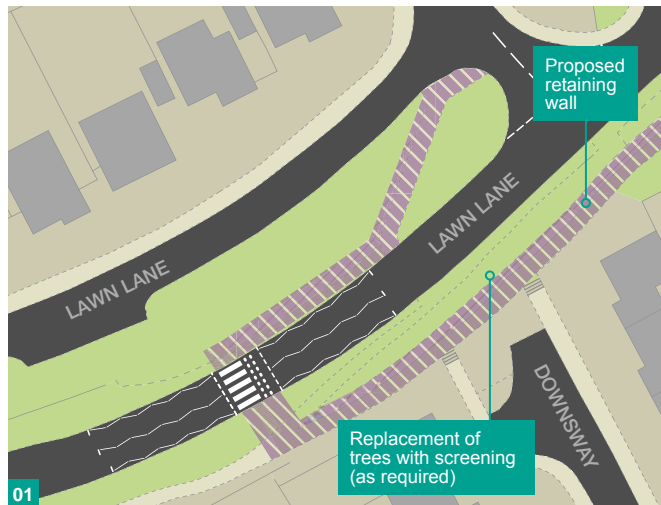
Creating over 1km of new cycle route facilities.

## Impacts:

**Visual:** A retaining structure approximately 1m high may be required over a short section of the route at the southern extent of the scheme.

**Environmental:** Some vegetation may need to be removed at the southern extent of the scheme but screening could be provided by either fencing or soft landscaping.

**Cost estimate:**  
**£500,000 - £1million**



# New Nabbotts Way Cycle Route (North)

## Where is the scheme?

New Nabbotts Way is situated in Springfield in the north-east of Chelmsford, and is primarily a residential road. New Nabbotts Way connects Pump lane and White Hart Lane.



## What is being proposed?

This scheme would widen the footway on the northern side of the road, turning some of the existing grass verge into a 3m wide shared footway/cycle route.

This scheme would match the cycle track on the other side of the road, making it easier for people who cycle to travel in both directions along New Nabbotts Way. It would also reduce the need for those that cycle to cross the road to continue their journey.

## Benefits:

Improve safety for people who cycle by reducing the need to cross the road to continue their journey.

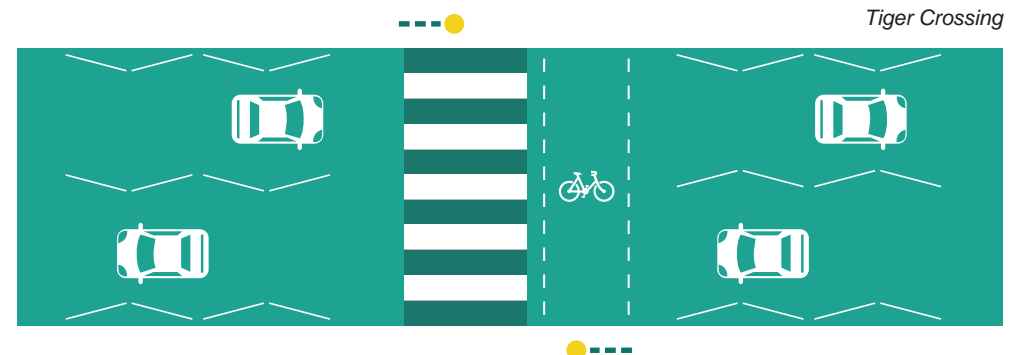
Improve cycle connectivity by improving links to schools and residential areas as well as to the wider cycling network, encouraging more people to choose cycling as a mode of transport.

Creating over 0.5km of new cycle route facilities and a new connected cycle route through to Lawn Lane of over 1.5km when combined with other schemes.

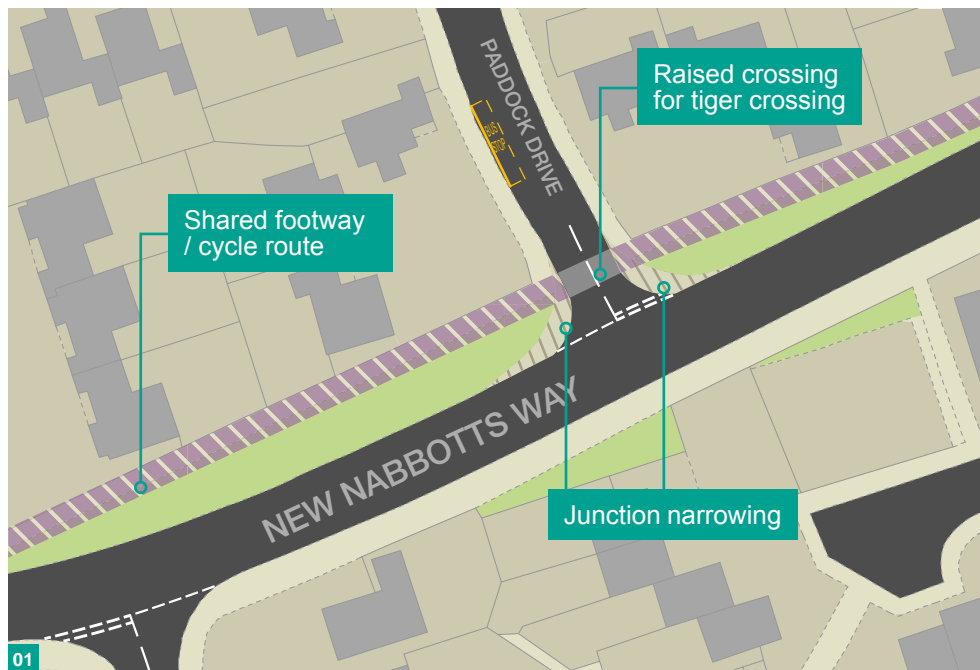
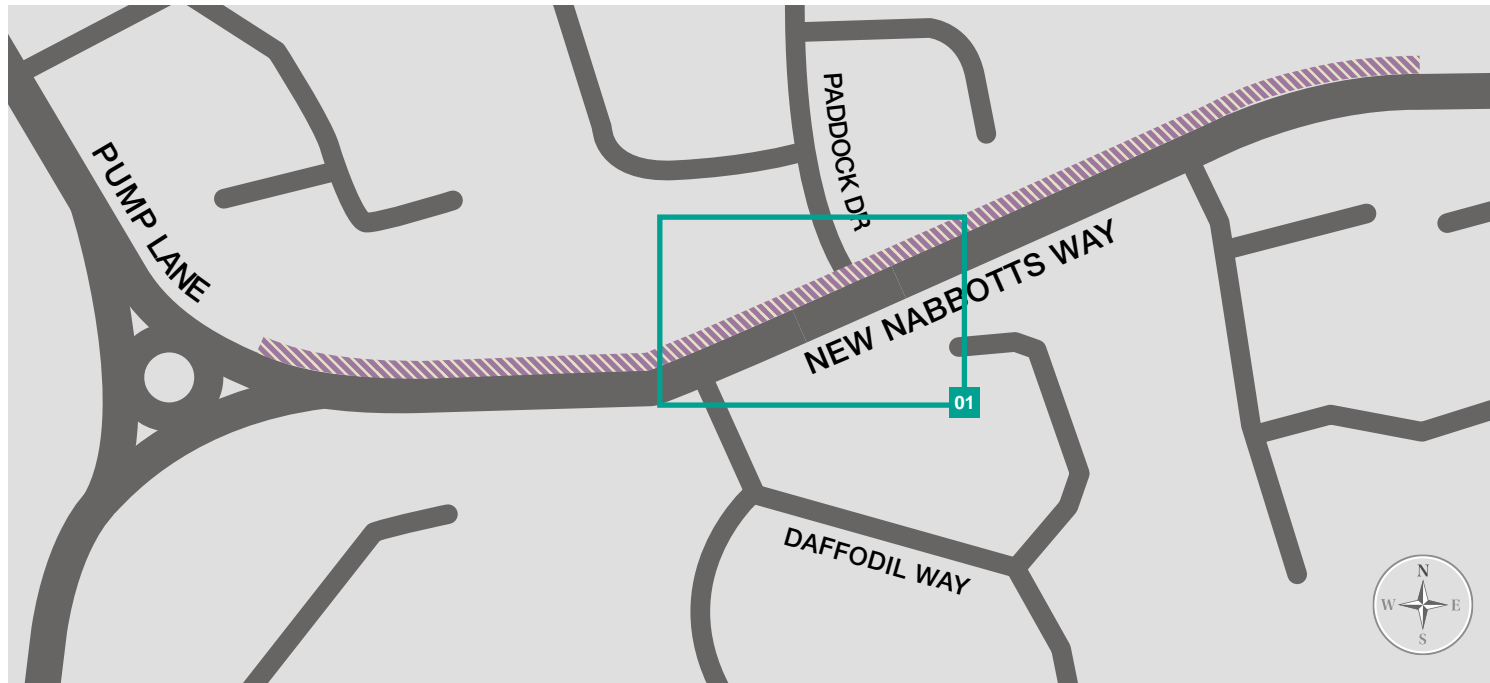
## Impacts:

**Traffic:** The increased provision of cycle routes in the north-east of Chelmsford should help to encourage more people to cycle and reduce the reliance on car journeys.

**Cost estimate:**  
**Less than £500,000**







# New Nabbotts Way Cycle Route (South)

## Where is the scheme?

This scheme is situated in the north-east of Chelmsford. At its eastern end, the scheme would connect with the New Nabbotts Way Cycle Route (North) from White Hart Lane and Shardelow Avenue, next to Beaulieu Park. As it moves west, it would join up with the Pump Lane cycle scheme that is proposed as part of the Chelmsford City Growth Package.



## What is being proposed?

Currently, the off-road cycle network that connects Chelmsford city centre to the surrounding areas is not joined up and signage is not consistent.

This scheme would extend the existing off-road segregated footway/cycle track along the southern side of New Nabbotts Way, joining a shared footway/cycle track to Crocus Way.

The cycle route would then continue on-road along Crocus Way to where this joins Pump Lane. At Pump Lane, the existing zebra crossing would be replaced with a tiger crossing making it easier for people who cycle to cross. This would lead to a footpath linking to Mayne Crest which could be upgraded to a shared footway/cycle route. The route could then continue on the road along Leybourne Drive and Downsway to link to Lawn Lane.

This scheme could finish at Lawn Lane, where it could join the proposed Lawn Lane cycle scheme.

## Benefits:

Improve safe off-road and on-road cycling infrastructure to encourage local cycling trips to local shopping areas, schools and other local facilities as an alternative to car trips.

Provide improved signage throughout the length of the route and improved links between on-carriageway and shared facilities.

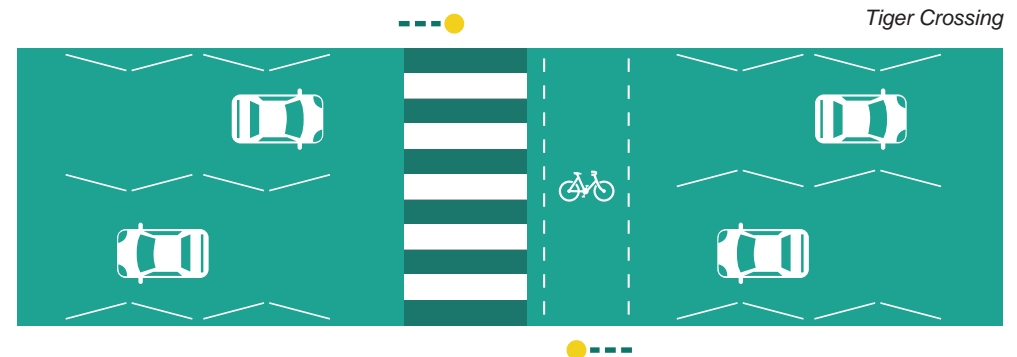
Improve safety for users by replacing the existing zebra crossing on Pump Lane with a tiger crossing.

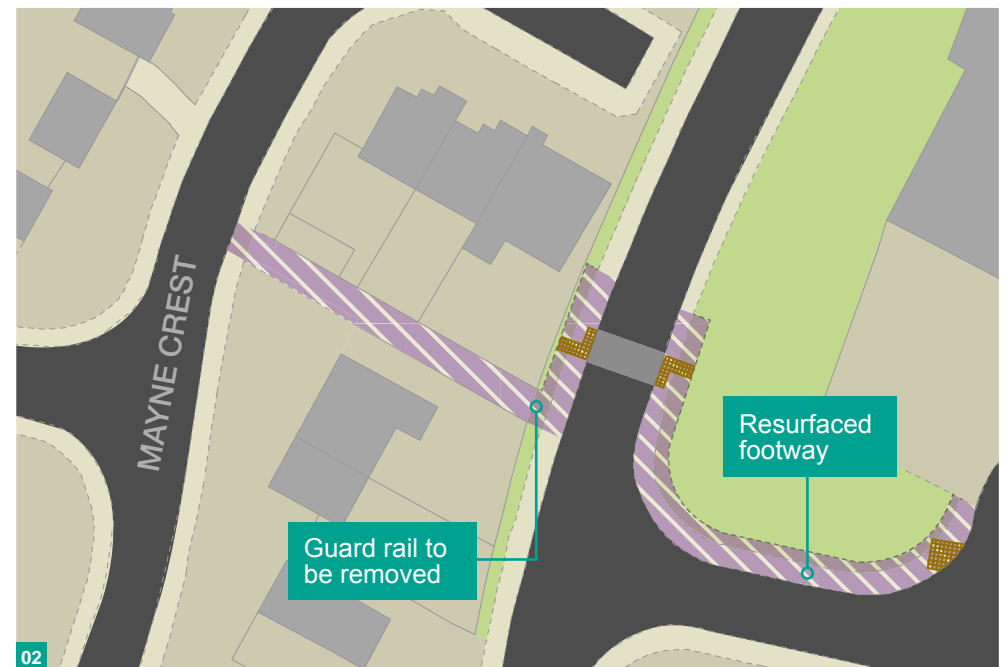
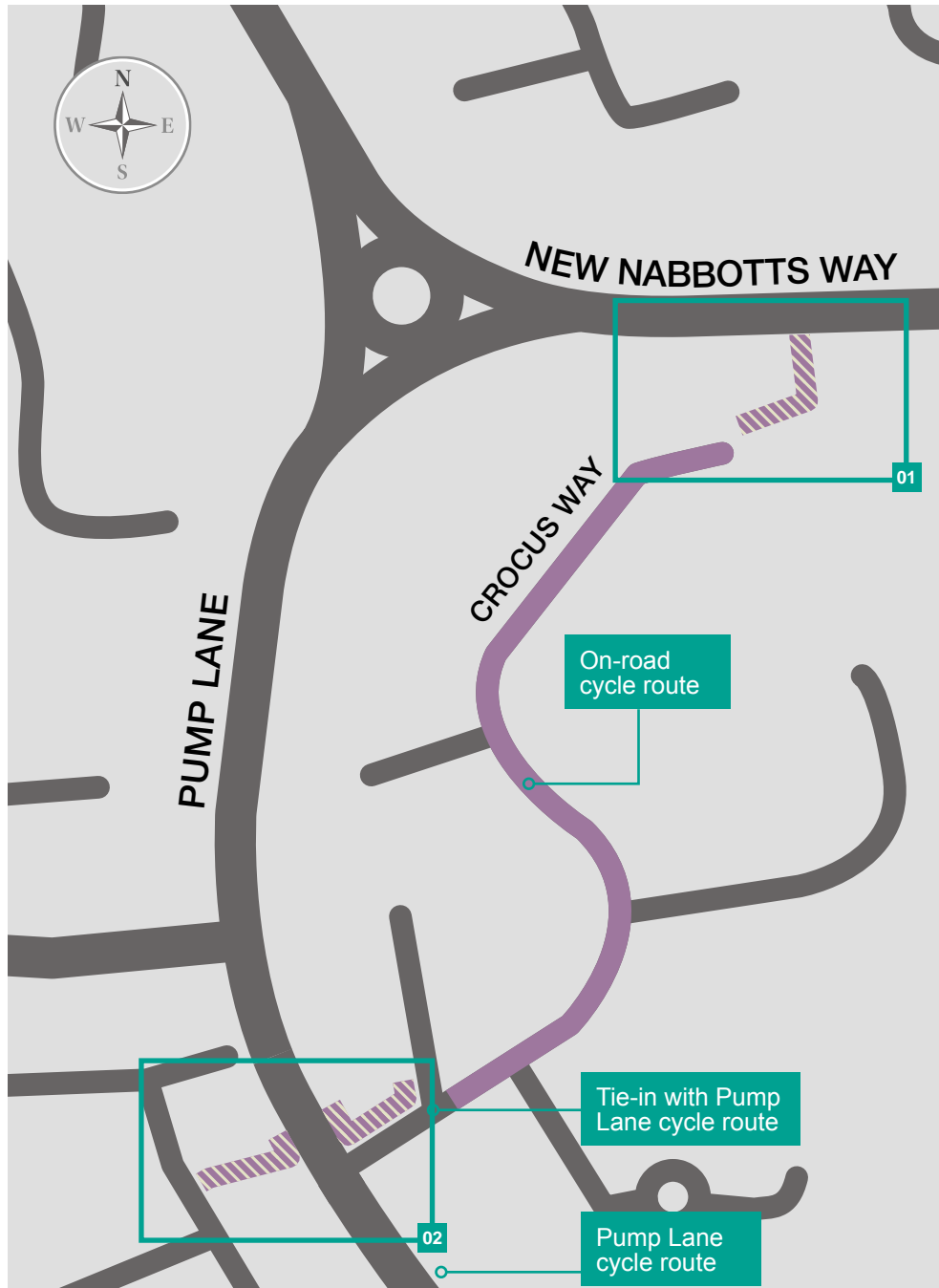
Creating almost 1km of new cycle route facilities and a new connected cycle route through to Lawn Lane of over 1.5km when combined with other schemes.

## Impacts:

**Traffic:** Improving cycle routes in the north east of Chelmsford should help to encourage more people to cycle or walk and reduce car trips. Impact on general traffic will be reviewed in respect of the proposed conversion of the existing zebra crossing on Pump Lane to a tiger crossing.

**Cost estimate:**  
**Less than £500,000**





# Springfield Road (near Pump Lane) Toucan Crossing

## Where is the scheme?

The proposed crossing is located on Springfield Road south-west of the junction with Pump Lane.

## What is being proposed?

There are poor connections here for people who walk or cycle in the area, due to journeys being severed by Springfield Road. A staggered toucan crossing will provide a safe crossing point for people who walk or cycle across Springfield Road.



The crossing would be in two halves with an island in the middle. Each half of the crossing would be controlled separately to minimise impact on the busy main road traffic flow.

The crossing will be located as close to the Pump Lane junction as is possible. The crossing will link the existing footways/cycle tracks between Chelmsford, Chelmer Village and Boreham.

The scheme also features improvement through widening of the existing footway along the western side of Springfield Road between the Pump Lane junction and the roundabout to access the Aldi supermarket.

You said:  
*improving safety  
for pedestrians and  
cyclists is important*

## Benefits:

Safer crossing point for both people who walk or cycle.

Encourages safer walking and cycling trips for those travelling to schools from Chelmer Village and Chancellor Park.

Links with the cycling infrastructure improvements proposed for Pump Lane.

Links existing residential developments in Melbourne and Springfield on the Chelmsford side of Springfield Road with existing homes and commercial properties in Boreham and Chelmer Village.

Support cycling and walking as a commuter and general travel mode to the expanding Chelmsford Business Park and Dukes Park Industrial Estate. This includes the Jump Street Trampoline centre which is a major attraction for young people.

## Impacts:

**Traffic:** A formal crossing facility will impact the flow of traffic. The crossing is staggered to minimise the overall delay. The signal timings will be adjusted to balance the needs of both the general traffic on Springfield Road and needs of people who cycle and pedestrians.

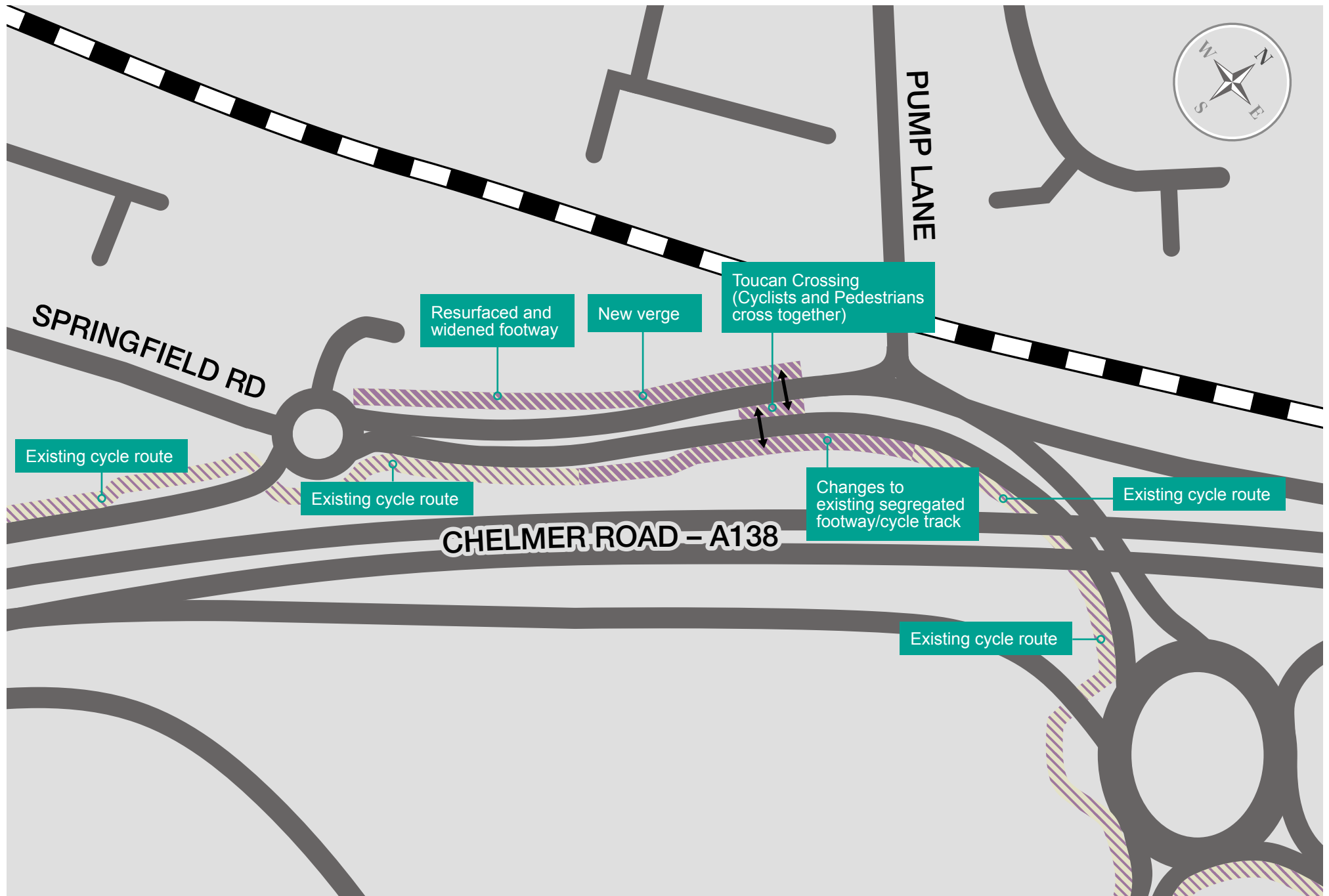
## Cost estimate:

**Less than £500,000**



**TOUCAN CROSSING  
CYCLISTS AND PEDESTRIANS  
CROSS TOGETHER**





# Oliver Way Cycle Route

## Where is the scheme?

This scheme is situated in the north-west of Chelmsford. At its western end, the scheme begins on Copperfield Road at the junction with Chignal Road. It would run the length of Copperfield Road and turn left onto Oliver Way. It would then continue along the section of Oliver Way that runs east to west, along the south side of Saint Andrew's Park to the roundabout with Patching Hall lane. At this roundabout, it would join up with the Great Waltham to City Centre cycle scheme that is also proposed as part of the Chelmsford City Growth Package.



## What is being proposed?

This scheme would provide a clearly marked, on-road cycle route from the Chignal Road junction of Copperfield Road to the Patching Hall Lane roundabout with Oliver Way and Partridge Avenue.

Junction entrances will be narrowed to improve safety for people who cycle by reducing the distance that they must cross and the central road markings will be removed to encourage traffic to slow.

## Benefits:

Improve cycling connectivity by linking the northern part of the Melbourne Estate through to Patching Hall Lane and the Broomfield link to the city centre.

Provide safer on-road cycling infrastructure to encourage local cycling trips, improving access to local amenities and the city centre. It is hoped that this scheme, along with the other cycle schemes, will help to encourage more people to use their bikes for a variety of journey types such as leisure and commuting.

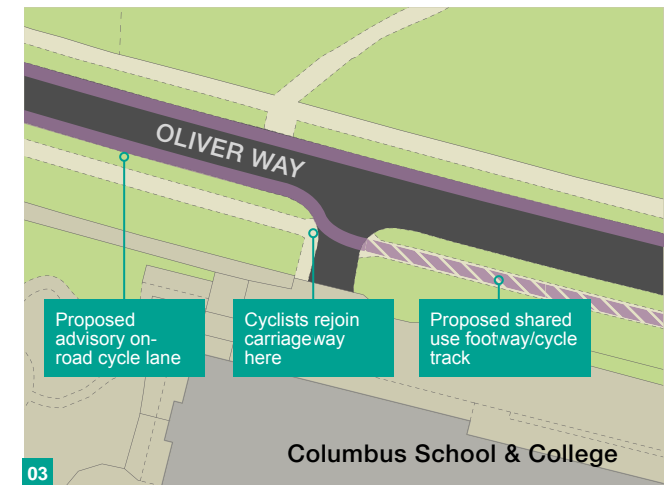
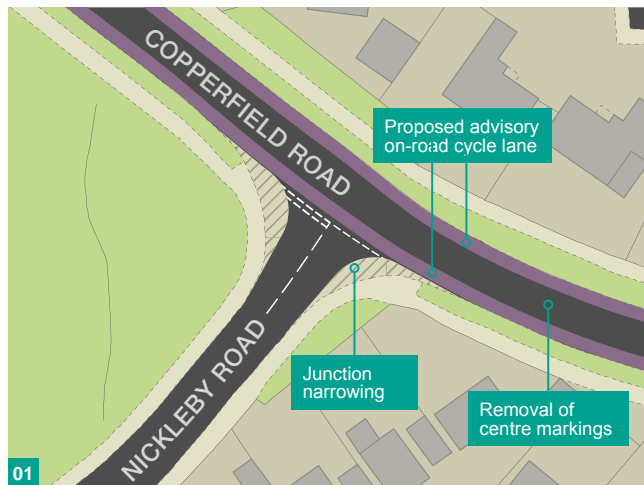
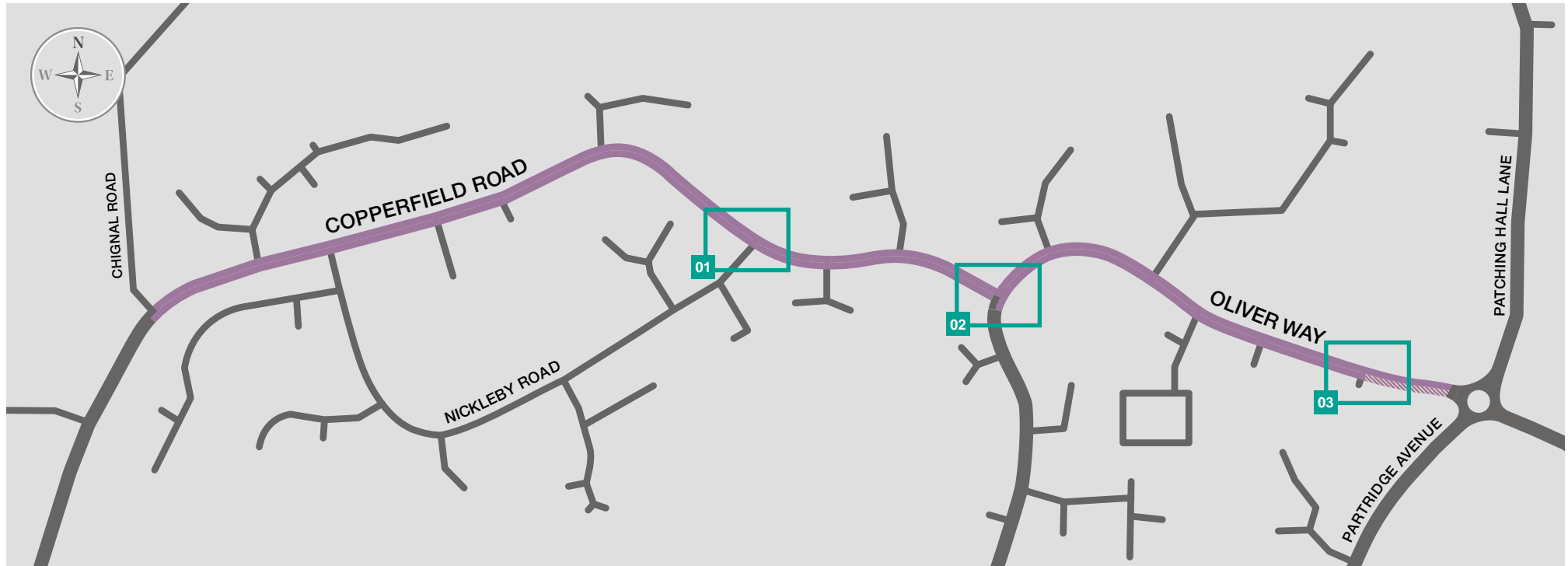
Creating over 1.5km of new cycle route facilities and a new connected cycle route to the city centre of over 4km when combined with other schemes.

## Impacts:

**Traffic:** The increased provision of cycle routes in the north east of Chelmsford should help to encourage a modal shift.

**Environmental:** An increase in cycling and less car use in the area should contribute to improved air quality locally and in Chelmsford city centre.

**Cost estimate:** Less than £500,000



# Pump Lane Cycle Route

## Where is the scheme?

Pump Lane runs in a north-south direction through the Springfield area in north Chelmsford. At its northern end it starts at the roundabout with Essex Regiment Way, Chelmer Valley Road and White Hart Lane, joining Springfield Road at its southern end.



## What is being proposed?

This scheme would include the widening of footways along Pump Lane, and the introduction of cycle crossing points at junctions to provide connections around the Springfield estate. This would improve movement along the route for both pedestrians and people who cycle by creating a continuous route along the corridor.

Future work will also consider ways to provide a more direct link to the city centre via Springfield Road, taking into account the railway bridge and how we might remove this barrier for people who cycle.

## Benefits:

Improve cycling connectivity between the Springfield area and the city centre, and locally to the north and south of the estate.

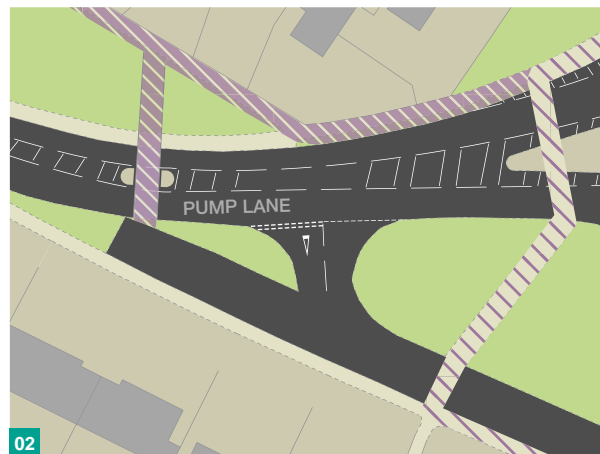
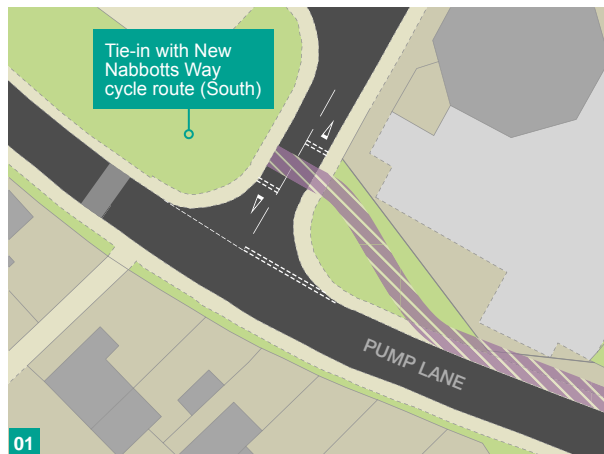
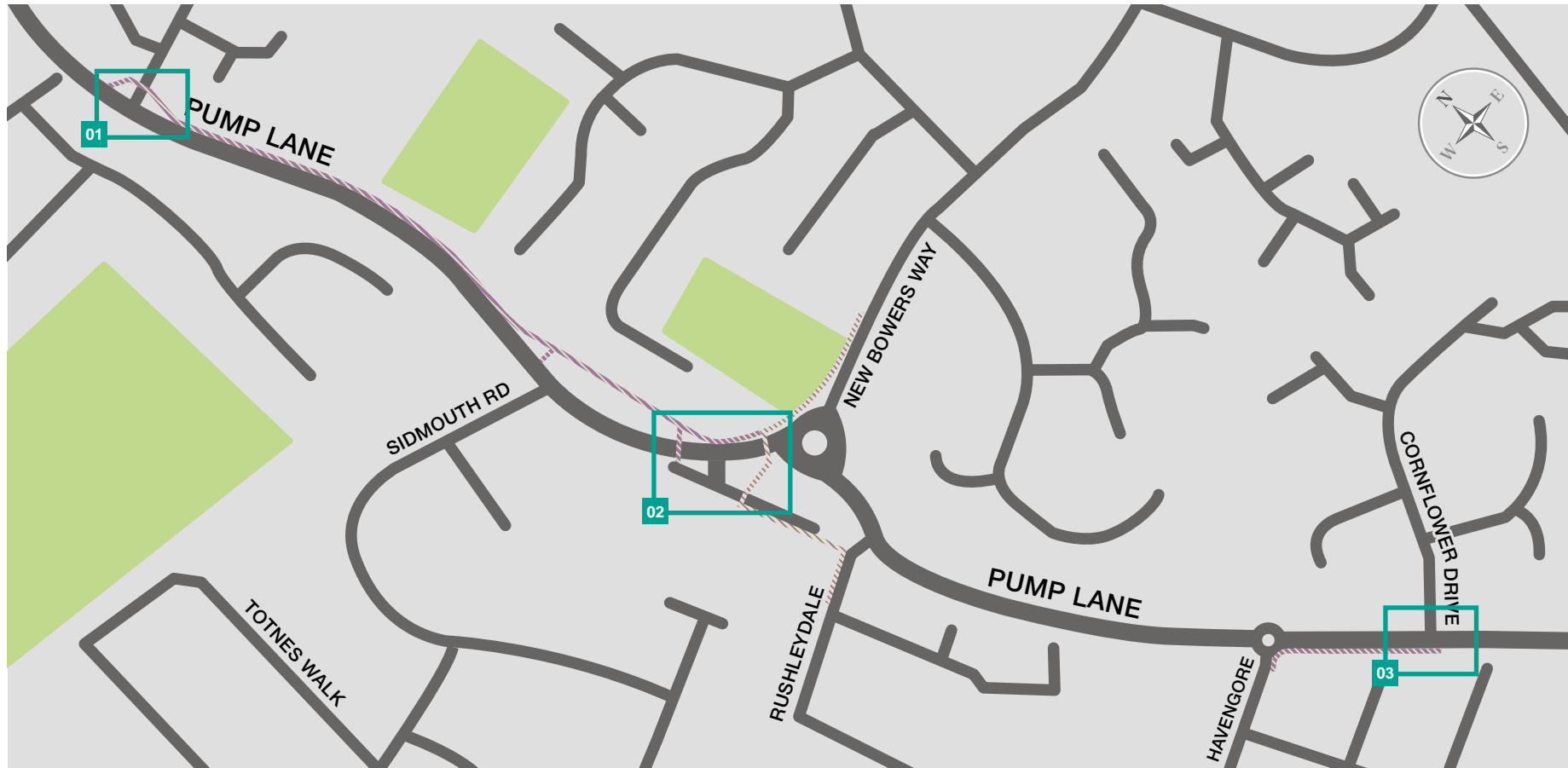
Provide safer cycling infrastructure to encourage local cycling trips, particularly to schools and local businesses.

Creating 1-1.5km of new cycle route facilities.

## Impacts:

**Traffic:** Improving cycle routes in the north east of Chelmsford should help to encourage more people to cycle, reducing the reliance on car journeys.

**Cost estimate:**  
**Less than £500,000**



# Patching Hall Lane Cycle Route

## Where is the scheme?

Patching Hall Lane runs east-west between Broomfield Road and the roundabout with Partridge Avenue and Oliver Way, near Columbus School and College. This is the section of Patching Hall Lane that would be included as part of this scheme.



## What is being proposed?

This scheme would see the continuation of the existing on-road cycle lane. It would continue along Patching Hall Lane in a westbound direction to aid people cycling up the hill. This scheme would be developed in co-ordination with the schools on Patching Hall Lane through collaboration on school travel plans and providing tie-in with the school grounds itself.

The proposals would provide an additional connection to the cycle network in the area. At its western end it would join the Oliver Way cycle scheme that is also proposed as part of the Chelmsford City Growth Package, and connect to Broomfield Road at the eastern end, providing easier access to schools and other amenities to the west of Broomfield Road towards Melbourne.

## Benefits:

Improve cycling connectivity by connecting the Broomfield Road scheme to the Oliver Way scheme, enhancing connectivity between residential areas.

Provide safer on-road cycling infrastructure to encourage local cycling trips.

Create over 0.5km of new cycle route facilities and a new connected cycle route to the city centre of over 4km when combined with other schemes.

*You said: you want to see improved facilities for cyclist and pedestrians*

## Impacts:

**Traffic:** The increased provision of cycle routes in the north of Chelmsford should help to encourage more people to cycle and help relieve congestion.

**Environmental:** An increase in cycling and decrease in car use in the area should contribute to improved air quality locally because of a reduction in emissions from cars.

**Cost estimate:**  
**Less than £500,000**





## **This information is issued by**

Essex County Council

You can contact us in the following ways:

### **By email:**

[ChelmsfordGrowthPackage@jacobs.com](mailto:ChelmsfordGrowthPackage@jacobs.com)

### **Visit our website:**

[www.essex.gov.uk/chelmsfordtransport](http://www.essex.gov.uk/chelmsfordtransport)

### **By post:**

Essex County Council  
County Hall  
Chelmsford  
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