

Army and Navy Sustainable Transport Package – Partner Briefings

March 2022



Agenda

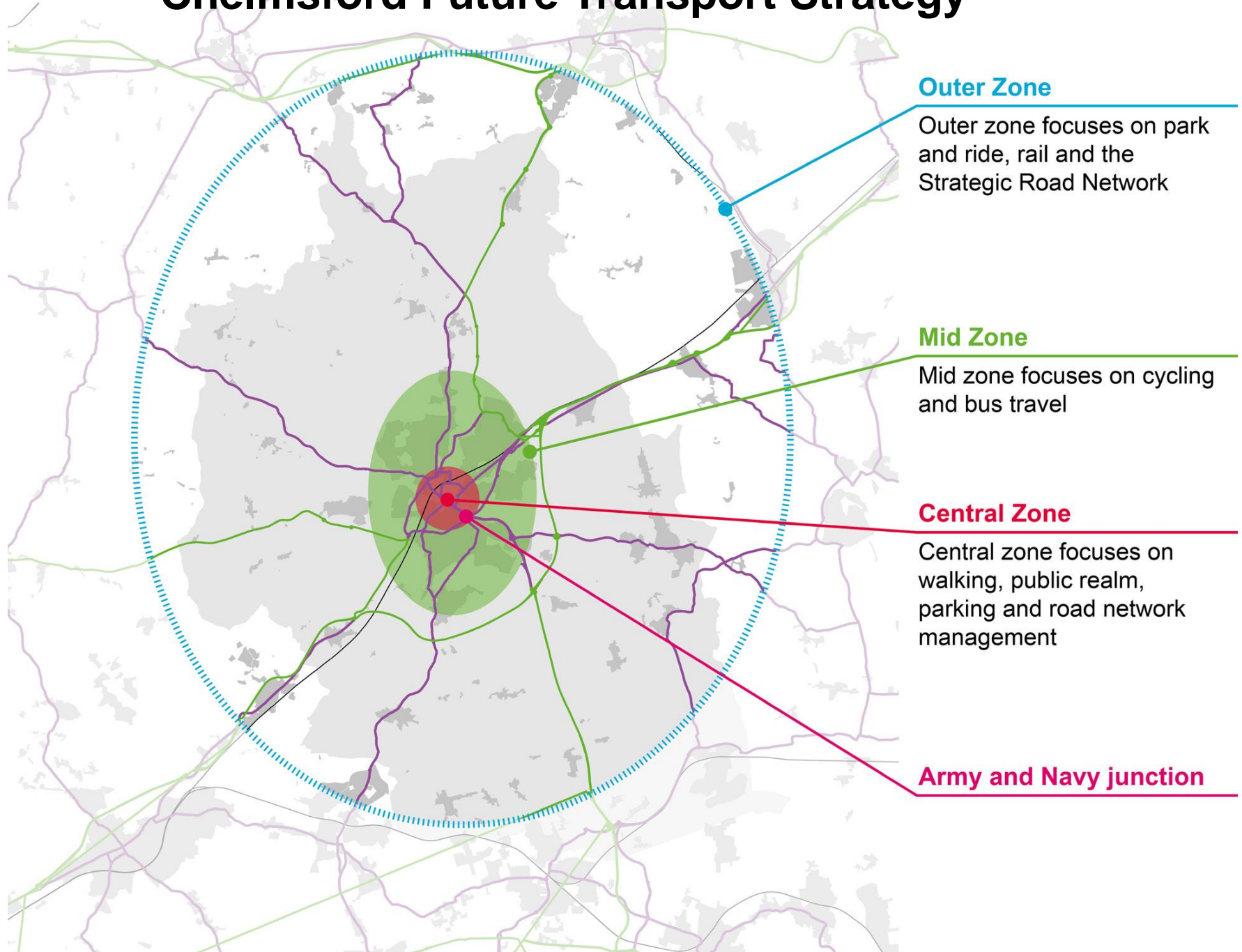
1. Welcome
2. Project recap
3. Public consultation and preferred junction option
4. Design changes – Van Diemens Road/Lady Lane, Baddow Road crossing
5. Revised package – Chelmer Valley Park and Ride expansion
6. Cycling improvements update
7. Next steps



Project recap



Chelmsford Future Transport Strategy



Project objectives



Offer inclusive, attractive and safe walking and cycling facilities



Positively manage resilience and journey time reliability, improving journey times for passenger transport services



Provide enhanced connectivity for communities and support sustainable growth



Increase the attractiveness of the gateway into the city centre



Improve safety and the perception of safety



Manage environmental conditions, such as air quality and noise



Actively manage resilience and journey time reliability for private vehicles

Army and Navy Sustainable Transport Package

This is an unmissable opportunity to provide better options for people to travel and encourage safer, greener, and healthier ways of getting around Chelmsford.

The Army and Navy Sustainable Transport Package includes:

- Redesign of Army and Navy junction to improve journeys for all modes
- Improvements to walking and cycling facilities at the Army and Navy and on the approaches to and from the junction
- Park and Ride capacity improvements



Key milestones

- Five initial junction options shared with public – **November 2019**
- Chancellor announced in Spring Budget that project could proceed to next stage – **March 2020**
- Public consultation – **August to October 2021**
- Task Force endorsed preferred junction option – **December 2021**
- DfT approved strategic outline business case – **February 2022**
- ECC Cabinet formally approved preferred junction option – **March 2022**



Public consultation and preferred option



Public consultation – summary

- Public consultation ran from August to October 2021, focusing on two junction options (Hamburger Roundabout and Separate T-Junctions)
- 5,847 visitors to the virtual exhibition and 9,273 page views on project webpage
- 850 consultation responses (839 online survey, 7 email responses and 4 written responses)
- 77% of respondents to the online survey visited the virtual exhibition
- 75% said information provided as part of consultation was helpful (14% neither helpful or unhelpful)



Public consultation – survey headlines

- Majority of responses from residents – 76% from ‘someone who lives in Chelmsford’, as opposed to visitors, businesses or people who work in Chelmsford etc.
- 60% identified the Hamburger Roundabout as favoured option (21% Separate T-Junctions, 18% undecided/no preference and 1% did not answer)
- 20% said Hamburger Roundabout and wider measures would encourage them to consider a different mode (18% unsure), compared with 16% for Separate T-Junctions (15% unsure)
- 55% of people agree the proposed Army and Navy Sustainable Transport Package would have a positive impact on Chelmsford (24% neutral and 21% disagree)



Public consultation – qualitative feedback

- Good level of support for proposed junction options and the impact they would be likely to have, however there were also a number of respondents who felt a flyover would be a better option, as well as others who recognised the reasons it was discounted
- Concerns were raised about certain elements of the junction options (potential for confusion, increase in the number of traffic signals and negative impact of proposals to remove existing permit parking bays in Van Diemens Road)
- Some positive feedback about walking and cycling proposals, however others felt measures did not go far enough and there was mixed feedback about removing the subway



Benefits and costs

The preferred option must show sufficient benefits in terms of economics and wellbeing in comparison with the costs of the proposed measures

Environmental considerations

Any environmental impacts, such as air quality, noise and flooding, must be assessed and managed appropriately

Public feedback

Feedback from the public forms one part of the decision-making process. It is important we consider people's views before making decisions

Construction

Elements of the construction of the scheme, such as duration, complexity and risks of the works, must also be considered

Objectives

The chosen option must fulfil the project objectives as best as possible



Preferred junction option – Hamburger Roundabout

- The Hamburger Roundabout was public's preferred option at consultation
- It also performs better from a business case and performance perspective
- In December 2021, the Army and Navy Task Force endorsed the Hamburger Roundabout as its preferred option
- Earlier this month, the decision was formally made by Essex County Council's Cabinet
- A preferred junction option was needed to finalise and submit an outline business case to the Department for Transport for funding for the scheme



Hamburger Roundabout



Design changes



Van Diemens Road

- Concerns about the potential removal of parking bays in Van Diemens Road were raised in a number of responses to the public consultation survey
- Specific comments were made about access for residents and visitors, the absence of alternative parking options, safety concerns and other impacts for residents
- Additional email correspondence was received from residents
- During a site visit with residents it was proposed that we considered one lane of traffic northbound, with reallocation of road space for a cycle lane. Potential improvements to the Lady Lane junction were also suggested

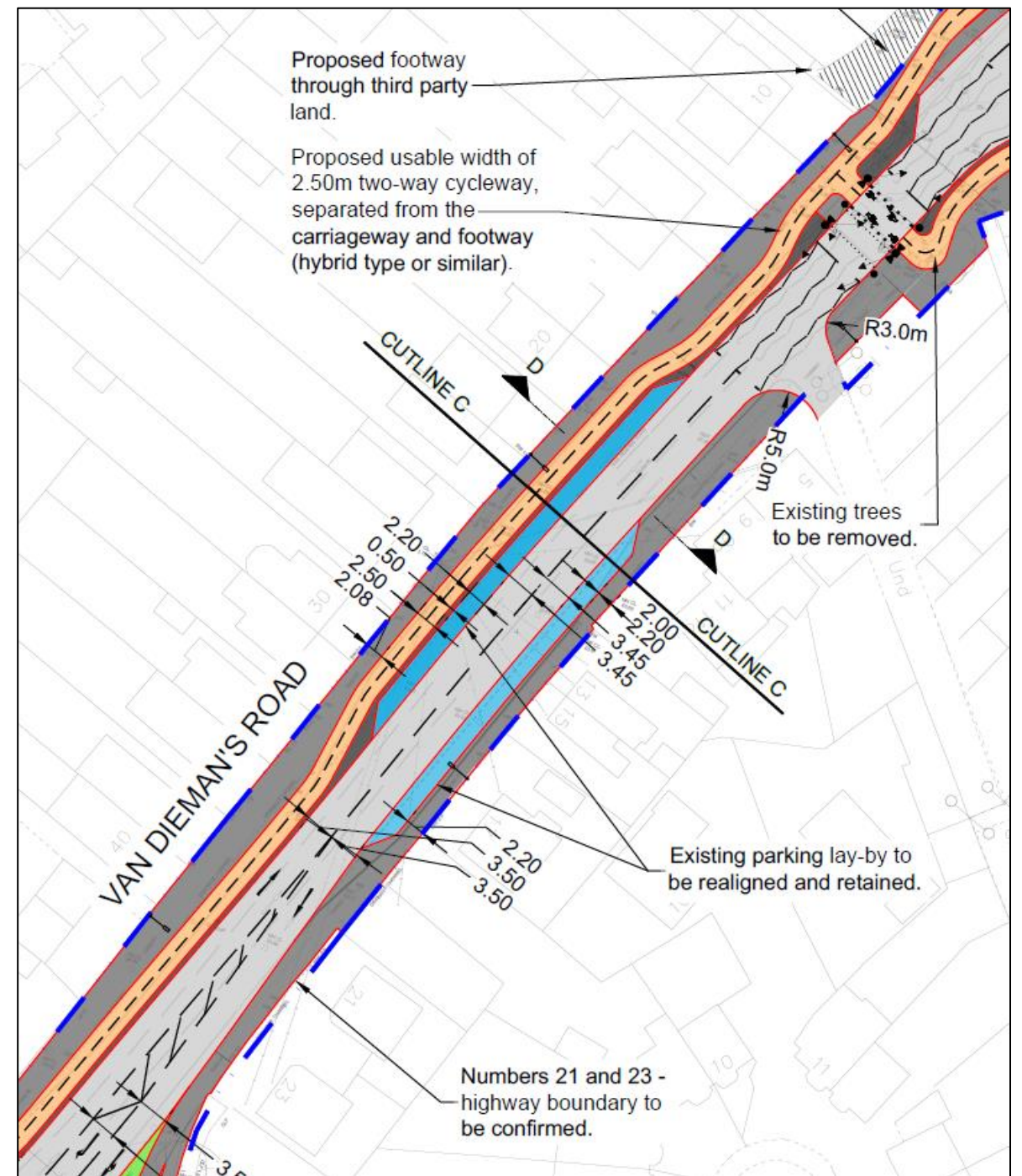


Van Diemans Road Revised Layout

Following the feedback received, we are now proposing a revised layout for Van Diemans Road.

- One northbound lane for general traffic on Van Diemans Road (flaring to two at the Army and Navy junction)
- Capacity improvements at A&N junction result in reduced journey times on VDR compared with existing layout
- Two-way cycle track on western side of Van Diemans Road
- Parking bays on Van Diemans Road realigned but retained
- Crossing close to Army and Navy junction put back to its current position

The revised layout remains subject to road safety audit



Lady Lane options

- As a result of the revised changes to Van Diemens Road layout, revisions are required to the Lady Lane junction, so options for this are also being considered
- Three main options have been developed – two signalised junction options and one improved give-way junction option (a fourth option was also developed but discounted)
- Although the options are not subject to further formal consultation, the project team have been engaging residents on the options and will take feedback into consideration
- No decisions have been made about the Lady Lane junction options at this stage



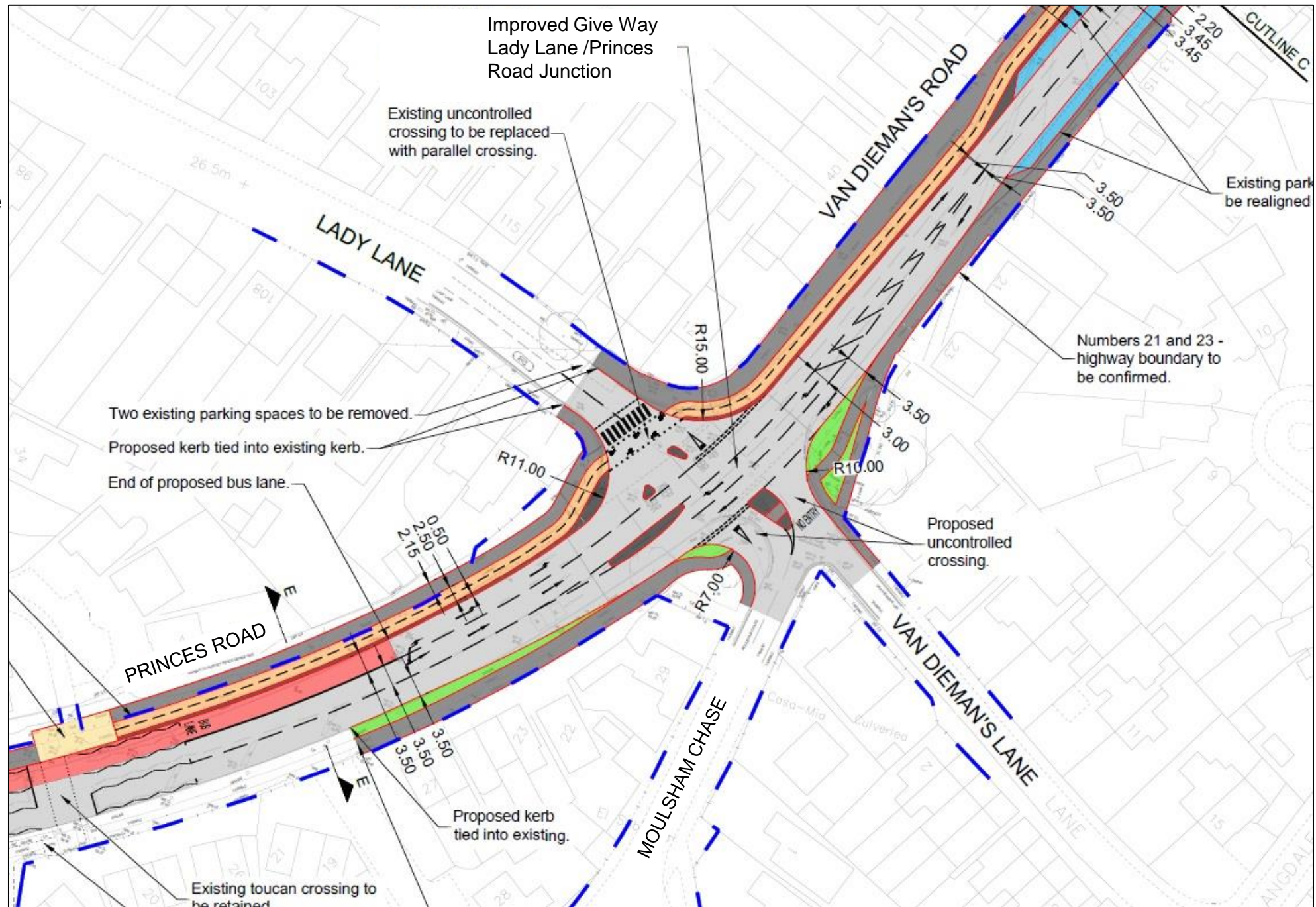
The options remain subject to road safety audit

Lady Lane Junction Option 1:

One northbound lane for general traffic on Van Diemans Road and a give way Lady Lane junction.

Traffic movements from Moulsham Chase/Van Diemans Lane would be unrestricted.

The layout options are subject to road safety audit

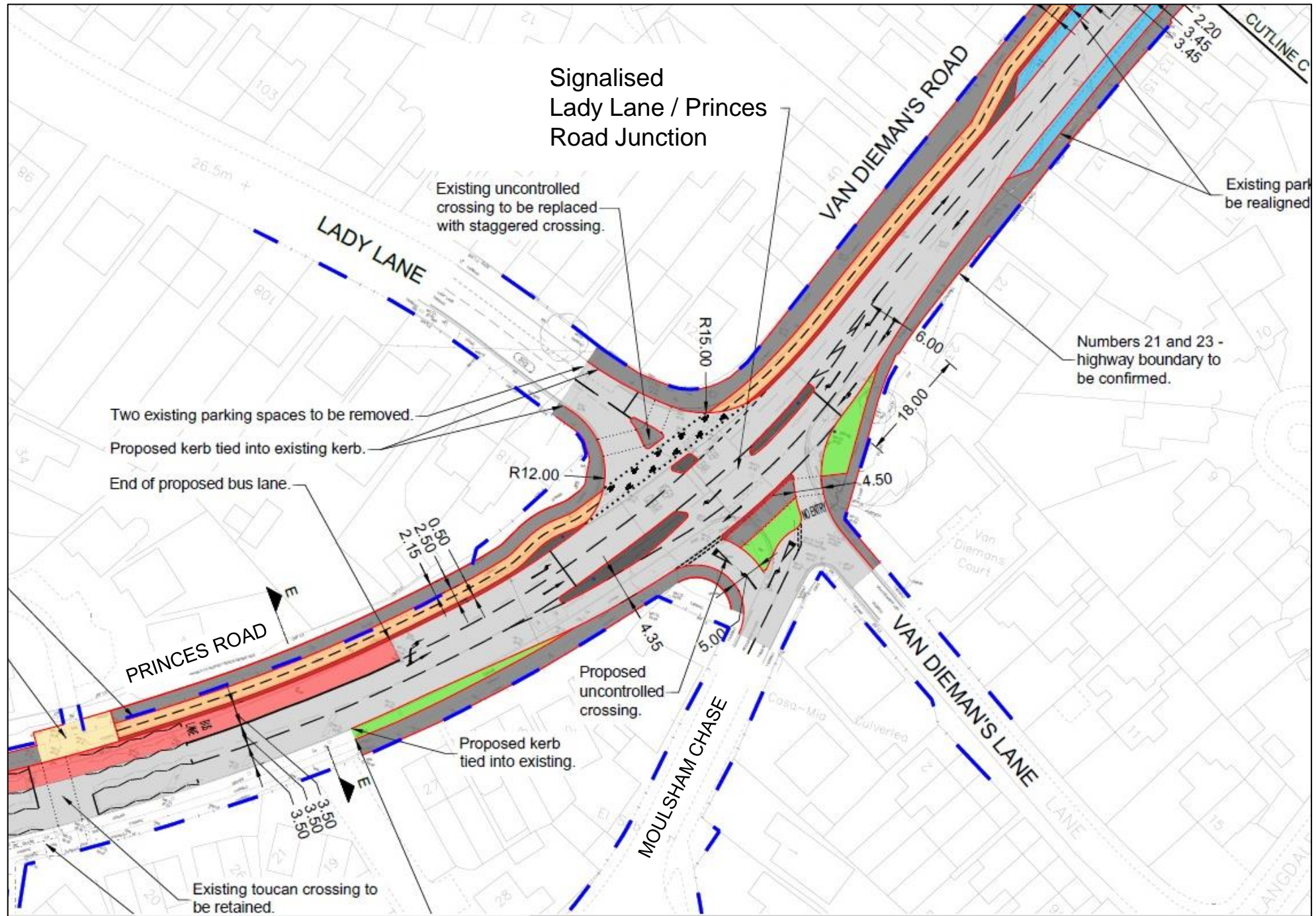


Lady Lane Junction Option 2:

One northbound lane for general traffic on Van Diemans Road and a signalised Lady Lane junction.

Traffic from Moulsham Chase/ Van Diemans Lane would be restricted to left-in and left-out movements.

The layout options are subject to road safety audit

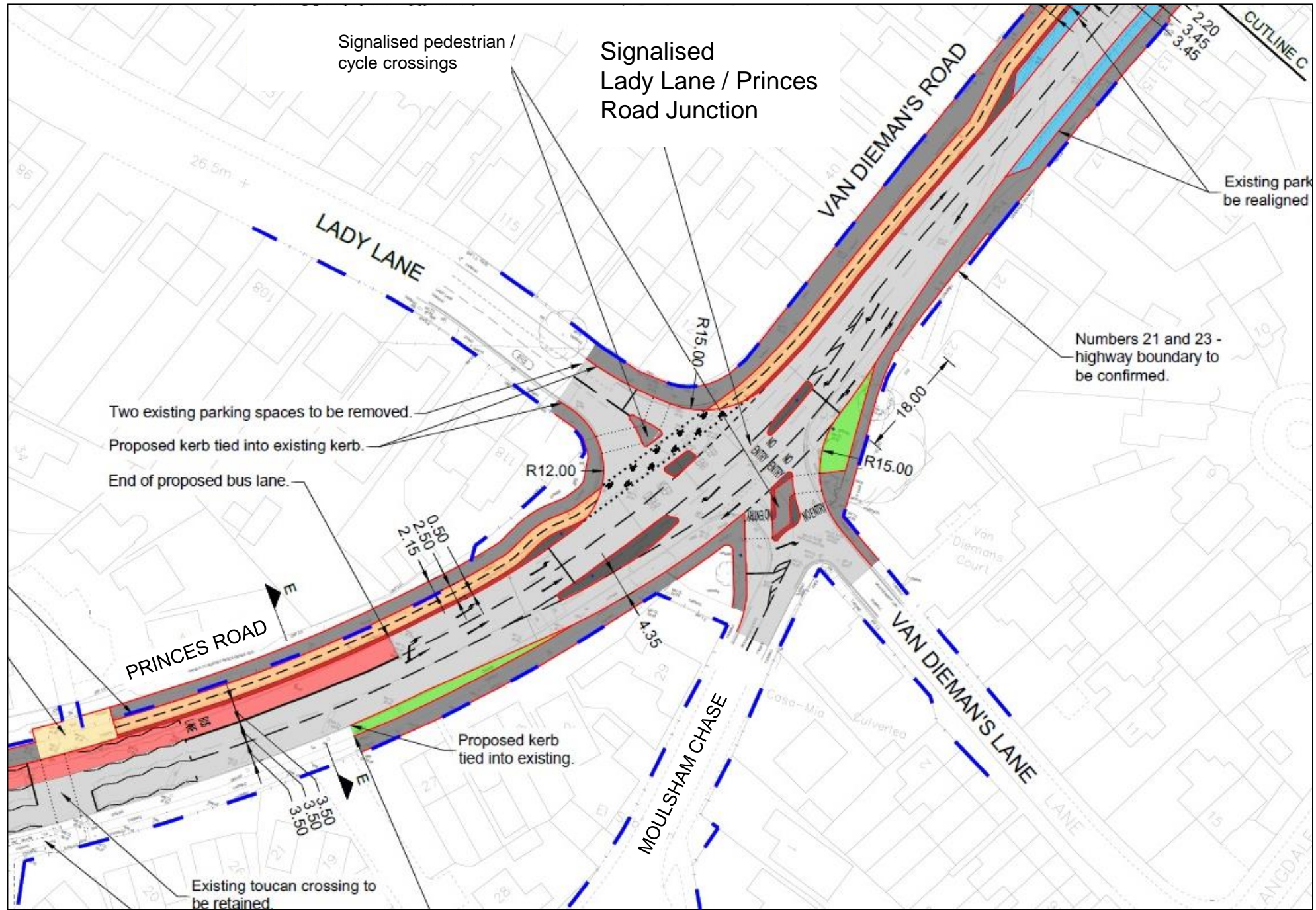


Lady Lane Junction Option 3:

One northbound lane for general traffic on Van Diemans Road and a signalised Lady Lane junction.

Traffic from Moulsham Chase/ Van Diemans Lane would be restricted to left-in and right-out movements.

The layout options are subject to road safety audit

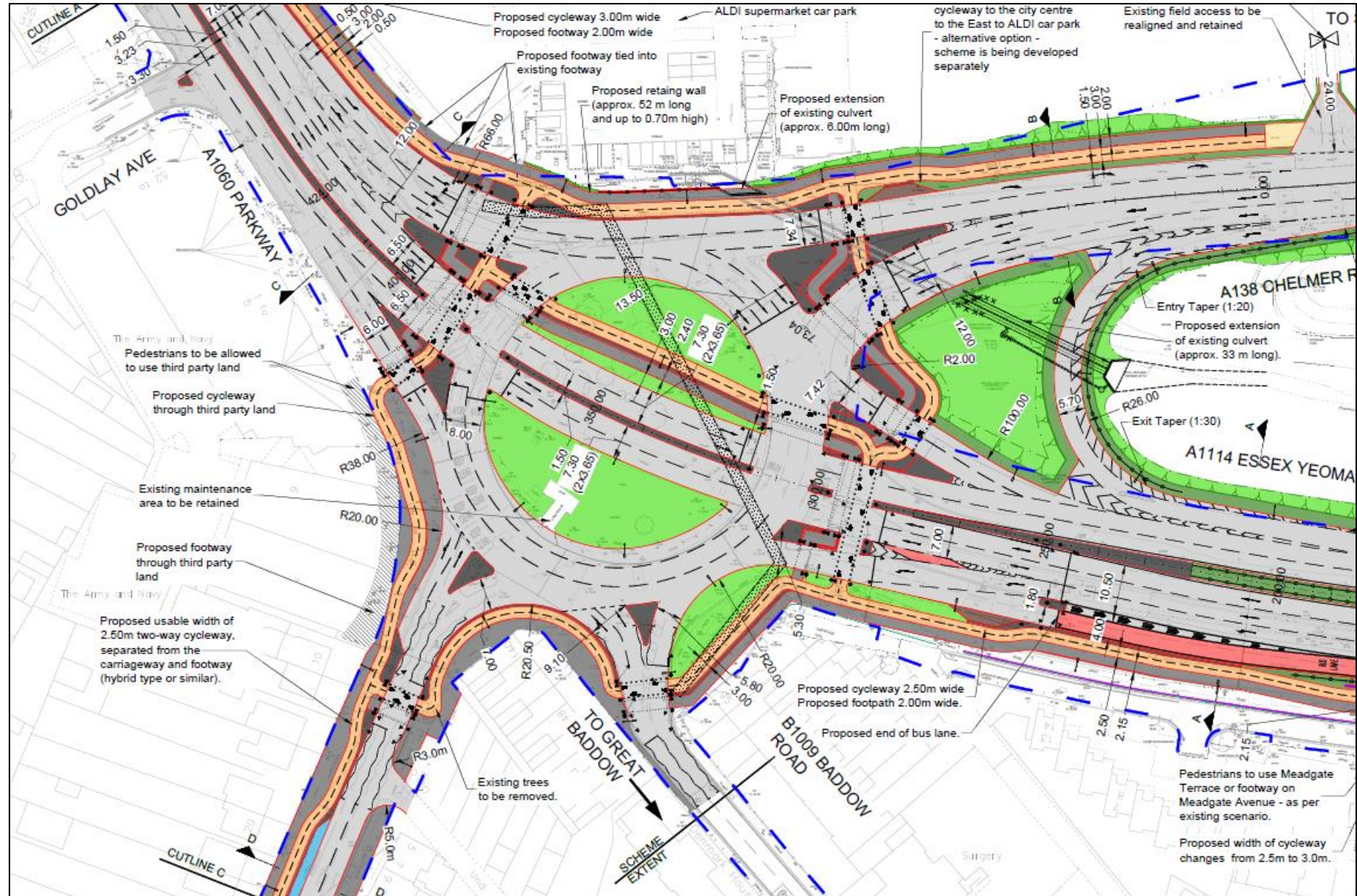


Lady Lane junction options: Key features

Lady Lane junction option		Key features
Option 1	Improved give way junction	<ul style="list-style-type: none"> • Parallel (zebra) crossing of Lady Lane, giving priority to pedestrians and cyclists • Waiting area for vehicles turning right into Lady Lane • Likely to improve safety compared to existing layout
Options 2 and 3	Signalised junctions	<ul style="list-style-type: none"> • Signals would make it easier for motor vehicles to exit Lady Lane and Moulsham Chase/Van Diemans Lane • Some existing traffic movements would no longer be possible: <ul style="list-style-type: none"> • Lady Lane to Moulsham Chase/Van Diemans Lane (and vice versa) • Moulsham Chase/Van Diemans Lane to Van Diemans Road OR Moulsham Chase/Van Diemans Lane to Princes Road • Likely to improve safety compared to existing layout • Signalised pedestrian and cycle crossings of Lady Lane would result in more delay to active travellers than a 'parallel' crossing

Baddow Road crossing

- Some concerns were raised during the consultation about the proposed zebra crossing on the Baddow Road arm of the junction, particularly regarding visibility and safety
- Design now amended to a signalised crossing
- Signal timings linked in with the rest of junction
- Reduced bus and car journey times on Baddow Road



Design changes – Impacts on journey times

Additional refinements to signal timings, alongside the outlined design changes, have enabled us to improve journey times further for the majority of modes of transport.

The latest modelled journey time improvements for the Hamburger Roundabout are:

- Average journey times for cyclists will now be 42% quicker (was 35% for the consultation design)
- Bus journey times will be about 38% faster on average (was 24%)
- Journeys will be 53% quicker on average for motorised vehicles (was 49%)
- Walking through the junction at ground level would be about 10% quicker (was 11%)



Revised package



Revised Army and Navy Sustainable Transport Package

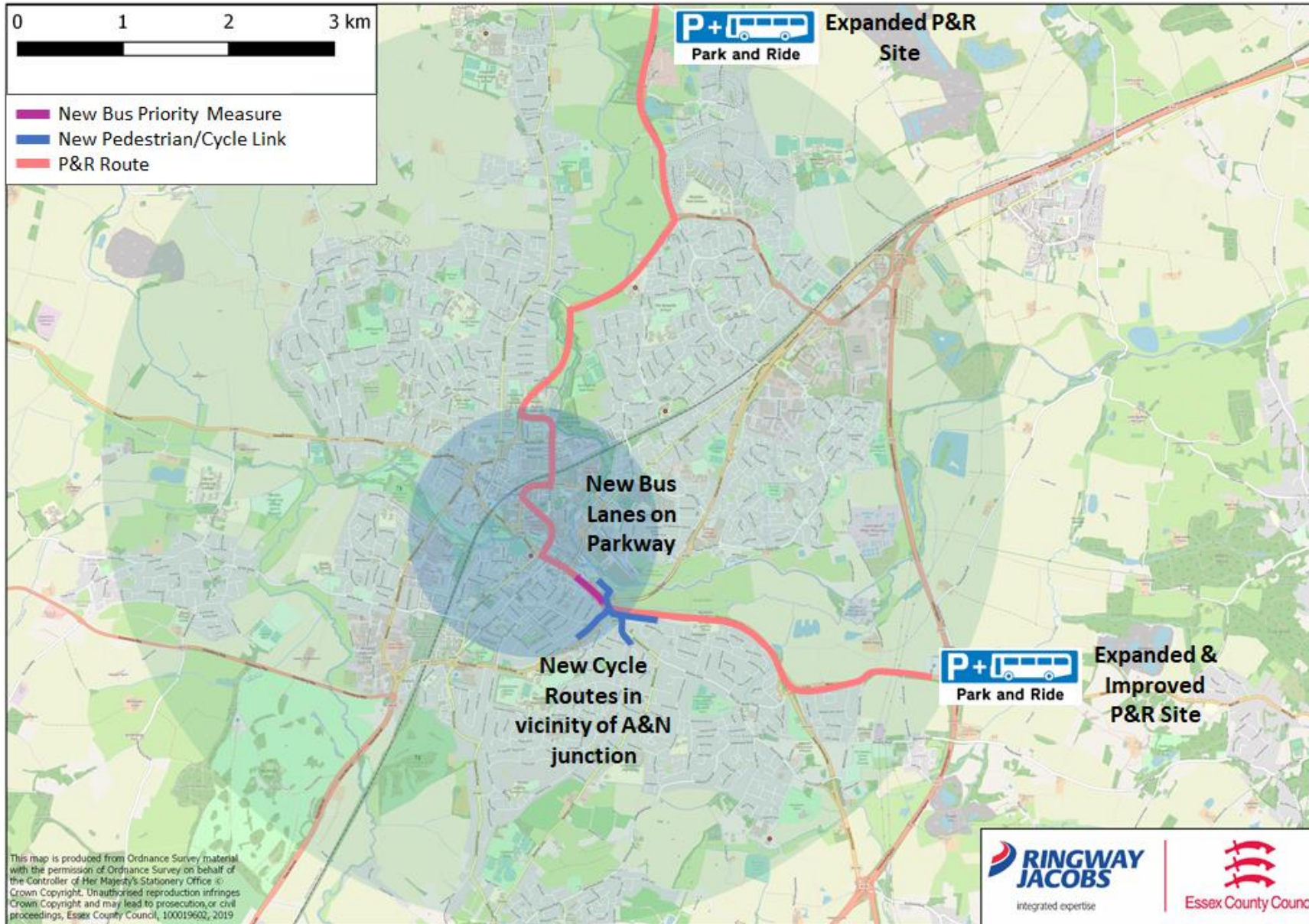
- Expansion of Park and Ride in Chelmsford is a key recommendation of the Essex Climate Commission and in line with Chelmsford's Future Transport Network Strategy
- The enlargement of Sandon P&R site would provide additional capacity during construction of the Army and Navy junction scheme and potential to facilitate greater use of P&R in the future
- 60% of consultation survey respondents supported early expansion of Sandon Park and Ride (17% were not supportive, 21% did not know and 2% did not answer the question)
- The cost of a new P&R site at Widford would be high and the financial risks associated with operating a new P&R service at this time are significant, particularly due to impacts of COVID



- With or without a Widford P&R in place, Chelmer Valley P&R would need to be expanded by about 500 spaces in order to accommodate the current forecast demand.
- Land is safeguarded in the Local Plan for this expansion, but it had no allocated funding.
- Therefore, we are now taking forward expansion of Chelmer Valley P&R, alongside expansion of Sandon P&R, instead of creating a new site at Widford.
- This will still increase overall P&R spaces in Chelmsford and reduce traffic heading into the city centre and using the Army and Navy junction, but limit the financial risk.
- In the longer term, we would still like to develop a new P&R site to the west of Chelmsford and hope to be able to take that forward as part of a different project in the future.



What is in the Army and Navy Sustainable Transport Package?



Elements now included:

- Redesign of Army and Navy junction (Hamburger Roundabout)
- Expansion and enhancement of existing Sandon Park and Ride site
- Expansion of Chelmer Valley Park and Ride site
- Potential Essex Yeomanry Way bus lane extension
- Improved walking and cycling facilities at Army and Navy junction and on approaches
- Improved bus priority/bus lanes on Parkway

Cycling improvements update



Cycling improvements summary

We are proposing significantly improved walking and cycling facilities at ground-level at the junction, replacing the current subway and creating attractive, safe and accessible routes.

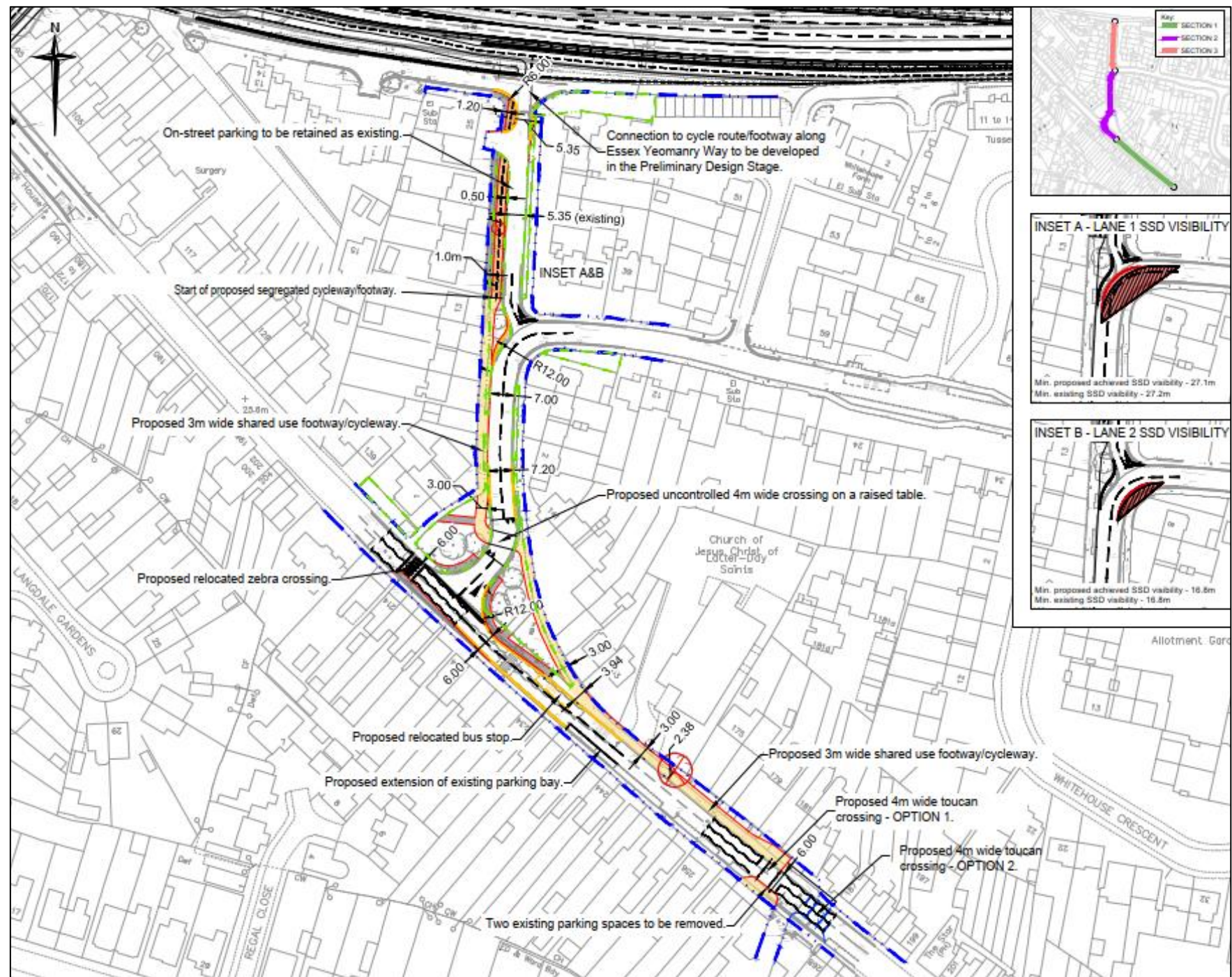
These include:

- New pedestrian and cycling facilities on Baddow Road
- New cycle route through Meadgate Avenue and a new cycleway alongside Essex Yeomanry Way, providing an improved route from Great Baddow
- Connection to existing Chelmer Road to Chelmer Village cycle route
- Fully segregated two-way cycle route on western side of Van Diemens Road
- New segregated cycleway into the city centre via River Chelmer route



Baddow Road/Meadgate Avenue cycle connection

- Toucan crossing of Baddow Road (two options)
- Relocation of existing zebra crossing on Baddow Road
- Relocation of two permit parking spaces (extension of other parking bay)
- New crossing of Meadgate Avenue
- Primarily shared use walking/cycling facilities – appropriate for no. of users
- Connection to Essex Yeomanry yet to be designed



Next steps



Next steps





Thank you

