



Army and Navy Sustainable Transport Package

Public Consultation Report

January 2022

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Executive summary

The Army and Navy junction is a critical gateway in and out of the city of Chelmsford but is operating significantly over capacity during morning and evening peak times, meaning users regularly experience congestion and delays.

Supported by the Army and Navy Task Force, Essex County Council has explored a variety of potential improvements and developed a proposed Army and Navy Sustainable Transport Package, featuring junction layout improvements (two junction options – hamburger roundabout and separate T-junctions), alongside walking and cycling measures, expansion of the existing Sandon Park and Ride and a new Park and Ride site in Widford (two site options – London Road and Greenbury Way).

An eight-week public consultation took place between August and October 2021 to support the identification of a preferred junction option, inform detailed design and highlight any points for consideration before final decisions are made. Because of uncertainty caused by the ongoing COVID-19 situation, the consultation had a strong digital focus, complemented by more traditional approaches to make it as accessible as possible.

In total, 850 responses to the consultation were received, including 842 survey responses, with the majority (76%) of those from residents of Chelmsford.

Among the key findings were:

- More than half of participants agreed that the proposed package would have a positive impact on Chelmsford (18% strongly agree and 37% agree) while a further 24% described their views on this as neutral.
- 60% of respondents indicated they preferred the hamburger roundabout option, compared with 21% who preferred the separate T-junctions option. 18% indicated they were undecided or had no preference, while 1% did not answer the question.
- 20% of respondents said the hamburger roundabout option, together with the wider measures proposed, would encourage them to travel through the junction using a different mode of transport in the future – compared with 16% for the separate T-junctions option.
- Almost half of respondents agreed the ‘proposed walking and cycling improvements would create a more coherent network for pedestrians and cyclists in Chelmsford’ (12% strongly agree and 35% agree), while a further 32% described their views on the statement as neutral.
- Most respondents (67%) had no preference about their preferred site for a proposed new Park and Ride in Widford, with slightly more respondents preferring the Greenbury Way site (18%) over the London Road site (13%).

- The majority of respondents (60%) supported the idea of expanding Sandon Park and Ride before work got underway at the Army and Navy junction to help manage disruption and improve travel options during construction.

In terms of notable qualitative feedback, there was a good level of support for the 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 for the junction. Concerns were also raised about certain elements of the junction options, notably the potential for confusion, the increase in the number of traffic signals, perceived worsening of congestion and traffic flow and the negative impact of proposals to remove existing permit parking bays in Van Diemens Road.

Some respondents felt the proposed walking and cycling measures did not go far enough and there was mixed feedback about proposals to remove the existing subway and replace it with ground-level crossings.

There was good support for the proposed expansion of Sandon Park and Ride and a proposed new Park and Ride site in Widford, although some questioned the demand for these measures, particularly in light of the impacts of the COVID-19 on passenger numbers. A number of concerns were raised about the safety of pupils regularly walking to a school playing field neighbouring the London Road site and needing to cross the road at the proposed entrance to the site.

The consultation has provided a valuable insight into the public's views about the proposed Army and Navy Sustainable Transport Package. The feedback received will play an important role in informing the decisions made by the Army and Navy Task Force and Essex County Council, including supporting the identification of a preferred junction option, as well as helping inform detailed design and highlighting points to be considered.

1. Introduction

The Army and Navy junction is a critical part of the Chelmsford transport network and a vital gateway into and out of the city. The junction consists of a five-arm roundabout. Under normal circumstances, up to 70,000 vehicles a day use the junction and it is already operating significantly over capacity during morning and evening peak times. As a result, the junction suffers from severe congestion and delays, which impact on safety and resilience, productivity and the potential future growth of the city. It also results in a poor-quality environment for all road users.

The issues at the junction were compounded by the closure and removal of the previous flyover for safety reasons. The situation at the gateway is expected to get worse in the future unless we do something differently. We cannot keep building new roads and need to instead provide better options for people to travel, encouraging safer, greener and healthier ways of getting around the city, especially for shorter journeys, where we want walking or cycling to be the natural choice. Through the proposed Army and Navy Sustainable Transport Package, Essex County Council is seeking to do just that.

A dedicated Army and Navy Taskforce, made up of elected members of Essex County Council, Chelmsford City Council and Great Baddow Parish Council and the local MP, has been supporting us in driving forward the project and exploring options. The views of the community are very important to us and we have also held workshops and meetings with community groups, businesses, transport groups and local councillors as the project has developed, as well as regularly updating the wider public on progress.

Having explored and assessed a variety of potential improvements, residents, businesses, and other interested parties were encouraged to have their say on two remaining junction options and a wider package of sustainable transport measures as part of a public consultation in summer/autumn 2021.

The proposed Army and Navy Sustainable Transport Package, as consulted on, has four key elements:

- 1) Improvements for all users of the Army and Navy junction:
 - Two distinct new junction layout options (Hamburger Roundabout and Separate T-Junctions)

Hamburger Roundabout

Resembling the look of a hamburger, this type of roundabout has a main road running through it. Traffic would be able to travel straight through the centre of the junction between Essex Yeomanry Way and Parkway. Other movements would be made using the roundabout, with traffic signals used to manage flows and priority. A left-turn slip road would be created between Chelmer Road and Essex Yeomanry Way.

Separate T-junctions

Two new T-junctions would be created – one linking Essex Yeomanry Way and Chelmer Road, and the other linking Essex Yeomanry Way/Parkway and Van Diemens Road/Baddow Road. Traffic signals would be used to control traffic flow at the junctions.

- Significantly enhanced walking and cycling facilities

Both options include significantly improved walking and cycling facilities at ground-level at the junction, replacing the current subway and creating attractive, safe and accessible routes. Fully segregated cycle lanes and direct crossings are proposed, in line with Department for Transport's latest guidance. Optimised signal timings would help ensure pedestrians and cyclists can travel across the junction safely and quickly.

- Improved bus priority measures

New bus lanes and bus priority measures would be added on Parkway and existing measures would be maintained on Essex Yeomanry Way and into the junction.

2) Improvement and expansion of Sandon Park and Ride

We are proposing an upgrade and approximate 350-space expansion of the Sandon Park and Ride site to meet increased demand, both now and in the future. It is hoped that initial works at the Park and Ride site can begin before any improvements at the Army and Navy junction so that additional capacity is available to meet the predicted increase in demand during construction and help minimise disruption. It is also hoped that new Park and Ride users will continue to use the service once construction is complete.

3) A new Park and Ride site in Widford

A new Park and Ride in Widford has been a long-standing aspiration for both Essex County Council and Chelmsford City Council and is now being proposed as part of the Army and Navy Sustainable Transport Package to provide greater travel options and enable sustainable growth of the city. We are considering two potential sites in Widford – one off the A414 London Road and one off the A414 Greenbury Way.

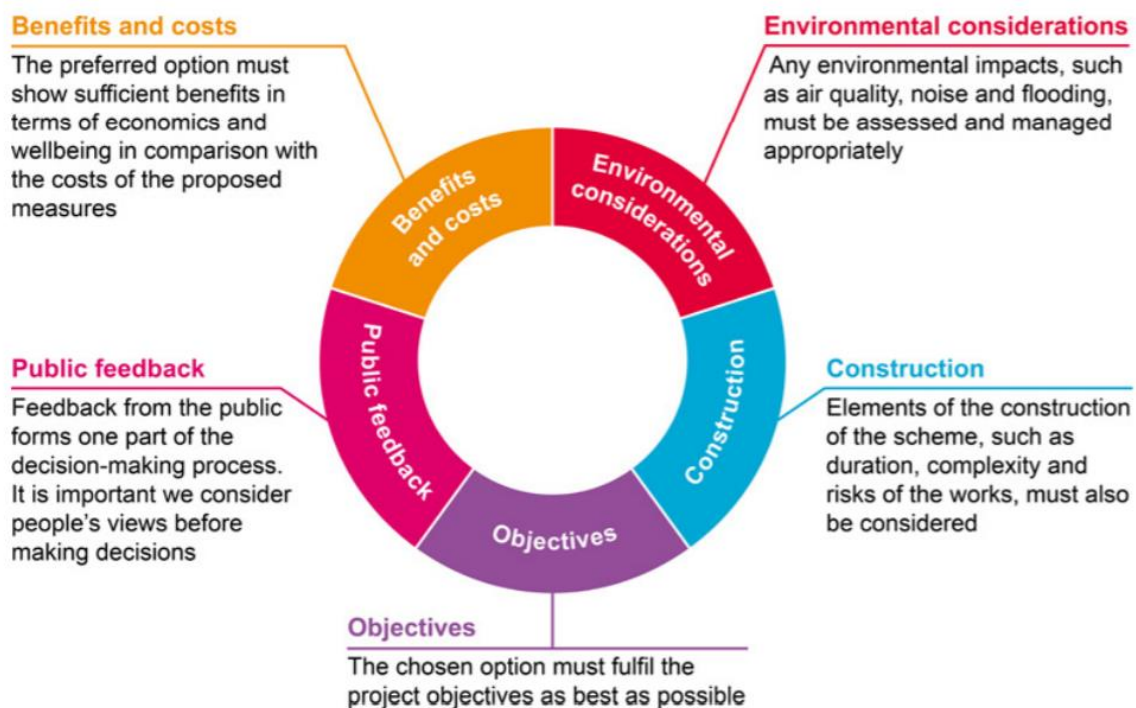
4) Additional connectivity improvements across the walking and cycling networks

- 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 through to the junction and city centre from Great Baddow
- Connection to existing Chelmer Road to Chelmer Village cycle route
- Fully segregated two-way cycle route on eastern side of Van Diemens Road, connecting to the Moulsham to city centre route

- New segregated cycleway into the city centre via the Parkway/River Chelmer route
- Potential new cycle route from Sandon Park and Ride site to the city centre (route options are still under consideration)
- Potential new cycle route from Widford Park and Ride site to the city centre (route options from both sites are still under consideration)

In line with the Department for Transport’s transport appraisal process, the public consultation provided an opportunity to seek feedback on the options being considered. This is good practice when a scheme has reached a stage in which local people can meaningfully review and comment on proposals. We have not made any final decisions and, as shown below, responses to the consultation will be considered alongside other key factors to help support our decision-making processes, including the identification of a preferred junction option.

Figure 1 - Considerations as part of the decision-making process



This report sets out our approach to consultation and summarises the feedback received through the consultation process.

2. Methodology

The public consultation period ran from Monday 9 August 2021 to Sunday 3 October 2021. The aim of the consultation, which was non-statutory, was to allow the public to provide feedback on the proposals presented as part of the Army and Navy Sustainable Transport Package.

Given the public consultation started during the summer holidays, we made the decision to run the consultation for eight weeks, rather than the typical six-week consultation period, to help ensure people had plenty of opportunity to respond.

Two junction layout options were presented to the public - a Hamburger Roundabout option and the Separate T-junctions option – alongside the proposed expansion of Sandon Park and Ride, a new Park and Ride at Widford (two site options) and various wider walking and cycling improvements.

At this stage, all proposals and options outlined as part of the Army and Navy Sustainable Transport Package are considered viable and no preferred junction option or Widford Park and Ride site were stated. With proposals still at a formative stage, consultation at this point in the project can demonstrate levels of support, inform detailed design and highlight points for consideration, as well as helping to inform our decisions.

To capture people's feedback on the proposals, a consultation survey was developed and included a mixture of questions to assess levels of support for the different elements of the proposed sustainable transport package and capture public feedback (see 2.2 Survey).

A series of online and in-person events and activities were also organised and took place during the consultation period (see 2.4 Consultation events).

2.1 Consultation materials and access

Due to uncertainty about restrictions caused by the ongoing COVID-19 situation, it was decided that the consultation would have a strong digital focus, complemented by some more traditional approaches to help ensure it was as accessible as possible.

A virtual exhibition (see Appendix C) was created and open 24/7 throughout the consultation, allowing people to visit at a time to best suit them. It was felt this additional flexibility would help accommodate those who have other commitments during typical working hours and may otherwise not have time to participate and could attract engagement from a broader demographic. The exhibition contained a series of information boards outlining the background to the project and details of our current options and proposals, as you would expect to find at a traditional consultation event. The virtual exhibition had a total 5,847 visitors during the consultation period.

A series of visualisations showing how the two junction options would look and work for different users, including pedestrians, cyclists and buses, were also produced. Using estimated future traffic levels at morning and evening peak times and our latest designs for both options, the videos allowed people to experience realistic journeys through the junction from the perspectives of the different users. An overview video also summarised how the two options would work, the key design features and the journey time improvements they would provide. Visualisations, showing the proposed layouts of the expanded Sandon Park and Ride and two Widford Park and Ride site options, were also produced. The visualisations were available to watch within the virtual exhibition, as well as uploaded to the [Essex Highways YouTube channel](#). Within the exhibition, the visualisation videos were clicked on more than 25,000 times. Snippets of the visualisations were also included in an animation video, which provided an overview of the background to the project and the proposals being considered as part of the Army and Navy Sustainable Transport Package.

Figure 2 - Image showing visualisation of the Army and Navy junction



In addition to these wholly digital elements, a [consultation brochure](#) was also produced. The brochure was available to view and download on the project webpage, while printed copies were also available upon request or to collect from County Hall, the Civic Centre and all Chelmsford libraries to help ensure those without internet access or who are uncomfortable online were not excluded. To make the consultation as accessible as possible, we also worked with local charity, Chelmsford Talking Newspaper, which recorded audio read-throughs of our consultation boards and brochure. The recordings were sent out via Chelmsford Talking Newspaper to its regular listeners and also made available via our webpage, helping enable our consultation to be accessed by people who are blind or partially sighted.

Finally, we also produced an easyread consultation brochure to make the information easier to understand for children and people with learning disabilities. The brochure was available on our webpage, with printed copies again available on request or from County Hall, the Civic Centre and all Chelmsford libraries.

2.2 Survey

The consultation survey contained 22 questions regarding the proposed Army and Navy Sustainable Transport Package and was split into various sections, focusing on each junction option, the proposed walking and cycling improvements, and the Park and Ride proposals (see Appendix A for full survey questions). Both quantitative and qualitative data was gathered through a range of closed and open-ended questions to gauge support for the various elements of the sustainable transport package and provide a better understanding of respondents' opinions about the proposals.

To analyse the qualitative feedback, an emergent coding approach was used with every consultation response read and reoccurring themes and trends identified. Where comments given have been used in this report to demonstrate points raised, please note they have been corrected for grammar and spelling if required. In devising the consultation questions, particular effort was made to help ensure respondents could provide feedback on the various individual elements of the sustainable transport package. However, comments were not always provided only in those sections and there was notable repetition of themes across the responses to different questions.

Personal information and demographic questions were also included to improve our understanding of who had responded and to help ensure the continued development of our equality and diversity monitoring. Where personal information was requested, it was made clear that the information provided was confidential, would be protected in line with our responsibilities under the GDPR (General Data Protection Regulation) and would solely be used for the purposes of the Army and Navy Sustainable Transport Package project.

The following privacy statement was included in the consultation brochure.

This survey is for you to provide information to be used by the Army and Navy project. Under the GDPR we have a legal duty to protect any information we collect from you. The information will only be used for the purposes of this project and will not be kept longer than is necessary to do so, up to a maximum of five years. We share this information with our partners Jacobs and Ringway Jacobs but we will not share your personal details with any other agency unless we have concerns that you or another individual may be at risk of harm or if it is required by law. We do not collect personal information for commercial purposes. If you would like to find out more about how Essex County Council uses personal data, please go to: www.essex.gov.uk/privacy or call: 03457 430 430. Essex County Council has a Data Protection Officer who makes sure we respect your rights and follow the law. If you have any concerns or questions about how we look after your personal information, please contact the Data Protection Officer at DPO@essex.gov.uk or by calling 03457 430 430 and asking to speak to the Data Protection Officer.

2.3 Methods of responding

The consultation had three official channels for submitting consultation responses.

Online survey: Available on the Essex County Council consultation portal and via the scheme webpage.

Freepost address: Details were included in the consultation brochures and on the webpage, enabling people to send in paper copies of the response form located at the back of the consultation brochures or their own written responses without charge.

Email address: Details of the project email address were included in the consultation brochures and on the website.

2.4 Consultation events

We hosted a series of both face-to-face and online events during the consultation period to enable people to find out more about the proposals and ask the project team questions.

The following table provides a full list of the various events.

Table 1 - List of events

Event type	Location	Date	Time
Live web chat	Live chat session within the virtual exhibition	Tuesday 17 August	6pm-9pm
Live webcast	Video call-style webcast on Microsoft Teams	Wednesday 25 August	7pm-8pm
Live web chat	Live chat session within the virtual exhibition	Friday 3 September	10am-1pm
Live webcast	Video call-style webcast on Microsoft Teams	Thursday 9 September	8pm-9pm
In-person drop-in event	High Street, Chelmsford	Saturday 11 September	12pm-4pm
In-person drop-in event	High Street, Chelmsford	Thursday 16 September	1pm-5pm
Live web chat	Live chat session within the virtual exhibition	Saturday 18 September	2pm-5pm
School careers event	Moulsham High School	Wednesday 22 September	8am-4pm

Live web chats

A series of three-hour live web chat sessions took place during the consultation to provide the opportunity for the public to 'chat' live with the project team through a chat function in the virtual exhibition. The messaging function was also available within the virtual exhibition throughout the consultation, however, it was made clear that any messages sent outside of the specific web chat sessions would not be responded to instantly and would instead be managed like other project enquiries. Although the live web chats were not particularly well attended, they provided another opportunity for people to ask questions about the project and did result in some detailed questions and conversations about proposed elements of the Army and Navy Sustainable Transport Package.

Live webcasts

Two live webcast meetings were held on Microsoft Teams during the public consultation period. These provided the chance for people to find out more about the proposals and allowed the project team to set the scene for the consultation, explain the background and context to the project, and outline the different elements of the proposed sustainable transport package. The online events also enabled attendees to submit written questions which were then answered live by the project team during a question-and-answer session. Up to 127 people attended the events and the questions asked included topics such as timescales, safety, traffic modelling, park and ride demand and elements of the proposed walking and cycling measures. Any questions that were unable to be answered during the events were added to the questions and answers section of the project webpage, with written answers provided for each.

In-person drop-in events

Two face-to-face drop-in events were held in Chelmsford city centre where the public could come to talk to the project team. The events took place in a central location in the High Street and allowed people to discuss the proposals with us and ask any questions. Consultation brochures were also available for people to read and take away with them. In total, about 90 people approached the project team to ask questions during the events, while others took the opportunity to collect printed brochures.

School careers event

Members of the project team also took part in a STEAM (Science, Technology, Engineering, Arts and Maths) careers event at Moulsham High School in Chelmsford during the consultation. The event was run as a careers workshop and provided an opportunity to explain the different roles involved in delivering projects such as the Army and Navy Sustainable Transport Package and the skills and qualifications needed to pursue those careers. About 280 students across years 10 and 12 were involved in the sessions, which provided an insight into roles in transport planning, environment, engineering, stakeholder engagement and communications, and geographic information system, digital and visual media.

Students were also given a brief overview of the Army and Navy Sustainable Transport Package and shown the options being considered as part of the project. They were then given the opportunity to identify their preferred junction option. Of the 280 people who participated, 197 identified the Hamburger Roundabout as their preferred option, compared with 83 for the Separate T-Junctions. Consultation brochures were also left at the school to encourage further participation in the consultation by the wider school community.

2.5 Other engagement

In addition to the public consultation events, other engagement took place both ahead of, and during, the consultation period. This included briefing sessions with partners in advance of the public consultation to update them on the final options and package of measures being consulted on, share the consultation plan and request support in promoting the consultation and encouraging participation. Briefings included sessions with community groups, businesses, transport groups and local councillors (Chelmsford City Council and Essex County Council).

In addition, members of the project team had a video call meeting with the headteacher of Widford Lodge and met a group of residents of Van Diemens Road on site to discuss their respective concerns about the London Road site option for a new Widford Park and Ride and proposals to remove the existing permit parking bays in Van Diemens Road to accommodate walking and cycling improvements.

2.6 Promotion of the consultation

We used a variety of different communications channels to publicise the consultation as widely as possible and encourage people to participate by completing the consultation survey, visiting the virtual exhibition, or attending events. A summary of the channels can be found below.

Project webpage – The [project webpage](#) (see Appendix D) was used as the main landing page for all communications and signposted people to both the virtual exhibition and the consultation survey. The page was updated with latest information about the project background and proposals, consultation dates, events, and other key information. A series of questions and answers, covering questions about the project, proposals, and consultation, were published and regularly updated to help manage the number of incoming enquiries. The consultation brochure, easy-read brochure and an audio readthrough of both documents were published on the webpage, where they could be viewed, downloaded and printed.

More detailed information on the proposals and scheme was provided through supporting documents. These included local junction modelling results, and design drawings showing the locations and finer details of the Widford Park and Ride site options and current proposals for Van Diemens Road.

Project e-newsletter – Four editions of the Army and Navy Sustainable Transport Package e-newsletter were issued during the public consultation (see Appendix F). The e-newsletters were each sent to approximately 1,700 people who had specifically subscribed to receive the latest updates on the project and provided an opportunity to highlight key features of the proposals, encourage people to participate in the consultation and to remind them about the various consultation events.

Other e-newsletters – Content about the public consultation was also included in other e-newsletters managed by Essex County Council, including Your Essex – a countywide weekly news update from the council – and the Smarter Travel for Essex newsletter. These channels helped to widen our reach and promote the consultation to a larger audience (see Appendix G).

Emails to stakeholders – Emails were sent to various stakeholders at key milestones in the consultation to encourage participation and request support in sharing information about the consultation. Emails were sent to notify people about the start of the consultation, in advance of upcoming events and ahead of the end of the consultation period.

Letters – Letters were sent to approximately 6,100 residents and businesses within about an 800m radius of the Army and Navy junction (based on a 10-minute walk from the junction). Tailored letters were also sent to a small number of residents and businesses in London Road and Greenbury Way regarding the Widford Park and Ride proposals to highlight the sites under consideration and encourage participation in the consultation survey. Finally, letters were sent to residents in Van Diemens Road to specifically highlight the proposals in that area, including the potential removal of existing permit parking bays to provide the space needed to accommodate proposed segregated walking and cycling facilities and the existing lanes for general traffic. All letters were posted at that start of the consultation.

Social media – Content was posted across the Essex County Council and Essex Highways social media accounts, including the Major Transport Projects Facebook page (see Appendix I). These posts focused on encouraging participation in the consultation, promoting the virtual exhibition and various consultation events, and outlining the different elements of the sustainable transport package. Visual content included still images from visualisations of the options, images of the virtual space and an [animation](#) explaining the project and proposals.

Posts were shared on popular local Facebook groups to increase their reach and also boosted (advertised) to audiences within a certain distance of the Army and Navy junction, primarily focused on the Chelmsford area but also other parts of the county where users of the junction typically travel from. In total, posts on the Major Transport Projects Facebook page (including both organic and boosted posts) reached more than 186,000 people during the consultation period.

Press releases – Three press releases were issued to media during the consultation, resulting in local print and broadcast news coverage. The press releases announced the launch of the consultation, detailed upcoming consultation events and reminded people about the consultation ahead of the deadline for responses. Articles were also included in hyperlocal magazines, such as the Moulsham Times, City Times and Danbury Focus, as well as various parish publications. See Appendix E for the launch press release.

Outdoor advertising – Advertising appeared for eight weeks on 31 digital passenger screens throughout Chelmsford and the surrounding area (see Appendix H), including larger screens outside the Meadows Shopping Centre in High Street and at Sandon Park and Ride and Chelmer Valley Park and Ride. The other locations included bus stops/shelters in Parkway, Broomfield Road, London Road, New London Road, Westway, Wood Street, Duke Street and Springfield Road, as well as outside Chelmsford Railway Station, Chelmsford Bus Station and in Danbury and Boreham. The adverts were displayed 14,400 times a day and a total of 806,400 times throughout the full campaign period, with the messaging encouraging people to find out more about the proposals and participate in the consultation. Digital passenger screens were chosen as an additional advertising channel because of the prominent locations of many of the screens and also to specifically target those using passenger transport. The screens rotate between displaying advertising and live bus and rail timetables and information, increasing the likelihood that people look at the screens and for longer amounts of time.

Media advertising – A double-page advertorial feature was placed in the Essex Chronicle during the first week of the public consultation, summarising the options and proposals and encouraging people to participate. Two half-page print adverts were also published in the Essex Chronicle later in the consultation (Thursday 2 September and Thursday 16 September). A sponsored article was also published on Essex Live at the start of the consultation, supported by Facebook advertising. The article received 5,300 page views, while the Facebook post reached 36,019 people. This mixture of online and print advertising helped ensure we reached different demographics, including those who do not access news online (see Appendix J).

Posters – A4 and A3 posters were used to promote the consultation (see Appendix K). Copies were sent to parish councils, libraries and Park and Ride sites, as well as being provided to the Meadows Shopping Centre, High Chelmer Shopping Centre and businesses close to the Army and Navy junction, including Marriages, Evans Cycles, Aldi and B&M. Digital versions were also sent to other partners.

Partner channels – We engaged with various partners to encourage them to amplify the message by sharing information about the consultation via their channels. This included promotion via social media, webpages and e-newsletters. Among those to promote the consultation were the Federation of Small Businesses, Essex Chambers of Commerce, Chelmsford City Council, the Meadows Shopping Centre, One Chelmsford and various parish councils (see Appendix L). Chelmsford Talking Newspaper also sent an audio read-through of our consultation materials to its regular listeners and made it available on its website.

3. Data Analysis and Interpretation

This section presents the results from the online and paper consultation responses. This includes a summary of who responded, and analysis of the main themes and issues raised in the responses.

3.1 Sample

In total, 850 responses to the consultation were received. These included:

- 839 online responses
- 4 written responses (three responses to the survey and one general response)
- 7 email responses (all general responses)

Of the 842 respondents who submitted an online or written survey response, 57% identified as male, 37% as female and less than 1% in another way. 4% preferred not to say and 2% did not answer the question.

It should be noted that respondents to a consultation are a self-selecting sample made up of those who have chosen to respond, that is to say a non-scientific sample. Responses, therefore, reflect the views of only those who respond. Responses to consultation provide an invaluable insight into the concerns, themes and issues surrounding proposals, although these views may be skewed towards a particular viewpoint and thus should not be considered a fully representative sample of the population. Regardless of this, all responses and comments have been duly noted and considered.

As part of the public consultation, about 550 targeted stakeholders, including some statutory consultees, were informed about the proposals and provided with the opportunity to provide a formal response to the consultation.

Respondents to the consultation included Chelmsford City Council, Chelmsford Civic Society, Cycling UK, Chelmsford Cycling Action Group, Road Haulage Association, Helping Hands Essex, Widford Lodge School, Boreham Parish Council, Stock Parish Council, Broomfield Parish Council, Great Baddow Parish Council, Runwell Parish Council, South Woodham Ferrers Town Council, Little Waltham Parish Council, Danbury Parish Council and various local businesses.

3.2 Response maps

Figure 3 (below) shows a plot map of the locations of the respondents of the survey, based on the postcodes given. This shows that a significant number of responses were from people Chelmsford, but responses were also received from across other parts of Essex in Harlow, Braintree, Colchester, Basildon and Brentwood. There were also some in Southend and London.

Figure 3 - Plot map of all response locations

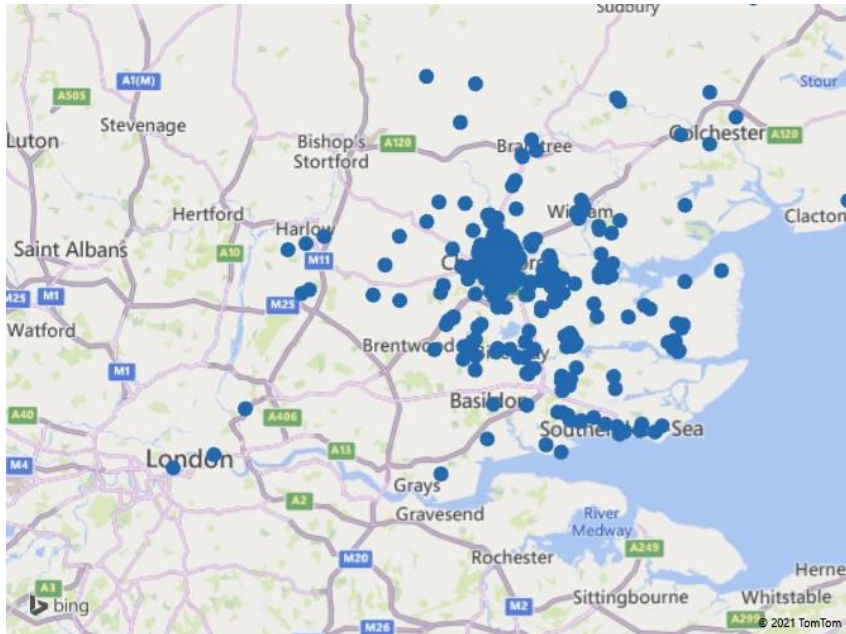


Figure 4 (below) shows a heat map of the areas of respondents. The areas where greater numbers of responses were received are shown in yellow and orange, centred around Chelmsford, with smaller numbers shown in green and blue.

Figure 4 - Heat map of all response locations

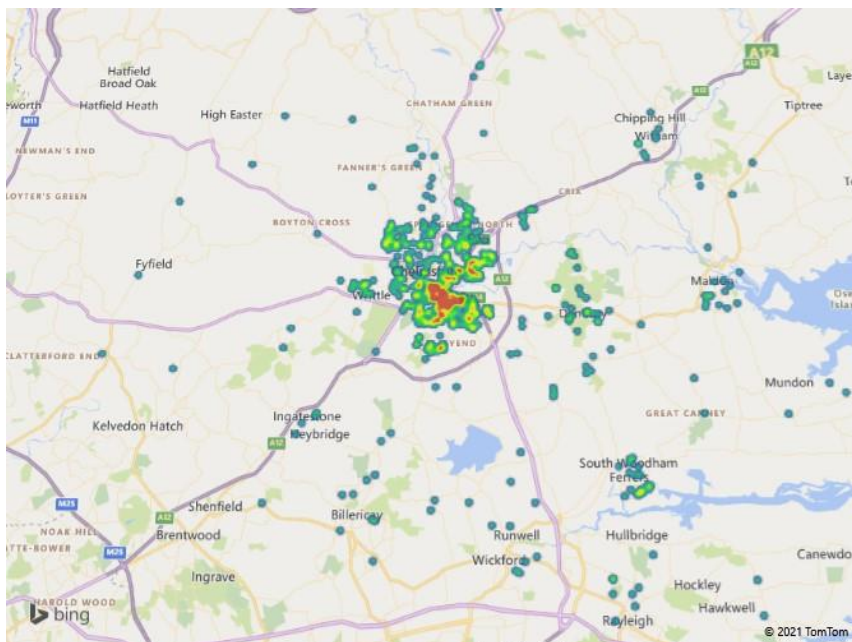


Figure 5 (below) shows a close up of the Chelmsford area, providing an indication of where higher numbers of responses came from. These areas included Great Baddow, Moulsham, Broomfield, Boreham, Little Baddow, Galleywood, Widford and Writtle.

Figure 5 - Plot map of Chelmsford and surrounding areas

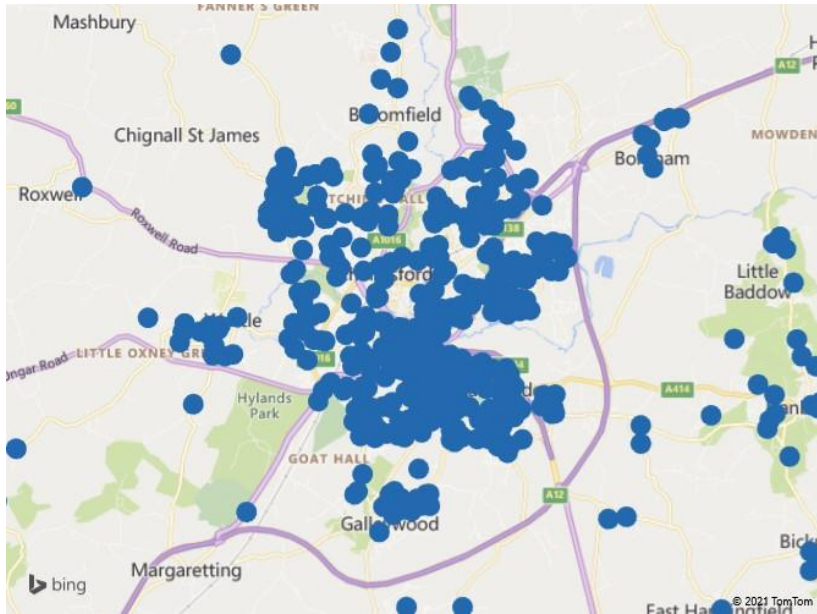
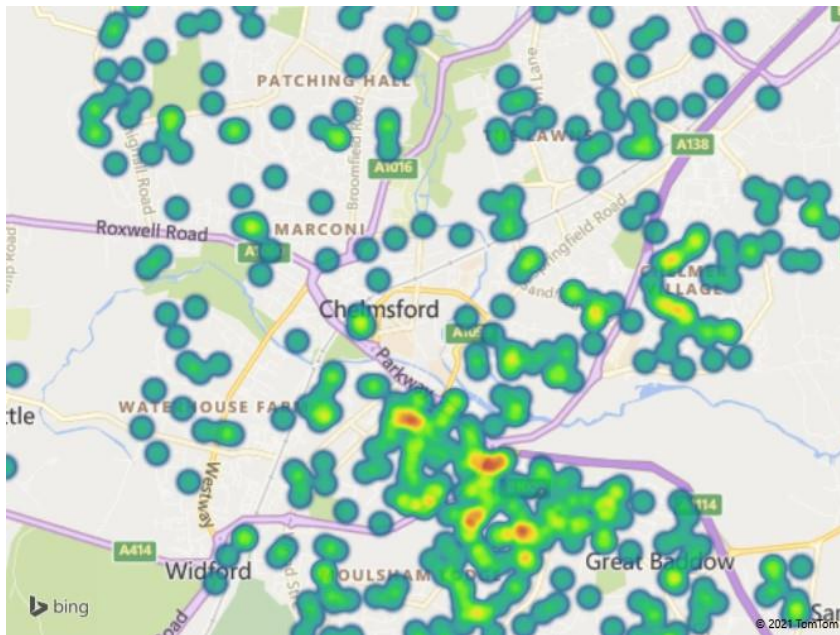


Figure 6 (below) shows a heat map of these areas, with a greater number of responses coming from the residential areas of Great Baddow and Moulsham, relatively close to the Army and Navy junction.

Figure 6 - Heat map of Chelmsford and surrounding areas



3.3 Respondent data

Nearly all respondents to the consultation survey indicated that they travel through the Army and Navy junction (99%), showing the proposals and consultation were highly relevant to them.

As part of the survey, people were asked to indicate how they would best describe themselves from a list of given options, as outlined in table 2. The majority of respondents

selected they live in Chelmsford (76%), with the next highest percentages indicating they work in Chelmsford (10%) or visit Chelmsford (10%). Therefore, most responses to the survey are from residents.

Table 2 - Respondent category

Which of the following best describes you?	Percentage
Someone who lives in Chelmsford	76%
Someone who works in Chelmsford	10%
Someone who visits Chelmsford	10%
Someone responding on behalf of a business organisation based in Chelmsford	2%
Someone responding on behalf of a business organisation based outside Chelmsford, but which travels or operates in the area	1%
Another interested party	1%
Not answered	0%

Asked what mode of transport they most commonly used (pre-COVID) when travelling through the junction, the vast majority of respondents indicated they travelled by car, van or lorry (86%), followed by walking (4%) and cycling (4%), as shown in table 3.

Table 3 - Mode of transport most commonly used (pre-COVID)

What mode of transport do you most commonly use (pre-COVID) when travelling through the Army and Navy junction?	Percentage
Bicycle	4%
Walking	4%
Bus	2%
Park and Ride bus	1%
Mobility scooter	0%
Motorcycle or moped	0%
Taxi	0%
Car, van or lorry	86%
Other	1%
Not applicable	0%
Not answered	2%

Regarding the purpose of their most common journey through the junction, 32% of respondents said their most common journey was for travel to/from work, with leisure and visiting friends or family following at 16% and 13% retrospectively. Although slightly lower percentages when categorised, shopping accounted for a combined 23% (grocery shopping – 9%, other essential shopping – 8%, non-essential shopping – 6%).

Table 4 - Purpose of your most common journey

What is the purpose of your most common journey through the Army and Navy junction?	Percentage
Travel to/ from work	32%
Travel to/from college, university or other form of adult education	0%
Business travel	4%
School run	2%
Grocery shopping	9%
Healthcare (including pharmacy)	3%
Other essential shopping	8%
Non-essential shopping	6%
Visiting family or friends	13%
Accompanying children (excluding to/from school)	1%
Leisure	16%
Other	5%
Not applicable	0%
Not answered	1%

As shown in table 5, there was a good spread of ages that responded to the consultation survey, with the highest percentages in the 35-44 (20%) and 45-54 (20%) age groups.

Table 5 - Age

Age	Percentage
Under 18	1%
18-24	3%
25-34	17%
35-44	20%
45-54	20%
55-64	17%
65+	16%
Prefer not to say	5%
Not answered	1%

3.4 Junction Layout Options

This section specifically relates to the two junction options (hamburger roundabout and separate T-junctions) and comments respondents had about the junction proposals, including any preference between the options.

3.4.1 Junction Option Preference

Preferred junction layout option

Respondents were asked to state their preferred junction layout option from the two remaining options shared at consultation. As shown in table 6, 60% of respondents

indicated they preferred the hamburger roundabout option, compared with 21% who preferred the separate T-junctions option (21%). 18% indicated they were undecided or had no preference, while 1% did not answer the question

Table 6 - Junction preference

What is your preferred junction layout option?	Percentage
Hamburger Roundabout	60%
Separate T-junctions	21%
Undecided or no preference	18%
Not answered	1%

3.4.2 Junction Comments

Alongside selecting their preferred junction option, the first open-ended question in the survey asked respondents for any comments they had on the junction proposals. This helped to steer the comments towards the junction aspect of the Army and Navy Sustainable Transport Package, gain an understanding as to why the respondent chose the specific option in the question prior and get feedback about the junction options as a whole. The comments provided by the respondents were themed and have been summarised below. Examples have been chosen to illustrate the key themes and issues that arose.

Sentiment

There was a relatively even split of positive sentiment (59 comments) and negative sentiment (66 comments) in response to this question. Those who supported the proposals mentioned the particular benefit for those travelling into and out of Chelmsford, the improvement from the current design and their general happiness that proposals were being made to improve the junction. Those who opposed the proposals raised concerns the options would not work or make a difference, would have a negative traffic impact, particularly for certain movements, and featured too many traffic signals. Comments were also made that the options appeared confusing and would have a negative impact on residents in Van Diemens Road, where existing permit parking bays are proposed to be removed.

Support

Benefits for those travelling in and out of city:

“Both options look good from my selfish perspective as I tend to travel on the A130 into and out of the city.”

“It looks good in terms of people travelling from outside Chelmsford...”

Improvement from current design:

“Both alternative junction layouts should be an improvement over the existing layout.”

"I think the two options are both very good."

Improvements for pedestrians and cyclists:

"Both proposals are very good for pedestrians and cyclists, and that is to be applauded."

"I'm very pleased to see the improved cycle lanes."

"Both options look like a huge improvement, and the improvements for cycling in particular will be very important in the future (when oil runs out, petrol vehicles no longer exist, and climate change hits harder - all of which are likely to happen within the lifetime of whatever infrastructure is installed now).

Pleased improvements to junction being proposed:

"I feel that it is superb that something is finally being done about the worst roundabout in Chelmsford"

"I'm glad to see something being done about the junction"

Oppose

Would not work or make a difference:

"Neither would solve the problem, more investment needed for an ambitious solution which would last for decades"

"I struggle to understand how any of the proposed options will improve traffic flow and assume that you don't consider that to be a priority."

"Both of your current options are very weak. For the amount of money you'll likely spend, you may as well do a job properly and make sure it's sustainable for the traffic now and for the inevitable rise in future traffic for years to come."

Look confusing:

"Both proposals look confusing. I am mainly concerned about how to navigate from Van Diemens Road to B1009 using either proposal."

"The ideas you have proposed are a cheap option and one that will undoubtedly cause confusion, which will most certainly lead to accidents, and will not ease the amount of traffic that passes through it..."

Concerns about traffic impact:

"Both junction layouts rely on interrupting traffic flow into the town centre to allow the other routes to join this flow. Surely this will continue to cause queueing along Essex Yeomanry Way during peak times? I find it hard to believe either layout will be able to manage the traffic volumes seen here."

“Living as close as I do to the junction, sadly I fail to see how any new scheme which prevents continuous flow of traffic with the use of traffic lights, will alleviate the congestion which is currently evident.”

“Both of these final options have built in congestion problems as they do not provide free flowing traffic in any direction.”

“Both appear to increase congestion and traffic being at a standstill increasing co2 emissions.”

Lack of benefit for certain movements:

“Neither of the proposed solutions does anything to help the congestion on Van Diemens Road. If anything, it’s going to make it worse.”

“Both solutions encourage travel to the town from out of town by making the priority route from the A1114 to the A1060 and vice versa. This doesn’t help central Chelmsford residents.”

“Both options fail to adequately address the travel north to south, i.e. to/from Van Diemens Lane to Chelmer Road.”

Concerns about number of traffic signals:

“Both options have too many traffic lights, hard to imagine that either option would be easier for people who have to use cars - in my case my children go to a school 40 minutes away on foot.”

“Either way on both options it is going to cause traffic backing up at the lights.”

Impact on residents of Van Diemens Road:

“For the residents of Van Diemens Road the removal of all parking lay-bys - when there are no other options - will adversely impact their quality of life.”

“Access to my property is already impaired by the road furniture associated with the pedestrian crossing. Reducing the space available still further is dangerous and unacceptable.”

Suggestions

Many comments were putting forward specific suggestions or outlining key considerations for the junction (102 comments). A number of these comments focused on suggested additional slip roads, sequencing and positioning of traffic signals, the need to accommodate local trips, potential walking and cycling changes, notably a bridge, and the suggestion that certain vehicle movements should be limited.

Slip road suggestions:

“There definitely needs to be a few lanes like the slip road next to Aldi up to Chelmer Village on each side where possible.”

“It would be further improved by a slip lane from Baddow Road to Van Diemens Road, and another slip lane from Van Diemens Road to Parkway.”

“Please do not make use of the considerable land in front of Travelodge hotel. This could be used to give a filter to left (town centre direction).”

Traffic signals suggestions:

“A well sequenced set of traffic lights installed at ALL junctions coming into the roundabout, and in use ALL the time, is the most important update that the roundabout requires.”

“The pedestrian and cyclist phases need adequate prioritisation to make them useful. If the crossings are installed like the rest along the Parkway corridor (to solely prioritise motor vehicles) then this will not deliver modal change.”

“There has to be a traffic lights system including Baddow Road exit, on the way from Great Baddow, otherwise it will be still impossible and dangerous to get out onto new junction in future.”

Need to accommodate local trips:

“It's important to realise that despite the heavy amount of traffic coming in and out of Chelmsford via Essex Yeomanry Way / Parkway, this is not the only important route and is largely only busy at rush hour, as opposed to the other junctions which have a consistent flow of traffic all day. Slowing the other junctions would create more issues than opening EYW/Parkway solves.”

“More priority should be given to people living in Chelmsford coming via the Van Diemens and Baddow road entrances as these are always the slowest routes to the junction. Local residents have to deal with the junction every day and have no alternative transportation options when using the roundabout such as the park and ride.”

Limit movements:

“Both options will work much better if the Baddow Road entrance prevented cars from entering the army and navy as planned years ago.”

“..whilst it is important to enable business and commercial traffic into the city, encouraging local people to leave their cars at home and travel in by alternative means is also a key factor in promoting a greener sustainable environment. Therefore, the restriction of local traffic via Baddow Road and through the Old Moulsham area is a must in my view, unpopular as such a thing would be.”

“Reducing standing and slow-moving traffic and air pollution for the residents of Baddow Road should be a priority - shut off the end of Baddow Road to all traffic apart from walking and cycling. Prevent rat running through Meadgate.”

Pedestrian and cyclist improvements:

“Given my experience of cycling in London, junctions need to be safe, but also fast for cyclists to achieve good uptake. I'd suggest to consider a flyover for pedestrians/cyclists.”

“I would prefer either a subway or bridge over these busy roads like the one near Moulsham School.”

“...remove all pedestrian crossings but install underpasses or bridges.”

“Subways or footbridge are needed!!”

Option specific comments

Expressing preferred option

Many comments expressed a preferred option (110 comments). A significant number of those who preferred the separate T-junctions focused on the junction being easier to navigate or less confusing than the hamburger roundabout option. Others felt the cycle route would be better and that it would be safer, more attractive and would specifically benefit certain movements. Those who preferred the hamburger roundabout focused on the appearance of the option, along with improved journey times and greater traffic flow.

Separate T-junctions

Easier to navigate or less confusing:

“...more straightforward to navigate causing less confusion and allow motorists to have more awareness of what's going on around them...”

“The Separate T Junctions layout is preferable to the Hamburger Roundabout because it is more straightforward and easier for drivers to understand and navigate...”

“I'm not a confident driver, so for me the idea of separate T junctions is much more appealing. A hamburger roundabout would increase the complexity of the junction and be more intimidating for new drivers as well as those not so confident, in my opinion.”

“Both options look extremely good for all forms of transport, but I am swayed towards the separate T-Junctions because I think the Hamburger Roundabout will be more confusing for drivers to use.”

Better cycling route:

“Looks like a better route for cycling.”

“I also feel this option gives bikes safer, easier passage across the junction, something which is currently not easy due to constantly flooded underpass and multiple very slow pedestrian lights.”

“There are fewer cycle and pedestrian crossings with the Separate T Junctions providing quicker, more direct routes across the junction for pedestrians and cyclists.”

Safer option:

“Keeping the road/junctions as simple and straightforward as possible is key to making them safer to use and function more effectively.”

“T junction safer as vehicles tend to speed up inside the roundabout making the getting into the roundabout very dangerous.”

“Given the huge number of drivers who cannot safely negotiate even a 'standard' roundabout, I would have thought that the split junction scheme would be a safer option.”

“It will also make for by far the most attractive and safe layout for pedestrian usage.”

Better arrangement for specific movements:

“Separate 'T' junctions will allow traffic from north and south of the dual carriageway to proceed in a left-hand direction easier than a roundabout.”

“I believe the separate T junctions will give the better travel experience to people approaching from the most areas - the hamburger roundabout will not enhance the experience of people coming from the Baddow Road area.”

“Separate 'T' junctions allow greater separation of traffic to peripheral roads.”

“The slowest side to get through the Army and Navy roundabout is when you come from Van Diemens/ Princes Road, I think a T- junction will improve the waiting time if you come from this direction.”

Appearance and space:

“I think the separate T junctions will offer the best overall visual appearance.”

“... It also allows more green space, allowing paths to be further away from the junction.”

“The double junction looks like it will create nicer areas to be in as a resident/pedestrian/cyclist.”

Hamburger Roundabout

Appearance:

“... hamburger seems more attractive and looks like it will be less traffic than the t junction option.”

“The 'Hamburger' roundabout seems more aesthetically pleasing”

“It simply looks more attractive, which is important for a prominent gateway to our city and to encourage its use by pedestrians and cyclists.”

Improve journey times:

“The hamburger is the best option as it will reduce congestion and speed up journey times.”

“The hamburger junctions seem to be superior to the T-junction options in most ways: length of time to build, environmental impact (particularly carbon), noise, size of footprint, cost and effectiveness on journey times / delays.”

“49% quicker for motorised vehicles - these are the people that are using this system! This is where congestion comes from! Definitely the best option.”

“It would make more sense to have the option that reduces the travel time for motorised vehicles since this seems to be the major problem currently.”

Improved traffic flow:

“The hamburger junction makes most sense because it allows for free flow from the A130 from where I suspect most of the traffic comes from.”

“Hamburger preferred as I believe it will give greater flow of traffic and less start stop than multijunction arrangement.”

“I feel that the Hamburger roundabout is the best option as it allows the flow of traffic to move best; the junctions option would be terrible as just create more stop/ start queues.”

Accommodates all movements:

“I favour the Hamburger system as I double back on the Army and Navy roundabout in order to travel on Parkway to get to my home address.”

“The other option will force more traffic from Prince's Road and Baddow to the Odeon roundabout to then come back to get to Chelmer.”

“It offers more options for traffic to make other movements, negating the need to travel further into the city to perform a U-turn at the Odeon roundabout, which is already a problematic junction in itself and will suffer from the congestion being kicked down the road from the Army and Navy.”

Success of other similar junction arrangements:

“I have seen how successful the hamburger was in Harlow and so favour this design.”

“The Hamburger style is located in Stansted and Town Councillors reported that this works well.”

“I have used the hamburger roundabouts in other parts of the country and they work well if the traffic light system is well timed.”

“I lived in Salford for a short while and they have a hamburger junction there. It works pretty well given the amount of traffic heading into and out of Manchester past Salford.”

Subway or underpass

A number of comments mentioned the theme of a pedestrian subway or underpass (47 comments). Under the current proposals, the current subway would be closed and replaced with significantly improved walking and cycling facilities at ground-level at the junction. Most of the comments made questioned whether the subway should be retained in place of ground-level pedestrian crossings, citing safety, the impact on traffic and pedestrian and cyclist journey times.

Safety:

"I am concerned about the proposed removal of the pedestrian underpass. I feel safer walking in an underpass than when crossing a main road."

"...gives bikes safer, easier passage across the junction, something which is currently not easy due to constantly flooded underpass and multiple very slow pedestrian lights."

"There's lots of pupils travelling around this area on foot and cycles who will need to make many road crossings and a bridge or new subway is quicker and safer."

"There has been no consideration of possible safer 'subway' options - instead all routes have been moved to ground level and the existing subway removed - A MISSED OPPORTUNITY."

"It should not have pedestrian or cycle lanes on it, these should be by use of subways. This helps in keeping traffic moving freely and cyclists and pedestrians safer."

Impact on traffic:

"When will you learn it's the pedestrian crossings having a knock-on effect to traffic hold ups!! Subways or footbridge are needed!!..."

"Too many traffic lights to travel through because of pedestrian crossings. The underpass should be kept to get rid of some crossings and ideally more underpasses created..."

"...removal of the subway (or an equivalent) is unacceptable to me - not just because of the interaction of people and traffic which is very disappointing BUT because the crossings will demand traffic to stop and start regularly, [potentially very regularly] which I believe will impact the efficiency of the whole design AND with every start stop, release of brake particulate and emissions from acceleration..."

"The inclusion of a subway would result in fewer 'stop-starts' for both motorised and non-motorised users. Such inclusion would therefore considerably reduce the amount of pollution."

Pedestrian and cyclist journey times:

"The loss of the pedestrian underpass is a disincentive for those of us willing to walk due to the extra distance and time taken to transverse all the crossings."

“The current junction has a subway which does not require its users to stop, and this needs to a feature of the future junction otherwise statements of the junction being improved for pedestrians and cyclists are simply untrue.”

“Can an underpass / overpass for cyclists and pedestrians not be considered in order to provide for a continuous flow of both. This would only encourage more desirable transport options.”

“Deleting the existing underpass is a retrograde step d will increase the journey times for pedestrians and increase exposure to moving vehicles.”

Flyover

A relatively large number of respondents expressed a desire for a flyover at the junction (99 comments), while a small number of others indicated that they were pleased a new flyover was not being considered.

Pro flyover:

“Should be a double flyover like Gallows Corner.”

“Should be putting in a flyover or underpass to keep traffic flowing. Traffic lights will still cause the same congestion as the roundabout already does.”

“Ideally I would have preferred the dual flyover option but that is no longer being considered.”

“The most efficient solution is a two-lane flyover replacing the one removed, yet this seems to have been completely dismissed.”

“A two-way flyover would reduce traffic flows to d from the city using Baddow Bypass and Parkway. As seen when we had a tidal flow single carriageway flyover. Now either option manes ALL traffic has to enter d leave the feature.”

Anti-flyover:

“The Army and Navy traffic flow is better and safer now the flyover has been removed.”

“Happy that the notion of a replacement flyover was dropped.”

Cost

A small number of comments specifically mentioned cost (21 comments), with most of those focusing on the theme of cost benefit (9 comments) or suggesting the proposals are a waste of money (6 comments).

Cost benefit:

“...taking one of the cheaper options may not be the best in the long run.”

“Both of your current options are very weak, for the amount of money you’ll likely spend, you may as well do a job properly and make sure it’s sustainable for the traffic now and for the inevitable rise in future traffic for years to come.”

“It could be argued that the best things to do is not spend anything and let the congestion force motorists to choose other routes.”

Waste of money:

“Total waste of time and money. Leave it as it is!”

“Unless we’re going to do this properly (underpass or dual lane flyover) don’t do it all. The hamburger roundabout and separate T-junctions are unpopular and a waste of public finances.”

“Improving park and ride access and developing cycle and walking routes (that does not mean just coning off parts of the road) would be a far better use of time and money.”

Public transport

Some comments specifically mentioned public transport or issues with public transport (43 comments), specifically buses and bus routes. The key issues raised were the need for buses to have greater priority and the need for better and cheaper bus services.

Priority for buses:

“Appears to be no improvements for buses. Buses need priority leaving the city centre and approaching from Baddow Road and Chelmer Village. More buses required to provide an alternative choice to using private cars.”

“This project presents a good opportunity to consider installing bus lanes along Parkway.”

“...Bus lanes that come up to the roundabout with priority.”

Better and cheaper bus services:

“Unfortunately, we need to travel by car unless you provide a much cheaper and more regular bus service.”

“We also need better public transport in terms of bus availability, reliability and pricing.”

“To include a free bus service for local residents in the meantime whilst we wait for construction to begin seeing as it will probably cause more delays with construction. to help minimise this you could provide a free bus service to minimise amount of cars being used.”

“Buses in Chelmsford are expensive and rarely have many occupants. I regularly see them completely empty of passengers. There are plenty of models in other parts of the country that could be investigated. For example, in Durham the buses are cheap and full.”

Environment

A relatively large number of comments mentioned environmental themes (88 comments), with many mentioning the importance of incorporating green spaces or greenery in the junction design (24 comments), climate emergency or climate change (19 comments), air quality or air pollution (11 comments) and flooding or flood areas (9 comments).

Green spaces or greenery:

“Green spaces and separation need to be significant in the design, giving sound and visual screening as well as some environmental benefit.”

“I hope the roundabout and surrounding junctions will have increased greenery to help reduce emissions.”

“It also allows more green space allowing paths to be further away from the junction.”

“The concept videos give the impression of green space, please try and achieve this.”

Climate emergency or change:

“I personally feel these options do not go far enough in addressing the climate emergency and making public transport and cycling/walking the options of choice.”

“I am also disappointed with the proposed timeline - we are already in a climate crisis and improved transport routes should be treated as a matter of urgency.”

“It is in a flood risk area and in heavy rain it often floods and with climate change, the heavy rainstorms as experienced this summer will become more frequent.”

Air quality or air pollution:

“...Negative impact on the environment/air quality and biodiversity.”

“Both represent an increase in stationary traffic for the future meaning an increase in car exhaust and further traffic around all of Chelmsford and spilling over into major roadways.”

“It is likely to lead to increased congestion on Baddow Road, reduced air quality and make sustainable options less attractive due to the potential volume of traffic.”

“More traffic will only lead to higher pollution rates, stress, accidents and eventually to physical and mental health issues.”

Flooding or flood areas:

“Van Diemans Road regularly floods. I see nothing mentioned to tackle this problem. I have witnessed, and have video evidence of, several cars which have broken down trying to pass through the water.”

“One of the saving graces of this area of green either side of the new bridge is the fact that it is a floodplain so no building can be put on it. I am greatly concerned that the more

engineering that occurs on this natural land the more encouraged the council will be to build more.”

“It is vital that the chosen option works with developers Hopkins and Redrow to ensure better cycling routes from Great Baddow as the current ‘so called’ route is on roads such as Meadgate Avenue subject to on street parking and congestion, then directs cyclists down a subway expressly marked as cyclists dismount. Any new route needs to be useable for 365 days a year, not subject to flooding or other issues likely to impede travel.”

Safety

A number of comments focused on safety (53 comments), with the most common themes being safety specific suggestions (11 comments) and concerns the options would worsen road safety generally (9 comments).

Safety specific suggestion:

“I note that this (Baddow Road junction) is the only non-controlled junction in this layout. Please reconsider if this shouldn’t instead be a controlled crossing, like all the rest. Especially during the learning period after the changes are made, I’m concerned that road users won’t be expecting or prepared to Give Way to cyclists on an uncontrolled crossing.”
“Introducing traffic control measures at this junction would also increase the safety of road users and pedestrians.”

“I’m glad you are thinking about cycling but you need to ensure that after crossing the army and navy safely you can continue your journey safely on designated cycle paths.”
Worsen road safety:

“The ideas you have proposed are a cheap option and one that will undoubtedly cause confusion, which will most certainly lead to accidents.”

“I have a huge concern about the proposed zebra crossing at the entrance to Baddow Road on the Hamburger Junction. In short I think this is a death trap. People do not always stop for the current crossings on Baddow Road (I often have to wait for 2 or 3 cars before the crossing is safe to use as people just don’t look or stop) so I do not expect people will stop for that one when the line of sight from the roundabout is much poorer.”

“The proposal to have more traffic lights and pedestrians is terrifying! This is a dangerous part of town for drivers. Add pedestrians to this and there will be serious accidents.”
“Access to my property is already impaired by the road furniture associated with the pedestrian crossing. Reducing the space available still further is dangerous and unacceptable.”

Accessibility

A few respondents specifically mentioned accessibility issues regarding the proposals (18 comments), notably commenting about accessibility for the elderly (6 comments), disabled (5 comments) and residents (6 comments).

Lack of accessibility for the elderly:

No consideration for those who can't walk or cycle due to age and health, especially as no suitable public transport. Should an elderly person be expected to carry heavy supermarket shopping on a bus."

"Bearing in mind the large number of aged people in the Chelmsford area, walking or cycling is not a viable option they will use."

"I have heart failure and cannot ride a bike since having a total knee replacement so walking or cycling for us is not an option even from the park and ride, as is the case for most elderly people who live outside Chelmsford."

Lack of accessibility for the disabled:

"Many surgery users will have mobility issues and walking won't be viable. I would encourage all to remember that walking or cycling are not viable alternatives for all users or journeys."

"As a blue badge holder who has frequent healthcare appointments across Chelmsford I want a junction which enables those of us who have to use cars and ambulance transport to get through Chelmsford South to North and return."

"You have really helped drive people away from shopping in Chelmsford, especially people with disabilities."

Lack of accessibility for residents:

"For the residents of Van Diemens Road the removal of all parking lay-bys - when there are no other options - will adversely impact their quality of life. It is already almost impossible to have friends and family visit or contractors attend."

"I can barely reverse onto the driveway as it is, doing so would be nigh on impossible if the lay out is altered as proposed."

"Losing the laybys for those residents that do not have off-road parking will impact on their day-to-day activities."

Location focus

Many responses to this question focused on a specific location (149 comments), reflecting the complexity of the junction and the differing priorities of respondents depending on which arms of the junction they use most often. The most frequently mentioned locations were Baddow Road and Van Diemens Road – the arms of the junction providing access to and from the nearest residential areas. Those that mentioned Baddow Road largely focused on entry to and from the junction from that direction. Many of those who mentioned Van Diemens Road expressed concerns that the proposals would not reduce congestion or air pollution in the area, as well as concerns about the potential loss of permit parking bays.

Baddow Road mentions:

“Baddow Road backs up so much because it is a struggle to pull out onto the roundabout with such a heavy flow of traffic. Please consider all entry points to the roundabout equally.”

“Baddow Road appears to be no better off! Traffic signals required to assist traffic exiting.”

“At peak times, Baddow Road is extremely congested and it can increase journey times in a car or bus by over 20 minutes. My main priority as a Chelmsford resident would be to see improvements made to traffic flow approaching the Army and Navy from Baddow Road.”

“I’m not sure either option hugely improves the position on Baddow Road in terms of driving. I also think it will increase my walk as I currently only cross Baddow Road and use the underpass but now will have to cross several roads, but I accept that is just unfortunate.”

Van Diemens Road mentions:

“There is no compelling evidence to suggest that either proposals for the junction will reduce traffic volume on Van Diemens Road, consequently not reducing dangerous levels of pollution as desired/required.”

“I’m disappointed that it doesn’t look like much can be done to improve the queuing on Van Diemens. I know you won’t clear all traffic, but it seems whichever option we get, Van Diemens is no better off than it was when the flyover was active.”

“Both options fail to adequately address the travel north to south, i.e., to/from Van Diemens Lane to Chelmer Road.”

“I think the plans miss an opportunity to improve traffic flow on Van Diemens Road. If the left lane approaching the junction could be physically separated off to be a left onto Parkway only lane I believe that would improve traffic flow significantly.”

“Neither of the proposed solutions does anything to help the congestion on Van Diemens Road. If anything, it’s going to make it worse.”

“For the residents of Van Diemens Road, the removal of all parking lay-bys - when there are no other options - will adversely impact their quality of life.”

3.4.3 Hamburger Roundabout

This section is specifically focused on the hamburger roundabout junction option, with respondents asked to answer questions about what impact they felt the option would have on journeys for different transport users, whether the option would encourage them to travel using a different mode in the future and, if so, what modes they would consider. People were also given the opportunity to specifically comment on the hamburger roundabout option.

Impact of hamburger roundabout option

When considering the impact of the hamburger on different transport users, 55% of respondents said they felt it would have a positive impact on journeys for cars, vans, lorries and motorcyclists (19% very positive and 36% fairly positive). However, 22% of respondents felt it would have a negative impact on these users (13% very negative and 9% negative). A further 16% stated they felt it would have little or no change and 7% were unsure.

49% felt the option would have a positive impact on journeys for people who use the bus (17% very positive and 32% fairly positive), while just 11% thought it would have a negative impact (7% very negative and 4% fairly negative), with 27% feeling there would be little or no change and 13% unsure.

45% of respondents believed the hamburger roundabout option would have a positive impact on people who cycle (15% very positive and 30% fairly positive), with 17% feeling it would have a negative effect (10% very negative and 7% fairly negative), 24% saying there would be little or no change and 14% unsure.

37% indicated they felt that the option would have a positive impact on people who walk (13% very positive and 25% fairly positive), while 19% said they thought it would have a negative impact (10% very negative and 9% fairly negative), 29% said they thought there would be little or no change and 14% were unsure.

29% of respondents believed the hamburger roundabout option would have a positive impact on mobility impaired users (9% very positive and 20% fairly positive), with 17% feeling it would have a negative effect (10% very negative and 7% fairly negative), 25% saying there would be little or no change and 29% unsure.

Table 7 - Impact on journeys for different transport users

What impact do you think the Hamburger Roundabout would have on journeys for the following transport users?	People who cycle	People who walk	People who use the bus	Mobility impaired users	Cars, vans, lorries and motorcyclists
Very positive	15%	13%	17%	9%	19%
Fairly positive	30%	25%	32%	20%	36%
Little or no change	24%	29%	27%	25%	16%
Fairly negative	7%	9%	4%	7%	9%
Very negative	10%	10%	7%	10%	13%
Unsure	14%	14%	13%	29%	7%

When asked whether the hamburger roundabout option, together with the wider measures proposed as part of the Army and Navy Sustainable Transport Package, would encourage them to travel through the junction using a different mode of transport in the future, 20% of respondents said 'yes', with 62% responding 'no' and 18% 'unsure'.

When subsequently asked to specify which modes of transport, if any, they would therefore consider in the future, 57% either did not answer or indicated the question was not applicable, with bicycle (19%), car, van or lorry (16%) and walking (14%) the top three modes of transport. More than one mode could be chosen. Of the 2% who selected 'other', the majority of alternatives were e-scooter, while others explained that they could not travel by alternative means.

Table 8 - Modes of transport considered in the future

If so, which of the following mode/s of transport would you consider using in the future?	Percentage
Bicycle	19%
Walking	14%
Bus	11%
Park and Ride bus	11%
Mobility scooter	0%
Motorcycle or moped	1%
Taxi	2%
Car, van or lorry	16%
Other	2%
Not applicable	27%
Not answered	30%

Sentiment of comments

There was a relatively even split of positive sentiment (60 comments) and negative sentiment (79 comments) for the Hamburger Roundabout option, in answer to an open question inviting any comments about the option. For those expressing support, a number of comments focused on improving traffic flow, reducing congestion or support for the proposed walking and cycling improvements. Those opposed focused on concerns about the option being confusing, negative impacts on traffic flow and journey times, the proposed walking and cycling measures or the likely road safety impacts. The comments provided by respondents were again themed and have been summarised below. Examples have been chosen to illustrate the key themes and issues that arose.

Support for Hamburger Roundabout

General support:

"It looks like a sensible solution and one that would work here given the needs of the area, volume of traffic and space restrictions."

"I believe the solution is a good one."

"In my view, it is plainly the better option and by a very considerable margin."

Improve traffic flow and reduce congestion:

"Seems to have more traffic flow options from the current entry points."

"It would seem to offer the best option - of the 2 - for free-flowing traffic."

"Significantly the best option for private car travel flows (49% v 7% for T-Junction)."

Support walking and cycling improvements:

"I'm pleased to see how well thought out the cycle and footways are."

"Think it would work. Cycle lanes being kept away from roads is good."

"I like that the cycle and walking routes would be ground level. The underpass is not pleasant to travel through."

"Broadly in favour of this due to its improved cycling and walking options."

Oppose Hamburger Roundabout

General opposition:

"It seems ridiculous as the traffic going straight across the middle section would still have to stop at lights anyway, thereby possibly having to stop twice just to get across the junction."

"Frankly ridiculous scheme which removes the slip road from Parkway towards Chelmer Village which is currently the only sensible traffic measure implemented at the Army and Navy."

"It's an extremely poor design and no thought for the car user, only advantage is for pedestrian user and cyclist, whom do not pay for the privilege of using the road."

Confusing:

"Overly complicated."

"It's not at all clear to me as to how it would function!"

"I find this type of junction really confusing and I consider myself a competent driver. I worry that older or less confident drivers could get in a real pickle with this."

"I think it looks very confusing and hectic and can foresee several accidents, especially for cyclists and people who will be unfamiliar with the area."

Negative impact on traffic flow and journey times:

"It is a poor 'solution' which will only serve to increase congestion and pollution levels through stacked vehicles."

"Fail to see how stopping traffic on all but the cross-roundabout road when in use will enhance traffic flow - I think it will just add to congestion."

"A signal-controlled roundabout will cause more stop/start motoring and be more disruptive and slower than twin 'T' junctions."

"A traffic light regulated hamburger roundabout will make the roundabout extremely congested. I believe cars coming from Van Diemens/ Princes Road will get longer waiting times with this layout."

Would worsen road safety:

"...They distract the driver/road user away from what's going on around them. They increase the risk to vulnerable road users."

"A dangerous option as not a familiar feature of UK road network."

"Not sure it is as safe an option for cyclists or vehicles due to its complexity."

Concerns about walking and cycling proposals:

"As a cyclist, there looks to be too many points where you need to wait at traffic lights before proceeding, this looks to be adding time to my commuting."

"Has more traffic lights to cross for pedestrians and cyclists than the double T and so is less good in this respect."

"I walk and cycle across the army and Navy at present. A hamburger roundabout will still be a roundabout which is difficult to negotiate by any means other than a vehicle. Walking round feels a long way, and it presents a complex start/stop/wait on a cycle."

"We feel strongly that the inclusion of a cycle/pedestrian subway should be a requirement of this option and would greatly benefit all users of this busy junction."

Cost

A small number of comments about the Hamburger Roundabout option related to cost (10 comments), with the majority of those suggesting the option would be a waste of money (6 comments).

Waste of money:

"...you're just going to waste public money the outcome will be no better than it already is, on a wet cold windy day nobody is going to get on a push bike to go to work, or take a guided tour of Chelmsford on a bus..."

“Total waste of money. Any improvements in flow only generate more traffic.”

“As per my previous comment I would just reiterate the amazing waste of public money you are proposing without any benefits to any road or pavement user.”

Traffic

Some comments specifically related to traffic signals or road signage/markings (46 comments), with quite a few offering suggestions or highlighting important considerations.

Traffic signal and road signage/markings considerations and suggestions:

“It has to be done in a way that people waiting for the traffic lights don’t block the junction.”

“It will be important that the traffic light sequence ensures that pedestrians and cyclists are not delayed in the middle of the junction.”

“Proper signage will be required so that traffic coming from the town knows it must stay left to turn right. Proper sequencing of the lights also essential to ensure flow out of Baddow Road and Van Diemens Road.”

“Yellow boxes to prevent people blocking the roundabout up for users going straight over.”

A number of comments for the Hamburger Roundabout question related to congestion or traffic flow, with some suggesting the option would worsen congestion and traffic flow (39 comments) and some saying it would improve traffic flow (20 comments).

Improve traffic flow or congestion:

“I feel it will help the flow of traffic the most.”

“Appears to keep traffic flowing better than the alternative option, less traffic waiting at junctions = less fumes/noise.”

“I feel that this option would get the traffic through faster. What you need is something that avoids people sitting and waiting to get through the junction.”

“Best one as gives a much better flow of traffic and looks safer if managed by traffic lights.”

Worsen traffic flow or congestion:

“...Lots of stopping at traffic lights for other modes of transport to cross.”

“It slows the through traffic down to a halt.”

“Not good. Will cause big tailbacks like other Hamburger Roundabouts do.”

3.4.4 Separate T-junctions

As with the hamburger roundabout section, this set of questions specifically focused on the separate T-junctions option, with respondents asked to indicate what impact they thought the option would have on journeys for different transport users, whether the option would encourage them to travel using a different mode of transport in the future and, if so, what mode or modes they would consider. Respondents were also offered the chance to specifically make any comments about the separate T-junctions option.

Impact of separate T-junctions option

For all transport users, lower percentages of respondents felt that the separate T-junctions would have a positive impact on journeys when compared with the hamburger roundabout.

37% of respondents said they thought the separate T-junctions would have a positive impact on journeys for people who cycle (12% very positive and 25% fairly positive), while 22% indicated they thought it would have a negative impact (10% very negative and 12% fairly negative, with a further 24% stating they felt it would have little or no change and 7% unsure.

For people who walk, 34% felt the option would have a positive impact on journeys (24% very positive and 10% fairly positive), while 22% thought it would have a negative impact (10% very negative and 12% fairly negative), with 29% feeling there would be little or no change and 15% unsure.

31% of respondents believed the separate T-junctions option would have a positive impact on journeys for cars, vans, lorries and motorcyclists (9% very positive and 22% fairly positive), with 43% feeling it would have a negative effect (21% very negative and 22% fairly negative), 18% saying there would be little or no change and 8% unsure.

31% also indicated they felt that the option would have a positive impact on people who use the bus (8% very positive and 23% fairly positive), while 19% said they thought it would have a negative impact (9% very negative and 10% fairly negative), 33% said they thought there would be little or no change and 17% were unsure.

21% of respondents believed the separate T-junctions option would have a positive impact on mobility impaired users (5% very positive and 16% fairly positive), with 22% feeling it would have a negative effect (11% very negative and 11% fairly negative), 26% saying there would be little or no change and 31% unsure.

Table 9 - Impact on journeys for different transport users

What impact do you think the Separate T-Junctions would have on journeys for the following transport users?	People who cycle	People who walk	People who use the bus	Mobility impaired users	Cars, vans, lorries and motorcyclists
Very positive	12%	10%	8%	5%	9%
Fairly positive	25%	24%	23%	16%	22%
Little or no change	24%	29%	33%	26%	18%
Fairly negative	12%	12%	10%	11%	22%
Very negative	10%	10%	9%	11%	21%
Unsure	17%	15%	17%	31%	8%

Asked if the separate T-junctions option, together with the wider measures proposed as part of the Army and Navy Sustainable Transport Package, would encourage them to travel through the junction using a different mode of transport in the future, 16% of respondents said 'yes', with 69% responding 'no' and 15% 'unsure'.

When asked to specify which modes of transport, if any, they would therefore consider in the future, 68% either did not answer or indicated the question was not applicable, with bicycle (14%), car, van, or lorry (13%) and walking (11%) again the top three modes of transport. More than one mode could be chosen. E-scooter was again a common alternative for the 2% who selected 'other' and other respondents explained that they could not travel by other modes.

Table 10 - Modes of transport considered in the future

If so, which of the following mode/s of transport would you consider using in the future?	Percentage
Bicycle	14%
Walking	11%
Bus	7%
Park and Ride bus	7%
Mobility scooter	0%
Motorcycle or moped	1%
Taxi	1%
Car, van or lorry	13%
Other	2%
Not applicable	32%
Not answered	36%

Sentiment of comments

A significantly higher number of responses to the specific Separate T-Junctions question were negative in sentiment (105 comments) as opposed to positive (43 comments). For those that were positive, a number referred to the option being favourable in terms of the walking and cycling proposals, while other comments highlighted road safety improvements. A number of the comments opposing the Separate T-Junctions option commented about the fact that certain movements would not be possible (e.g. no right turn possible from Baddow Road), while others expressed concerns the option would be confusing, would have insufficient journey time and traffic flow benefits, cause congestion in other areas and not be beneficial for pedestrians and cyclists.

Support for Separate T-junctions

General support:

“An uncomplicated and easy to use junction with very limited conflicting movements and very straight forward pedestrian and cyclist crossings.”

“Although setting up the traffic light phasing will be complicated (and will probably need to be adjusted until it is right) this solution seems to offer the best outcome. The junction will remain overly busy whatever is done, but this seems to offer the possibility of making access fair from all the approach roads.”

“It looks good, it maximises the green space, it will be understandable, it won’t offer any single direction an unfair advantage, you can tune the traffic flows by adjusting the lights timings, it is just 100% better in every imaginable way.”

“I think this option is far more straightforward. Lanes are clearly defined and there is better direction for where people want to go.”

Support walking and cycling improvements:

“The road layout provides less complex sight lines for people on foot or cycling with greater ability to negotiate the junctions and track approaching vehicles.”

“The T junction allows traffic to be managed appropriately and gives cyclists and pedestrians a safe walking / cycling route that is distanced from traffic. This may encourage families to bike.”

“I feel that a complete redesign will enable sustainable transport methods to be prioritised. Green and public transport should be prioritised over polluting cars and taxis.”

“It’s not a perfect solution but does appear to offer more sustainable forms of travel better routes into town thus encouraging their use. We cannot continue to favour and encourage private car use into and around the city so this option would seem a good way forward.”

“If I lived locally I would definitely be more inclined to cycle as junctions are easier and safer to navigate.”

Road safety improvements:

"Think it is a better option, down to safety and ease of use."

"...This looks like it will reduce the travel time for vehicles coming into Chelmsford and be a safer option with less etc incidents (of which I saw 2 just last week) on the roundabout. I also like that the pedestrian and cycle areas will be divided and safer than the existing ones."

"I think separate t junctions will be easier for people to work out what lane to be in making it safer for everyone."

"Safer and more controlled."

Oppose Separate T-junctions

General opposition:

"Absolutely awful proposal."

"We are stopping everyone at every point, not a good idea."

"Bad design with traffic being forced around."

Does not accommodate all current movements:

"Downside for Baddow residents, would not be able to drive direct from Baddow Road up to Chelmer Village. You would have to drive towards town/possibly encounter more traffic and loop round and come back from where you had just driven."

"I do not like that vehicles coming from Baddow Road cannot turn right."

"If it means that you cannot travel from Baddow Road to Chelmer Village, you will have uproar. Really bad move to send people all the way to the Odeon roundabout to have to navigate to Chelmer."

"Removal of journey options will only create more traffic congestion and further deteriorate situation at Odeon Roundabout or Wood Street Roundabout."

Confusing:

"A confusing layout with what appears to be a lot of areas where traffic will be held up at lights."

"Appears too complicated and restrictive, with a greater potential for delays for vehicle users."

"I think the separate T junctions would be very confusing and chaotic and would not be of benefit to all travellers."

Negative impact on traffic flow and journey times:

"I think it will just make the queues of traffic worse."

"Don't think it would help the traffic flow at all."

"I don't believe that T junctions would keep a consistent flow of traffic; or at least as much as the Hamburger option would appear to do."

Negative impacts on other areas:

"Bit silly that if you want to get to Parkway you have to find alternative routes - potentially causing traffic elsewhere and not resolving the issue."

"I think right turners from Chelmer Village direction will back up to an unacceptable extent."

"I think this option will cause more hassle than the current circumstance and cause traffic on surrounding roads due to the lesser option of coming off/on to the road needed for travel."

Concerns about walking and cycling proposals:

"This will degrade what is currently there for cycling and walking."

"It would make it very hard for pedestrians and cyclists to get round the junction as there are large stretches of open road to cross that may be scary for people."

"When compared with the Hamburger option, the benefits are not as great for walking and cycling (which was my daily use of the junction pre Covid-19), therefore this is my least preferred option."

Cost

A small number of comments focused on the theme of cost (10 comments), with the majority of those suggesting the option would be a waste of money (5 comments).

Waste of money:

"Total waste of money. May be marginal better for pedestrians if given priority."

"Not a good idea, waste of money. Won't improve the traffic flow at the army and navy."

"Stop wasting public money on private car users"

"Journey time savings for all users minimal - large waste of money. Shame as it could have been radical and innovative."

Traffic

Traffic signals and signage

A number of comments related to traffic signals or road signage/markings (41 comments), with the majority of concerns about the number of traffic signals that would be required, the impact of these on congestion and traffic flow. However, a small number of other comments were positive about the potential benefits of additional traffic signals at the junction.

Negative:

"I think the traffic lights required at each junction will slow the traffic from those approaches even more, causing worse traffic on Princes Road and Baddow Road."

"It will just be a build-up of queues at all the traffic lights. We already have too many in Chelmsford already."

"Can see this causing longer delays from the sheer amount of traffic lights. At least with a roundabout the traffic still keeps flowing to some extent."

Positive:

"It is signalised with increased safety for both drivers and pedestrians."

"Traffic flow would be improved with computer-controlled lights sensing traffic."

"Economic in land usage, with proper sequencing of traffic lights will improve traffic flow."

Traffic flow and congestion

A relatively large number of comments related to traffic flow and congestion, with the majority suggesting the option would worsen congestion or traffic flow (90 comments), although a small number of others said it would improve traffic flow or reduce congestion (8 comments).

Worsen traffic flow or congestion:

"I think it will just make the queues of traffic worse."

"This option will also slow the pace of traffic crossing across the junction north to south and vice versa to a halt."

"This option can surely only increase tailbacks."

"This option doesn't look so good for improving the flow of traffic, which is the primary reason I have not selected this one. At peak times, traffic can queue a far back on Lady Lane, blocking this side of Old Moulsham as cars struggle to get on the Van Diemans."

“Traffic flow and control appears to be more complicated and difficult to manage. Lots of stop and start actions, basically moving from one queue to another.”

Improve traffic flow or congestion:

“This option appears to separate the traffic routes more effectively, and hopefully would reduce the tail back on the 5 access routes leading to the current Army & Navy roundabout.”

“Out of the 2 suggestion this is the better and it will break up the flow of traffic by traffic lights.”

3.5 Walking and Cycling Improvements

This section focuses on the walking and cycling improvements proposed as part of the Army and Navy Sustainable Transport Package, providing an opportunity to assess overall support for the proposed measures and to gain qualitative feedback.

3.5.1 Overall agreement

The first question in this section looked at the level of agreement that the ‘proposed walking and cycling improvements would create a more coherent network for pedestrians and cyclists in Chelmsford’. Almost half of respondents agreed (12% strongly agree and 35% agree), while a further 32% described their views on the statement as neutral. 20% disagreed (8% strongly disagree and 12% disagree) and 1% did not answer the question.

Table 11 - Agreement about creation of a more coherent network for pedestrians and cyclists

To what extent do you agree with the following statement: ‘The proposed walking and cycling improvements would create a more coherent network for pedestrians and cyclists in Chelmsford’?	Percentage
Strongly agree	12%
Agree	35%
Neutral	32%
Disagree	12%
Strongly disagree	8%
Not answered	1%

3.5.2 Comments about proposed walking and cycling improvements

The first open-ended question in this section of the survey asked respondents for any comments they had on the walking and cycling proposals. This helped to steer the comments towards these specific aspects of the Army and Navy Sustainable Transport Package and provide an opportunity for the public to offer feedback and suggestions about these elements. The comments provided by respondents were themed and have

been summarised below. Examples have been chosen to illustrate the key themes and issues that arose.

Sentiment of comments

Of the comments where a clear opinion was expressed, a slightly higher number were generally positive (34 comments) than negative (27 comments). Positive comments focused on themes such as improved connectivity and safety, as well as the prioritisation being given to walking and cycling and potential for the proposed measures to encourage increased active travel. Negative comments referred to increased journey times for pedestrians and cyclists, potential conflict with traffic.

Support

General support:

“Overall, I am very pleased to see the plans for cycling and walking improvements and strongly support these.”

“As a keen cyclist I believe both options improve the cyclists experience.”

“Much better arrangement from the pedestrian, cyclists’ people with prams and mobility impaired point of view. All on one level. No subway areas that make you feel unsafe.”

“The junction itself is obviously better for pedestrians as everything is at grade without the current subway putting people off, and more direct, and nearly all walk times are reduced.”

Improved connectivity:

“Both options would provide a greater connection and safer measures than currently existing with this junction.”

“I think they are excellent and will make getting around the city and it’s environs without a car much easier.”

“A big improvement over the existing layout giving access to all parts of the junction.”

Improved safety:

“Any walking route will be better as it is unsafe to walk under Army and Navy as I have been hit by cyclists many times so to get rid of this would be an improvement.”

“Very much needed, especially for walkers’ and cyclists’ safety.”

“Good that segregated cycle facilities are being proposed, mustn't let this get downgraded to shared during the design process.”

“Anything which offers a network of safe non-vehicular routes is to be encouraged.”

Encourage increased usage:

“I live in Great Baddow and use my bike when I can. The improvements would be most welcome and I think will encourage people to use more often.”

“I think the improvements proposed appear positive and hopefully over time, encourage more people to walk and cycle shorter journeys.”

Prioritisation of active travel:

“I am very pleased that any scheme would prioritise those using sustainable or public transport.”

“About time that cycling and walking was prioritised. It just needs to join up properly and not be cut off but current roadways or obstacles.”

“It is very positive to see how much active travel is being taken into account. I think particularly as work patterns change due to the pandemic, people may be inclined to want to walk and cycle more, rather than having to commute longer distances by car. It is great to see this being facilitated.”

Oppose

General opposition:

“Both options will probably make the walk longer.”

“Removing the underpass would make crossing the entire junction an absolute mission.”

“Too many crossing points with busy vehicular traffic”

Longer pedestrian and cyclist journey times:

“They aren't improvements because they increase the transit time with multiple traffic light stops that aren't present with the current subway.”

“The cycling routes as proposed are not an improvement over current options, there is no continuous flow for either and will increase journey times for those accessing the town centre.”

“Both new options mean a much longer journey with lots of stops and starts at each of the lights. Making pedestrians more vulnerable to passing traffic and pollution.”

Greater interaction with traffic:

"I don't believe the increased interaction with traffic and walking / cycling routes is a positive, I believe this is a retrograde step which undermines the environmental and greener transport aspect of the design."

"More chance of cyclist / pedestrian conflicts and even with road traffic."

Unlikely to encourage increased usage:

"I don't think either option will encourage cycling as it will still be an extremely busy junction. Pedestrians will probably not notice much difference unless they are going from Baddow Road to Parkway or vice versa as they will have to wait for the crossing lights rather than using the subway."

"Currently walking and cycling routes are much better than the new proposals. Neither will promote alternative transport arrangements at all."

"I'm sorry none of the proposed options would make me decide to cycle into the city centre any more than what is in place now."

"People who walk through army and navy to town already will continue to do so. This is unlikely to increase people's desire to walk or change people's reasoning for driving."

Prioritisation of active travel over motorised users:

"As a crucial junction for road-going vehicles into and out of Chelmsford, the Army and Navy junction should prioritise road-going vehicles in its design."

"Although walking / cycling options need to be improved, consideration must still be given to other modes of transport in order to provide the best experience possible to all transport users."

"How many walk or cycle compared to cars?"

Not needed:

"Chelmsford already has an excellent network of cycle and footpaths to enable people to travel around. I do not believe there is a necessity to include these as part of the army and navy redevelopment."

"People can already walk and cycle but don't, it is a waste of space and money."

"Completely unnecessary. Already very easy to cross on foot or bike. I do it regularly."

"I don't think enough people cycle or walk into the centre to warrant these plans. A lot more people drive to work as they work closer to London rather than locally."

Improvements need to go further

A relatively large number of comments focused on the need for the proposed walking and cycling improvements to go further (59 comments), suggesting there is a strong demand for additional improvements. This was also reflected in the response received from Chelmsford City Council (see Appendix B). A lot of these comments focused on the need to extend the network and routes further and the need for greater separation of pedestrians, cyclists and motorised vehicles.

Not enough prioritisation over motorised vehicles:

“Significant priority continues to be given to private motorised transport. This does not go far enough to encourage active transport and the use of public transport.”

“A junction design that enables cycling and walking would prioritise those modes - the routes would be direct, and especially if you wish to segregate cyclists from motor vehicles then you have to ensure the designated cycle route is straight and with fewer stops than the car route.”

“Every proposal still prioritises the convenience of car users over other forms of transport.”

Extending routes and network:

“They don’t go far enough - one junction is not a network”

“It’s the tip of the iceberg. Generally cycling routes in Chelmsford are not good. We cycle a lot in the area and it is not well provided for in the city.”

“The new cycle path and pavement is a good and much needed touch but it will need to be met with improvements in the rest of the town so that the cyclists are not just forced back into the road.”

“The actual Army and Navy Junction will have fantastic opportunities for walking and cycling options. However, routes must be continued out from the junction rather than just ending as soon as you leave.”

“Wider improvements required across the whole city to enable much more coherent and safer cycling routes. Just the changes proposed in the two options do not seem to introduce any significant changes.”

“Act on opportunity to link up new routes with longer distance cycle network beyond Chelmsford city centre to surrounding towns and villages.”

Greater separation needed:

“Please keep pedestrians and cyclists completely separate from vehicles.”

“Currently there are several pinch points along parkway that bring pedestrians and cyclists into conflict, and no segregated cycle route into the town centre.”

“I think cycle routes need to be more segregated and regulated.”

Safety

Safety was a key theme of responses to this question, with a relatively large number of respondents focusing on this theme (66). Of those that mentioned safety, some made specific safety suggestions (16 comments). Many of the suggestions related to the need for separate or segregated cycling and pedestrian routes. Other comments expressed an opinion that a pedestrian and cyclist underpass or subway would be safer than the ground level facilities being proposed.

Safety specific suggestions:

“If you want to encourage people to cycle from Sandon then there needs to be a dedicated lane. I wouldn’t feel safe to cycle.”

“Cycling along Baddow Road needs to be made possible for this junction upgrade to have any meaningful difference. The current setup is highly dangerous to cycle along and approach the A+N junction.”

“I think cycle routes need to be more segregated and regulated...”

“Cyclists and pedestrians need to be kept separate and also away from the traffic.”

Underpass:

“I feel safer walking under the subway rather than crossing the main carriageway.”

“Keep the subway. It keeps pedestrians and cyclists away from traffic which is safer and less accidents.”

“Removing the underpass entirely will 100% make the aspect of walking across the roundabout not only longer but also more dangerous/unsafe.”

Suggestions

Many comments were putting forward specific suggestions for walking and cycling improvements in the area, including safe cycle storage, a walking and cycling footbridge or underpass, improved signage and early implementation of elements of the cycling improvements ahead of any junction layout changes.

Secure cycle storage:

“Provision of secure cycle storage also needs to be made within Chelmsford town centre.”

“Great improvements but needs to be supported by secure city centre / retail destination cycle parking - a major deterrent even with these enhancements as proposed.”

“I think there should be even more investment in cycling routes and initiatives such as the e-scooters (i.e., Boris bikes) and safer places for me to leave my bike in town (too many thefts to feel safe about just using a standard lock chain.”

“We need to add more - safe bicycle storage - better cycle routes through the centre.”

Footbridge or underpass:

“Would it not better to include foot bridges as well as the surface options?”

“Foot bridges or underpasses should be used.”

“The whole scheme should have considered cyclists and pedestrians as equal priority with bridges or subways rather than crossings.”

“A properly designed subway starting along the cycle track by Essex Yeomanry Way, well-lit day and night with adequate width for two direction cycle traffic would give an uninterrupted ride and be welcomed by those committed to cycling as their means of transport.”

Improved signage:

“Better signage for visitors to area with walking routes identified would be good.”

“Clear signage for all cycle and foot paths, shared or separated, is essential to the safety of their users.”

Early implementation of cycle improvements:

“The proposed new segregated cycle route into the city centre should be implemented as soon as possible to encourage modal shift before reconstruction of the junction.”

“The infrastructure around the main development area should be improved before considering any restructuring of such a major junction.”

3.5.3 Suggestions for walking and cycling route improvements

Respondents were also asked if there are any other walking and cycling connections to the Army and Navy they would like to see developed. Since these comments were suggestions, these were not coded in the same way. However, there were some notable trends in the locations and areas.

Essex Yeomanry Way:

“A cycle path alongside Essex Yeomanry Way from the Great Baddow junction to the Army and Navy. I think either options offer fantastic improvements for sustainable travel methods, however as a resident living in the Howe Green/Sandon area my biggest struggle currently (and the reason I do not cycle into the city centre more), is that there is not a safe and direct way to get to the Army and Navy roundabout from this area.”

“Great Baddow Parish Council have tirelessly requested a safe, family friendly cycle path from Great Baddow to Chelmsford City centre. This is still not part of the development and needs to be included. There needs to be a new safe cycle path down the north side of Essex Yeomanry Way.”

“A new cycle path should be built alongside, but protected by a barrier from, the bus lane of Essex Yeomanry Way. Access should be down Longmore Avenue via a new path by the adjacent field.”

Sandon:

“I’d love to see a cycle Lane from the junction all the way to Sandon. This is all dual carriage way at the moment and leave no safe route for cyclists coming in and out of Chelmsford.”

“New elevated (flood proof) route across flood plain from new Sandon development to town centre.”

“I’d like to see a direct dedicated off-road cycle route from the Sandon P&R to the Army and Navy please, to help get more people onto bikes and out of their cars.”

Great Baddow/Baddow Road/Meadgate Avenue:

“A completely off-road cycle route from Great Baddow into Chelmsford.”

“Work to improve cycle connections along Baddow Road into town from Great Baddow.”

“A better cycle track from Meadgate Ave as the road is too dangerous to cycle with speeding traffic and parked vehicles.”

“I think the route from Baddow Road should be looked at and improved if possible as on the current proposals it is not great.”

Chelmer Village:

“Better connections to the cycleways from Chelmer Village and Sandon.”

“Chelmer Village needs a better cycle path into the town centre as currently it is not too fit for purpose.”

“I think there is opportunity to consider a walking a cycling route between Chelmer Village and Great Baddow across the meads, possibly using Chelmer Road to cross the river, or alternatively the lock near to Mill Vue Road.”

Princes Road:

“Some of the cycle / pedestrian routes leading to the junction desperately need improvement particularly the route along the north side of Princes Road. This is narrow with a very rough surface and intruding vegetation. Most cyclists ignore this route and stay on the main carriageway.”

“The Princes Road shared path is in a terrible state and barely rideable.”

“Princes Road is an absolute nightmare in the mornings for pedestrians. Due to the small overgrown path and high number of school related foot traffic.”

Moulsham:

“I would like the whole of Old Moulsham to become less congested so that it’s easier to cycle through to connect with the Army and Navy.”

“The cycle network from the town centre out to Great Baddow High and Moulsham High Schools should be improved so that school children can safely cycle from all around their catchments. It is not safe to cycle on the roads in old Moulsham with cars parked on both sides, nor on New London Road.”

“Currently there are very limited connections for cyclists between Army and Navy and the city centre and Moulsham.”

Parkway:

“Continuous cycle lane along Parkway to town centre via Odeon roundabout, please.”

“There is currently no connection between Parkway and the paths running along the river (the only option is to cycle, walk across the car parks).”

“...cycling paths continued down the length of Parkway (A1060)...”

3.6 Park and Ride

This section focuses on the Park and Ride proposals in the package, to gain feedback on both the new proposed Park and Ride in Widford and the preferred option, along with the expansion of the Park and Ride in Sandon.

3.6.1 Widford Park and Ride

Preferred Park and Ride site

Respondents were asked to provide their opinion on a preferred site for a proposed new Park and Ride at Widford. Most respondents were undecided or had no preference (67%), with slightly more respondents preferring the Greenbury Way site (18%) over the London Road site (13%).

Table 12 - Preferred Widford Park and Ride site

Which is your preferred Widford Park and Ride site – London Road or Greenbury Way?	Percentage
London Road	13%
Greenbury Way	18%
Undecided or no preference	67%
Not answered	2%

Respondents were asked if they had any comments about the proposals for a new Park and Ride in Widford or the sites under consideration. The comments provided by respondents were themed and have been summarised below. Examples have been chosen to illustrate the key themes and issues that arose.

Sentiment

The comments received showed a good level of support for a new Park and Ride in Widford, with most categorised as supportive/positive (50 comments) and a number of others neutral (32 comments), compared with a smaller number that were opposed/negative (24 comments).

Many of those who were supportive were quite generalised in their support, while others focused on the positive impacts on traffic. Those who opposed a new Park and Ride in Widford concentrated on concerns about congestion and traffic, environmental concerns and cost. Most of the respondents who made neutral comments felt the proposals would not affect them.

Support new Park and Ride at Widford

General support:

“Good idea for people coming into Chelmsford from the Ingatestone and Brentwood area.”

“Fully support this proposal.”

“Good idea to have a third park and ride site.”

“Positive move. Idea to incorporate cycling and walking routes to and from the park and ride sites also positive.”

Positive traffic impacts:

"More park and ride options can only help the traffic in Chelmsford, so I support either"

"Western Chelmsford is clearly a good option for a Park & Ride but routes into Chelmsford must be carefully considered to ensure the vehicles don't add to the traffic problem"

"I do think another Park & Ride is a good part of the plan, for reducing the number of vehicles coming into the town centre."

Oppose new Park and Ride at Widford

General opposition:

"Don't bother, there are enough."

"I completely oppose the building of an additional park-and-ride in the Widford area." Increases congestion and traffic:

"Park and Ride only transfers congestion to other areas."

"A site at Widford would dramatically increase the traffic on an already heavily congested Westway. There are already problems with traffic from the A414 joining or crossing traffic from 3 Mile Hill."

"Park and Ride will not help the amount of traffic coming through army and navy."

Environmental concerns:

"Please be sympathetic to the countryside. The proposed sites are some beautiful countryside which will be lost to a car park."

"More of our limited countryside put to concrete monstrosities."

"Seems like a shame to tarmac over yet more green space near the city centre."

"I do not think encouraging people to drive, to then sit on a diesel-powered bus is particularly environmentally friendly. Surely, the use of train services, or bolstering existing bus networks and investing in electric buses, has to be a better answer than building a huge car park, on a field."

Cost of new site:

"A complete waste of council money."

"Unnecessary for Chelmsford residents. We are spending our money for out-of-town people.... I would prefer to see my council taxes being spent on improving things for myself not others from out of the area."

"White elephant?"

Neutral comments about new Widford Park and Ride

Proposals don't affect them:

"It's of no benefit to me as I already live in the city limits."

"Would not be used by me as they are the wrong side of town for me to get to."

"I'm not sure these will have a great impact from this side of town, being a resident closer to town than the park and rides, this will not be a facility I would use."

"For those who live in Old Moulsham none would be of any use."

Need for new Park and Ride

A number of comments said a new Park and Ride in Widford was not needed or they did not feel it would be beneficial (37 comments). Many of these comments suggested there would not be sufficient demand for a new site or that it would not be used. However, in contrast, other comments stated there is a need for the new Park and Ride.

Widford Park and Ride not needed:

"I am not sure how much demand there will be for the park and ride at Widford."

"Creating more Park and Ride sites is wasteful. The existing sites are not fully used and much of the use is by non-payers and non-bus user parking."

"Not sure investing in park and ride is wise. Many people are now working from home and the two current sites are currently ample."

"Not needed. Too expensive and they don't work for Chelmsford residents, they only work for commuters."

Widford Park and Ride needed:

"It's a much-needed addition to an already excellent service."

"Badly needed"

"We have needed one for a while, but it's all about the cost of the buses that will be a reason they are not used more."

"Proposed many years ago and much needed."

Suggestions

Many comments were specific suggestions (58 comments), and focused on route and bus priority ideas, environmental improvements, suggested additional transport options and features and ticket pricing.

Route and bus priority suggestions:

“Could buses run to Hylands as well as town please.”

“They can be linked by an inbound bus lane along London Road, Widford from the Britvic Roundabout to the Wood Street Roundabout to link up with the current bus lane on London Road.”

“Better access for buses into town bus lanes accessing junctions completely and not stopping halfway down roads...”

“I think Park and Ride is to be encouraged and further sites are welcome. Provision of bus lanes to / from the city centre is key to ensure journey times are attractive.”

Environmental improvements:

“Should be made as sustainable as possible and should have as many trees as possible and ecological enhancements that make it an attractive feature.”

“I would like to see additional investment in making these as 'green' as possible with hedging and trees on site instead of concrete dividers, tree and planting replacement undertaken to compensate for land lost, porous surfaces and water run off being managed and sustainable building materials used for depots and hubs.”

Additional transport options and features:

“...Please also give consideration, as well as park and ride options, to Park and Cycle options as well. It is a good and green alternative to the bus (go speak to other Councils, e.g., Cambridge, who already have these if you need some research info).”

“Every parking space should be provided with an electric car-charging point which should be free to use for users of the Park and Ride service.”

“Perhaps electric cycle hire could be envisaged.”

“Segregated cycle lanes from all Park and Rides should be provided to encourage the use of folding cycles that fit into people's car boots. Also, extension of the electric scooter schemes out to the P&R locations.”

“You must improve cycling links in the area at the same time.”

Ticket pricing:

“We have needed one for a while, but it's all about the cost of the buses that will be a reason they are not used more.”

“To encourage more people to car-share the cost of tickets should be per car not per passenger. Currently, if four people were sharing a car it would cost less to park at the station car park. There should be a benefit/encouragement to car share as it reduces the carbon footprint and reduced the traffic on the roads.”

"I am concerned nobody is talking about committing to capping the price increases of the park and ride as part of this full package of the Sustainable Transport Package. Keeping the cost at the right level is critical to encouraging people to use it."

"I think the park and rides will need to be priced competitively compared to town centre parking to make people use them."

Site specific comments

Although a large number of respondents (67%) indicated they were undecided or had no preference of potential site, a number of the comments received expressed a clear preference (25 comments).

The comments made by those favouring London Road included traffic-related considerations and a feeling the location would attract more users, while those against the London Road site expressed concerns about safety for schoolchildren accessing a school playing field, an increase in traffic and congestion, the impact on nearby residents and whether the location would be beneficial.

The comments made by respondents preferring Greenbury Way focused on easier access to the site, the fact the site could be expanded in the future and that there would be less impact and disruption. Those against the site focused on traffic and environmental concerns.

Prefer London Road

Traffic considerations:

"Introducing more junctions onto the A414 would increase traffic further, rather than reduce it. The A414 is a considerably busier road than London Road, making a Park and Ride site on London Road a far more sensible option."

"Better for people coming in on A12 thus better reducing traffic."

"Although Greenbury Way would give good access to Writtle residents, it would increase traffic on Three Mile Hill and the roundabout. Three Mile hill is easily accessed from the A12."

More users:

"I believe that you would get more users from the A12 junction as opposed to the A414."

"London Road would be great location just off the A12 before arriving into the town."

"Three Mile Hill is regularly backed up from Waterhouse Lane/Westway, so it would seem a suitable location for P&R."

Against London Road

Safety concerns because of school playing fields:

"It is enormously worrying that you are proposing the site on London Road which would mean access to that site crossing the pathway along London road that is used by Widford Lodge School as its means of access for all of its children, several times per day, to get between the school and its playing field (immediately to the south of the proposed site)."

"The school access the playing fields all day and the cross over of students and cars is never good. This would be dangerous and potential accidents could occur."

"My overriding concern though is that of safety and I am sure you are aware that Children walk from Widford Lodge School several times per day to play sport on the field adjacent to the proposed London Road site."

"I am very concerned that the children's safety will be compromised if the Park and Ride in Widford is located at London Road, since the children will be crossing a road providing access to the Park and Ride, which will be in constant use by vehicles."

Not needed in that location:

"A site on London Road would primarily benefit road users travelling to Chelmsford from the A12/Brentwood area - a facility already exists at Sandon for these road users."

"Greenbury Way makes more sense as London Road you could just go a bit further to Sandon."

Increase in traffic and congestion:

"The London Road site will encourage more traffic to use Three Mile Hill during peak periods which is often already congested."

"Feels like the London road route enters onto a busier roadway than the Greenbury Way option, more risk of collisions."

"If/when completed it would add more traffic to a very congested road."

"The congestion on this road in the rush hours can last for hours so extra traffic would make this lot worse."

"Locating the Park and Ride site will only seek to increase both the volume of traffic and incidents in the area. It will also have a significant impact upon those leaving the City; any traffic calming measures and incidents will cause significant issues with tailbacks."

Impact on residents:

"A Park & Ride on London Road would be detrimental to myself and the other residents of London Road."

“Your intentions to close the cross-over will cause massive inconvenience to residents, local businesses and emergency services too.”

“I would be able to see the Park & Ride from my house, this would be a miserable sight and no doubt reduce my house value.”

“The Park and Ride will be incredibly destructive of my home life as the development of a concrete field with greatly increased noise and air pollution.”

Prefer Greenbury Way

Easier access:

“I think the access to Greenbury site would be less disruptive than other site.”

“The best facility for this would be located at Greenbury Way which would provide western and south western commuters a facility they could access with greater ease than the Three Mile Hill facility and would result in less congestion at the Widford Roundabout.”

“Greenbury Road makes more sense in my eyes as the park and ride is on the incoming side of the city”

Opportunity to expand:

“Greenbury site seems best option as may be able to expand in the future plus roundabout makes it easier to access.”

“Greenbury way is a more suitable place, away from a built-up area and with possibility to expand in the future.”

Less impact and disruption:

“I think the access to Greenbury site would be less disruptive than other site.”

“I think the Greenbury option will have better access and have less impact on the houses on London Road. Also provides an easier cycle route link to the city centre.”

“The site on Greenbury Way would be my preference as it would not have a direct impact on the residents of London Road.”

Against Greenbury Way

Traffic concerns:

“Greenbury Way would load traffic onto a relatively minor road compared to London Road”

“Although Greenbury would give good access to Writtle residents, it would increase traffic on three-mile hill and the roundabout. Three-mile hill is easily accessed from the A12.”

“Introducing more junctions onto the A414 would increase traffic further, rather than reduce it.”

Environmental concerns:

“Greenbury Way is countryside and should left alone.”

“Based on the information presented I prefer to London Road site as this seems to encroach less into rural land. I think a full assessment on the environmental impact of both sites should be a key factor in the decision.”

“There is also a question of the impact on the local wildlife as the area is more rural than the London Road site, which is adjacent both to the railway line and an existing building to its north-eastern side.”

“I think the London Road option is better, as there is less visual impact on the landscape of the area.”

3.6.2 Sandon Park and Ride

Respondents were asked whether they supported the idea of expanding Sandon Park and Ride before works at the Army and Navy junction. This is being considered to help manage disruption and improve travel options during the construction period. A significant proportion of respondents were supportive of this and chose ‘Yes’ (60%), with smaller percentages choosing ‘No’ (17%) and ‘Don’t know’ (21%).

Table 13 - Support for early construction of Sandon Park and Ride

Do you support the idea of expanding Sandon Park and Ride in advance of the works at the Army and Navy junction to improve travel options during construction?	Percentage
Yes	60%
No	17%
Don’t know	21%
Not answered	2%

Respondents were then asked if they wished to comment on the proposed upgrade and expansion of Sandon Park and Ride. Among the comments made were a small number stressing that Army and Navy junction improvements should be prioritised over expansion of Sandon Park and Ride.

Against Sandon expansion before Army and Navy construction:

“I would get the junction sorted first as further delay is frustrating.”

“It will take too long to finish these works, therefore prolonging the works on the army and navy.”

“Do the junction first.”

“Just move forward with upgrading the army & navy, don’t wait to make changes to the park and ride. Covid must be reducing its demand due to work from home anyway.”

Sentiment

More comments were positive or supportive (43 comments) than negative or opposed (19 comments), while a similar number were categorised as neutral (22 comments). Those who gave supportive comments focused on it helping to reduce cars in the city centre, while many of those who gave negative comments focused on it being a waste of money or there being insufficient demand based on current usage. Those who were neutral focused on the need for a greater understanding of the demand and usage of the site, particularly following the impact of COVID on passenger numbers.

Support for Park and Ride expansion

General support:

“Brilliant idea and plans.”

“Good idea to upgrade it.”

Positive traffic impacts:

“Has to happen. It would be far better for travellers to use the Sandon facility and travel in on the bus through the army and navy. 40 cars or 40 bus passengers. It’s a no brainer.”

“Sandon really needs expanding to reduce the number of cars entering the city.”

“Very positive to discourage car drivers from going into Chelmsford.”

“I think that anything we can do to prevent additional traffic coming into the City is a positive measure.”

Oppose Park and Ride expansion

Cost:

“I think it’s a waste of money and ridiculous idea. The money would have been better invested towards the expansion of a large car park and the second Chelmsford train station”

“What a waste of money. Nothing wrong with facilities at current site.”

“This is a pointless spend in resource as it’s only supposed to be a temporary measure which realistically will not yield the results needed.”

Not a priority:

“Construction at Army and Navy should be the priority before any park and ride works as this is where the most urgent attention is needed.”

“I don’t think these will have an impact on the flow of traffic in Chelmsford. As I indicated, local people will not be using them.”

“Unnecessary for Chelmsford residents. We are spending our money for out-of-town people.. I would prefer to see my council taxes being spent on improving things for myself not others from out of the area.”

Neutral comments about expansion

Uncertainty about usage:

“If the expansion can be justified in a post Covid-19 world. No point in expanding it if usage will not increase due to fears of catching Covid-19 or more commuters working from home.”

“Working practices have changed fundamentally due to the pandemic. It is difficult to predict whether pre-COVID commuter rates will return now that more flexible working approaches have been successfully adopted.”

“Expansion is only needed if it often reaches capacity.”

Suggestions

A relatively high number of the comments about Sandon Park and Ride were suggestions (64 comments). These included ideas about ticket pricing, timetable changes, extra transport options and site features, bus numbers and measures to protect passengers from adverse weather.

Ticket pricing:

“If people are to be encouraged to use the site, then you need to make it financially beneficial for them to use it. I currently don't use it because of the costs.”

“You need to do something about the cost. I'd consider using it if it didn't cost a fortune and you had to pay per person.”

“Costs of using it must not be prohibitive other such a build will be counterintuitive.”

“When compared to parking within town, fares need to be reduced to bring them into competition.”

Timetable changes:

“I would suggest exploring an earlier timetable to support commuters into London.”

“Needs to open longer hours to cater for commuters People working in London rarely finish work at 5pm. In my experience it is 7pm at the earliest.”

“Run the buses to at least 10:00 pm and 7 days a week.”

“Your park and ride service is useless to rail commuters as you stop running a regular bus service before we get home from work.”

Additional transport options and features:

“Implement cycle path from park and ride site to central Chelmsford allowing for park and pedal model to be introduced.”

“Will there be an option to Park and Cycle or Scooter. More routes for the new orange scooters would be good too.”

“If expanding the site, please also include a Park & Cycle option as well as just Park and bus Ride.”

“Are there enough EV charge points? Presumably with a park and ride many people would be parked there all day as they go to work, this means any car charging will likely be there all day, preventing others from using it.”

“Electric buses and improved wind turbine to power the site.”

Weather protection:

“A large car park where people are expected to walk from their vehicle to a waiting point should have covered walkways across the site.”

“Better weather protection for waiting bus passengers.”

“The improvement planned to have the buses in the middle of the site is a step in the right direction but if you really want people to use park and ride then the site needs covered walkways from all parts of the site.”

Increase number of buses:

“I have experienced long queues for the bus here. I presume the number of buses will be increased too.”

“If expanding the number of parking spaces then the frequency and number of buses will also need to increase.”

Need for expansion

Some comments referred to it not being needed or not beneficial (48 comments). However, in contrast, other comments mentioned that it is needed.

Park and Ride not needed or beneficial:

“Don’t see how increasing this area will help. People like to drive their own vehicles -this is not going to change.”

“Can’t see why it’s needed if you plan to make a new site.”

“Once the new station is open, would the extra spaces at Sandon be needed?”

“The council need to be realistic that a large amount of road users will not use park and ride. If they have parking at their work for example it’s an added expense and waste of time.”

“Working practices have changed fundamentally due to the pandemic. It is difficult to predict whether pre-COVID commuter rates will return now that more flexible working approaches have been successfully adopted.”

Park and Ride needed or beneficial:

“Good and do use if going on occasional trips into city centre”

“It fills with commuters so the larger the better.”

“Surely the more car spaces available at ALL Park & Ride is a good thing.”

3.7 Army and Navy Sustainable Transport Package

In this section, respondents were asked whether they felt the overall Army and Navy Sustainable Transport Package would have a positive impact on Chelmsford and given the opportunity to make any further comments about the proposals.

More than half of participants agreed that the proposed package would have a positive impact on Chelmsford (18% strongly agree and 37% agree) while a further 24% described their views on the statement as neutral, as shown in table 14. Just over a fifth of respondents disagreed that the package would have a positive impact (10% strongly disagree and 11% disagree).

Table 14 - Agreement about positive impact of package

To what extent do you agree with the following statement: ‘The proposed Army and Navy Sustainable Transport Package, as outlined in this consultation, would have a positive impact on Chelmsford’?	Percentage
Strongly agree	18%
Agree	37%
Neutral	24%
Disagree	11%
Strongly disagree	10%

3.7.1 Comments on Army and Navy Sustainable Transport Package

Respondents were also given the opportunity to provide any additional comments they may wish to make about the Army and Navy Sustainable Transport Package. Many of the comments received reflected similar themes to the comments given in response to other questions within the consultation survey. The comments were themed and have been

summarised below. Examples have been chosen to illustrate the key themes and issues that arose.

Sentiment of comments

A number of the comments in response to this question were negative in sentiment (48 comments) and focused on themes such as the priorities of the project, the effectiveness of the proposals and the impact they would have on residents (namely the proposed removal of permit parking bays in Van Diemens Road) and the city centre and local economy. A reasonable number of the comments received were positive (29 comments), with many focusing on specific elements of the proposals and the positive impact they would have on improving traffic flow.

Oppose

Ineffective or won't work:

"Increasing traffic flow into the town centre will never fix the key issue. Too much traffic in the town centre..."

"All options are not going to improve the junction"

"I think the council should reconsider doing this properly (underpass or dual lane flyover) or don't do this at all. The remaining options will yield little benefit other than wasting public funds that could be better invested elsewhere."

"At the moment drivers actively avoid the Army and Navy at peak times (if they can). I think that, ultimately, the proposed package would encourage more drivers to come into the centre of Chelmsford, thereby negating any benefits that the package might have been intended to supply."

Against active travel measures:

"Sustainable travel is an illusion when it relies on walking and cycling to a large extent. The council has ignored the fact that we have an ageing population!"

"A significant amount of facilities are being provided on the assumption that journeys by car are generally short and can be undertaken by walking or cycling."

"The complete proposal is going to be detrimental to the area as all this had considered about is the pedestrian and cyclist, this will not improve the car journey - only make it worse..."

Wrong priorities:

"Focus should be on reducing congestion and make vehicles the main priority as they are the main road users."

"I don't understand why you're trying to make one of the busiest routes into and out of Chelmsford walk and bike ride friendly? Surely making it efficient for vehicle use should be the main aim."

"Far too focused on vehicular traffic. Start with active travel first."

"Far too little to actually attempt to be sustainable, it all seems to be green washing just to achieve housing growth at the expense of quality of life."

Impact on residents:

"Do not remove parking bays / areas for residents."

"As homeowners in Van Diemens Road we are extremely concerned that within the 'Van Diemens Road Design drawing' there is currently no indication that access to our drive will be maintained..."

"Local residents in Van Diemens losing the right to park outside their own homes is not acceptable."

Impact on the city centre and local economy:

"Very negative for car users. It's killing the centre of Chelmsford. Businesses will locate out of town where customers can park."

"The lack of long-term visibility will lead to less use by visitors to our city, compared to other locations."

"The proposals will discourage visitors to Chelmsford and I expect that footfall in the shops will suffer as a result. People are cash rich and time poor."

Support

General support:

"This seems a well thought out package apart from not providing an off-road cycle route from Great Baddow into Chelmsford."

"Overall, it is an extremely good package which I feel sure will benefit Chelmsford, and I applaud the all the effort that is being made to implement the improvements as to how people travel and get about."

"It is a vital step in the right direction - and long overdue."

"The package will improve the current situation..."

Support for specific elements:

"I strongly support the expansion and improvements of the Park and Rides for Chelmsford."

“The slip road from joining Chelmer Road to the Southend Road is brilliant and should have been done years ago!”

Help to improve traffic flow or reduce congestion:

“As long as it improves the traffic issues experienced daily in Chelmsford currently then it can only be a good thing.”

“This would definitely improve traffic flow and make people happier.”

“I wish the air quality in all of Chelmsford City be better for all its residents and hopefully by introducing visitor Park & Ride schemes and improving traffic flow will aid in this until such time we are using Hydrogen or Electric in all modes of transport.”

Suggestions

A number of comments were suggestions (57 comments), with a number specifically focusing on the park and rides and public transport.

Park and ride suggestions:

“More drivers would use park and ride schemes if they were affordable and buses were frequent. If it's more expensive than driving in and parking then it's a waste of time as local people won't use it.”

“Would have liked a park and ride at Boreham interchange side of Chelmsford as well.”

“New P&R should be built before A&N improvements to reduce car usage as soon as possible in Chelmsford for the benefit of the health of all those living there.”

Public transport suggestions:

“More buses please.”

“City buses should be helped to be more efficient so that journey times are quicker and costs/prices are kept lower. Most of the Council's emphasis seems to be on Park & Ride buses which are not used much by residents of urban Chelmsford.”

“These sorts of schemes only have a short-term impact. Building a tramway, like Manchester' would be more sustainable. Faster, cleaner etc.”

“Bus lanes should be introduced.”

Alternative junction options:

“I think the council should reconsider doing this properly (underpass or dual lane flyover) or don't do this at all. The remaining options will yield little benefit other than wasting public funds that could be better invested elsewhere.”

“A flyover is required so traffic travelling along Parkway/Sandon bypass can cross over the roundabout without giving way.”

“I think it is a shame the double fly over option has been discounted as it is important to have good transport links for the good of the city economy.”

Management of construction:

“It would be good not to have the works impact rush hour traffic while taking place as best as possible closing lanes and blocking access will be a nightmare.”

“I hope there is a good plan in place for dealing with all the construction traffic which will be needed to construct either scheme. The local area will soon become overwhelmed with the additional local traffic making life miserable for all of us living in the local area.”

“I would want there to be a prevention of traffic through Old Moulsham while the work is being carried out. I am concerned that traffic will be diverted through the area making it dangerous and polluted.”

3.8 Consultation Feedback

Finally, those responding to the consultation survey were asked a short set of questions about the public consultation itself. This included three closed questions designed to assess the effectiveness of our communications channels, usefulness of the information we provided and the appetite for our virtual exhibition, as well as an open question to allow the public to offer qualitative feedback which will help inform future consultations.

3.8.1 Public consultation engagement

Table 15 below shows that large percentage of respondents found out about the consultation through digital and direct communications channels, with social media (39%), followed by email (16%), letter (14%) and email newsletter (12%), with much fewer finding out through traditional communications such as newspaper article (5%) and newspaper advert (1%). More than one option could be selected.

5% of respondents indicated that they found out about the consultation in another way, with those including radio, local magazines and via partner organisations, workplaces, libraries, and other bodies.

Table 15 - How people heard about the consultation

How did you hear about this public consultation?	Percentage
Social media	39%
Email newsletter	12%
Email	16%
Online	11%
Letter	14%
Word of mouth	12%
Newspaper advert	1%
Newspaper article	5%
Other	5%

Respondents were also asked if they visited the virtual exhibition space for more information, with most respondents answering 'Yes' (77%), and a smaller minority answering 'No' (22%) or not answering the question (1%), as shown in table 16.

Table 16 - Virtual exhibition visitors

Did you visit our virtual exhibition space for more information about the public consultation?	Percentage
Yes	77%
No	22%
Not answered	1%

The majority of respondents said they found the information given during the consultation helpful (26% very helpful and 49% fairly helpful), with only a small percentage finding it unhelpful (3% very unhelpful and 5% fairly unhelpful', while 14% were neutral (neither helpful nor unhelpful).

Table 17 - Helpfulness of consultation information

How helpful was the information we provided to you as part of this public consultation?	Percentage
Very helpful	26%
Fairly helpful	49%
Neither helpful nor unhelpful	14%
Fairly unhelpful	5%
Very unhelpful	3%
Not answered	3%

3.8.2 Comments on public consultation

There were 235 comments made by respondents to the question about the public consultation. However, 45 of these comments were focused on the proposals, often duplicating responses to previous questions, so have not been reported again in this section of the report. Of the remaining 190 comments, 49 were negative and 40 were positive, while 101 were neutral.

Positive

A number of respondents provided general supportive comments about the public consultation (20 comments), focusing on the importance of the consultation and their appreciation at being given an opportunity to have their say.

General support:

"I applaud the effort you have made to get public views. This is very good and increases my trust in the council."

"Really well done - incredibly informative and easy to use."

"Thank you for sharing the ideas for the general public and those who be effected by the change to have a say."

"Fantastic - well done to the Communications Teams for making a complex subject easy to understand."

Positive feedback was also received about the virtual exhibition and digital approach to consultation (15 comments), while others specifically mentioned the visualisation videos (6 comments) and the consultation materials more generally (41 comments).

Virtual exhibition and digital consultation:

"I hope virtual consultations continue in future; they are very convenient to access."

"Very well-presented virtual consultation."

"I found the virtual consultation very effective."

"Virtual consultation was a very good way to look at things in your own time at your own convenience and pace - would be good to see this as a future option for other consultations."

"The digital consultation is really excellent - very clear, all the information set out at the correct level of detail and easy to engage with."

Visualisation videos:

"I really liked the computer animations which gave a good overview."

"The virtual visualisation videos on you tube made it feel very real and helped me decide which would be the best option for me as a pedestrian."

"The video explaining the different options was brilliant."

"Very good videos overall but some minor issues with the simulation."

Consultation materials:

"Excellent presentation."

"... helpful notice boards..."

"A lot of hard work has obviously gone into producing this document."

Other comments focused on the helpfulness of the drop-in in-person consultation events (8 comments).

Positive in-person event comments:

"I talked to an officer at Barclay's tent and was given additional information. Obviously an expert! Gave me plenty of time because adequate staff were there to discuss people there."

"Talking to your staff and having face to face conversations in the high street proved very helpful – plus the literature provided."

Negative

Some respondents suggested there was a lack of information or data available about both the proposed options and those discounted prior to consultation, while others felt that the visualisations lacked detail and found the virtual exhibition difficult to use or unnecessary.

More information needed:

"I think more commentary about how the options would work would be useful."

"The information provided is very high level and doesn't give a real indication of impact to the overall issues."

"Lack of clarity about why other options had been discounted."

"Didn't explain why a flyover had been disregarded."

However, in contrast to the comments about why other options had been discounted, other respondents responded positively to the information provided.

"Before considering all this, I was of the view that we should just build a larger flyover with better pedestrian and cycling access. I now see that is not the best option and agree with it being discounted."

More data needed:

"It would be useful to see the data which has been used to model the junctions..."

"No evidence of traffic survey data available to the public..."

"Current traffic flow volumes and predicted/ forecasted/ anticipated traffic flow volumes by each Option (e.g., Hamburger/ T-Junction) should be made available to understand the anticipated consequences of each design Option."

Visualisation videos:

"Video does not give enough detail about proposed road layouts. Spends more time talking about cyclists than drivers."

"There should have been more info in the videos as it's difficult to take a strong view on which might work better with the limited detail provided."

Virtual exhibition and digital consultation:

"The virtual exhibition website was unnecessary, the videos on YouTube were great on their own."

"The virtual exhibition was painful to navigate. A more traditional webpage would have made the information much more coherent."

"The virtual exhibition is a good idea but not that easy to use on a mobile phone although I did it."

A number of respondents expressed concerns about whether their views would be listened to (36 comments), while others felt that the consultation was not promoted widely enough (4 comments).

Concerns about not listening to residents:

"Actually listen to the residents of Chelmsford and don't just make us think our voice "is being heard""

"I don't know why the council never listen to the residents."

"I would like to think that the views of Chelmsford residents and wider users of the junction will be heard and taken into account."

Lack of publicity:

"I do not believe this has been publicised widely enough"

"Needs to be more promoted online."

"I was not aware of the proposed rebuilding of the Army -Navy until recently. News and public involvement should have been more aggressive so that more people could have been aware of the proposed changes."

"Not publicised widely enough. You rely on people stumbling across it. I became aware of this consultation because of a local magazine popped through the letterbox."

4. Conclusion

The consultation has provided a valuable insight into the public's views about the proposed Army and Navy Sustainable Transport Package. The feedback received will play an important role in informing the decisions made by the Army and Navy Task Force and Essex County Council, including supporting the identification of a preferred junction option, as well as helping inform detailed design and highlighting points to be considered.

Of the 842 survey responses received, more than half of the participants agreed that the proposed package would have a positive impact on Chelmsford (18% strongly agree and 37% agree), while a further 24% described their views on the statement as neutral.

In terms of a preferred junction layout option, 60% of respondents indicated they preferred the hamburger roundabout option, compared with 21% who preferred the separate T-junctions option. Asked what impact they thought the options would have on journeys for different individual transport users, a higher percentage of respondents felt the hamburger roundabout option would have a positive impact than the separate T-junctions option across all five categories of transport user. In addition, 20% of respondents said the hamburger roundabout option, together with wider measures, would encourage them to travel through the junction using a different mode of transport in the future – compared with 16% for the separate T-junctions option.

Despite the support of many respondents for the junction options that were consulted on, there were a number of respondents who indicated they felt a flyover would be a better option. Concerns were also raised about certain elements of the junction options, notably the potential for confusion, the increase in number of traffic signals, perceived worsening of congestion and traffic flow and the negative impact of proposals to remove the existing permit parking bays in Van Diemens Road.

There was strong support for the walking and cycling improvements proposed as part of the project, with almost half of respondents (47%) agreeing the improvements would 'create a more coherent network for pedestrians and cyclists in Chelmsford' and a further 32% describing their views on the statement as neutral. However, some respondents, including Chelmsford City Council, felt the measures did not go far enough and there was mixed feedback about proposals to remove the existing subway and replace it with ground-level crossings.

There was notable support for the proposed expansion of Sandon Park and Ride and a proposed new Park and Ride site in Widford, although some questioned the demand for these measures, particularly in light of the impacts of the COVID-19 on passenger numbers. Most respondents (67%) were undecided or had no preference about their preferred site for a new Park and Ride in Widford, with slightly more respondents preferring the Greenbury Way site. A number of concerns were raised about the safety of pupils regularly walking to a school playing field neighbouring the London Road site. The majority of respondents (60%) supported the idea of expanding Sandon Park and Ride before works at the Army and Navy junction to help manage disruption and improve travel options during the construction period.

5. Appendices

Appendix A – Consultation survey

Army and Navy Sustainable Transport Package
Public Consultation Brochure

Personal information

Please provide the following information

First Name:

Surname:

Postcode:

Email Address:

Please tick this box if you are happy to be contacted about the Army and Navy Sustainable Transport Package project in the future

Which of the following best describes you?

- Someone who lives in Chelmsford
- Someone who works in Chelmsford
- Someone who visits Chelmsford
- Someone responding on behalf of a business or organisation based in Chelmsford
- Someone responding on behalf of a business or organisation based outside Chelmsford, but which travels or operates in the area
- Another interested party

If you are responding on behalf of a business or organisation, what is the name of that business or organisation:

If you are responding on behalf of a business or organisation, please tick this box to confirm you have permission to do so

If you are under the age of 18, please tick this box to confirm you have parental consent to respond to this consultation and for your data to be used for the purposes outlined

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Army and Navy Sustainable Transport Package
Public Consultation Brochure

Your travel

Do you currently travel through the Army and Navy junction?

- Yes
- No

If so, what mode of transport do you most commonly use (pre-COVID) when travelling through the Army and Navy junction?

- Bicycle
- Walking
- Bus
- Park and Ride bus
- Mobility scooter
- Motorcycle or moped
- Taxi
- Car, van or lorry
- Not applicable

Other, please specify:

What is the purpose of your most common journey through the Army and Navy junction?

- Travel to/from work
- Travel to/from college, university or other form of adult education
- Business travel
- School run
- Grocery shopping
- Healthcare (including pharmacy)
- Other essential shopping
- Non-essential shopping
- Visiting family or friends

Accompanying children (excluding to/from school)

- Leisure
- Not applicable

Other, please specify:

31

Junction options

What is your preferred junction layout option?

- Hamburger Roundabout
- Separate T-Junctions
- Undecided or no preference

Do you have any comments about our proposals for the Army and Navy junction?

Hamburger Roundabout

What impact do you think the Hamburger Roundabout option would have on journeys for the following transport users, compared with the current junction arrangement?

	Very positive	Fairly positive	Little or no change	Fairly negative	Very negative	Unsure
People who cycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
People who walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
People who use the bus or Park and Ride	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
People who use mobility scooters or wheelchairs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cars, vans, lorries and motorcyclists	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

32

Would the improvements proposed as part of the Hamburger Roundabout option, together with the wider measures included in the Army and Navy Sustainable Transport Package, encourage you to travel through the junction using a different mode of transport in the future?

- Yes
- No
- Unsure

If so, which of the following mode/s of transport would you consider using in the future?

- Bicycle
- Walking
- Bus
- Park and Ride bus
- Mobility scooter
- Motorcycle or moped
- Taxi
- Car, van or lorry
- Not applicable
- Other, please specify:

Do you have any comments about the Hamburger Roundabout option?

33

Separate T-Junctions

What impact do you think the Separate T-Junctions option would have on journeys for the following transport users, compared with the current junction arrangement?

	Very positive	Fairly positive	Little or no change	Fairly negative	Very negative	Unsure
People who cycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
People who walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
People who use the bus or Park and Ride	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
People who use mobility scooters or wheelchairs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cars, vans, lorries and motorcyclists	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

34

Would the improvements proposed as part of the Separate T-Junctions option, together with the wider measures included in the Army and Navy Sustainable Transport Package, encourage you to travel through the junction using a different mode of transport in the future?

- Yes
- No
- Unsure

If so, which of the following mode/s of transport would you consider using in the future?

- Bicycle
- Walking
- Bus
- Park and Ride bus
- Mobility scooter
- Motorcycle or moped
- Taxi
- Car, van or lorry
- Not applicable
- Other, please specify:

Do you have any comments about the Separate T-Junctions option?

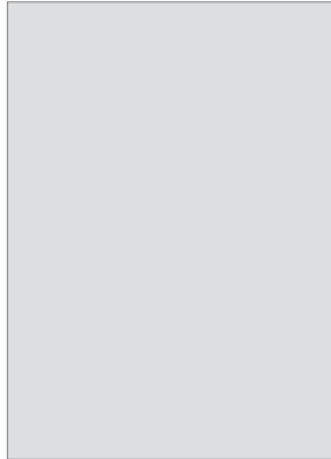
35

Walking and cycling

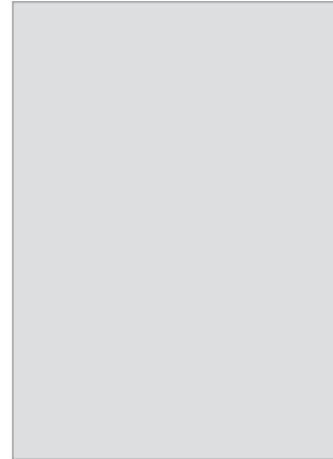
To what extent do you agree with the following statement: 'The proposed walking and cycling improvements, as outlined in this consultation, would create a more coherent network for pedestrians and cyclists in Chelmsford'?

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

Do you have any comments about our proposed walking and cycling improvements as part of the Army and Navy Sustainable Transport Package?



Are there any other walking and cycling connections to the Army and Navy junction that you would like to see developed in the future?
If so, please specify.



36

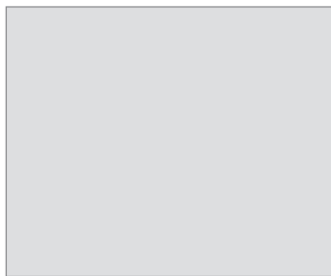
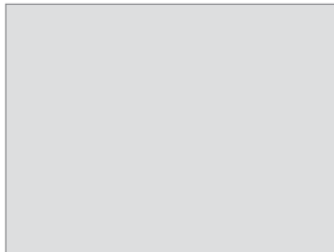
Park and Ride

Widford

Which is your preferred Widford Park and Ride site – London Road or Greenbury Way?

- London Road
- Greenbury Way
- Undecided or no preference

Do you have any comments about our proposals for a new Park and Ride in Widford or the sites under consideration?

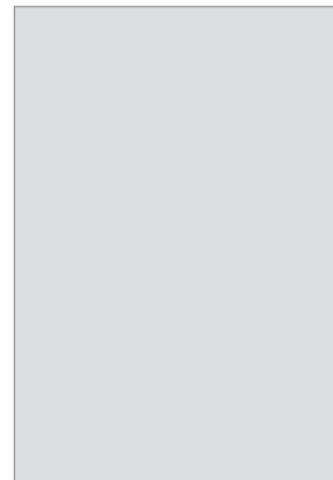


Sandon

Do you support the idea of expanding Sandon Park and Ride in advance of the works at the Army and Navy junction to improve travel options during construction?

- Yes
- No
- Don't know

Do you have any comments about the proposed upgrade and expansion of Sandon Park and Ride?



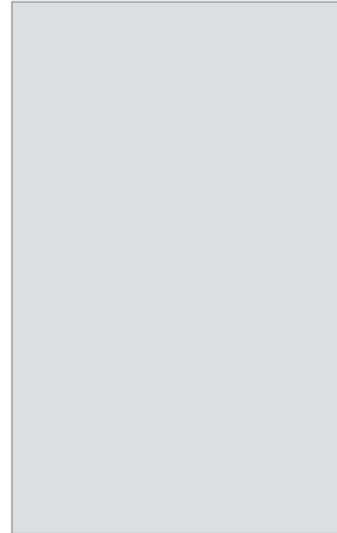
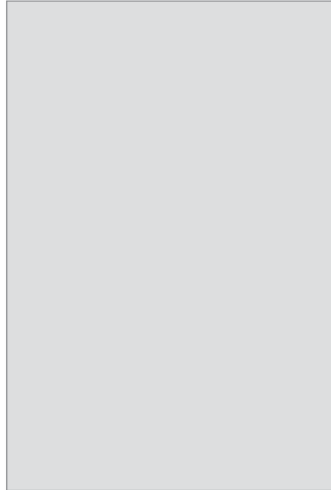
37

Army and Navy Sustainable Transport Package

To what extent do you agree with the following statement: 'The proposed Army and Navy Sustainable Transport Package, as outlined in this consultation, would have a positive impact on Chelmsford'?

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

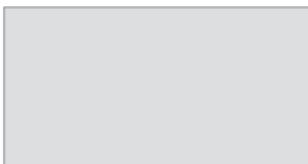
Do you have any comments about the proposed Army and Navy Sustainable Transport Package?



Consultation feedback

How did you hear about this public consultation?

- Social media
- Email newsletter
- Email
- Online
- Letter
- Word of mouth
- Newspaper advert
- Newspaper article
- Other, please specify:



Did you visit our virtual exhibition space for information about the public consultation?

- Yes
- No

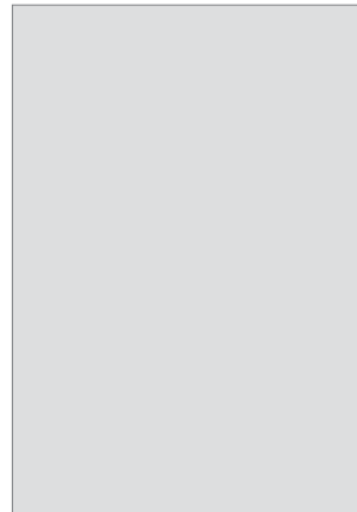
Do you feel you had enough information to respond to the public consultation?

- Yes
- No
- Not sure

How helpful was the information we provided to you as part of this public consultation?

- Very helpful
- Fairly helpful
- Neither helpful nor unhelpful
- Fairly unhelpful
- Very unhelpful

Do you have any comments about the public consultation?



Demographics

In order to ensure the continued development of our diversity and equality practices, everyone that we work with is asked to complete the information below. You are not obliged to answer any of the questions, but the more information you supply, the more effective our monitoring will be. If you choose not to answer questions, it will not affect your participation.

The information you supply below is confidential and will be used solely for monitoring purposes.

Age:

- Under 18
- 18 – 24
- 25 – 34
- 35 – 44
- 45 - 54
- 55 - 64
- 65+
- Prefer not to say

Gender:

- Male
- Female
- Other
- Prefer not to say

Ethnicity:

What is your ethnic group? Choose one option that best describes your ethnic group or background

White

- English/Welsh/Scottish/Northern Irish/British
- Irish
- Gypsy or Irish Traveller
- Other Mixed/Multiple ethnic background (please specify):

Mixed/Multiple ethnic groups

- White and Black Caribbean
- White and Black African
- White and Asian
- Other Mixed/Multiple ethnic background (please specify):

Black/ African/Caribbean/Black British

- African
- Caribbean
- Bangladeshi
- Other Black/African/Caribbean background (please specify):

40

Asian/Asian British

- Indian
- Pakistani
- Bangladeshi
- Chinese
- Other Asian background (please specify):

Other ethnic group

- Arab
- Any other ethnic group (please specify):

Do you consider yourself to have a physical impairment?

- Yes
- No
- Prefer not to say

Do you consider yourself to have a sensory impairment?

- Yes
- No
- Prefer not to say

Do you consider yourself to have a learning difficulty or disability?

- Yes
- No
- Prefer not to say

Are you responsible for caring for an adult relative/partner, disabled child or other?

- Yes
- No
- Prefer not to say

41

Appendix B – Local authority response

Chelmsford City Council

Key issues for consideration

The following are the key issues that the City Council consider should be considered by Essex County Council in selecting the preferred option and developing the full business case for the Scheme:

Scheme principles

The City Council recognises the importance of the Army & Navy junction to local and sub-regional traffic flows and supports the principle of a sustainable package of improvements that balance car usage with opportunities for active travel and public transport to maximise environmental benefits. A fully functioning Army & Navy junction is of key importance to the City's economy, reduction in congestion and improved air quality. The City Council also recognises the importance of a full sustainable package being developed if Department for Transport funding is to be secured for the Scheme's implementation. The City Council would expect the walking, cycling and public transport elements of the Scheme to be further enhanced as the preferred option is developed through its business case development.

Traffic modelling assumptions

The baseline traffic data for the options is October 2019. As this is pre-COVID 19, the City Council would expect some re-modelling will be needed to take into account changing work patterns, park and ride usage, other public transport usage and commuting patterns. In recent weeks the junction has returned to close to pre-COVID congestion levels, particularly in the pm peak period, and it is important that the preferred solution is based on the most robust and up to date data available. The traffic modelling does not take into account fully the proposed new car parks at Beaulieu Station, which are now more certain in the design process. This will need to be re-tested as a preferred option for the Army & Navy. In addition, further scheme modelling will be necessary to take into account local modelling intelligence and the expected DfT post-COVID 19 traffic forecasting data which is understood to be due for release in the next few weeks.

Park and Ride

The City Council recognises the vital role that Park & Ride plays in contributing to sustainable transport options and the reduction of traffic into the City Centre.

At the present time, the two park and rides at Sandon and Chelmer Valley have not recovered to their post-COVID 19 usage. In the light of revised traffic modelling assumptions, a clearer and up to date set of data is required to inform the demand for the expansion of Sandon Park and Ride and a new Widford Park and Ride.

The City Council recognises that a third Park and Ride at Widford is proposed within the adopted Chelmsford Local Plan. Should the demand exist for a third Park and Ride site at Widford, both of the two proposed locations require further assessment in terms of green belt impact, flood risk, landscape, heritage and ecology and impact on other uses

in the locality of each site (for example access to Widford Lodge School's playing field). At this stage, both options should be retained for further full assessment and appraisal.

Cycling and walking

The City Council supports the objective of the Scheme to enhance cycling and walking connectivity and encourage alternative methods of transport into the City Centre for shorter trips, minimising car usage. The City Council recognises that the walking and cycling routes through the junction are enhanced and this is supported.

However, the Scheme does not go far enough in terms of enhancing cycling and walking connectivity and further enhancement of this objective should be developed during the next stage of the Scheme's development, both through the junction and from the Park and Ride sites. The City Council would expect comprehensive routes for cycling and walking from the Park and Ride locations designed and delivered within the Scheme.

Specifically, the consultation lacks detail on the cycle connectivity from the City Centre and both the Sandon Park and Ride and the proposed new Park and Ride at Widford. If objectives such as "park and pedal" are to be realised, these routes should be designed in detail at the next stage. Specifically, the connection from Sandon Park and Ride should be developed as a route between the development in East Chelmsford, through the proposed new country park, along the river valley to the Army & Navy. This would be a far more attractive and safer route than through the Meadgate Estate.

Public transport

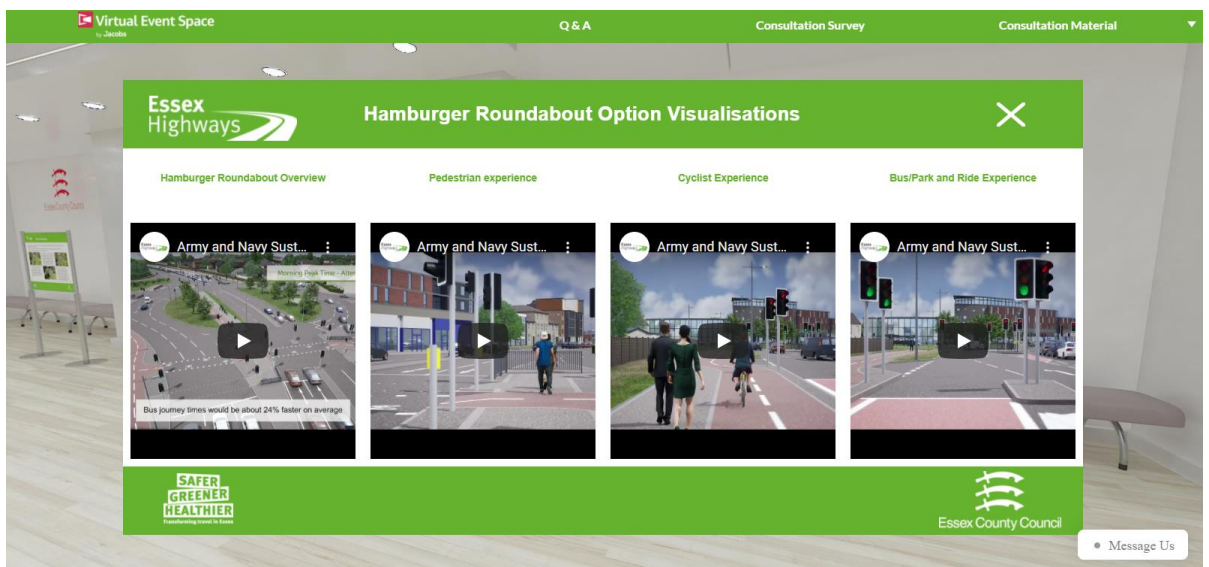
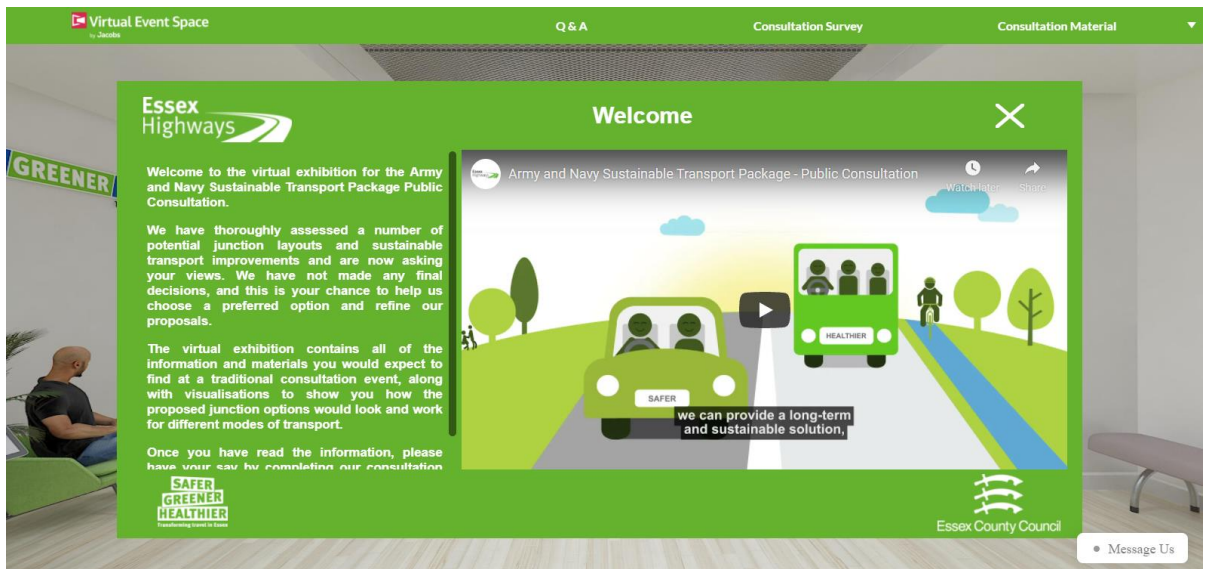
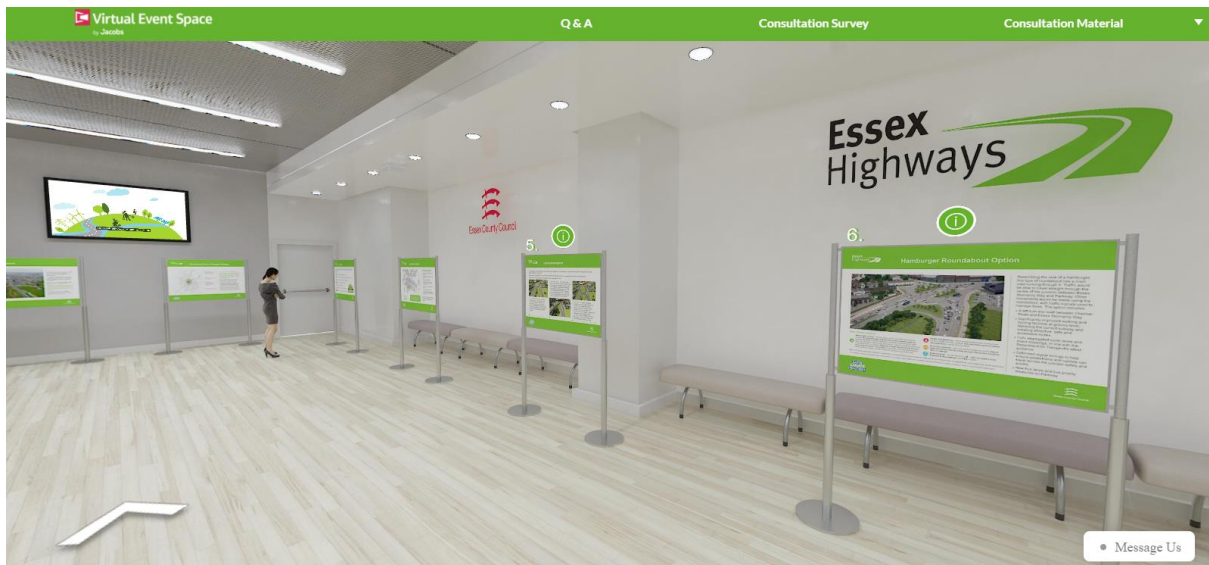
The City Council supports the objective to enable bus priority measures through the junction. Specifically, the preferred solution should not impact on buses using Baddow Road and alternative routing of services that currently use either Baddow Road or Essex Yeomanry Way may need to be considered in consultation with the bus operators.

Local impacts

The City Council recognises that the Army & Navy junction is a strategic transport hub. In considering the next stages of development of the Scheme, the County Council should ensure that the impact on the journeys of the local communities of Great Baddow, Chelmer Village and Moulsham Lodge into the City Centre are not compromised. The City Council requests that a mechanism to fully involve local residents and ward Councillors in the detailed design stages is established.

From the City Council's initial assessment of the two junction options the Hamburger roundabout is the preference in terms of impact on local journeys, particularly journeys out of the City Centre.

Appendix C - Virtual exhibition



Appendix D – Project webpage



Army and Navy Sustainable Transport Package

Public consultation

We have this page opened a number of consultation events details of all available to road improvements and we have a page to help stage the first scheme by consulting our public consultation.

The first web chat sessions began on Monday 9 April 2021 until Friday 10 October 2021.

The consultation events are a mix of in-person and online events. We have a mix of in-person and online events. We have a mix of in-person and online events. We have a mix of in-person and online events.

Virtual exhibition

We have a virtual exhibition on the project. We have a virtual exhibition on the project. We have a virtual exhibition on the project.

Live webcasts

We have live webcasts on the project. We have live webcasts on the project. We have live webcasts on the project.

Consultation events

We are having a number of online and face-to-face consultation events to give you an opportunity to tell us how you see the project and any suggestions.

Live web chat sessions

Join in from a **virtual exhibition**. During one of our live web chat sessions you can ask questions and chat to us with the project team through the messaging function.

The sessions will take place on the following dates:

- Tuesday 17 August – 10am – 10pm
- Friday 2 September – 10am – 10pm
- Saturday 18 September – 10am – 10pm

You can also participate via the messaging function on the virtual exhibition or any other time during the consultation and we will reply as quickly as we can.

Live webcasts

Our video content will be available through Teams and include a mix of presentation about our proposals, as well as a question and answer session where you will be able to ask questions of us in the event room.

Anyone who cannot attend via Teams can view the Teams webcast, either at the project, but also able to use the Teams app on their mobile phone or laptop.

- Wednesday 23 August – 10am – 10pm
- Thursday 2 September – 10am – 10pm

Join to join the sessions

Drop-in events

We are also having a number of drop-in events across the Chelmsford city centre during the consultation period.

The project team will be available to answer your questions and provide you with information about the project outside Sarsfield Road, High Street, Chelmsford on the following dates:

- Saturday 17 November – 10:00 – 10pm

Army and Navy Sustainable Transport Package

The Army and Navy Sustainable Transport Package is an unmissable opportunity to re-design the Army and Navy Junction - a crucial gateway to Chelmsford - while also providing better options for people to travel and encouraging safer, greener, and healthier ways of getting around the city.

Our proposals currently include:

- Two junction options - a Hemburger Roundabout (a roundabout with a road through the centre of it) and Separate T-junctions
- A 350-space expansion of Sarsfield Park and Ride
- A new Park and Ride site in Wilford (two site options are being considered)
- Wider connectivity improvements across the walking and cycling networks

By delivering a comprehensive package of measures that encourage increased walking, cycling and Park and Ride travel, alongside an improved Army and Navy Junction, we can provide a long-term and sustainable solution, improving journeys for everyone.

More information about the proposed Army and Navy Sustainable Transport Package is available in our [virtual exhibition](#).

Concept images

Click the image in a popup window

Questions and Answers

Select a question to reveal/hide the answer.

Public consultation

Reveal / hide all Answers

1. How can I find out more about the proposals?
2. How can I have my say?
3. When does the consultation close?
4. How can I ask questions about the proposals?
5. Why did you not consult earlier in the project when more junction options were still being considered?
6. Why are you consulting now, especially during the summer holidays?

Army and Navy Sustainable Transport Package

Reveal / hide all Answers

1. Why do the proposals include sustainable transport measures, such as walking, cycling and Park and Ride improvements?
2. There is a clear strategy to try and encourage more people to walk and cycle but not everyone can do that. What about people travelling too far to walk or cycle or those physically unable to do so?
3. Has the impact of the COVID-19 pandemic, e.g. changing travel behaviours, been taken into account in assessing the options for the Army and Navy Junction?
4. Have the proposed Active Travel proposals been taken into account when assessing the Army and Navy proposals?

Removal of the flyover

The Army and Navy flyover was a feature of the Chelmsford junction roundabout made that 10 years and 20 years ago. It was a flyover that was built in the 1960s. The flyover was the subject of a number of studies during the 2010s. After months of a supporting system following several high-profile incidents, having been fully repaired it was closed again in July 2020 after a further 10 days. On 16 September 2020, it was confirmed that the flyover would be closed permanently for safety reasons. Following the reconstruction of a detailed engineering team, which would now deliver the new flyover. The flyover was successfully removed on 16 September 2020. The project started in February 2020 and the team and contractors worked hard to ensure the flyover was removed safely and quickly. Work to remove the flyover will start on 16 September 2020 and will be completed by the end of the month. A video of the flyover in action has been added to the Essex Road 2021 digital website.



Key facts about the junction

- The Army and Navy junction is a major junction in Chelmsford, with 40,000 vehicles per day.
- It is one of the busiest junctions in the city.
- Each day, up to 10,000 vehicles use the junction for their daily commutes, school, shopping and leisure.
- A significant number of journeys to work in Chelmsford are made by private vehicles that are over 10 years old.
- 10,000 people in Chelmsford have a car in their driveway, but only 10,000 people have a car in their driveway.

Vision and strategy

The vision for Chelmsford is to have a more sustainable city, with a focus on walking, cycling and public transport. The Chelmsford Local Transport Plan 2021-2026 sets out the vision for the city. Through an investment in a number of key roads in Chelmsford, we are helping to create a more sustainable city. The Army and Navy junction is one of the key roads in Chelmsford, and we are helping to create a more sustainable city by improving it.

Consultation documents

Full Version

Audio can be downloaded from the Essex Road 2021 digital website.

Easy Read

Audio can be downloaded from the Essex Road 2021 digital website.

- #### Documents
- [Army and Navy Sustainable Transport Package - consultation document \(PDF\) 1.2 MB](#)
 - [Army and Navy Sustainable Transport Package - consultation document \(PDF\) 1.2 MB](#)
 - [Army and Navy Sustainable Transport Package - consultation document \(PDF\) 1.2 MB](#)
 - [Army and Navy Sustainable Transport Package - consultation document \(PDF\) 1.2 MB](#)
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 - [Army and Navy Sustainable Transport Package - consultation document \(PDF\) 1.2 MB](#)
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 - [Army and Navy Sustainable Transport Package - consultation document \(PDF\) 1.2 MB](#)

NewsRelease



09 August 2021

PR 7490

Have your say on proposals for vital Chelmsford gateway

Residents, visitors, businesses and their employees are being encouraged to have their say on an ambitious package of measures to re-design a crucial junction in Chelmsford and transform the way people travel in the city.

The Army and Navy junction is a vital gateway into and out of Chelmsford. However, people using it regularly experience congestion and delays, especially during peak times.

Essex County Council has thoroughly assessed a number of potential junction layouts and sustainable transport improvements and is now asking the public to help shape the final scheme by taking part in a public consultation, which was launched today (Monday 9 August).

The consultation focuses on two junction options – a hamburger roundabout (a roundabout with a road through the centre of it) and separate T-junctions, which are part of a proposed wider Army and Navy Sustainable Transport Package.

This also includes a 350-space expansion of Sandon Park and Ride, plus a new Park and Ride site to the west of Chelmsford in Widford.

In addition, the proposals feature fully segregated and significantly enhanced walking and cycling facilities at ground-level at the junction, improved bus priority measures and further improvements for walking and cycling in Chelmsford.

An Army and Navy Task Force, made up of elected members of Essex County Council, Chelmsford City Council and Great Baddow Parish Council, as well as Chelmsford MP, Vicky Ford, has overseen development of the proposals.

Cllr Lesley Wagland OBE, Essex County Council's Cabinet Member for Economic Renewal, Infrastructure and Planning, said: "The Army and Navy Sustainable Transport Package is an unmissable opportunity to provide better options for people to travel and to encourage safer, greener, and healthier ways of getting

around, especially for shorter journeys, where we want walking and cycling to be the natural choice.

“There are no perfect solutions and no scheme would remove all queuing and delays at the junction, but we now have two options which offer the best balance for all transport users. By delivering a comprehensive package of measures that encourage increased walking, cycling and Park and Ride travel, alongside an improved Army and Navy junction, we can provide a long-term and sustainable solution, improving journeys for everyone.

“A huge amount of work has gone into developing and assessing our proposals and it is important we now share them in more detail and ask the public for their views. We have made no final decisions, and this is your chance to help us choose a preferred option and refine our final proposals.”

Cllr Stephen Robinson, Leader of Chelmsford City Council and an inaugural member of the Army and Navy Task Force, said: “The Army and Navy is a key junction in Chelmsford’s wider transport network, and is under pressure at peak times. So, I’m pleased that Essex County Council is progressing options to improve it, with strong business cases. It is vital that proposals address the needs of Chelmsford’s pedestrians, cyclists and bus users, as well as cars and other vehicles. The City Council will respond to Essex County Council’s consultation and I urge residents and businesses to do so too.”

Vicky Ford MP, Member of Parliament for Chelmsford and an inaugural member of the Army and Navy Task Force, said: “The Army and Navy junction is a key part of Chelmsford’s infrastructure. Much work has been done by designers and engineers to develop new solutions that maximise traffic flows whilst also minimising noise and pollution, as well as making it easier for pedestrians, cyclists and those using buses.

“I do encourage all residents to take a good look at the proposals and give their suggestions so that we can all work together to find the best long-term plan for the junction.”

The eight-week public consultation is open until Sunday, 3 October, and details the scheme options and proposals, as well as the reasons behind ruling out other potential solutions.


A virtual exhibition, containing information about the proposals, is now live and will be available throughout the consultation. Visualisations, using estimated future traffic levels at peak times to show how the proposed junction options would look and work for different modes of transport, are also available in the exhibition.

The virtual exhibition, consultation survey and details of upcoming online and in-person consultation events are available via: www.essex.gov.uk/armyandnavy.

Printed consultation brochures can be collected at libraries throughout Chelmsford, the Civic Centre in Duke Street and County Hall in Market Road.


Appendix F - Project e-newsletters

Trouble viewing? [View this email in your browser.](#)

 Essex County Council

Army and Navy Sustainable Transport Package update

Consultation launched: Have your say on the Army and Navy Sustainable Transport Package



We are delighted to have launched the Army and Navy Sustainable Transport Package public consultation.

The [Army and Navy Sustainable Transport Package](#) is an unmissable opportunity to re-design a crucial gateway in Chelmsford, while providing better options for people to travel and encouraging safer, greener, and healthier ways of getting around the city.


Having thoroughly assessed a number of potential junction layouts and sustainable transport improvements, we want your views to help shape the final scheme.

Our proposals currently include:

- two junction options – a hamburger roundabout (a roundabout with a road through the centre of it) and separate T-junctions
- a 350-space expansion of Sandon Park and Ride
- a new Park and Ride site in Widford (two site options are being considered)
- wider connectivity improvements across the walking and cycling networks


By delivering a comprehensive package of measures that encourage increased walking, cycling and Park and Ride travel, alongside an improved Army and Navy junction, we can provide a long-term and sustainable solution, improving journeys for everyone.

Trouble viewing? [View this email in your browser.](#)

 Essex County Council

Army and Navy Sustainable Transport Package update

Join us for tomorrow's live webcast and Q&A




Have you got a question about our proposals to improve the Army and Navy junction and transform travel in Chelmsford? If so, why not join us for our live webcast from 8pm until 9pm tomorrow (Thursday 9 September)?

The video call-style event is taking place via Microsoft Teams and will include a short presentation about the proposals, as well as a question and answer session, where you will be able to submit written questions for the project team to answer on the call.

Anyone can attend and you can join via the Microsoft Teams app or online.

Joining instructions are available via [our website](#) or, alternatively, you can [join directly](#).


Park and Ride proposals a vital part of package of improvements to transform travel in Chelmsford



Park and Ride improvements are a vital part of the proposed [Army and Navy Sustainable Transport Package](#) and our plans to provide better travel options in Chelmsford.


We are proposing to upgrade Sandon Park and Ride and create about 350 extra parking

Trouble viewing? [View this email in your browser.](#)

 Essex County Council

Army and Navy Sustainable Transport Package update

Ask your questions about the Army and Navy proposals by joining tomorrow's live webcast



The first of two live webcasts as part of the Army and Navy Sustainable Transport Package public consultation takes place tomorrow evening.

The video call-style live webcast on Microsoft Teams will include a short presentation about our proposals, as well as a question and answer session, where you will be able to submit written questions to the project team.


You can join via the Microsoft Teams app, online or by phone, but will not be able to use your microphone or web camera.

The webcast will take place from 7pm until 8pm. To join, please follow this [link](#).

Further instructions and guidance on how to join the webcast is available from our [website](#).


Other virtual and in-person consultation events are also scheduled over the coming weeks, with details on our [website](#).

Don't forget to complete our public consultation survey to have your say




The Army and Navy Sustainable Transport Package is an

Trouble viewing? [View this email in your browser.](#)

 Essex County Council

Army and Navy Sustainable Transport Package update

Final week to take part in public consultation



There is just a week left to have your say on our proposals to redesign the Army and Navy junction and transform the way people travel in the city.

The [Army and Navy Sustainable Transport Package](#) public consultation ends on Sunday (3 October) and we are encouraging residents, visitors, businesses and other interested parties to take part by completing the [survey](#) before the closing date.

The consultation focuses on two junction options – a hamburger roundabout (a roundabout with a road through the centre of it) and separate T-junctions - together with a 350-space expansion of Sandon Park and Ride, a new Park and Ride site in Widford and a series of walking and cycling improvements.

The consultation is your opportunity to help us identify a preferred option and provide vital feedback as we refine our proposals to transform this critical gateway in Chelmsford.

A [virtual exhibition](#), containing information about the proposals and visualisations showing how the two junction options would look and work for different modes of transport, is accessible online.

A [consultation brochure](#) and [easy read consultation brochure](#) are also available. Printed copies can also be found at libraries throughout Chelmsford and County Hall in Market Road.

To participate in the consultation, please remember to complete our [online survey](#).

Appendix G – Other e-newsletters

Your Essex –

Have your say

Tell us about your experience of mental health support

We want to hear what good support looks like to people with mental health conditions and their carers. What you tell us will be used to help inform our all-age strategy for mental health support. [Take our mental health survey](#) to share your views.

Give your views on the Army and Navy junction proposals



We want your feedback on our proposals to improve the Army and Navy junction and transform travel in Chelmsford.

The [Army and Navy Sustainable Transport Package](#) public consultation is open until Sunday 3 October.

Smarter Travel for Essex –

New consultation coming soon



Residents, businesses and visitors will soon have a chance to have their say on ambitious proposals to transform the way people travel in Chelmsford.

Essex County Council has been thoroughly assessing a number of junction layout options for the city's Army and Navy junction, as well as developing a wider package of sustainable transport measures

to provide better travel options and encourage safer, greener, and healthier ways of getting around the city.

In addition to junction layout options, the proposed Army and Navy Sustainable Transport Package includes an expansion of Sandon Park and Ride, a new Park and Ride site to the west of Chelmsford in Widford, fully segregated and significantly enhanced walking and cycling facilities at the junction, improved bus priority measures and further connectivity improvements across the walking and cycling networks in Chelmsford.

A public consultation will launch later this summer, and responses will help the council to identify a preferred junction option and refine its final proposals.

For all of the latest updates on the project, including notification of the launch of the consultation, sign up for the Army and Navy e-newsletter via: www.essex.gov.uk/armyandnavy.

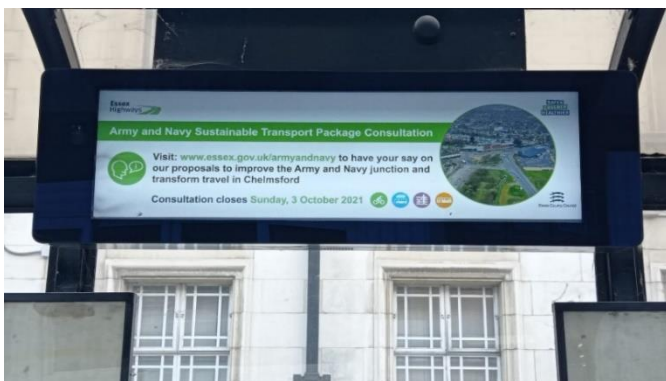
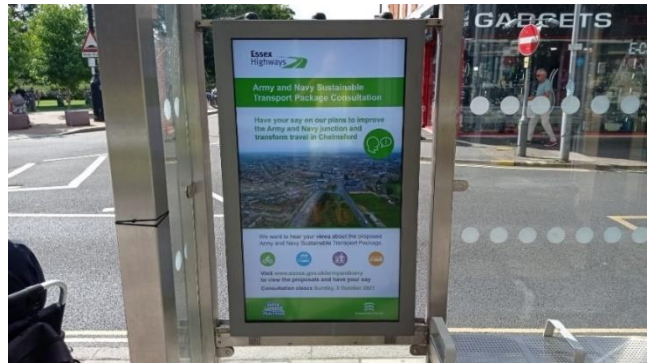


@ Essex County Council
For details of how ECC processes your personal data, please access our [privacy notice](#).

To unsubscribe from this newsletter please [email us](#) and put unsubscribe as the subject of your email.



Appendix H - Outdoor advertising





Appendix I - Social media

Essex Highways - Major Transport Projects
Published by Gareth Burton · 14 September 2021

There is still time to have your say on the proposed Army and Navy Sustainable Transport Package.

We are considering two junction options – a hamburger roundabout (a roundabout with a road through the centre of it) and separate T-junctions. As part of the package, we are also proposing an expansion of Sandon Park and Ride, a new Park and Ride site in Widford and walking and cycling improvements.

To find out more about the proposals, please visit our virtual exhibition at: [h...](#) See more


52,297 People reached 19,617 Engagements [Boost again](#)

Essex County Council
7 September 2021

Do you have a question about the proposed Army and Navy Sustainable Transport Package in Chelmsford?

The latest live webcast takes place from 8pm until 9pm on Thursday 9 September as part of the current public consultation.

The webcast will take place on Microsoft Teams, and will include a short presentation and a Q&A session, with attendees able to submit questions through the chat function.... See more



and healthier ways of getting around.

1.0x


4 shares

Essex Highways - Major Transport Projects
Published by Gareth Burton · 11 August 2021

Have your say on proposals to improve the Army and Navy junction and transform travel in Chelmsford.

The proposed Army and Navy Sustainable Transport Package includes two new junction layout options, expansion of Sandon Park and Ride, a new Park and Ride in Widford and wider walking and cycling improvements.

Our public consultation closes on Sunday 3 October.... See more




28,325 People reached 3,263 Engagements [Boost again](#)

Essex County Council
@Essex_CC

If you want to have your say on the proposals for the Army and Navy junction, you have until Sunday 3 October, when the consultation will close.

You can have your say on the project by completing the online survey here: consultations.essex.gov.uk/essex-highways...

Essex Highways @essexhighways · Sep 28, 2021
Last chance - final week to have your say: Army & Navy Junction Sustainable Transport Package #Chelmsford @ChelmsCouncil options proposals: online survey at essex.gov.uk/armyandnavy Ends Sunday 3 October, thank you.



Appendix J - Media advertising

EssexLive NEWS - IN YOUR AREA WHAT'S ON - SPECIAL FEATURES

Have your say on the future of the Army and Navy junction


The new proposals from Essex County Council will also include walking and cycling improvements

By **Joseph Dexter**
11:23 AM, 22 SEP 2021 | UPDATED: 10:12 AM, 22 SEP 2021

ADVERTORIAL

The future of the Army and Navy junction

Have your say on the proposed new options



THE FUTURE OF THE ARMY AND NAVY JUNCTION

Residents, visitors, businesses and their employees are being encouraged to have their say on an ambitious package of measures to re-design a crucial junction in Chelmsford and transform the way people travel in the city.

The Army and Navy junction is a vital gateway into and out of Chelmsford. However, people using it regularly experience congestion and delays, especially during peak times.

Essex County Council has thoroughly assessed a number of potential junction layouts and sustainable transport improvements and is now asking the public to help shape the final scheme by taking part in a public consultation, which was launched on Monday, August 9.

The consultation focuses on two junction options - a hamburger roundabout (a roundabout with a road through the centre of it) and separate T-junctions, which are part of a proposed wider Army and Navy Sustainable Transport Package.

This also includes a 350-space expansion of Sandon Park and Ride, plus a new Park and Ride site to the west of Chelmsford in Withford.

In addition, the proposals feature fully segregated and significantly enhanced walking and cycling facilities at ground-level at the junction, improved bus priority measures and further improvements for walking and cycling in Chelmsford.

MOST READ

- 1 **Play the next EuroMillions jackpot online - 20 tickets for only £2***
- 2 **Stansted Airport and Southeast Airport: Two new countries have joined the red list as UK travel review**
- 3 **Liam Taylor murder: Three men jailed for 18 years considered for murdering Chelmsford teen outside pub - recap**
- 4 **Is Helmut the worst place to live in Essex?**
- 5 **Essex restaurants which are hotspots for celebrities**


RECOMMENDED

- 1 **Play the next EuroMillions jackpot online - 20 tickets for only £2***
- 2 **Two new countries have joined the red list as UK travel review**

News

Plan to convert ex-nightclub into hotel is turned down

The former Hubbers Bar in Magdalen Street, Chelmsford



By **HANNAH BROWN**
11:23 AM, 22 SEP 2021 | UPDATED: 10:12 AM, 22 SEP 2021

A former bar and nightclub can no longer be converted into a hotel and offices, Essex County Council has ruled.

Proposals had been submitted to Chelmsford City Council by M2 A Land to change the use of, and extend, the former Hubbers Bar in Magdalen Street, Chelmsford.

In documents included in the application, it was argued that the site was a "prime location" for a hotel and offices, and that the building's structure was sound.

The council's decision was based on a number of factors, including the building's location and the impact on the surrounding area.

The council's decision was based on a number of factors, including the building's location and the impact on the surrounding area.

Army and Navy Sustainable Transport Package Consultation

Have your say on our plans to improve the Army and Navy junction and transform travel in Chelmsford

The Army and Navy Sustainable Transport Package aims to provide better options for people to travel, encouraging safer, greener and healthier ways of getting around the city.

- Improvements for all users of the Army and Navy junction
- Expansion of Sandon Park and Ride
- A new Park and Ride site in Withford
- Additional connectivity improvements across the walking and cycling networks

You can view the proposals and have your say at www.essex.gov.uk/armyandnavy

Consultation closes **Sunday, 3 October 2021**

ADVERTISING FEATURE

Have your say on the future of the Army and Navy junction



Legend:

- Terminal building and cycle lockers
- Revised access junction
- Bus lanes, turning areas and pickup point
- Footways
- Fast lay-by
- Cycleways
- Bus lay-by
- Disabled parking spaces
- Freight and cabi spaces
- Electric vehicle spaces

Junction options

Hamburger Roundabout option

Reassembling the look of a hamburger, this type of roundabout has a main road running through it. Traffic would be able to travel straight through the centre of the junction between Essex, Normandy Way and Parkway. Other movements would be made using a roundabout, with traffic signs used to manage flows.

THE OPTION INCLUDES:

- A full-width slip road between Chelmer Road and Essex, Normandy Way
- Fully segregated cycle lanes and direct crossings, in line with the Department for Transport's latest guidance
- Optimised signal timings to help ensure pedestrians and cyclists can travel across the junction safely and quickly
- New bus lanes and bus priority measures on Parkway

Separate T-Junctions option

Two new T-junctions would be created - one linking Essex, Normandy Way and Chelmer Road, and the other linking Essex, Normandy Way/Parkway and Van Diemen Road/Backdoor Road. Traffic signs would be used to control traffic flow at the junctions.

THE OPTION INCLUDES:

- Significantly improved walking and cycling facilities at ground-level at the junction, replacing the current tarmac and creating attractive, safe and accessible routes
- Fully segregated cycle lanes and direct crossings, in line with the Department for Transport's latest guidance
- Optimised signal timings to help ensure that pedestrians and cyclists can travel across the junction safely and quickly
- New bus lanes and bus priority measures on Parkway

Walking and cycling improvements

Walking and cycling improvements are a key element of the Army and Navy Sustainable Transport Package.

In addition to improved walking and cycling facilities at the Army and Navy junction, wider improvements are proposed on the approaches on Backdoor Road, Van Diemen Road and Essex, Normandy Way, as well as connections to the existing Chelmer Road to Chelmer Village and Parkway/Flower Chelmer routes. Potential new cycle corridors from Sandon Park and Ride and a proposed new Withford Park and Ride are also being considered to enable a potential Park and Choose service. Investing in all of these facilities will create a more coherent network for pedestrians and cyclists, helping encourage more people to walk and cycle into the city centre and reducing car journeys, which has significant economic, social, health and environmental benefits.

Park and Ride proposals

To provide greater travel options, Essex County Council is also proposing to expand and upgrade the existing Sandon Park and Ride and to create a new Park and Ride site in Withford. Sandon Park and Ride would be expanded by approximately 350 spaces and the site would feature a new centrally located terminal building and high quality and secure cycle lockers for overnight bike storage to enable Park and Choose, where people have the option to complete their journey by bus, walking or cycling. It is hoped that initial work at the Park and Ride site can begin before any improvements at the Army and Navy junction so that additional capacity is available to meet the predicted increase in demand during the summer months.

Two potential sites in Withford are currently being considered - one on the A14 Lendon Road (Three Mile Hill) and one off the A14 Greenway Way. The proposed new Withford Park and Ride would have approximately 1,000 spaces, including some specifically for electric vehicles. Like Sandon, it would also feature a centrally located terminal building and high quality and secure cycle lockers for overnight bike storage.

Have your say

A virtual exhibition, containing information about the proposals, is now live and will be available throughout the consultation. Residents, who've submitted future traffic levels at peak times to show how the proposed junction options would look and work for different modes of transport, are also invited to the exhibition. The virtual exhibition, consultation survey and details of upcoming online and in-person consultation events are available via www.essex.gov.uk/armyandnavy.

Printed consultation documents, including an online red version, are available throughout Chelmsford, the Civic Centre in Dane Street and County Hall in Market Road.

The eight-week public consultation is open until **Sunday, 3 October**.

90



Army and Navy Sustainable Transport Package Public Consultation



Have your say on our plans to improve the Army and Navy junction and transform travel in Chelmsford

- Improvements for all users of the Army and Navy junction
 - Significantly enhanced walking and cycling facilities
 - Improved bus priority measures
 - Two distinct new junction layout options
- Improvement and expansion of Sandon Park and Ride
- A new Park and Ride site in Widford
- Additional connectivity improvements across the walking and cycling networks



You can view the proposals and have your say at



www.essex.gov.uk/armyandnavy

Consultation closes **Sunday, 3 October 2021**

SAFER
GREENER
HEALTHIER

Essex County Council

Appendix L - Partner channels

Essex Chambers of Commerce
Better for business

Grapevine
Light bright news from around the county

Public consultation open on Army and Navy Sustainable Transport Package proposals

Essex County Council is encouraging businesses to have their say on an ambitious package of measures to re-design the Army and Navy junction in Chelmsford and transform the way people travel in the city.

Having thoroughly assessed a number of potential junction layouts and sustainable transport improvements, the council is now running a public consultation to help shape the final scheme.

The consultation focuses on two junction options – a hamburger roundabout (a roundabout with a road through the centre of it) and separate T-junctions, which are part of a proposed wider Army and Navy Sustainable Transport Package. This also includes a 350-space expansion of Sandon Park and Ride, plus a new Park and Ride site to the west of Chelmsford in Widford.

Hamburger Roundabout Separate T-junctions

In addition, the proposals feature fully segregated and significantly enhanced walking and cycling facilities at ground-level at the junction, improved bus priority measures and further improvements for walking and cycling in Chelmsford, providing better options for people to travel and encouraging safer, greener, and healthier ways of getting around the city.

A virtual exhibition is available throughout the consultation, containing information about the proposals, as well as visualisations showing how the two junction layout options would look and work from the perspectives of different transport users.

For more information and to take part in the public consultation, please visit the [Essex Highways website](#). The consultation is open until Sunday, 3 October.

Light brights

You receive this email as an FSBC member. To ensure you don't miss future updates please add essexchambers@essexchambers.co.uk to your email address book or safe list. View this email [online](#).

East of England
BUSINESS BITESIZE fsb^{es}
Partners in Business

Chelmsford for Business
Business News

19th August 2021

Business adaptations grant: further funding available

Essex County Council has announced further funding for Essex Business Adaptations Grant schemes, which provides grants for businesses who have spent (or intend to spend) money, to enable them to become more Covid-secure.

If you are a small or medium size business, you can apply for a one off grant of up to £3,000.

You must use this money to adapt your premises and/or operations to you can trade in a Covid secure way. These grants are only available for any eligible spending that happened after 1st June 2021 and you must have been trading on 16th November 2020.

If you have already received an adaptations grant, you cannot apply for a second grant within two months of your first payment.

You can read full details of the [Business Adaptation Funding](#) scheme, including eligibility criteria.

You will need to provide proof of any expenditure for work or expenditure after 1st June 2021.

This fund runs until 1st December 2021. [Apply here](#).

Chelmsford City Council extends payment schemes to help local businesses

Chelmsford City Council is extending all payment schemes until September 2022 to help local businesses to recover from months of closure. [Find out more](#).

Army & Navy Consultation

Businesses in Chelmsford are being encouraged to have their say on an ambitious package of measures to re-design a major junction in Chelmsford and transform the way people travel in the city.

Having thoroughly assessed a number of potential junction layouts and sustainable transport improvements, Essex County Council is now running a public consultation to help shape the final scheme.

Local News and Information

London Resort opens business registration

The London Resort has today launched a Register of Interest for businesses interested in becoming a supplier for one of Europe's most ambitious theme park projects. Businesses are set to benefit from the £50bn of gross economic activity (GVA) which will be generated in the UK over the initial 25-year period. There are many types of business that can get involved, with opportunities for a wide range of local, regional and national businesses. The information provided will help to inform The Resort's approach to supply chain engagement including how best to ensure small and medium-sized enterprises (SMEs) and local businesses have opportunities to be part of this gamechanger for the UK's entertainment and leisure industry. To register your interest visit [here](#).

Public consultation open on Army and Navy Sustainable Transport Package proposals

Businesses are being encouraged to have their say on an ambitious package of measures to re-design the Army and Navy junction in Chelmsford and transform the way people travel in the city. Having thoroughly assessed a number of potential junction layouts and sustainable transport improvements, Essex County Council is now running a public consultation to help shape the final scheme. The proposals currently include two junction options - a hamburger roundabout (a roundabout with a road through the centre of it) and separate T-junctions, a 350-space expansion of Sandon Park and Ride, a new Park and Ride site in Widford (two site options are being considered) and walking and cycling improvements. A [virtual exhibition](#) is available throughout the consultation, providing more information about the proposals. To find out more and take part in the public consultation, please visit the [Essex Highways website](#). The consultation is open until Sunday, 3 October.



news

offers

notifications
Essex County Council
News release
Have your say on proposals for the Army & Navy junction

feedback

events