

# Chelmer Waterside Access Road

## Non-Technical Traffic Summary

### Traffic Impacts

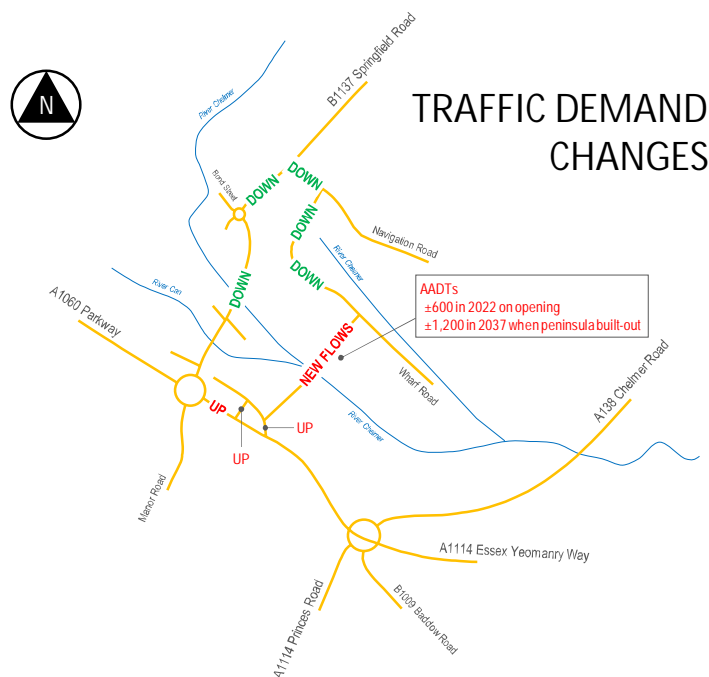
The attached figures indicate how traffic demands are expected to change with the addition of the proposed link. 2022 represents the planned opening year. 2037 represents 15 years after opening. The figure below summarises matters.

The proposed link has relatively modest traffic impacts in what is already a congested network. Local routing options into and out of Chelmer Waterside peninsula increase with the addition of the proposed link to the local network, relieving the highly congested A1099 High Bridge and A1099 Springfield Road corridor and the junctions of Navigation Road with Wharf Road and Springfield Road. Pressure on the Baddow Road merge onto A1060 Parkway will increase, but the pressure is significantly mitigated by the reduced parking offer at Baddow Road Car Park associated with its proposed re-development.

### Traffic Calming

Congestion on the A1060 Parkway and A1099 High Bridge and A1099 Springfield Road corridor demand traffic calming measures on the new link itself and potentially also on Wharf Road between the new link and Navigation Road if the new link isn't to become a rat-run.

The current link design includes road narrowings and table tops to discourage both southbound and northbound rat-running, especially HGV rat-running. A 20mph zone for the entire length of the new link and Wharf Road is recommended to further discourage rat-running.

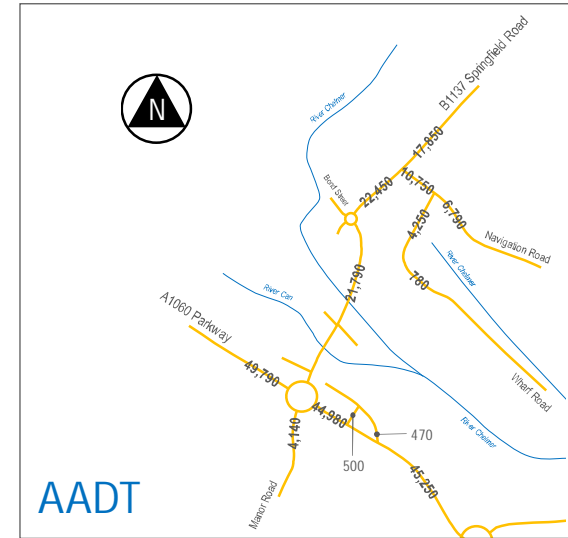
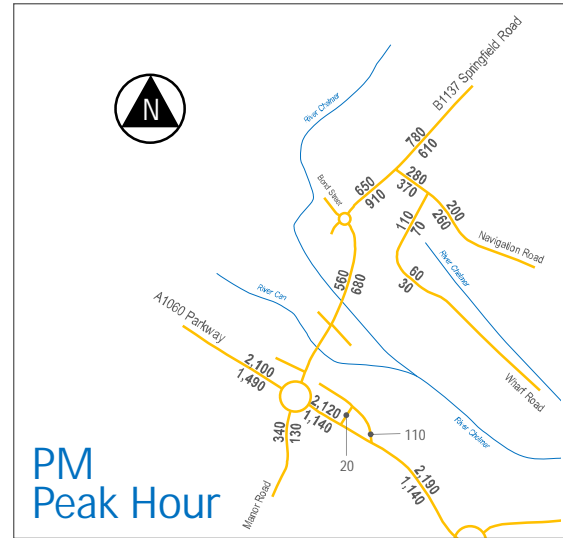
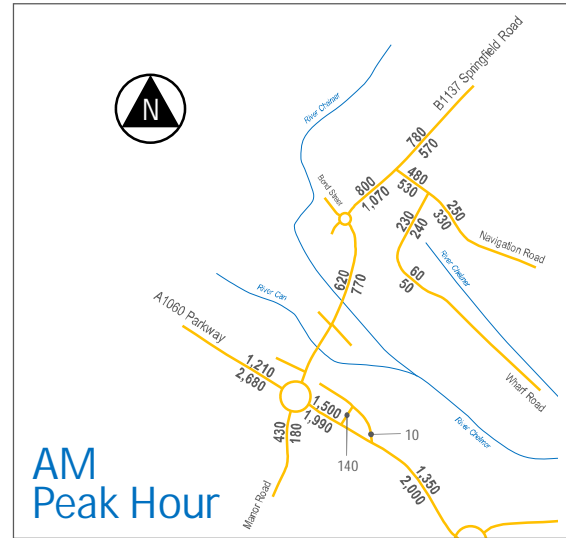


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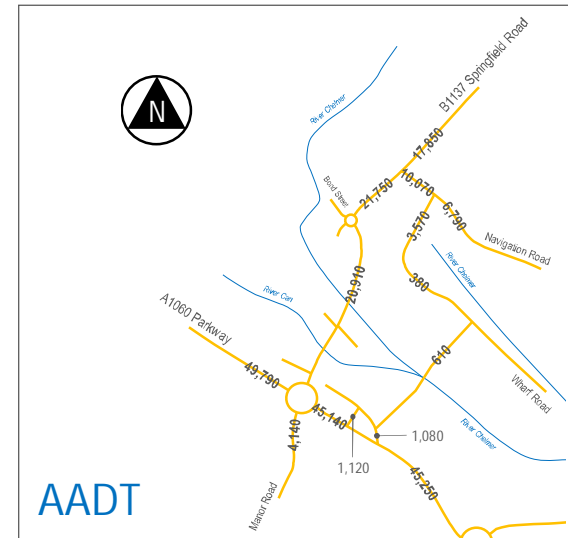
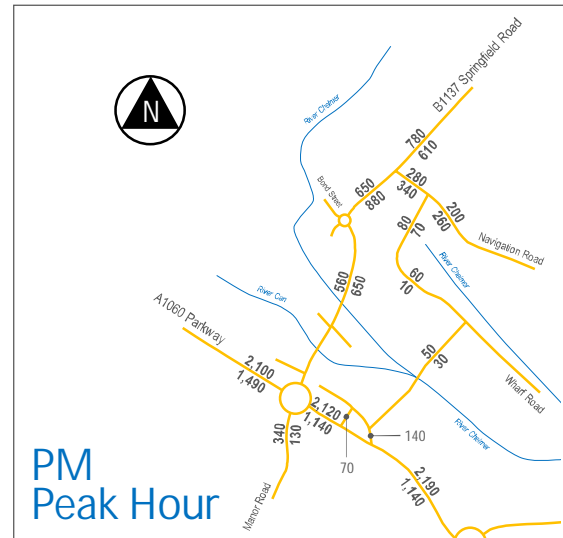
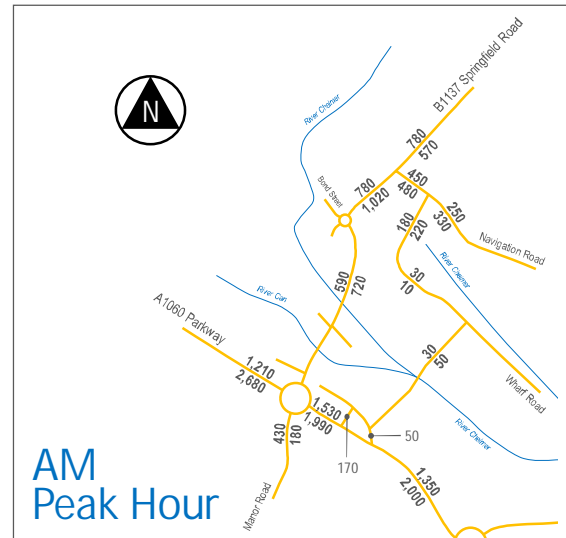
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2022

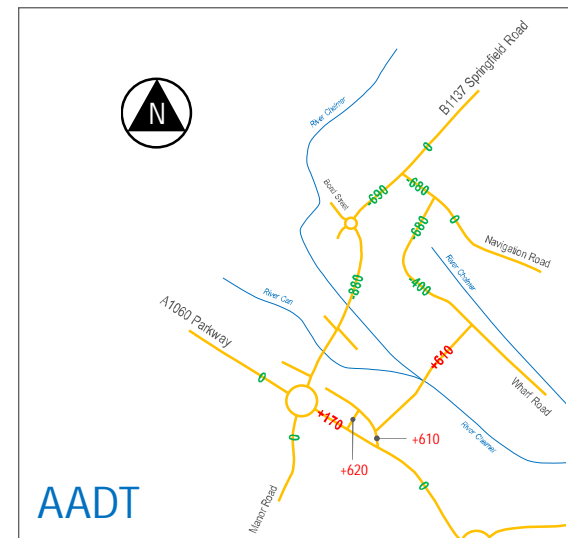
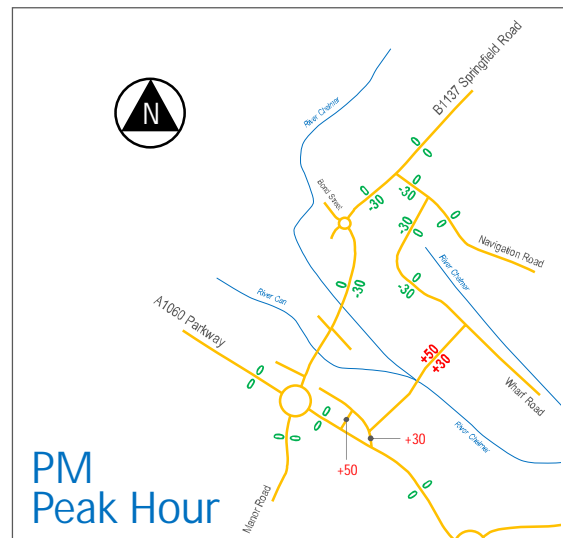
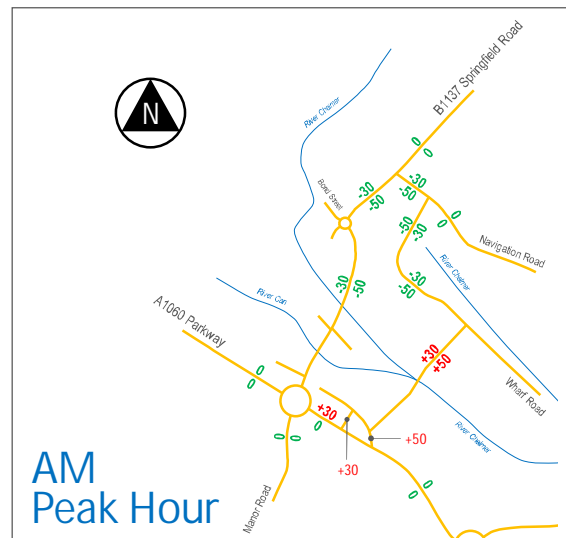
Traffic Demands Without Link



Traffic Demands With Link



Traffic Demand Changes

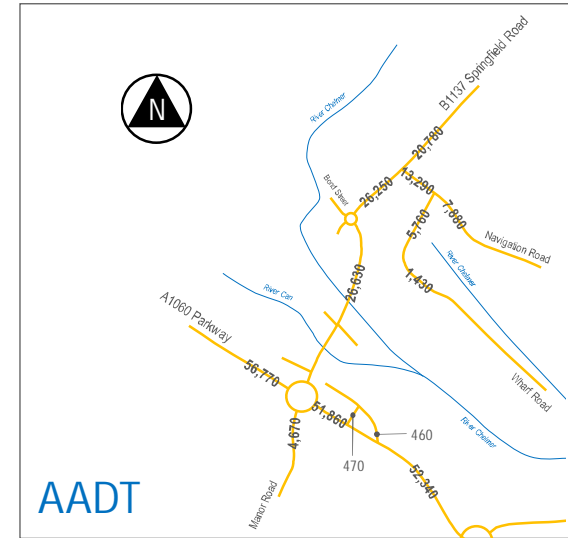
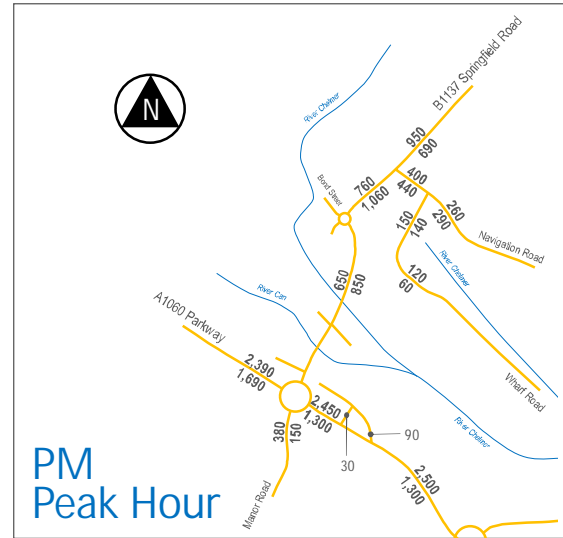
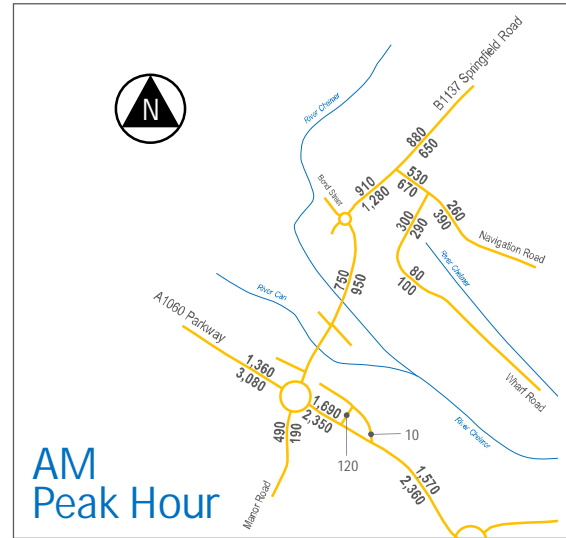


Notes:

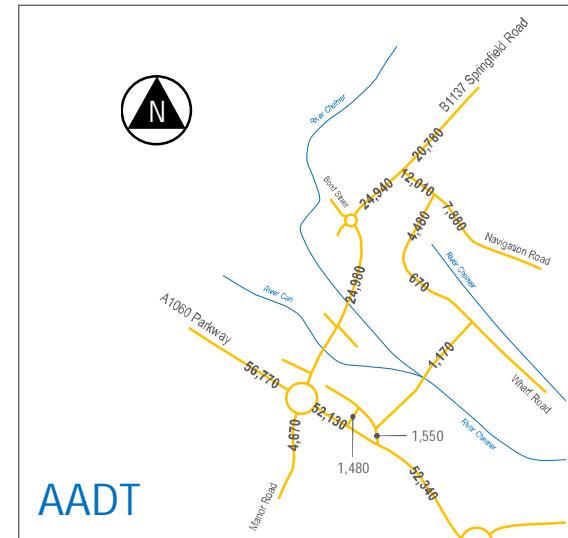
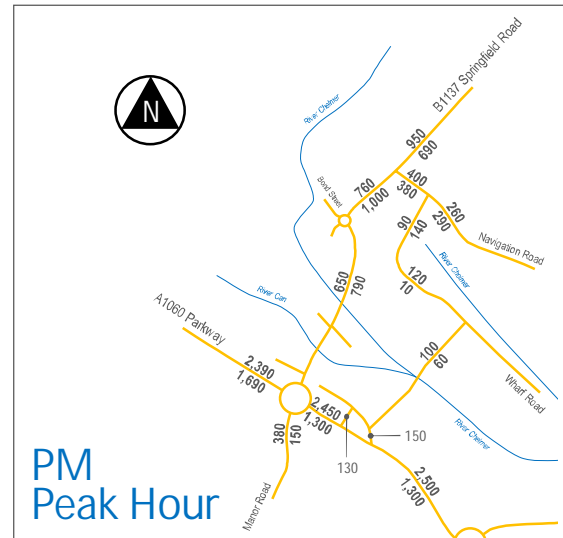
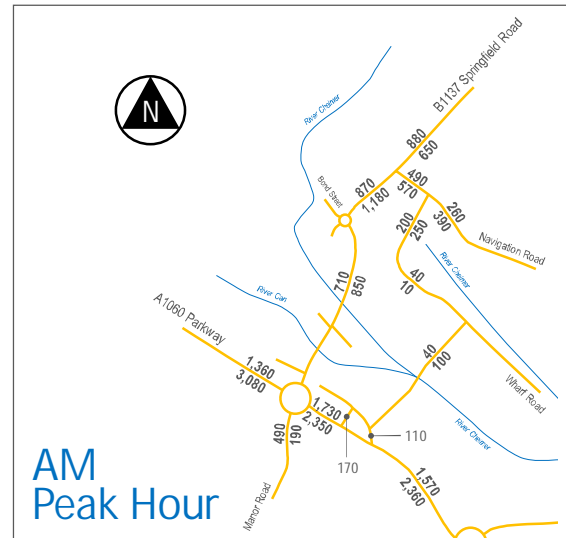
1. All flows are 'demand' rather than 'assigned' flows.
2. All flows are rounded to the nearest 10, except flows below 5 which are rounded up to 10.
3. Demand changes reflect the difference between actual and not rounded flows and therefore differ at points from the simple difference between the rounded flows above.
4. Peak hour data and varying expansion factors result in unequal redistributions of traffic at the AADT level.

2037

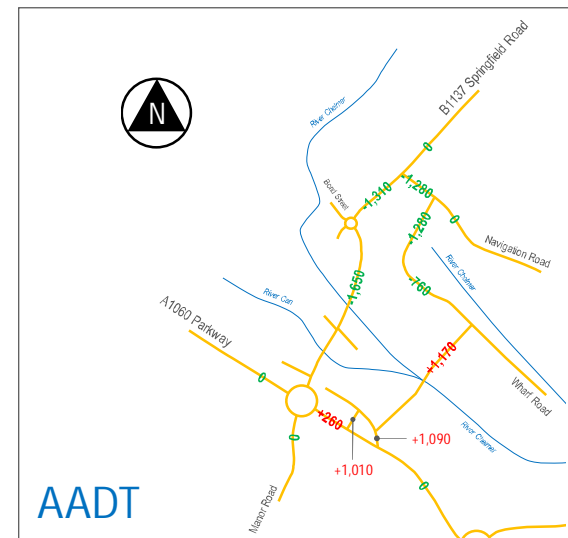
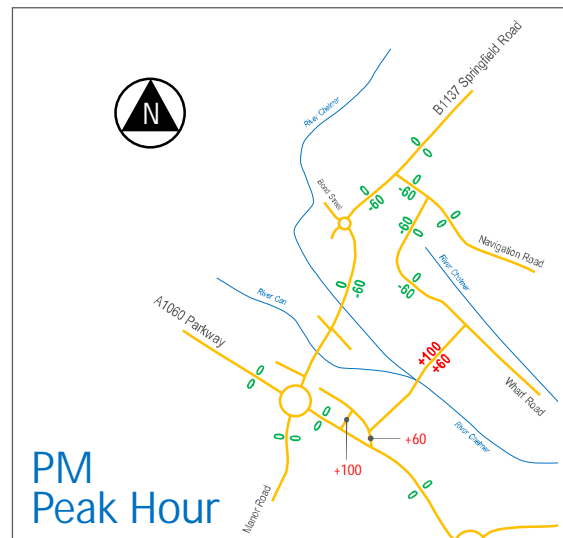
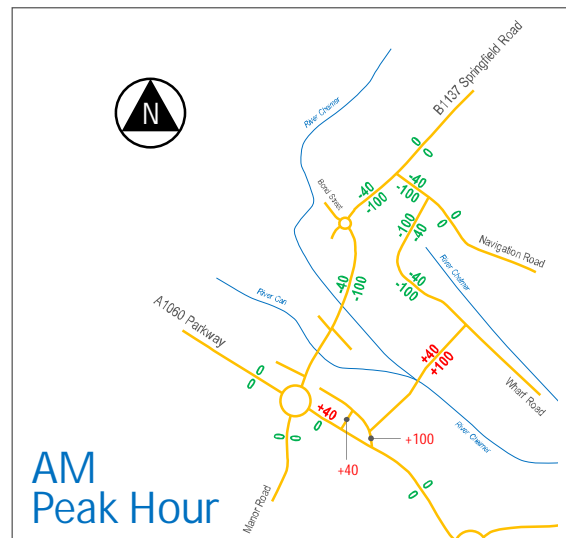
Traffic Demands Without Link



Traffic Demands With Link



Traffic Demand Changes



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