

Appendix 5

APPENDIX B: Technical Briefing – The Treatment of Domsey Lane

1 Domsey Lane - Connections Proposed

Introduction

- 1.1 This Technical Note forms part of the Evidence Base for the DFD in terms of explaining the proposals for Domsey Lane.
- 1.2 Domsey Lane runs through the centre of the CGC, but has been the subject of detailed consideration, in terms of balancing the protection of its character, the requirement for east to west access through the CGC and the opportunities to use Domsey Lane for Active Travel Modes.
- 1.3 This Technical Note considers:
 - a) The connections proposed for Domsey Lane
 - b) The Management and Monitoring proposals

Connections Proposed for Domsey Lane

- 1.4 The points of connection to Domsey Lane are shown in **Figure 1**. These involve:
 - At the Northern End, the interface with the Northern Radial Distributor Road (NRDR) also referred to as RDR2 – Reference 1
 - In the Centre, the interface with the East to West, Bus and Active Travel Route – Reference 4
 - At the Southern End vehicle access to limited southern parcels – Reference 5

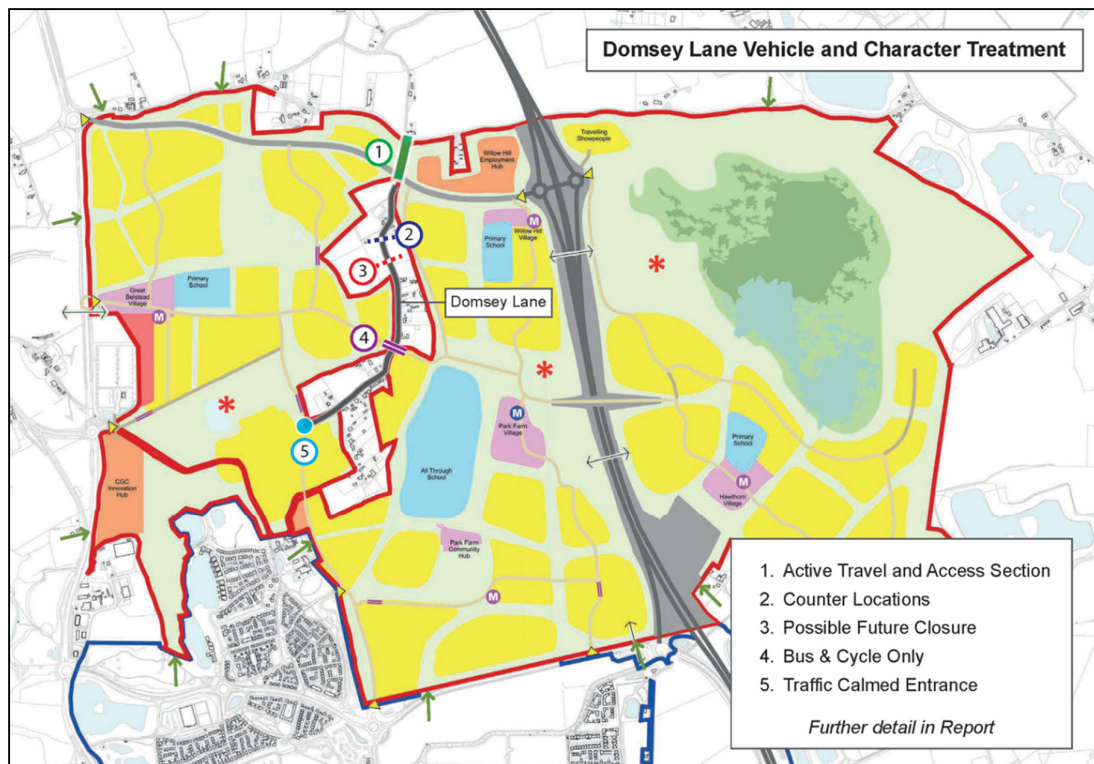


Figure 1: Domsey Lane – Access and Character Protection

[Interface with the NRDR \(RDR2\)](#)

- 1.5 The proposed interface with the NRDR (RDR2) is shown in **Figure 2**. The objectives of the arrangement are:
- To allow for residential and commercial access for the premises on Domsey Lane, with a restrictive left in/left out arrangements which would be unattractive for through traffic
 - To restrict the section between the NRDR and Wheelers Hill for Active Modes and premises access.
- 1.6 The left in/left out arrangement is a successful way of restricting vehicle movements when there are adjacent roundabouts, as is proposed for the NRDR.

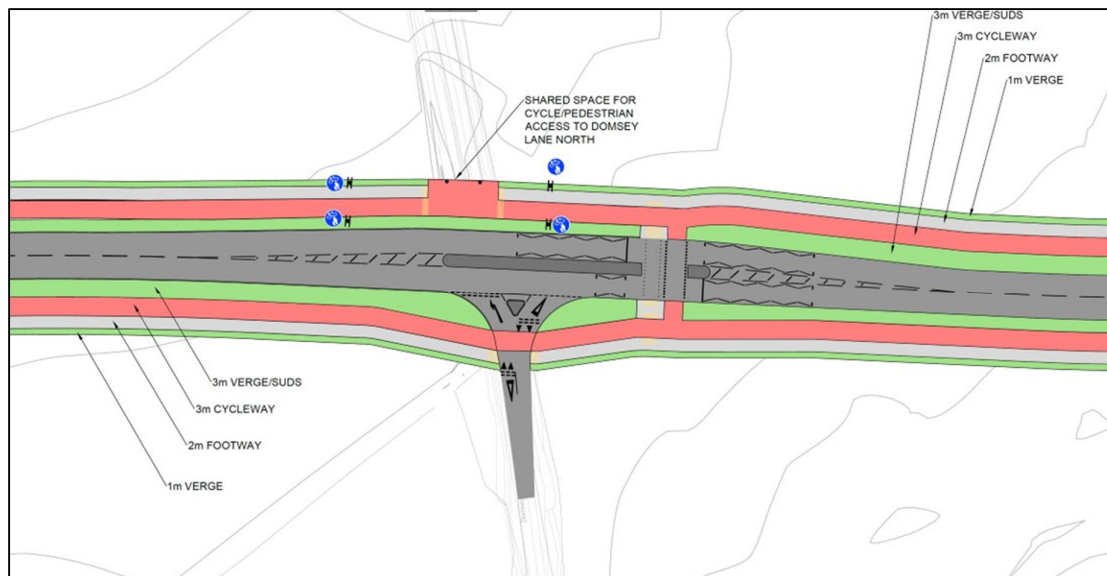


Figure 2: Connection to the NRDR (RDR2)

Interface with the Central Active Travel and Bus Route

- 1.7 The central crossing of Domsey Lane, forms a key part of a) the overall bus strategy, which will provide bus routes connecting between the new station and the Zone 2 application areas and the Zone 1 and 3 application areas and on to Broomfield Hospital and the centre of Chelmsford and b) the east to west active travel network within the CGC.
- 1.8 The final treatment of the crossing will be the subject of a future detailed application, but a detailed proving layout has been prepared, as is shown in **Figure 3**. This in particular:
 - Is designed so only Buses and Active Modes can cross Domsey Lane
 - Is designed within the available land
 - Restricts as far as possible the street furniture on Domsey Lane to protect its character. The design in particular does not include for traffic signals on Domsey Lane.
 - Is designed so that the Domsey Lane Bus Gate is capable of 'enforcement' in terms of east-west traffic

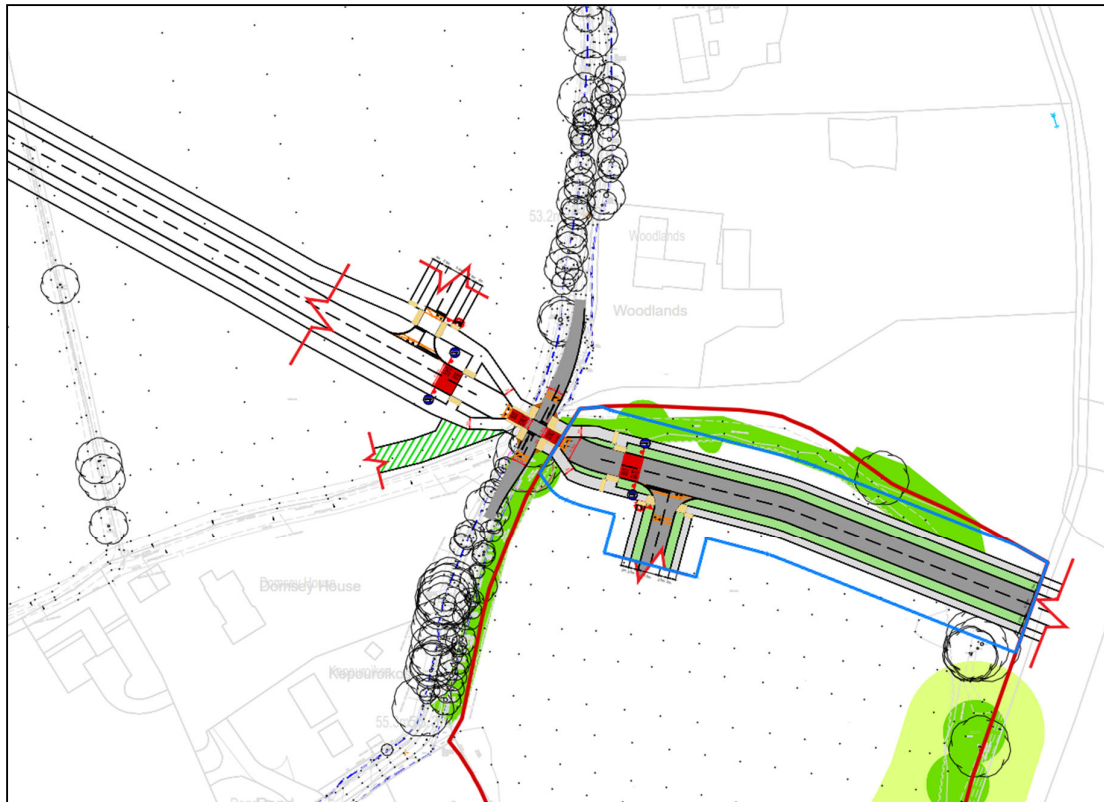


Figure 3: East to West Bus and Active travel route crossing of Domsey Lane

- 1.9 As stated earlier in this technical note, the final scheme will be agreed as part of the detailed application for the relevant phase of the CGC implementation. The plan provided provides a practical example of what could be implemented, cognisant of the character and functionality objectives of the proposals.

[Interface with the Southern Access](#)

- 1.10 At its southern end, Domsey Lane will have a traffic calmed entrance to seek to restrict its use for the residential and commercial uses along the road. This is shown in **Figure 4**.

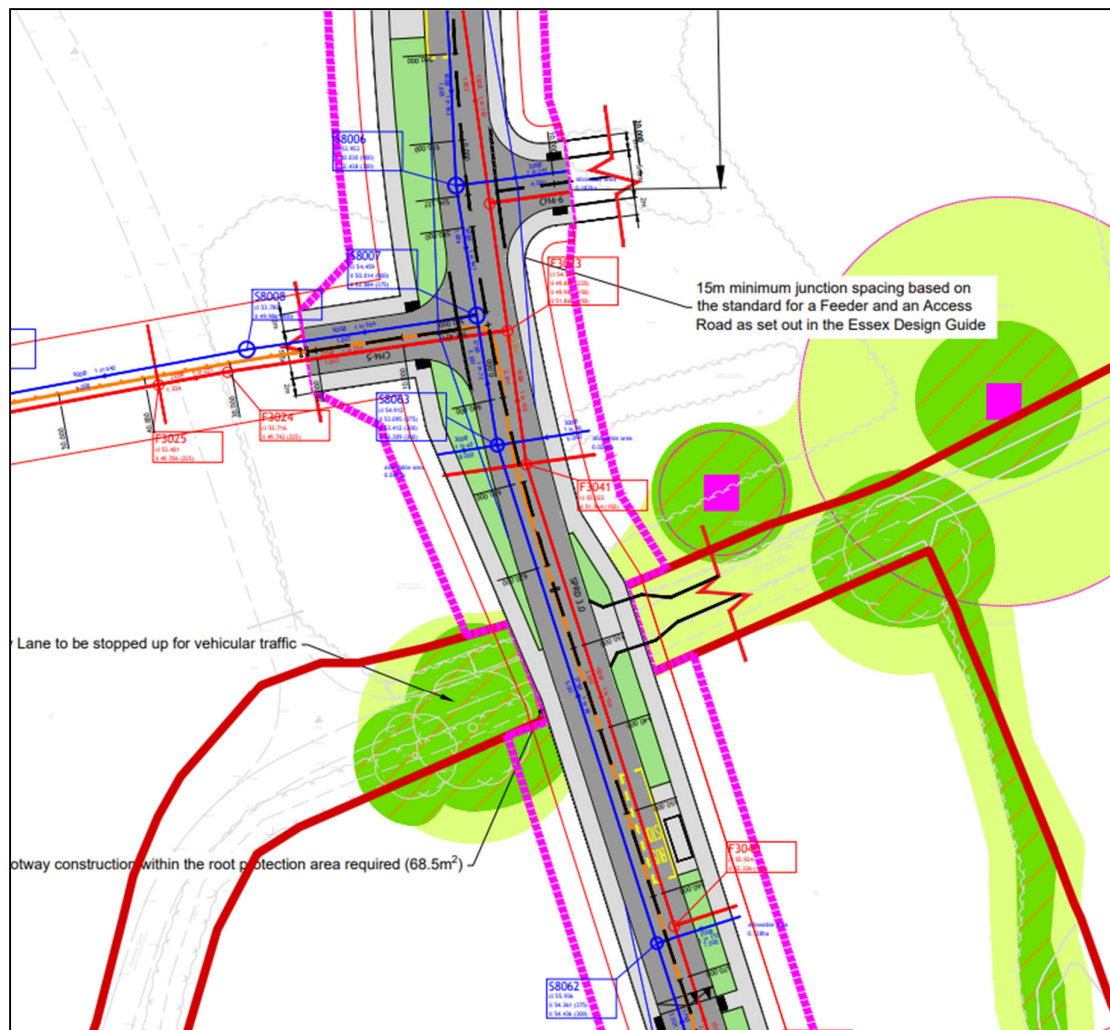


Figure 4: Domsey Lane – Southern Entrance

- 1.11 The south end of Domsey Lane would be an Active Travel Route consistent with the overall Active Travel Plan.

Management and Monitoring proposals

- 1.12 It is considered that with the available strategic routes, the propensity to use Domsey Lane for any reason except access would be limited.
- 1.13 Notwithstanding the above, ongoing traffic counts will be undertaken to ensure there is no increase in movements and a targeted reduction in through traffic occurs. The proposed count location is shown as point 2 on **Figure 1**.
- 1.14 If there is a change in traffic, potentially a gate restricting through-movements for active travel users, emergency vehicles and refuse collection could be introduced, an example photo is shown in Figure 5. This could be implemented on a monitoring basis using an Experimental TRO.



Figure 5: Example of Highways Gate

- 1.15 The Mechanism for Monitoring and Amending Highways rights is well understood by ECC, the Local Highway Authority. A condition exists for development in Maldon as shown below to implement amendments through the use of a TRO.

Prior to the completion of the Relief Road, details of the following shall be submitted to and approved in writing by the local planning authority: (a) a scheme of monitoring of the traffic conditions on Maypole Road between Holloway Road and the junction of Maypole Road with the Relief Road; and (b) details of a scheme to provide priority for buses along Maypole Road south of the Relief Road, to be delivered within the highway boundary.

- 1.16 A similar obligation or condition could form part of the implementation of the DFD schemes.

In Conclusion

- 1.17 This Technical Note forms a briefing to support the DFD. In particular it demonstrates:
- a) The Interventions proposed for Domsey Lane are designed to ensure that its traffic impacts restrict the use of Domsey Lane to residents and commercial users on Domsey lane and its visitors.
 - b) The solutions available are in keeping with the retention of the character of Domsey Lane.
 - c) There will be ongoing monitoring and although not predicted a future closure for through vehicles could be implemented if required.