

Chelmsford Local Plan

Preferred Option Strategic & Local Junction Modelling Addendum

Summary of Infrastructure Studies

January 2018

Document Control Sheet

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1 Introduction

Alongside the development of Chelmsford City Council's (CCC) Local Plan, separate studies are being progressed to consider the feasibility and/or design of a number of infrastructure proposals in the Chelmsford administrative area which would be expected to mitigate traffic flows on the local and strategic road network.

This document serves as an addendum to the Essex Highways' Preferred Option Strategic & Local Impact Modelling report (Essex Highways, January 2018), and provides more detail of infrastructure proposals that are currently under consideration in the Chelmsford area but which, as of yet, are not committed. The aim of this document is to summarise these and provide an understanding of how these future infrastructure proposals in Chelmsford could support the Local Plan.

This addendum reviews the following infrastructure studies:

- A12 Widening (Junctions 19 – 25)
- Howe Green junction
- Chelmsford North East Bypass Phasing Study
- Beaulieu Station
- A131 Chelmsford to Braintree Route Based Strategy
- A132 Route Based Strategy / South Woodham Ferrers Integrated Transport Package
- Chelmsford Army & Navy Roundabout
- Chelmsford Cycling Action Plan
- Chelmsford City Growth Package
 - Broomfield Road Corridor Study
- Chelmer Waterside Development Route Study

The majority of these studies are ongoing, with some expecting to report following the completion of this Local Plan modelling. Therefore the information provided on each of these projects is up to date as of December 2017, however, these plans are still subject to change at a later date.

For each study, this addendum summarises its current status, as well as reviewing scheme proposals, likely delivery timescales and common stakeholders. Where information is available, the addendum will also summarise the potential transport impacts of schemes in relation to the latest Local Plan proposals (i.e. The Pre-Submission Option). Therefore, all references to the Local Plan are made in reference to the 2021-2036 Local Plan, unless otherwise stated.

All related documents referenced in this addendum are ones which have been issued to ECC to date.

2 A12 Widening (Junctions 19 – 25)

Project Status

Over the last two years Highways England (HE) and consultants Jacobs have been developing A12 widening schemes (junctions 19 - 25) as part of phase 1 of the Road Investment Strategy (RIS1), which runs from 2015 to 2020. Over this period, the A12 Chelmsford to A120 study has developed 15 highway improvement options, five public transport options and three collision reduction options. These have been appraised and reduced to the four best performing options. The four options were shared in a six week long public consultation in Spring 2017. The study aims to meet the following objectives:

- Making the network safer
- Improving user satisfaction
- Supporting smooth traffic flow
- Encouraging economic growth
- Delivering better environmental outcomes
- Helping cyclists, walkers and other vulnerable users on the network (Highways England, 2017)

Following the consultation, the responses have been analysed and issues raised and reviewed. Additional technical work is currently being undertaken, with a view to announcing the preferred route in Winter 2017/18.

On the 19th October 2017, HE announced¹ that the A12 J19-25 widening scheme would be one of 16 schemes to be rescheduled in order to manage the time and frequency of road works. The start date for the scheme is set for 2020/21.

The four options shared at the public consultation event are detailed below:

Option 1 – This option widens the A12 between junctions 19-25 (Boreham to Marks Tey/A120) by using the existing highway boundary or adjacent land.

Option 2 – This option would widen the road along the existing A12 except where widening could have a high local impact. Two new bypasses would take traffic off the A12 and onto a newly created A12 between junctions 22-23 (Colemans to Kelvedon South) and junctions 24-25 (Kelvedon North to Marks Tey/A120).

¹ <https://www.gov.uk/government/news/15billion-road-upgrade-plan-updated-to-minimise-congestion>

Option 3 – This option is the same as Option 2, but with one new bypass between junctions 22-23 (Colemans to Kelvedon South).

Option 4 – This option is the same as Option 2 but with one new bypass between junctions 24-25 (Kelvedon North to Marks Tey/A120).

Key Proposals

Figure 2-1 and Figure 2-2 below, show the four A12 route options publicised during the recent consultation.

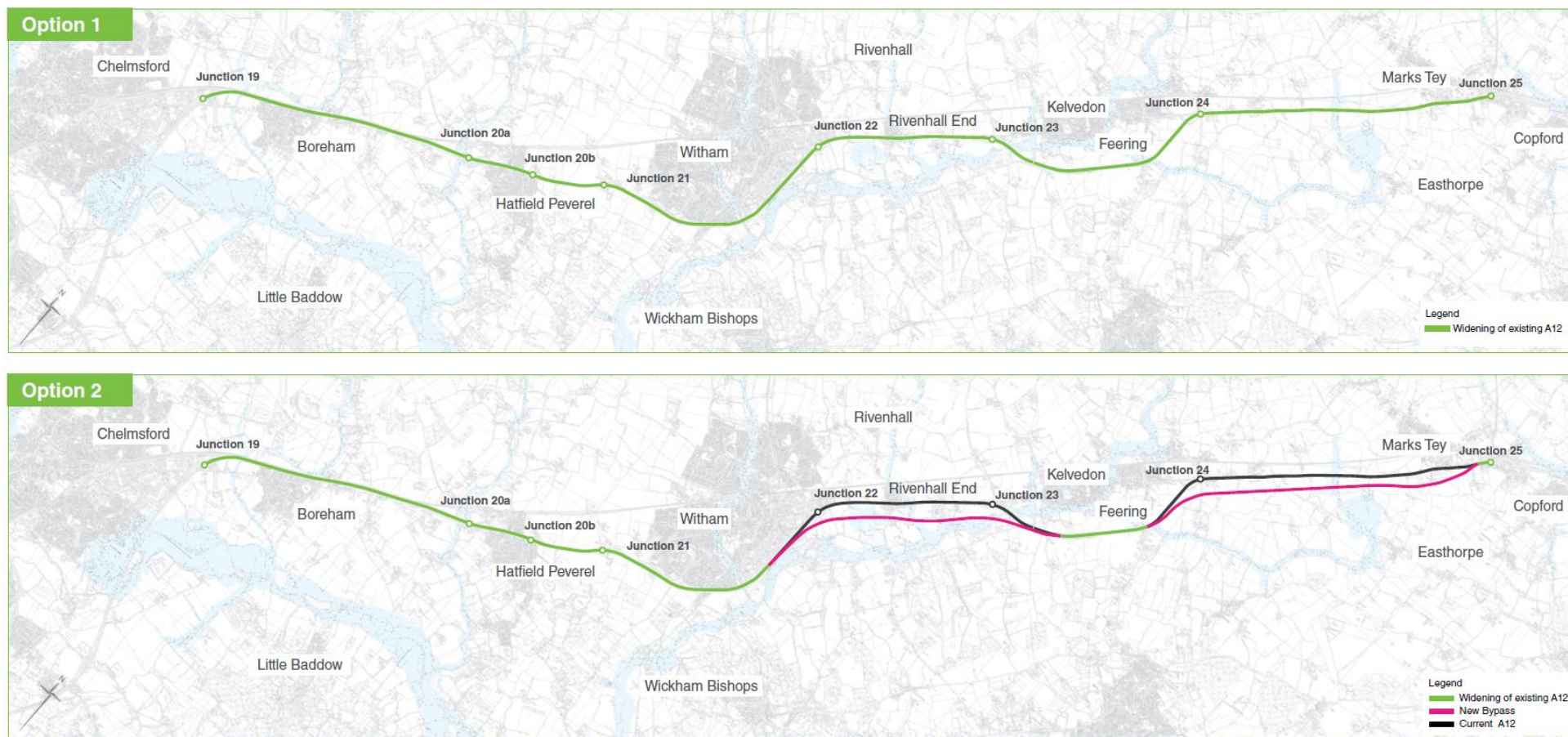


Figure 2.1: A12 Options 1 & 2

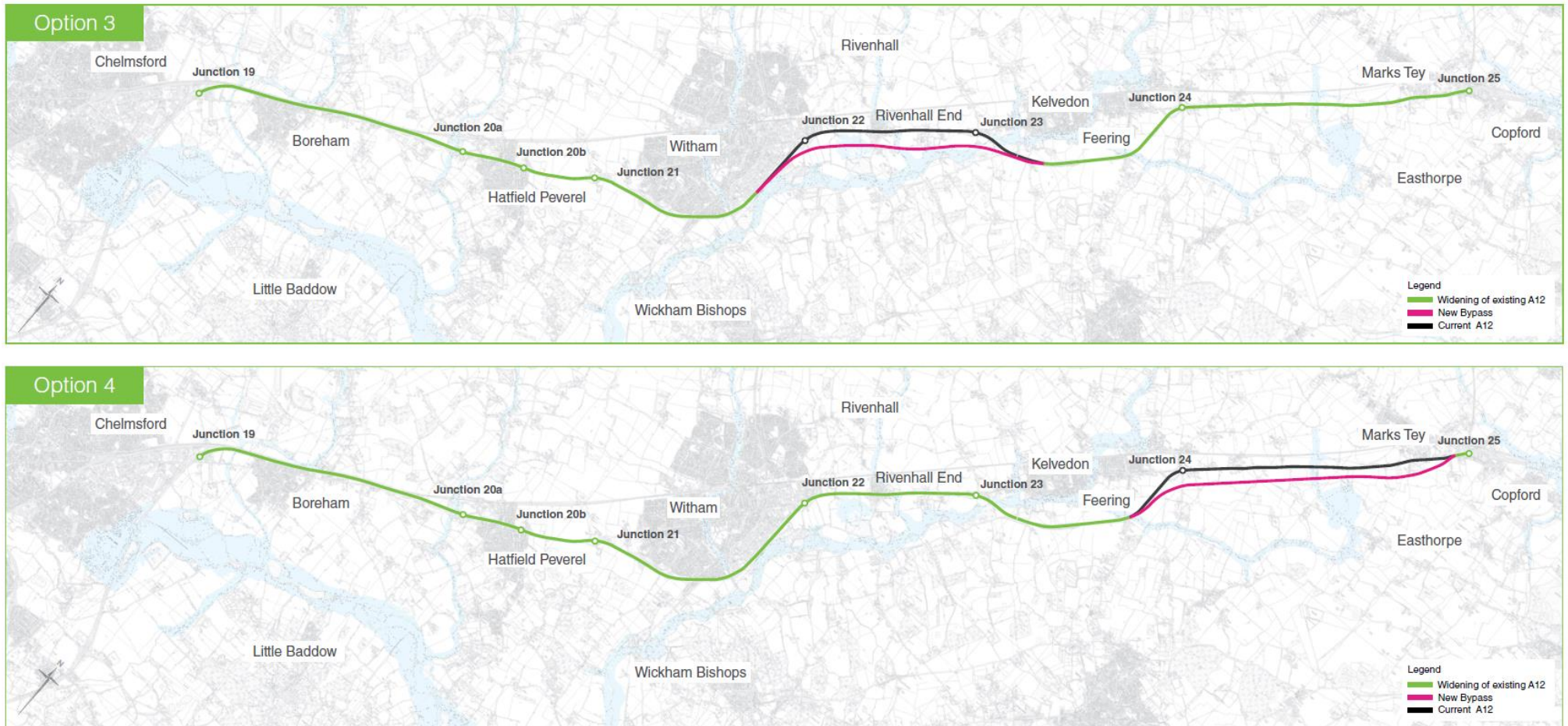


Figure 2.2: A12 Options 3 & 4

Timescales

HE have extended the option selection assessment period and intend to announce a preferred route in Winter 2017/18. This will then be followed by a statutory public consultation in Spring 2018. Responses from this consultation will be analysed and an application for a Development Consent Order will be submitted in Autumn 2018. It is currently expected that the Planning Inspectorate would then make a decision late 2019 / early 2020 and construction would start in March 2020.

Common Stakeholders

Braintree District Council

Colchester Borough Council

Chelmsford City Council

Essex County Council

Highways England

South East Local Enterprise Partnership (SELEP)

Funding Proposals

This project is being funded by Highways England.

Future Impacts

Due to the limited amount of information available during the A12 consultation, it has not been possible to provide commentary on the impact on specific Local Plan junctions. However, Table 9.1, in the 'A12 Chelmsford to A120 widening: Options Assessment Report (March 2016)', indicates that Option 2 is likely to provide the best volume / capacity ratios at junctions along the A12. These options will be the subject of future consultations and are subject to further change (Highways England, 2017). J19 (Boreham Interchange), which is forecast to be overcapacity in 2036 with the Mayer Brown scheme, which will be delivered as part of the current development at Beaulieu, is within the scope of this project. ECC are lobbying HE to provide improvements to A12 J19 and the Chelmsford Bypass that will provide sufficient capacity within the Local Plan period.

There is also an ongoing HE study to investigate widening options on the A12 between M25 J28 and Chelmsford, junction 15.

Related Documents

gov.uk, 2017. *15billion road upgrade plan updated to minimise congestion.*

[Online]

Available at: <https://www.gov.uk/government/news/15billion-road-upgrade-plan-updated-to-minimise-congestion>

[Accessed 1 November 2017].

Highways England, 2017. *A12 Chelmsford to A120 widening - Options*

Assessment Report. [Online]

Available at: [https://highwaysengland.citizenspace.com/he/a12-chelmsford-to-a120-widening-](https://highwaysengland.citizenspace.com/he/a12-chelmsford-to-a120-widening-scheme/supporting_documents/A12%20Chelmsford%20to%20A120%20Options%20Assessment%20Report%20OAR.pdf)

[scheme/supporting_documents/A12%20Chelmsford%20to%20A120%20Options%20Assessment%20Report%20OAR.pdf](https://highwaysengland.citizenspace.com/he/a12-chelmsford-to-a120-widening-scheme/supporting_documents/A12%20Chelmsford%20to%20A120%20Options%20Assessment%20Report%20OAR.pdf)

[Accessed 1 November 2017].

Highways England, 2017. *A12 Chelmsford to A120 widening - Public*

Consultation. [Online]

Available at: [https://highwaysengland.citizenspace.com/he/a12-chelmsford-to-a120-widening-](https://highwaysengland.citizenspace.com/he/a12-chelmsford-to-a120-widening-scheme/supporting_documents/S160570%20A12%20Chelmsford%20to%20A120_Consultation%20bookletlow%20maps.pdf)

[scheme/supporting_documents/S160570%20A12%20Chelmsford%20to%20A120_Consultation%20bookletlow%20maps.pdf](https://highwaysengland.citizenspace.com/he/a12-chelmsford-to-a120-widening-scheme/supporting_documents/S160570%20A12%20Chelmsford%20to%20A120_Consultation%20bookletlow%20maps.pdf)

[Accessed 1 November 2017].

All other related documentation can be found at:

<http://roads.highways.gov.uk/projects/a12-chelmsford-to-a120-widening-scheme/>

3 Howe Green

Project Status

In November 2015, Essex Highways was commissioned to conduct a review of the A12/A130 (Junction 17) Howe Green junction - which is currently at capacity and unlikely to sufficiently accommodate predicted growth in traffic flow by 2040. This junction is on a link of the A12, J15-19 which is not being considered as part of RIS1. Forecast traffic flows in this study were calculated using TEMPro 7.2 and were not modelled using either of the scenarios used for the Preferred Option Local Plan modelling.

Junction modelling demonstrated that a do-nothing scenario was likely to result in almost all of the arms of the junction exceeding capacity by 2040. The study concludes that future traffic conditions at the junction would likely be viewed as unacceptable given the strategic nature of the junction which connects the south of the county to the A12 corridor.

Essex Highways are currently developing short to medium term options in discussion with Highways England (HE) and other internal stakeholders to ensure that appropriate headroom is secured and delivered for the junction over this timescale (Essex Highways, May 2017).

Key Proposals

Outline proposals are currently being drawn up in discussion with Highways England and other key stakeholders. As the study is at an early stage, specific detail is not yet available.

Timescales

There are no current timescales set for the delivery of a scheme from this project. However, the project is currently working through the Essex Highways Design Stage 1 with the intention to continue work on designing this scheme next financial year (FY18/19), moving the project into Design Stage 2.

Common Stakeholders

Chelmsford City Council

Essex County Council

Highways England

Funding Proposals

A technical note was produced following the study in March 2016, and a bid for funding from the HE Growth and Housing Fund was submitted. The scheme is the subject of ongoing discussion with HE who have chosen to defer allocation of any funding pending the collation of further information around the options developed and funding sources.

Future Impacts

As stated above, a do-nothing scenario would not maintain sufficient capacity up to 2040. Should a recommended scheme for Howe Green be developed, it is envisaged that a potential bottleneck at the junction would be improved and movements between the A12 and A130 would be better accommodated, increasing the flow of strategic movements along both the A12 and the A130 and beyond, for example, for those travelling between the A120 and the M25.

Related Documents

Essex Highways, May 2017. *Howe Green Technical Note (Draft)*, s.l.: s.n.

4 Chelmsford North East Bypass Phasing Study

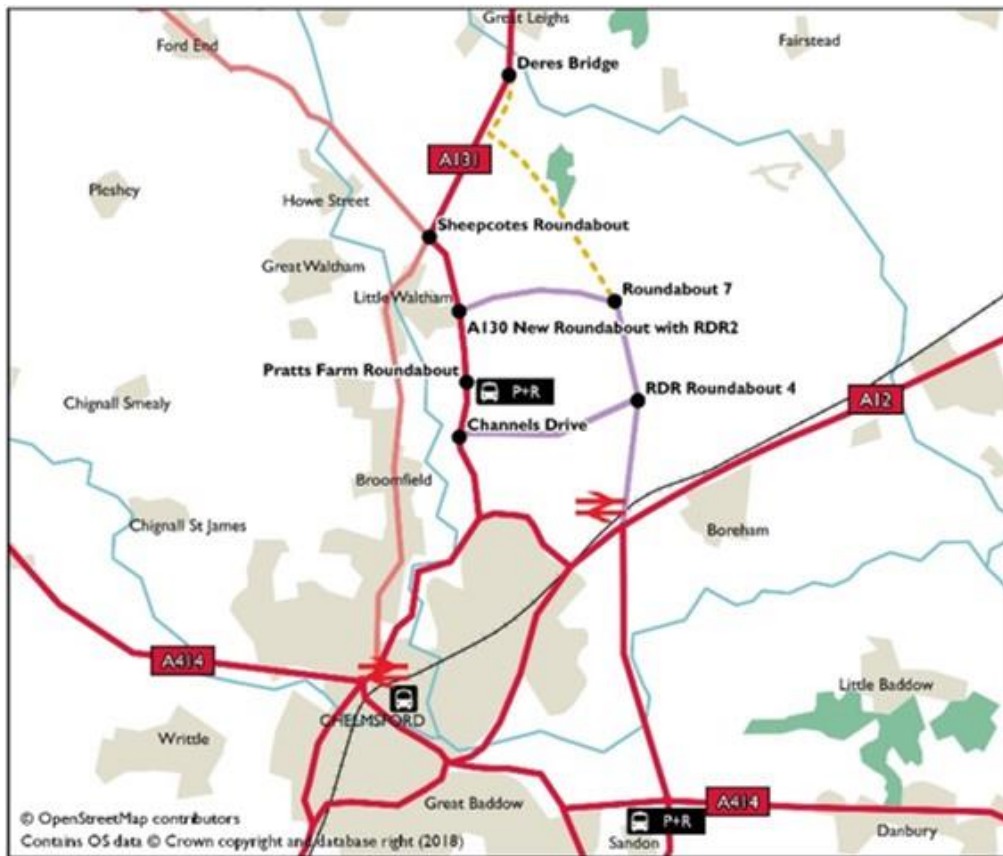
Project Status

As part of both Chelmsford's 2021 Local Development Framework and the new Local Plan for 2021-36, a long term relief road and new strategic link to the east of the development area north east of the city is proposed, known as the Chelmsford North East Bypass (CNEB). This is seen as a key part of the Local Plan, as it would provide relief for traffic travelling along the A130, as well as providing increased resilience in case of an accident, as there are currently no alternative routes, which negatively affects commuters between Braintree and Chelmsford (Essex Highways, December 2015).

The long term plan for the CNEB is to provide a seamless dual carriageway link between the A12 and the A131. This is currently planned to be delivered in phases, with the initial phase as proposed in the 2036 Local Plan being a single carriageway road connecting to the planned Beaulieu Park Radial Distributor Road (RDR1) from Deres Bridge. This will form an initial phase of the long term strategy, which will then be upgraded when the full scheme is implemented.

Studies are ongoing to assess the likely phasing of delivery of the bypass in combination with infrastructure proposed by developers.

Key Proposals



Legend

- Existing Main Roads
- Existing Roads
- Developer Built
- - - Chelmsford North East Bypass Northern Section
- +— Rail

Figure 4.1: Proposed highway network in vicinity of NE Chelmsford

The map² above illustrates current thinking around a phased delivery of the CNEB which is currently being studied and reviewed. As can be seen on the map above, where red represents the currently existing network and purple represents the proposed developer built network, the lower section of the CNEB would connect to two developer funded Radial Distributor Arms connecting to Essex Regiment Way south of Sheepcotes and to Channels Drive roundabout. Boreham Interchange (south of RDR roundabout 4) is within the scope of HE's A12 J19-25

² It should be noted that Channels Drive to RDR roundabout 4 has already been constructed.

RIS1 scheme and so may be subject to improvements as part of that project. The northern section of the CNEB is represented by the dashed yellow line, which is proposed to be implemented later in the Local Plan period (Essex Highways, November 2017).

Timescales

There are currently no specific timescales associated with this project, however the aspiration is to deliver the single carriageway northern section of the CNEB within the 2036 Local Plan period before a dual carriageway and associated improvements at Boreham Interchange may be implemented beyond the Local Plan period.

Separately the North East Chelmsford developers will be delivering RDR1 by Spring 2021 with RDR2 and the connection between RDR1 and RDR2 to be implemented within the 2036 Local Plan period. The first phase of the CNEB northern section is likely to commence after the implementation of RDR2.

Common Stakeholders

Chelmsford City Council

Essex County Council

Highways England

North East Chelmsford Developers

Funding Proposals

ECC have made a bid to the Government's (DCLG) Housing Infrastructure Fund to deliver an initial phase of the CNEB northern section and Beaulieu Rail Station and are awaiting a decision. It is also expected that the developers of Local Plan allocations including North East Chelmsford, Great Leighs, Broomfield and others where appropriate will contribute towards funding to the CNEB northern section.

Future Impacts

Beyond 2036, with the northern link provided and in conjunction with a widened A12, this route will provide a missing strategic link in the network between the A120 and the A12 and a key access from the north to the developments to the north east of Chelmsford and Beaulieu Rail Station. It will also produce journey time savings at key junctions, provide an alternative strategic route for long distance trips, new opportunities for public transport access and additional network resilience. This could enable Essex Regiment Way to become a

sustainable transport corridor to improve bus journey times and encourage cycling and public transport trips from the North East Chelmsford Development to the City Centre and to places such as Braintree.

Developers in the North East of Chelmsford and further afield should be expected to contribute towards further phases of implementation of CNEB to help mitigate the impacts of their development. Similarly they should be expected to contribute towards any alterations to Essex Regiment Way should ECC wish this corridor to be more sustainable transport focussed.

Related Documents

Essex Highways, November 2017. *Chelmsford Local Plan - Preferred Option Strategic & Local Impact Modelling*, s.l.: s.n.

Essex Highways, November 2017. *Chelmsford North-East Bypass Northern Section Modelling Report (Working Document - not yet issued)*, s.l.: s.n.

Essex Highways, December 2015. *Chelmsford North East Bypass Scheme Review Report: Volume 1*, s.l.: s.n.

Essex Highways, October 2015, *Chelmsford North East Bypass: Transport Modelling & Economic Appraisal Review*

5 Beaulieu Station

Project Status

Essex County Council (ECC) is currently working with partners on the delivery of a new mainline station located at Beaulieu Park adjacent to the A12/A138 Boreham Interchange junction. The project is at an early design stage (GRIP 2) with Network Rail currently assessing the feasibility of being able to construct and operate a station at this location on the mainline. The design currently reflects basic information on the interconnectivity between the station and other modes of transport and the provision of parking spaces, cycle spaces, bus stops, taxi spaces and Non-Motorised User (NMU) access.

A study has been undertaken to assess the integration of other modes of transport between the station and the wider (non-rail) network, and to agree a 'vision' of how ECC sees the station interacting with the wider transport network.

Key Proposals

In terms of surface access, the recent study has provided the following options and recommendations to enhance connectivity to Beaulieu Station (Essex Highways, December 2017). Further work will be required to determine the deliverability of the below proposals and how they can be taken forward given agreed S106 proposals.

Table 5.1: Proposed options and recommendations for enhancing connectivity to Beaulieu Station

Mode	Route	Existing Proposal	Recommended change	Comments
Bus	Maldon – Chelmsford developer funded service	Stopping service – 2 buses per hour (bph) via Beaulieu Station connecting Maldon to Chelmsford	Run as part of route 73 with enhanced frequency	
	Shuttle Bus	Shuttle bus 3bph loop serve serving Springfield and Beaulieu	Widen loop to south to serve Chelmsford Business Park via B1137 Colchester Road or a bus only route along Sheepcotes Widen loop to north the serve Channels	The south change may not be required if route 47 is diverted

Mode	Route	Existing Proposal	Recommended change	Comments
	Route 47	No changes proposed	Create new loop in service to service Chelmsford Business Park and Beaulieu station via Sheepcotes, RDR, and new station bus link. Increase bus frequency to 3 buses per hour	Would improve connectivity with Chelmer Village, Chelmsford Business Park, and potentially Broomfield Hospital This change may not be required if shuttle bus route is diverted
	Routes 71, 72	No changes proposed	Add in a loop to service with buses calling at Beaulieu Park	Improves connectivity with Chelmer Village, Chelmsford Business Park, Boreham, and Hatfield Peverel
	-	4 bus stands at station	Expand to 8 bus stands at station	Covers requirements in peak for layover and pick up, as well future capacity planning and rail replacement bus services anticipated to be in off peak and/or at weekends
Walk / cycle	Link to A130 Colchester Road / B1137 Boreham Main Road	Link via RDR with need to follow single route around perimeter	Create a direct bridge link over the railway and A138	Would save up to 15 minutes' walk time and make Chelmsford Business Park and Boreham reachable by foot
Cycle Parking	-	500 cycle parking spaces split over two locations in the station area	Amalgamate cycle parking into a single site next to station entrance. Build in passive capacity for quick expansion of parking	Anticipated that with need for high sustainable mode share cycle parking will be full from beginning and will require additional capacity
Short term car parking	-	24 drop off bays and 20 short stay bays	Created additional bays for drop off and short stay, either in same parking area, or as part of the Multi Storey Car Park (MSCP)	Changes would negate potential queueing issues at times of high demand in the PM Peak

Mode	Route	Existing Proposal	Recommended change	Comments
Long term car parking	-	300 premium, 1,100 MSCP	<p>Potentially reduce footprint of premium car parking to allow for expansion of bus stand area and cycle parking</p> <p>Pre-booking for premium parking to reduce unnecessary trips away from the MSCP</p> <p>Look to potentially relocating MSCP closer to station to increase accessibility and reduce linkage costs</p> <p>Monitor mode share and demand from other local retail and commercial operations to ensure demand does not outstrip capacity</p>	Changes are being made to make sure sustainable modes are prioritised whilst allowing for the best access to the car parks to reduce any potential delay to all users of the station
Taxi	-	12 spaces at station	Suggested expansion of pick up area or additional queuing area to allow for a peak demand of approximately 16 taxis	Changes ensure space for taxis whilst reducing any conflict of movement with any other mode

Timescales

ECC are currently aiming for delivery of Beaulieu Station by 2023.

Common Stakeholders

Chelmsford City Council

Essex County Council

Highways England

Countryside Zest

Network Rail

Greater Anglia

Funding Proposals

ECC have made a bid to the Government's (DCLG) Housing Infrastructure Fund for a significant contribution towards the delivery of the station and are awaiting a decision. SELEP Local Growth Funding of £12 million has been allocated to the scheme. £22 million has also been secured from developers of the existing Beaulieu and Channels housing developments.

Future Impacts

Beaulieu Station is a key part of the North East Chelmsford Development and will offer residents in the vicinity of the development a sustainable way to travel within and to areas surrounding Chelmsford, such as London to the south and Colchester to the North. In terms of usage of the station, it is forecast that the station will be used by:

- Passengers from the proposed new neighbourhood
- Passengers who currently use existing stations on or connecting to the Great Eastern Main Line, predominately Chelmsford, Hatfield Peverel and Braintree
- New Rail Passengers from the surrounding area as a result of providing a railway station, which is readily accessible by a number of modes.

It will be crucial that sustainable transport links to the station are implemented to enable those using the station to access it without adding additional private car trips to the network, particularly as the transport modelling is indicating that the network in North East Chelmsford will be under pressure.

Related Documents

Essex Highways, December 2017. *Beaulieu Park Station Interconnectivity Study (Draft)*, s.l.: s.n.

6 A131 Chelmsford to Braintree Route Based Strategy

Project Status

In August 2015, Essex Highways was commissioned by Essex County Council to undertake a Route Based Strategy for the Chelmsford to Braintree Corridor.

The A130/A131 is the primary route between Chelmsford and Braintree, covering 8.5 miles, along which there are twelve roundabouts and one signalised Pegasus crossing. The route carries volumes of up to 24,000 vehicles per day and includes access to the Chelmer Valley Park and Ride site, as well as the Chelmsford City Racecourse (Essex Highways, February 2016).

The proposed North East Chelmsford development, along with developments at Great Leighs and Great Notley in Braintree, are likely to put pressure on this route with the number of vehicles along this route due to increase significantly in the coming years.

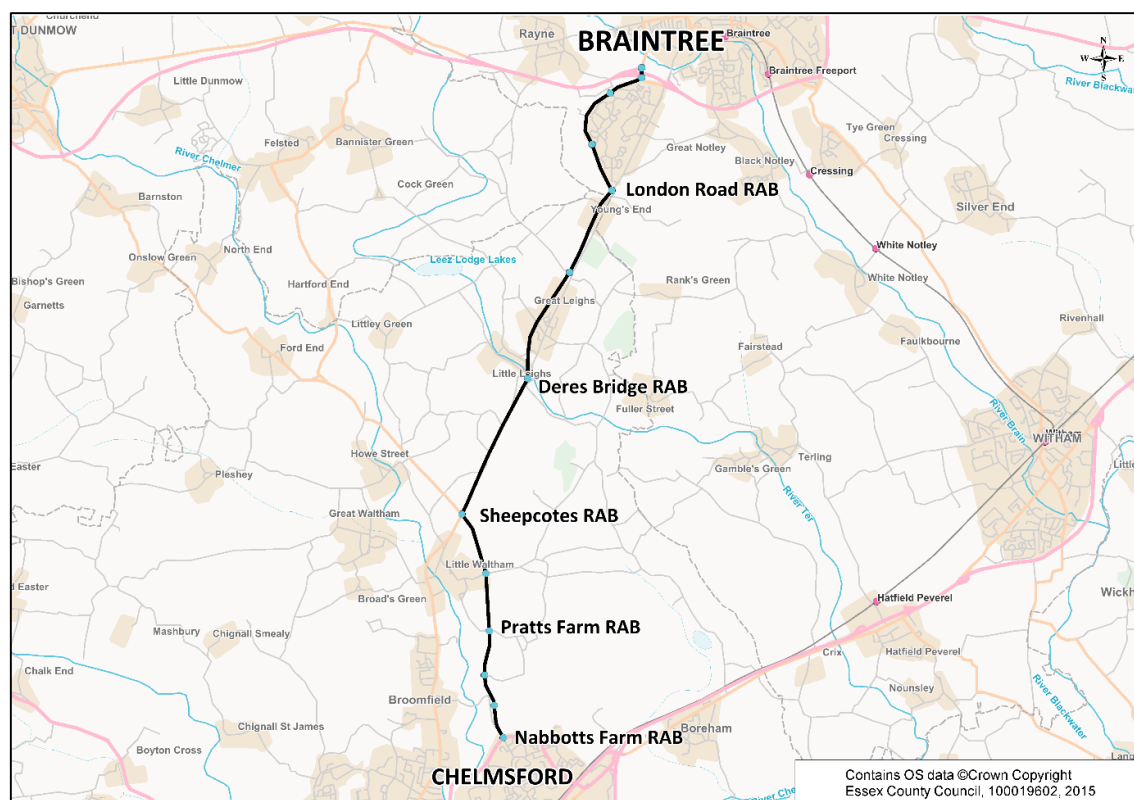


Figure 6.1: A131 Chelmsford to Braintree Route Based Strategy Study Area

There are currently sections that, in the peak hours are significantly congested, most notably between Deres Bridge roundabout and Sheepcotes roundabout, which reaches complete saturation southbound towards Chelmsford in the AM peak. With an increase in vehicles due to the housing developments, alongside parts of the route already being at capacity during peak hours, the route is likely to soon become very congested.

A baseline review has been undertaken for the route, followed by a workshop presentation to identify problems that exist and to set out objectives to fulfil when sifting the options. The objectives that the route based strategy used are:

- Providing the transport improvements needed to accommodate housing and employment growth
- Improve safety on the route and reduce the number of people killed or seriously injured
- Tackling congestion
- Improving journey-time reliability
- Providing for, and promoting, sustainable forms of travel
- Recognising the 'bigger picture' and overall fit with other schemes.

The Option Appraisal and Strategy Report explains the process behind the selection of options for this strategy, and then refining them to determine the ones which fit best with the objectives above.

Following the identification of options in stage 1, these went on to be developed further by the Advanced Design Team to better understand benefits, costs, feasibility and deliverability of the options. This was followed by more detailed design work on the preferred options and development of detailed cost estimates (Essex Highways, October 2017).

Key Proposals

22 options for the route were identified and then sifted down to 19, and of these, 12 were included in a business case for £3.66m of Local Growth Funding from SELEP, which was approved in 2017 (SELEP, 2017) and will be match funded with £3.66m of ECC funding. These are shown below with the remaining options listed after:

Approved Schemes to be delivered by 2021:

1. Improve lines and signs at Deres Bridge roundabout

2. Improve lines and signs at Moulsham Hall and review deflection on approaches
3. Widen approach from A130 Essex Regiment Way to Sheepcotes to accommodate two lanes up to the roundabout
4. Widen and formalise lanes between Nabbotts and Sheepcotes and adjust entries to roundabouts
5. Improve signage to Chelmsford City Racecourse
6. Improve signage for layby 100m south of entrance to Chelmsford City Racecourse
7. Improve lines and signs at London Road roundabout
8. Improve signage for Great Notley Discovery Centre and Park
9. Segregated left turn slip from A131 to A130 Essex Regiment Way at Sheepcotes roundabout.
10. Extend bus lane from 300m north of Nabbotts roundabout
11. Wide range of safety measures need to be considered – including geometry of roundabouts, lines, signs
12. Extend and widen exit southbound on A131 from Deres Bridge roundabout to allow for greater merge lane

Remaining unfunded schemes:

Short Term

1. Revise signals at Pratts Farm roundabout

Medium Term

2. Signalise Sheepcotes roundabout
3. Left turn slip from A1016 Chelmer Valley Road to A130 Essex Regiment Way and remove bus lane
4. Improve bus provision – inc. idea of X30 to travel via A131 / Gt Leighs / Gt Notley / A120 instead of B1008 via Ford End and Barnston
5. Grade-separated crossing at bridleway at Mill Lane (south of Belsteads Farm roundabout) - post-RDR1
6. Grade-separated crossing at Wheelers Hill roundabout

Long Term

7. Dual section between Deres Bridge and Sheepcotes roundabout
(Essex Highways, October 2017)

Timescales

Schemes included in the Business Case approved by SELEP will be delivered by 2021. For all other schemes, there are no timescales on their delivery.

Common Stakeholders

Chelmsford City Council

Essex County Council

South East Local Enterprise Partnership

Funding Proposals

A Business Case with the options listed above was developed and submitted to SELEP and has received approval, securing funding of £3.66m, which will be match funded by ECC, bringing a total of £7.32m for the package of works (SELEP, 2017). Schemes not covered by this funding will required developer funding to be taken forward.

Future Impacts

These schemes are designed to benefit people travelling between Chelmsford and Braintree District in particular. They will help to minimise congestion that is currently observed between Sheepcotes Roundabout and Deres Bridge, and help to provide greater access for the proposed developments in North East Chelmsford. They will also improve safety and contribute to providing a sustainable transport corridor. The improvements that will be implemented by 2021 will support the early stages of the Local Plan development, and work well with the larger infrastructure which is proposed, in particular the Chelmsford North East Bypass.

The unfunded prioritised schemes remaining on the list, are opportunities to provide additional forms of mitigation for the Local Plan through agreement with developers for example.

Related Documents

Essex Highways, February 2016. *Chelmsford to Braintree Route Based Strategy: Baseline Review Report*, s.l.: s.n.

Essex Highways, October 2017. *Chelmsford to Braintree Route Based Strategy: Options Assessment Report*, s.l.: s.n.

SELEP, 2017.

SELEP_Accountability_Board_Summary_of_decisions_24_02_17. [Online]

Available at:

http://www.southeastlep.com/images/uploads/resources/SELEP_Accountability_Board_Summary_of_decisions_24_02_17.pdf

[Accessed 10 November 2017].

7 A132 Route Based Strategy / South Woodham Ferrers Integrated Transport Package

Project Status

Essex Highways have been commissioned by Essex County Council to prepare a combined Route Based Strategy and Integrated Transport Package for the A132 and South Woodham Ferrers. The study area is shown in the map below.

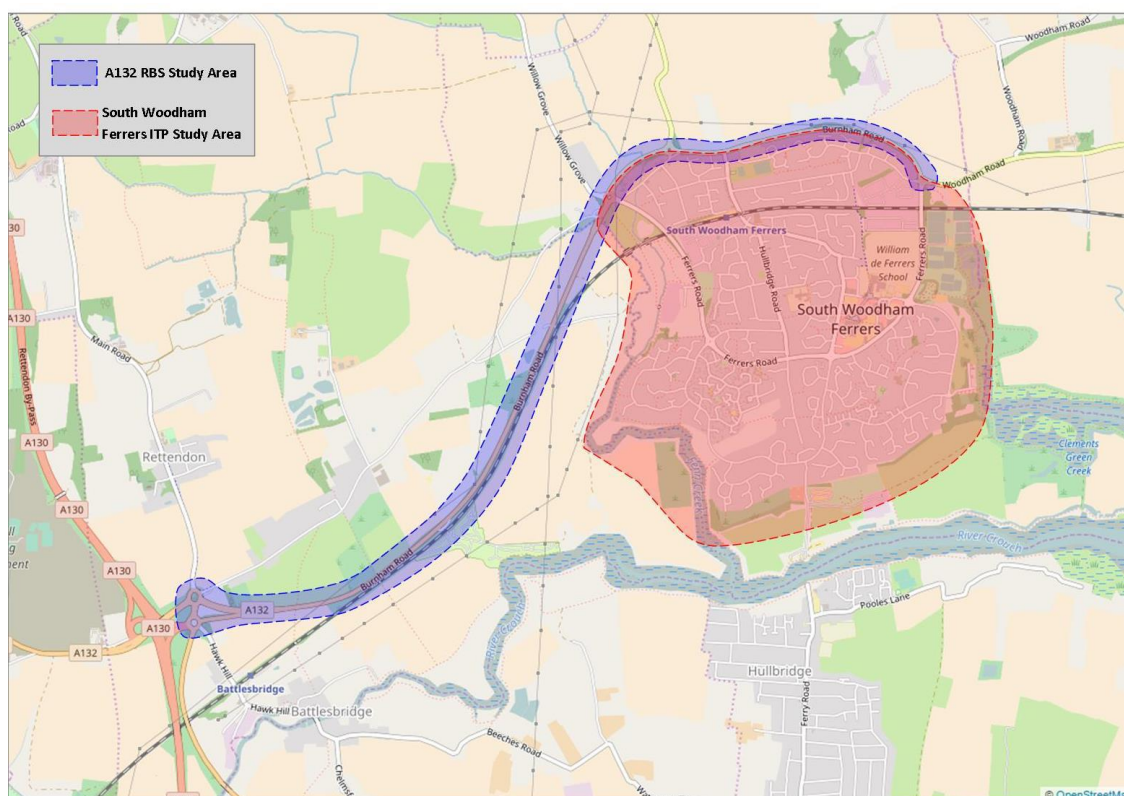


Figure 7.1: A132 Route Based Strategy / South Woodham Ferrers Integrated Transport Package Study Area

Data suggests that this route is not currently heavily congested and is observed to be relatively reliable. However, with the proposed development of 1,000 homes, there is likely to be an increase in the level of traffic using this route at peak times.

A workshop has been held with the key stakeholders, during which a number of options have been developed. These will be assessed and critiqued against the

identified problems, objectives, deliverability, feasibility and affordability. At this workshop, the top three challenges identified were:

- Road Safety (A132);
- Parking; and
- Proposed crossings to the new development on Burnham Road being unsafe and potentially making identified problems with congestion worse.

From this, 5 study objectives were identified, as follows:

- Increase safety for all users and all modes
- Increase the proportion of trips undertaken by sustainable travel modes
- Maximise accessibility to home, services, leisure activities, education and job opportunities
- Maintain the A132 as a Strategic Route considering future demands
- Support the local economy of the community around the corridor.

Key Proposals

The key proposals are currently being developed in conjunction with the objectives outlined above.

Timescales

No timescales have been set for the delivery of schemes from this project yet.

Common Stakeholders

Chelmsford City Council

County Route (A130 Private Finance Initiative)

Essex County Council

Environment Agency

Natural England

Funding Proposals

There have been no funding proposals for schemes suggested by this project. However it is expected that, where appropriate, the 2021-2036 Local Plan proposes development North of South Woodham Ferrers would fully or part fund a number of the options as mitigation for their development.

Future Impacts

With a new housing development to be built to the North of South Woodham Ferrers, the minor delays currently experienced on the A132 during peak hours, are likely to worsen according to the Local Plan modelling.

The baseline review of the corridor is still being finalised, however, once submitted, the next stage will be to develop and sift options against these key objectives to help inform and identify a range of short, medium and long term options that will help to address the issues and concerns highlighted above. This will include consideration of both highway infrastructure and public transport options aimed at mitigating the identified network issues.

This aims to ensure the corridor remains accessible, despite an expected growth in population, whilst also improving the use of sustainable transport modes in the area.

Related Documents

Essex Highways, January 2018. *Chelmsford Local Plan - Preferred Option Strategic & Local Impact Modelling*, s.l.: s.n.

8 Chelmsford Army and Navy Roundabout

Project Status

The Army & Navy junction is a well-known pinchpoint on the City Centre road network, carrying significant volumes of traffic into Chelmsford in the morning peak and out in the evening peak. The junction currently exists in the form of a five-arm roundabout with a central one-way (tidal) bypass lane, in the form of a flyover. All approaches experience regular, often significant, congestion particularly during peak periods.

Following on from a 2010 Mouchel report which identified a two-way flyover as one of the key prioritised long term options at the Army & Navy, Essex Highways were commissioned by Essex County Council to undertake a Stage 1 appraisal of improvement options and a buildability/feasibility study of a two-way flyover at the Army and Navy Roundabout in Chelmsford.

The overall condition of the flyover structure is considered to be poor, with major elements requiring significant maintenance spend and repair. The junction also suffers from air quality issues, with it being a designated Air Quality Management

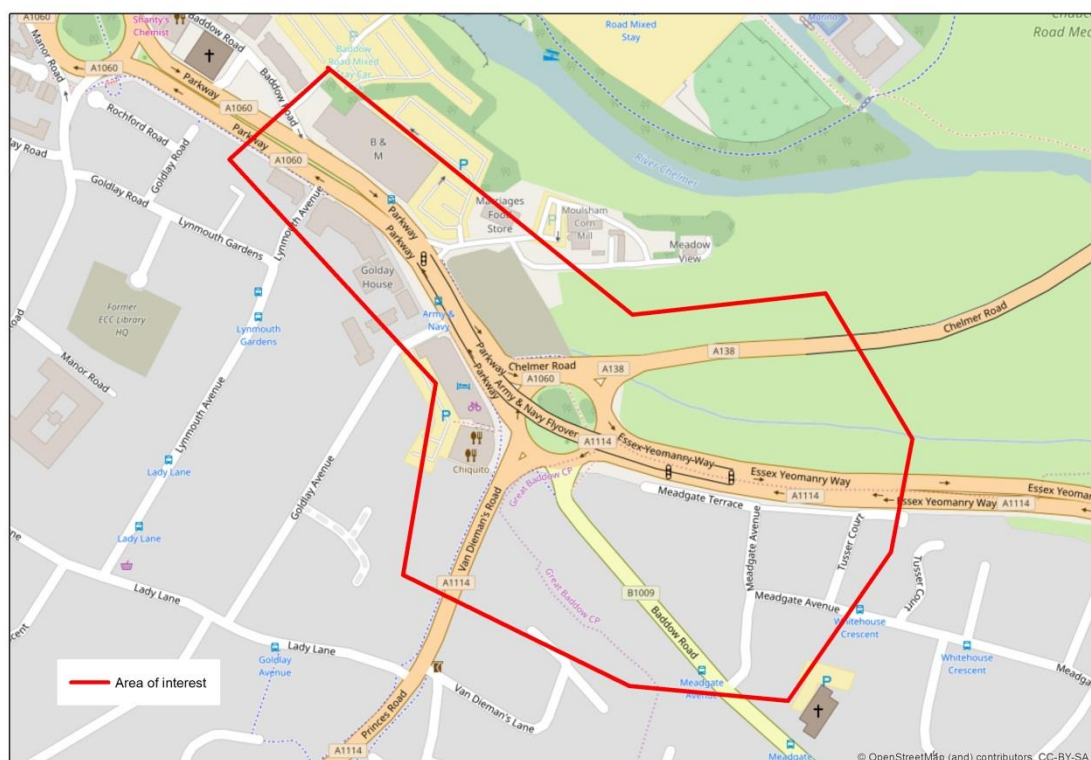


Figure 8.1: Study Area for Army and Navy Roundabout

Area (AQMA). It is therefore important that all options are considered to find the most economically viable option, considering all factors.

This study was commissioned to refresh the investigation of potential options using standard Stage 1 appraisal guidance and it has identified a range of problems and issues at and around the junction. These include:

- Poor condition of the existing flyover;
- General traffic congestion and delay, including for public transport;
- The junction and Parkway as a major severance between the city centre and residential areas to the south; and
- Poor cycle and pedestrian connectivity.

In order to address the above problems, a number of options were generated. These were then sifted using the following objectives, which are largely in line with those in previous studies:

- Improve journey time reliability for general traffic;
- Journey time reduction for public transport;
- Improved accessibility for cyclists and pedestrians;
- Improved air quality;
- Improved traffic safety; and
- Improved overall appearance of the area.

The study is currently between stage 1 and 2, where the better performing options from stage 1 are to be looked at in more detail, including modelling, scheme assessment, design, detailed cost estimates and further engagement with Essex County Council and stakeholders.

Key Proposals

After the options appraisal study, a number of options including the following are likely to be taken forwards into stage 2:

- Two-way non-tidal flyover replacing existing flyover
- Link Army & Navy with Odeon junction to create an optimised arrangement
- Cut & cover at Army & Navy along same route as existing flyover
- Improve Bus access to/through Army & Navy
- Optimise signal arrangements at Army & Navy junction
- Improve operation of Odeon junction
- Provide high quality segregated crossing for active travel users
- Optimise crossing arrangements on Parkway

- Control traffic upstream of the junction to influence demand
- Develop methods to discourage trips from being present at the Army & Navy Junction that do not need to be there.
- Baddow Road Bus Gate (one way) (Essex Highways, March 2017)

All of the options listed above are as identified in the latest study (March 2017), and are still being investigated further.

Timescales

There are no firm timescales set out for delivery of the majority of schemes assessed within this project. However the option for a one-way bus gate on Baddow Road was consulted on in the Chelmsford City Growth Package and will be delivered under trial conditions before 2021.

Common Stakeholders

Chelmsford City Council

Department for Environment, Food & Rural Affairs

Essex County Council

Funding Proposals

There are no current funding proposals for schemes developed in this project, apart from a trial of the Baddow Road Bus Gate, which has been funded through the Chelmsford City Growth Package. However, it would be expected that developers contribute towards any improvement scheme identified.

Future Impacts

With the maintenance costs of the existing flyover, and the increase in vehicle numbers, associated with the growth of Chelmsford, an improvement will need to be found.

The proposals suggested here will primarily aim to benefit public transport, reducing delay for buses exiting Baddow Road and Chelmer Road and improving overall accessibility to the City Centre by non-car modes. Major highway improvements to the Army & Navy Roundabout need to be balanced against the need to prevent additional traffic accessing the congested central zone and overall changes resulting from a two-way flyover, for example, will need to be assessed and understood through further study.

Related Documents

Mouchel, 2010, *Army & Navy Roundabout: Modelling of Long Term Measures*

Essex Highways, March 2017. *Chelmsford Army & Navy Roundabout Buildability & Feasibility Study, Problem Identification and Option Appraisal (Draft)*, s.l.: s.n.

9 Chelmsford Cycling Action Plan

Project Status

As part of the county-wide Essex Cycling Strategy, Cycling Action Plans (CAPs) are being developed for individual Boroughs and Districts of Essex. This Action Plan looks specifically into the improvements to be made in the Administrative Area of Chelmsford City Council. Chelmsford has one of the most extensive cycle networks in Essex, however, there are a number of gaps in the network and opportunities to make improvements to existing routes. The aims of the CAP are as follows:

- Identify how cycling levels can be increased in Chelmsford;
- Prioritise funding for new local on-road and off-road cycle schemes in the Chelmsford Urban Area;
- Seek to create a usable high quality cycle network that connects residential areas, key employment locations, the rail station and the town centre;
- Create new opportunities to increase leisure cycling in the Chelmsford Urban Area;
- Review potential schemes generated by previous commissions;
- Prevent new sections of cycleway from being created in isolation;
- Ensure that the highest priority schemes are taken forward first;
- Provide a means to facilitate discussions with neighbouring authorities with regard to cross-border schemes and initiatives.

The CAP was also prepared in parallel with the Chelmsford Bus Corridor study in order to holistically integrate the two modes and create sustainable transport corridors with the aim to induce modal shift. The Chelmsford Signage Strategy was also taken into account in preparing this CAP.

This plan has helped to inform a number of options in the Chelmsford City Growth Package (see Section 10 below), in an effort to help improve transport across the city, and helping to encourage the use of sustainable transport modes.

As part of the CAP, there has been a policy review, data analysis, looking specifically at current cycling trends across the city, and then a focus on Chelmsford's cycling potential, looking specifically at the propensity to cycle, based on lifestyle. These, alongside an investigation into smarter travel measures and ways of securing funding have helped to inform options and strategies to help improve the cycling infrastructure across the city.

Key Proposals

All of the options for improvements are shown in blue on Figure 9.1 to Figure 9.3 below. All of the plans shown below used the latest Local Plan information available at the time of the production of the Cycling Action Plan (Essex Highways, March 2017) over the existing cycle network shown in purple. They are being reviewed by ECC.

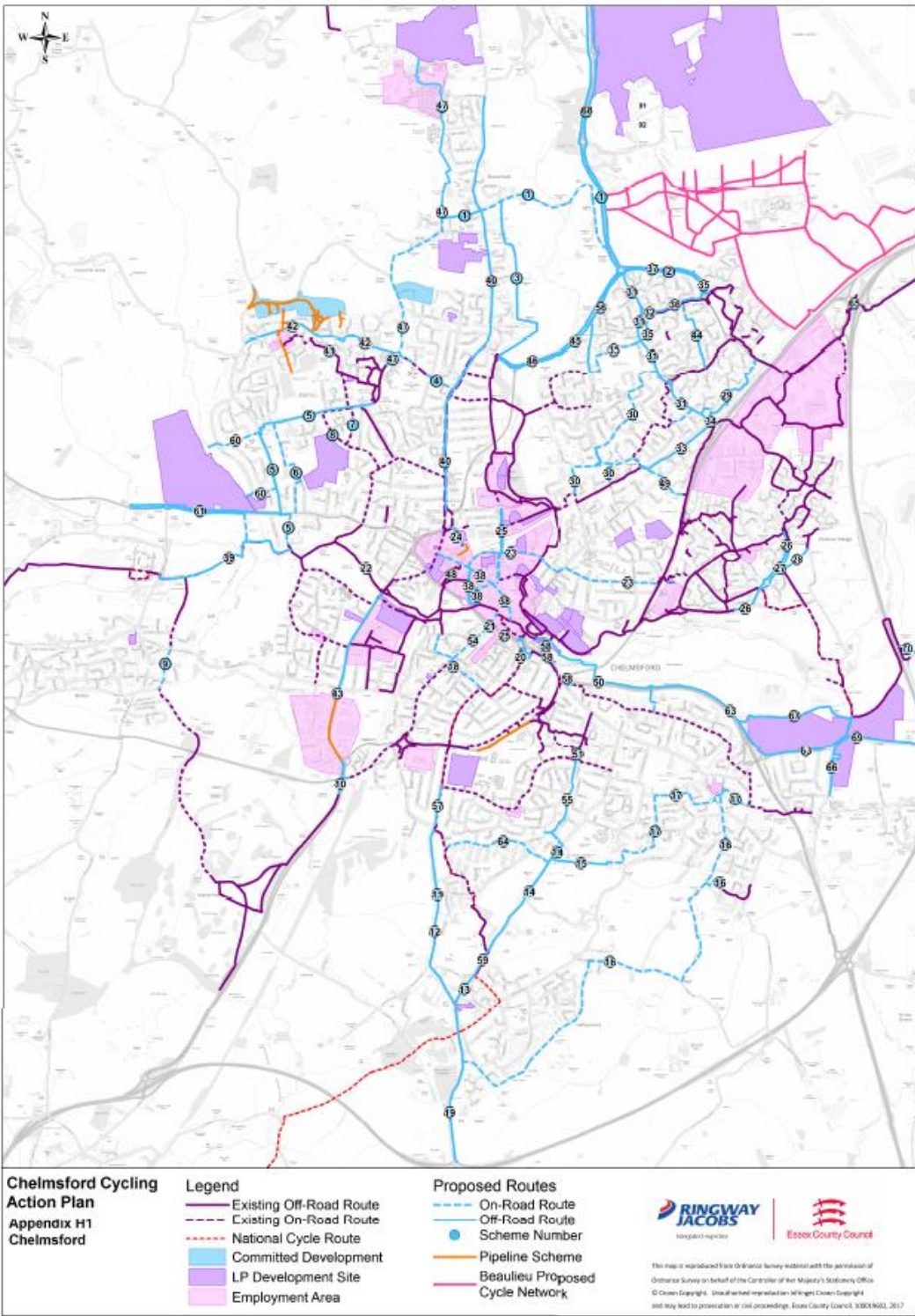


Figure 9.1: Proposed Schemes in Chelmsford

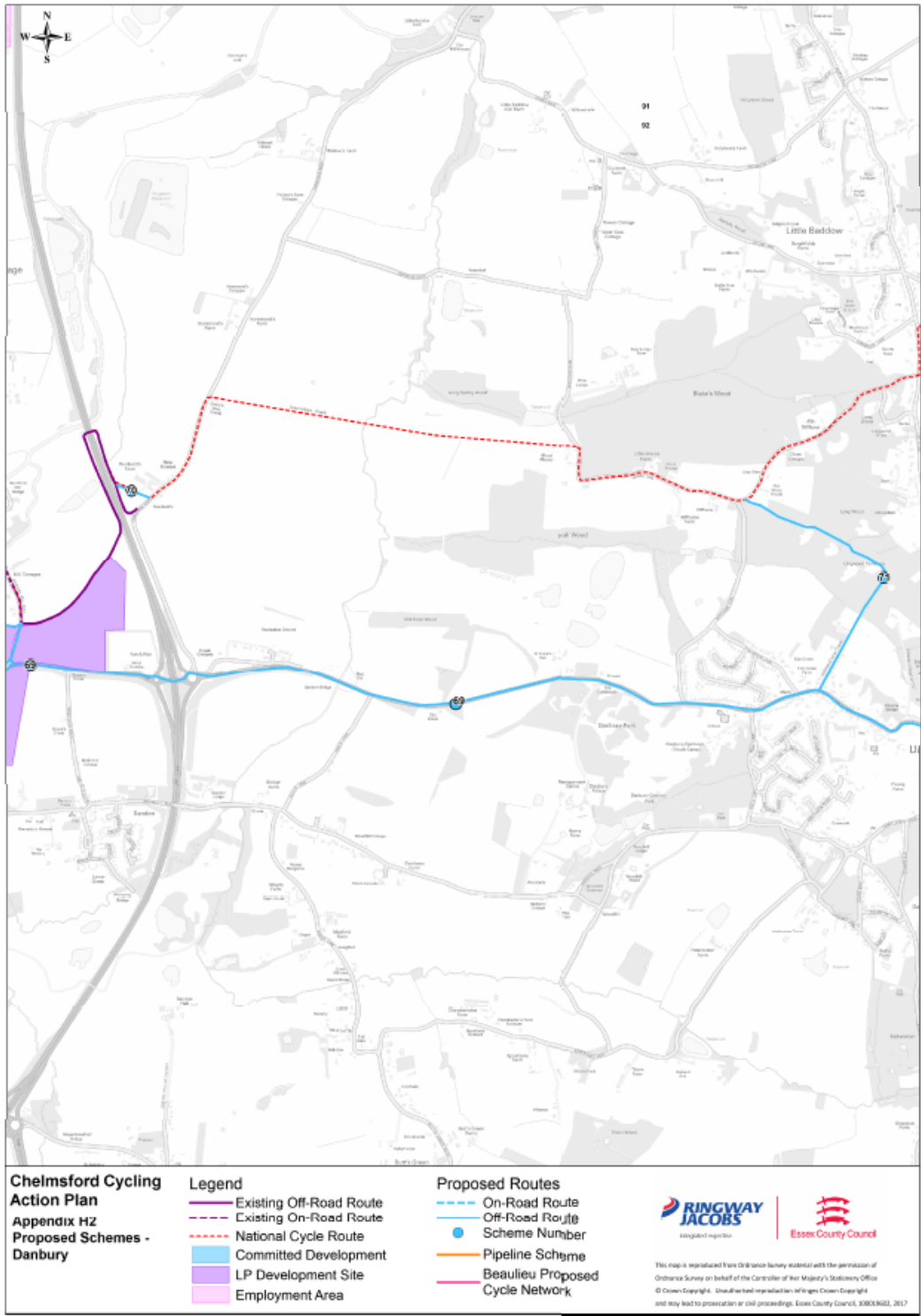


Figure 9.2: Proposed Schemes in Danbury

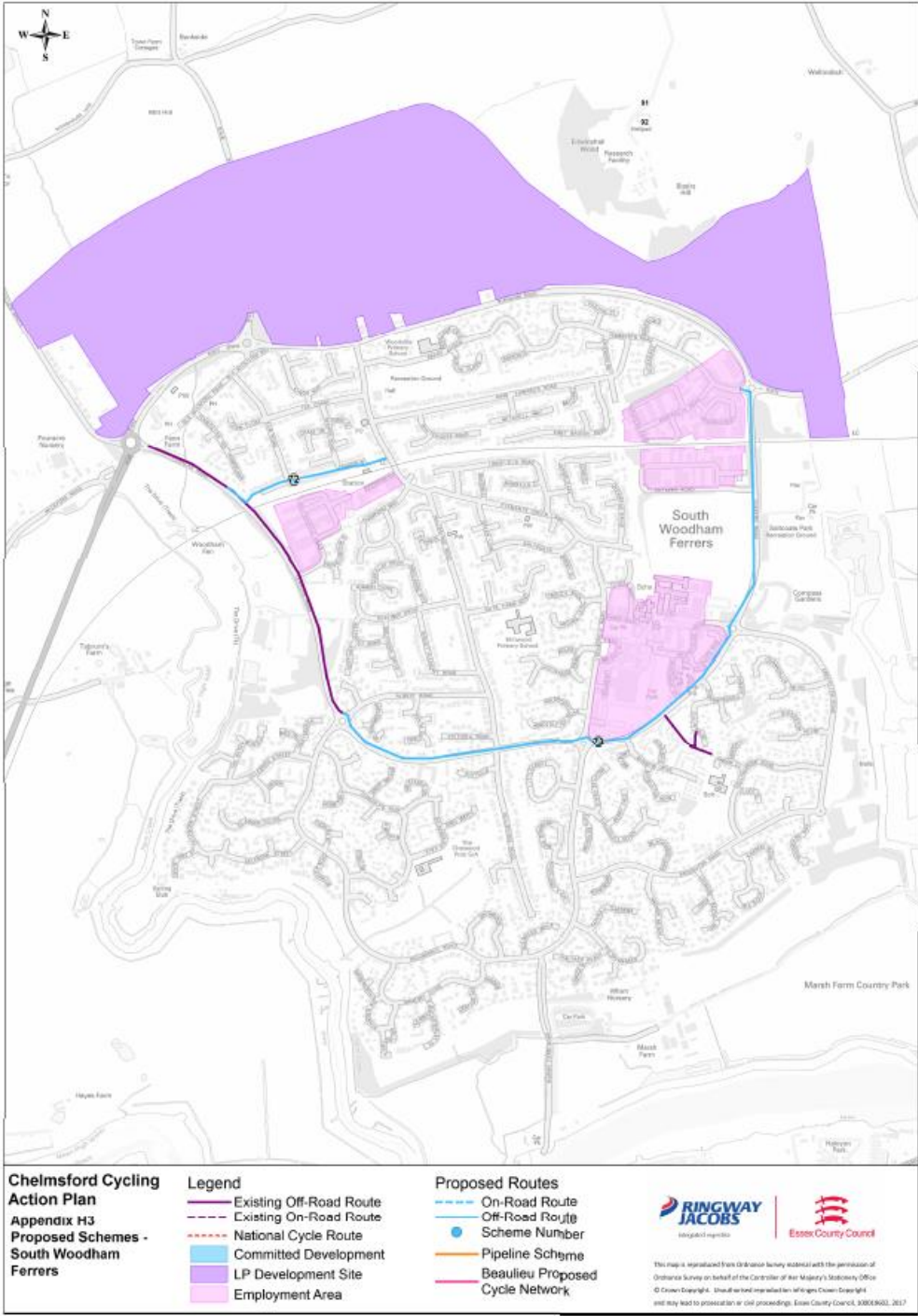


Figure 9.3: Proposed Schemes in South Woodham Ferrers

Timescales

Some of these proposals are expected to be identified in the new Chelmsford Local Plan as ones to be developer funded and therefore delivered by 2036.

Similarly, a number were consulted on as part of the Chelmsford City Growth Package and if included in the final package will be delivered by 2021.

There are no timescales currently set out for those not adopted by the Local Plan or in the Growth Package. However if they link to Local Plan developments or offer mitigation for Local Plan developments, it is expected that the developers would deliver part or all of the scheme.

Common Stakeholders

Active Essex

Chelmsford City Council

Chelmsford Cycle Action Group

Cycling UK (formally known as CTC)

Essex County Council

Sustrans

South East Local Enterprise Partnership

Funding Proposals

A number of the schemes listed above are proposed to be funded via the £15 million fund for the Chelmsford City Growth Package (£10 million from SELEP and £5 million from ECC). However the delivery of the remaining schemes, soft measures and smarter travel measures will require additional funding for this cycling strategy to be successful.

Currently, for the other schemes, no funding proposals have been made, but sources of funding have been identified. These are:

- Local Highways Panels (LHPs)
- SELEP funding
- DfT Access Fund
- Local Growth Funds (LGFs)

- Community Infrastructure Levy (CIL)
- As part of road safety schemes
- Sustrans
- Network Rail and/or rail operating companies
- Active Essex / Essex Health
- European Union funding (e.g. European Regional Development Fund and Rural Development Programme)
- Acquire and investigate corporate sponsorship opportunities for any high profile public schemes/events.
(Essex Highways, March 2017)

Future Impacts

The Chelmsford Cycle Action Plan alongside the Chelmsford Growth Package, will help to improve cycle provision in the Chelmsford area, encouraging people to cycle by providing the necessary infrastructure to make cycling a legitimate option for people travelling to and through the City Centre. This will help to reduce congestion on the roads, and encourage a healthier lifestyle for those living in the area, which is shown to improve work and the local economy. These benefits will hopefully prevent issues with congestion and sustainability which are almost seen as inevitable in a growing city like Chelmsford.

A number of the proposed options link to specific developments or could provide some transport mitigation for those developments and therefore, any schemes not delivered by ECC that are likely to support developments, should be delivered or part-delivered by the developer to support sustainable transport which is crucial for enabling the Local Plan.

Related Documents

Essex Highways, April 2016. *Chelmsford Signage Strategy (Draft)*, s.l.: s.n.

Essex Highways, July 2017. *Chelmsford City Growth Package Public Consultation Document Introduction and Overview*, s.l.: s.n.

Essex Highways, July 2017. *Chelmsford City Growth Package Public Consultation Document Volumes 1 – 5*, s.l.: s.n.

Essex Highways, March 2017. *Chelmsford Cycling Action Plan (Draft)*, s.l.: s.n.

Essex Highways, May 2016. *Chelmsford Bus Corridor Improvements Study - Stage 1 (Draft)*, s.l.: s.n.

10 Chelmsford City Growth Package

Project Status

In February 2017, a public engagement document was prepared by ECC, to set out a vision of Chelmsford's 'transport story'. This was shown through a series of public exhibitions, a workshop and feedback opportunities and speaking with members of the public throughout March 2017. This meant that key messages and feedback was received, which could be used to inform the selection and development of potential schemes as part of the Chelmsford City Growth Package – a sustainable transport package with the following objectives:

- **Connectivity** - To provide high quality transport improvements, to enhance connectivity in Chelmsford for all modes of transport;
- **Economic Growth** - To support and facilitate sustainable and economic growth and regeneration;
- **Capacity Management** – Reduce congestion and manage traffic distribution across Chelmsford's road network to improve journey time reliability and predictability, maximising the effective capacity through innovative solutions;
- **Sustainable Transport Modes** - To encourage increased use of sustainable transport modes and services (bus, cycling, walking) by supporting improved accessibility, travel choice, community cohesion and social inclusion through the integrated public transport network;
- **Environment** - Contribute to protecting and enhancing the natural, built and historic environment, to maintain a high quality of life and reduce pollution;
- **Safety** - Improve safety on the transport network and enhance and promote a safe and secure travelling environment; and
- **Resilience** - Secure and maintain all transport assets to an appropriate standard and ensure that the transport network is available for use.

Using the objectives above, 29 proposals across the Chelmsford City area were proposed and put forward to the public consultation in July and August 2017. The list of options was then reviewed in light of the consultation and following further investigation and analysis of the consultation responses. In November 2017, ECC announced the 20 schemes that have been submitted in the Business Case to SELEP.

Key Proposals

City Wide

1. **City-wide Signage and Technology Improvements** – Developing a signage strategy to upgrade the directional signage, traffic management and information systems around the city of Chelmsford.

North Chelmsford

2. **Broomfield Road Corridor** – Redesign Corporation Road junction. Implement Hybrid Cycle Tracks along new Flagship Cycle Route.
3. **Great Waltham to City Centre Cycle Route** – Connecting Great Waltham with Chelmsford City Centre via the Broomfield Road corridor, and link existing cycle routes. Will have sections both on and off road route.
4. **Essex Regiment Way Crossing** – Pegasus crossing to connect the new communities of Beaulieu Park and Channels to Broomfield, and in turn improving non-motorised connections to the city centre.
5. **Chelmer Valley Road** – Widen the carriageway to introduce a dedicated bus lane northbound from the university junction to Valley Bridge Roundabout. Extend the 2 lane approach to Valley Bridge Roundabout and the Park and Ride Bus lane approaching Lawn Lane will be extended southwards towards the part time signalled Valley Bridge Roundabout.
6. **Springfield Road (near Pump Lane) Toucan Crossing** – A toucan crossing across Springfield Road close to the Pump Lane junction has been forward funded and subsequently installed to improve safety and link existing footways/cycle tracks between Chelmsford, Chelmer Village and Boreham.

West Chelmsford

7. **Writtle to City Centre Cycle Route Improvements** – Improving existing route along National Cycle Network route 1 by widening and upgrading the existing route along the section to Writtle after Admirals Park.
8. **Admirals Park Bridge Improvements** – Replace the existing footbridge with a wider bridge to be used by both people who cycle and pedestrians.
9. **New London Road Bus Lane Improvements** – Enhanced enforcement of existing bus lane restrictions via the use of cameras. Extension of the bus lane further northwards towards New Writtle Street is also being considered.

Chelmsford City Centre

- 10. Tindal Square** – Tindal Square will be closed to motorised traffic to improve the pedestrian environment, however cycling will be permitted to enable connectivity between Waterloo Lane from Bond Street and the station via the City Centre Cycling Connectivity scheme.
- 11. Chelmsford City Centre Cycling Connectivity** – Provide a two-way cycle route across Bellmead Park and along the existing footpath to the west of the Market multi-storey car park. Upgrade the existing zebra crossing on Victoria Road south to a tiger crossing.
- 12. New Street Cycle Route** – Introduce hybrid cycle tracks on both sides New Street, between Rectory Lane and Victoria Road. Also a proposed developer-funded toucan crossing just to the north of the Network Rail bridge on New Street.
- 13. City Centre Cycle Parking** – Increase the cycle parking facilities in the city centre to support the separate proposals for improved cycle connectivity from all areas of Chelmsford to the city centre and the railway and bus stations.

Parkway Corridor

- 14. Army & Navy Roundabout Improvements: Baddow Road Bus Gate** – Introduce a camera enforced westbound bus gate at Meadgate Avenue during peak hours (07:00 – 10:00 & 16:00 – 19:00) only and as an 18 month trial.
- 15. Parkway Westbound: Bus Priority Lane and Improvements to Road Layout** – Reconfigure the existing traffic lanes, creating a flyover exit lane, roundabout exit lane and a separate bus lane, from the Army & Navy Roundabout to the Odeon Roundabout.
- 16. Manor Road Cycling Improvements** – Install new, directional cycle signage, realign kerbs and construct a central refuge on Manor Road.
- 17. New London Road/Parkway Junction Enhancements** – Introduce central reserve on Parkway to improve traffic flows along Parkway for all vehicles.
- 18. Odeon Roundabout/High Bridge Road: Making Left Turn Restrictions Permanent** – Make left turn restrictions permanent and improve safety of turning left from Baddow Road West to High Bridge Road by preventing movement from the left hand lane straight onto High Bridge Road.

South and East Chelmsford

19. Great Baddow to City Centre Cycle Route – Provide a dedicated signed route between Great Baddow and Chelmsford City Centre. Upgrade the footway along Parkway and immediately south of the Army and Navy to suitable shared use facilities.

20. Chelmer Village Way Cycling Route – Connect the existing cycle routes between Kingsford Drive, Henniker Gate and Chelmer Village Way roundabout and the Chelmer Village Way/Howard Drive junction, and improve the signage along National Cycle Network route 1.

More detailed design and modelling will be undertaken to finalise the schemes which will be constructed with the £15 million.

Timescales

The final business case was submitted at the end of November 2017. Subject to final funding approval in February 2018, construction will begin in April 2018, and schemes will be delivered through the Chelmsford City Growth Package by 2021.

Common Stakeholders

Chelmsford City Council

Essex County Council

South East Local Enterprise Partnership

Funding Proposals

The LGF business case was submitted to SELEP in November 2017 for £10 million of LGF funding supported by £5 million of ECC funding. Should any schemes not be delivered by 2021, it is expected that schemes, where appropriate, should be delivered by developers as mitigation for their development. Alternatively, ECC will seek alternative funding sources to deliver these schemes at a later date, either through the Local Plan or future funding bids.

Future Impacts

The schemes being taken forward are intended to encourage people to use more sustainable forms of transport. By reducing the number of people who drive into the city centre, more people will be able to access the City without the addition of further congestion on the existing road network.

Encouraging cycling as a sustainable mode of transport through increasing the safety of cyclists will also prove beneficial to the City, as it can indirectly reduce emissions, whilst also helping to improve health and productivity of commuters, providing benefits to the local economy. Buses will also be given additional priority at key locations to improve reliability and make services more attractive.

Other schemes in this project will hopefully reduce issues which have greatly hindered the flow of traffic and buses in the city, potentially improving journey reliability and improving local air quality.

This project is the start of Essex County Council's (ECC) 'Future Transport Strategy' in Chelmsford, which is set to be the start of a longer period of growth, with all of the schemes that are taken on to be completed, either through what has been proposed as part of the business case, or through external developers to support sustainable transport, which is crucial for enabling the Local Plan.

Related Documents

Essex Highways, April 2016. *Chelmsford Signage Strategy (Draft)*, s.l.: s.n.

Essex Highways, July 2017. *Chelmsford City Growth Package Public Consultation Document Introduction and Overview*, s.l.: s.n.

Essex Highways, July 2017. *Chelmsford City Growth Package Public Consultation Document Volumes 1 – 5*, s.l.: s.n.

Essex Highways, March 2017. *Chelmsford Cycling Action Plan (Draft)*, s.l.: s.n.

Essex Highways, May 2016. *Chelmsford Bus Corridor Improvements Study - Stage 1 (Draft)*, s.l.: s.n.

11 Broomfield Road Study

Project Status

As part of the work on the Chelmsford City Growth Package, a study into Broomfield Road was commissioned by Essex County Council (ECC) to determine a list of options which could be sifted and included in the Growth Package for consultation in July 2017. A map of the study area is shown below.

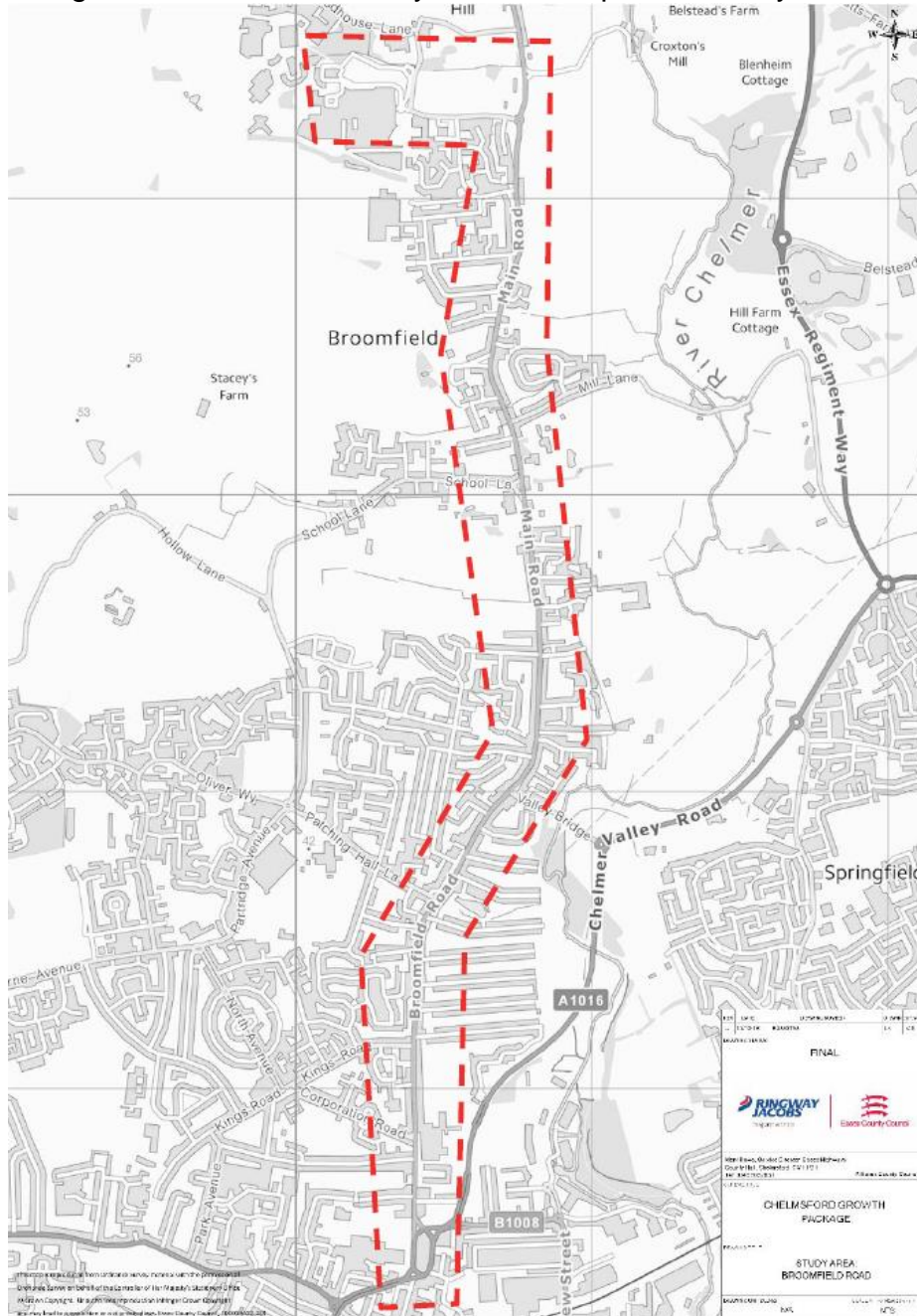


Figure 11.1:
Broomfield
Road Corridor
Study Area

Some schemes were identified from various studies, such as the Chelmsford Cycling Action Plan (2017) and the Chelmsford Bus Corridor Improvements Study (2016). This study has pulled together all of the historic options, options identified on a site visit undertaken on the 4th April 2017 and options identified from the data analysis undertaken as part of the study itself. These have been sifted in a similar manner to the options generated for the overall Growth Package, with slight alterations to the challenges, in order to make them more relevant specifically to Broomfield Road. The challenges, made to help identify potential issues, are outlined below:

- Network Connectivity: discourage through traffic to protect corridor
- Congestion and Delay: 4% capacity left (whole network)
- Public Transport: Consistency issues
- Incomplete and poor quality walking and cycling networks
- Parking: on street parking and impact of school buses at southern end

The objectives that options were sifted against have remained the same as for the wider Growth Package, and are outlined below:

- Enhance connectivity of all modes
- Support sustainable economic growth
- Reduce congestion and manage traffic distribution to improve Journey Time Reliability (JTR)
- Encourage increased use of sustainable transport modes
- Protect and enhance the environment including air quality
- Improve network safety
- Secure and maintain assets to a high standard

The options were then identified and are outlined in the next section.

Some of these options were taken forward and included in the wider Growth Package (See Section 10), however, the other options identified may still be taken up by ECC or developers as part of future development of this corridor.

Key Proposals

Cycling

- Hybrid (stepped) cycle track on either side of Broomfield Road between Skerry Rise and Gyratory.
- Redesign Patching Hall Lane junction to improve cycle facilities

Highways

- Redesign Valley Bridge junction in order to improve the flow of northbound traffic including buses
- Redesign Corporation Road junction to improve layout
- Reduce speed limit by 10mph throughout
- Maintenance of footways

Public Transport

- Review all bus stops with a view to ascertaining the ongoing need for all stops and thereafter to ensure that they are brought up to standard specification in terms of accessibility and standard infrastructure
- To assist with vehicular movement along Broomfield Road, discussions should be held with Chelmsford County High School for Girls and King Edward VI Grammar School, with a view to creating an off highway pickup point on school grounds, which will make it safer for school children using the bus services and help with existing localised congestion issues
- Improve turning radii on hospital roundabout left turn in
- Improve turning radii on hospital interchange left turn out and review central reserve positioning to enable easier bus egress
- Alter Broomfield Hospital bus terminus layout to improve kerb realignments and provide alternative parking/drop off area to remove Patient Transport from the through lane and private vehicles from the bus stops
- Bus gate on Broomfield Road
- Bus lane south of Valley Bridge Road and measures to smooth bus routes along the entire corridor from Hospital to Parkway
- Bus gate at School Lane junction – cars go round the island, buses and large vehicles continue on Broomfield Road
- Full width bus bay opposite the Angel pub

It should be noted that although the hospital roundabout and the hospital bus interchange were within the scope of this project, they are both located on private and not highway land.

Timescales

Some of the options have been taken forward as part of the Chelmsford City Growth Project. These are subject to the same timescales as outlined above (Section 10) (Essex Highways, July 2017).

There are no timescales currently set out for those not being progressed as part of the Chelmsford City Growth Package. Further consideration of the schemes will be required.

Common Stakeholders

Broomfield Hospital

Chelmsford City Council

Chelmsford County High School for Girls

Essex County Council

Bus Operators

King Edward VI Grammar School

Funding Proposals

For those accepted as part of the Chelmsford City Growth Project, they form part of the business case that was submitted to SELEP (See Section 10) (Essex Highways, March 2017).

There are no funding proposals currently in place for those not adopted by the Chelmsford City Growth Package. However, where appropriate, it would be expected that developers contribute towards schemes ECC wish to progress as mitigation for their development.

The hospital or the North of Broomfield development will be expected to fund future development associated with the hospital roundabout and hospital bus interchange in association with any future development.

Future Impacts

Some of these options have been taken forward as part of the Chelmsford City Growth Package, and will be delivered through that to help to provide a more sustainable and efficient network throughout the City as a whole.

The other options are still available for consideration by ECC. Broomfield Road has been identified as a future Sustainable Transport Corridor, and the implementation of some of these options may help that aim to be achieved.

The options could help to improve the reliability of Public Transport, making it a much more viable option. Cycling safety will also be improved, meaning it becomes a realistic option for people heading into the City from the north and

vice versa. Finally, those options developed to try and help to reduce congestion, may help to reduce the emissions in the area, improving the overall environment of the corridor, but further investigation of all the potential impacts and benefits is required.

Related Documents

Essex Highways, July 2017. *Chelmsford City Growth Package Public Consultation Document Volumes 1 – 5*, s.l.: s.n.

Essex Highways, March 2017. *Chelmsford Cycling Action Plan (Draft)*, s.l.: s.n.

Essex Highways, May 2016. *Chelmsford Bus Corridor Improvements Study - Stage 1 (Draft)*, s.l.: s.n.

12 Chelmsford Waterside Development Route Study

Project Status

The aim of the Waterside Development Access Route (WDAR) study is to identify the best option (in value for money terms) to provide access to this future City Centre housing development. This, alongside a further study into engineering feasibility and environmental impact will provide information to enable an informed decision as to whether existing safeguarded land should remain so.

The study will also consider whether existing sustainable transport provision within the vicinity of the development is acceptable or whether further measures should be implemented as part of the development.

Key Proposals

There are 2 route options, alongside a Do Minimum Scenario, which have been identified and will be assessed for the study.

Option 1 – This option considers the currently safeguarded land, providing a link from Wharf Road to Chelmer Road Viaduct. This will be considered in 2 scenarios:

- a) An signalised left in, left out junction on the Chelmer Road viaduct
- b) An all direction junction

Option 2 – This option considers creating a link between Wharf Road and the nearby Baddow Road.

(Essex Highways, October 2017)

Timescales

The WDAR Assessment Report, following an Engineering Options review and VISSIM assessment is due to be delivered in February 2018. This will then help to inform the decisions made regarding the WDAR and the timescales going forward.

Common Stakeholders

Chelmsford City Council

Essex County Council

Taylor Wimpey (Waterside Developer)

Funding Proposals

There are currently no funding proposals for any option from this project to be delivered, however, developers will be expected to pay for or contribute towards access improvements.

A Marginal Viability Housing and Infrastructure Fund (HIF) bid has been submitted by CCC to help deliver a new bridge in combination with developer funding as part of Option 2.

Future Impacts

The WDAR will provide access to and from the City Centre housing development. If option 1b is provided, it is also likely that the WDAR will be used as a through route, avoiding the Army and Navy Roundabout. These scenarios will be modelled and reported on.

This report will also enable ECC to advise regarding the Waterside Development, enabling the development itself to continue being developed with greater knowledge of access options and allowing the next stages for WDAR to commence.

Related Documents

Essex Highways, March 2017. *Chelmsford Army & Navy Roundabout Buildability & Feasibility Study, Problem Identification and Option Appraisal (Draft)*, s.l.: s.n.

13 Summary

This addendum has summarised the current status of a number of projects that will or could mitigate the transport impact of the development proposals in Chelmsford's 2021 – 2036 Local Plan.

There are a number of strategic schemes currently proposed, such as the A12 widening in RIS1, Chelmsford North East Bypass and Howe Green, which are designed to provide much wider benefit beyond mitigating Chelmsford's Local Plan. They will require support from central government and/or third parties to deliver.

Specifically for the city of Chelmsford, the focus of mitigation will be on sustainable transport. ECC have already outlined their vision for the Future of Transport in Chelmsford and this is commencing with the Chelmsford City Growth Package which will provide a range of measures to generate a step change and encourage people out of the private car. It is recognised that this needs to be supported with other initiatives to promote the use of sustainable transport, such as working with the local public transport companies to offer competitive ticketing to encourage people onto the bus and trains. ECC and CCC will also need to work together on a Parking Strategy to support the two existing and two planned Park and Ride sites, thus reducing the number of private car trips into the City Centre.

Developers will also be expected to demonstrate that they can mitigate the impacts of their developments. A number of the schemes from studies such as the Chelmsford Cycling Action Plan, A132 Route Based Strategy / South Woodham Ferrers Integrated Transport Package and those identified by but not delivered by the Chelmsford City Growth Package will require developer funding to implement them.