

A stylized graphic of a plant branch with several leaves, rendered in shades of gray. The branch starts from the bottom left and moves upwards and to the right, with leaves branching off at various angles. The leaves are simple, rounded shapes with a central vein.

Chelmsford Local Plan

Review of the adopted Local Plan

Issues and Options

Topic Paper:

Transport

August 2022

1. Purpose

- 1.1. This Topic Paper is one of a number produced by Chelmsford City Council to set out how the review of the adopted Local Plan has been developed. Topic papers will be refreshed and updated at each stage of the Local Plan Review process to ensure the latest information/position is available. This will avoid confusion and duplication and the latest topic paper will supersede any previous versions.
- 1.2. The intention of the topic papers is to provide background information; they do not contain any policies, proposals or site allocations. Topic papers will form part of the Local Plan evidence base which will be submitted alongside the Local Plan for independent examination.
- 1.3. This paper covers how transport matters and transport impacts have been considered when preparing the review of the adopted Local Plan and how the Review will seek to provide a development strategy compatible with sustainable movement objectives.
- 1.4. The Topic Paper provides background information and provides context of how the Local Plan has been formulated. This Topic Paper should be read alongside the other Topic Papers produced, in particular:
 - Infrastructure
- 1.5. The main issues covered by this Topic Paper are:
 - Policy proposals to assist in increasing sustainable and active transport
 - The proposed approach to highway modelling

2. Background

- 2.1. Chelmsford is located in the heart of Essex, 30 miles north-east of London and consists of the principal settlements of Chelmsford and South Woodham Ferrers, surrounded by villages set within countryside and Green Belt, which generally follows the A130 in the south of the district to the administrative boundary and westwards along the A1060.
- 2.2. An improved transport network can bring about much-needed change connecting people to opportunities for work, education and leisure, and supporting local economies. Enhanced transport links between and within growing places and business clusters will enable an area to function as a coherent economy and improve productivity. Government has clear commitments to cut transport related carbon emissions to net zero through the decarbonisation of transport. Dependence on the private car causes other problems beyond carbon emissions. Many urban areas are heavily congested at peak times and a behavioural change is necessary to prioritise walking, cycling and public transport movements particularly for short trips.

Local Road Network

- 2.3. Chelmsford benefits from good road accessibility to London and the wider region including Braintree, Cambridge and South Essex. The principal roads that connect Chelmsford to the rest of the strategic road network are the A12, which connects Chelmsford to the M25 and London, Colchester and Ipswich; the A131 to Braintree, the A130 which runs north-south across Essex to the A13 in the south; the A132 towards Wickford and Basildon and A414 corridors linking Maldon and Harlow. Chelmsford also has good connections to London Stansted and Southend airports. Chelmsford's key connectivity routes are illustrated below:

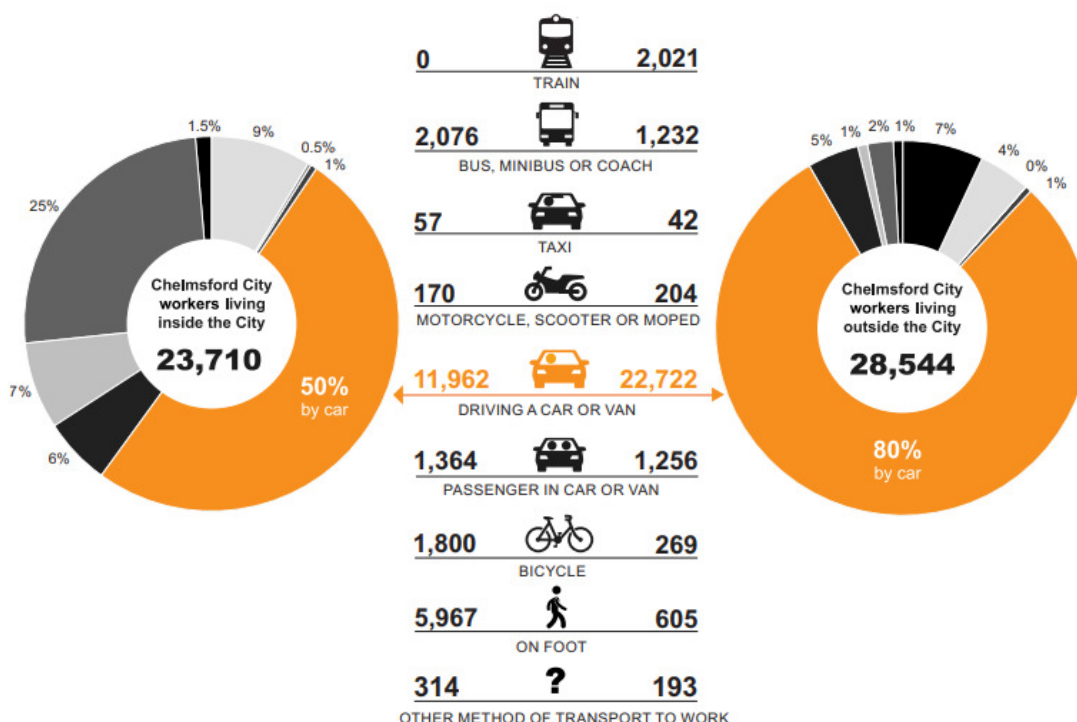


- 2.4. Chelmsford's relative affluence combined with good access to the local and strategic road network means that there are high levels of car ownership. This contributes towards heavy use of Chelmsford's road network with some main roads through the City Centre at, or near to operating at 96% capacity during peak periods. This includes peak time congestion into and within Chelmsford City Centre, notably around the Army and Navy Junction and along Baddow Road and also along Broomfield Road, Springfield Road and Waterhouse Lane. There are also congestion 'hotspots' on the strategic road network for example, the A12 between junctions 15 and 19, and the A414 east of the A12 can be heavily congested during peak hours, particularly if there are issues on the A12.
- 2.5. There are two road transport related designated Air Quality Management Area (AQMA) in Chelmsford; the area around the Army & Navy Junction and Baddow Road Roundabout and the A414 in Danbury around Gay Bowers Lane and Danbury Village Green, adjacent to Eves Corner. Chelmsford City Council and Essex County Council have taken forward a number of direct measures during 2021 in pursuit of improving local air quality, including the Chelmsford Growth Package (inner, mid and outer zones) and the Army and Navy Sustainable Transport Package.

- 2.6. In determining the locations for future growth, consideration will be given as to how they can take advantage of any additional capacity or help secure the funding towards any necessary transportation infrastructure be it highway or sustainable modes. For example, development within the adopted Chelmsford and Braintree Local Plans are providing contributions to the Chelmsford North East Bypass (CNEB), rather than the provision of new roads in the existing built-up areas. Phase 1 of the CNEB was granted approval by Essex County Council (ECC) in March 2022 and will provide a single carriageway road between Roundabout 4 of the Beaulieu Park Radial Distributor Road (RDR1) and a new roundabout on the A131 at Chatham Green plus dualling of the existing A131 between Chatham Green and Deres Bridge Roundabout. Construction is to commence in 2023, and phase 1 scheduled to be open for traffic in 2024, which will meet the traffic demands for the next 15 years. Phase 2 is anticipated to be constructed beyond the life of the current Local Plan (2013 to 2036). Works would include adding an additional carriageway to the single carriageway delivered in Phase 1 to form a dual carriageway for the entire length and include a new stretch of dual carriageway south of the RDR Roundabout 4 providing at grade connection to Junction 19 of the A12 (Boreham Interchange). Phase 2 would be subject to a further planning application if that scheme were to be taken forward in the future. The CNEB will relieve congestion on local roads and enable existing routes into Chelmsford city centre, such as Broomfield Road and Essex Regiment Way to become sustainable transport corridors.
- 2.7. Essex Highways (EH) are undertaking further traffic modelling consistent with, and following on from, the modelling undertaken for the development of the 2020 Local Plan transport evidence base. This modelling support will assess the likely trigger points for the required dualling of the Chelmsford NE Bypass beyond the current Plan period (2036). The assessment will use the forecast model developed to assess redesign options for the Army and Navy junction and contains updated infrastructure assumptions for a 2041 future year, including the latest National Highways A12 widening proposals, Chelmsford NE Bypass proposals and capacity assumptions at Beaulieu rail station.
- 2.8. Chelmsford's wider sub-regional economic, transport and community functions means that significant levels of trips to Chelmsford originate from outside the City Council's area. For example, the neighbouring town of Maldon has no railway station and pre Covid-19 many residents commuted to London as well employment locations in Chelmsford via the A414. The Council expects that this pressure will return on both the road network and public parking within the City. Some 7,000 commuters also travel to Chelmsford from the Braintree area for employment purposes.
- 2.9. Likewise, Chelmsford's second largest town, South Woodham Ferrers, is served by the Southminster branch line without direct access to Chelmsford. Although there are bus links, many residents travel by car to Chelmsford along the A130 via Howe Green and into the City Centre via the Army and Navy junction. Similarly, some villages have poor public transport links and are sufficiently far from the City Centre to make walking or cycling impractical or less desirable.
- 2.10. There are 24 public car parks that the City Council operates providing a mixture of short, medium and long stay car spaces. The majority of these are located within or on the edge of the City Centre.

2.11. ECC has developed a Strategic Zonal Approach to the Chelmsford transport system which seeks to remove as much traffic as possible from the outskirts of the city and reducing the need for city centre car parks. Park and Ride is a key means of achieving this. Chelmsford has two existing Park and Ride sites at Chelmer Valley to the north and Sandon to the east, which presently have 1,000 and 1,410 car spaces respectively. Buses run approximately every 10-15 minutes during the day into Chelmsford city centre. Patronage was steadily increasing before the COVID-19 pandemic. The pandemic has changed people's travelling behaviour. However, the Park and Rides are still a key component of the long term strategy and there is further scope for their expansion to increase usage. As such, land is safeguarded at both Park and Ride sites for their expansion in the adopted Local Plan along with an additional site to serve west Chelmsford. In March 2022, ECC approved the Army and Navy Sustainable Transport Package which included the further 350 space expansion of Sandon Park and Ride to total 1,760 spaces and 500 spaces at Chelmer Valley park and ride to total 1,500 spaces. Based on the current programme, a planning application will be submitted in early 2023 and a final business case to the Department for Transport in Summer 2024, with construction scheduled to start in early 2025. Proposals for a third Park and Ride at Widford will continue to form part of the longer term strategy for Chelmsford and will be evaluated through the review of the adopted Local Plan.

2.12. ECC's Chelmsford's Future Network Strategy highlights that the network is under significant strain with only 4% highway capacity in the city centre available during peak periods. This leads to queuing, unreliable journey times, poor air quality and increased traffic on unsuitable residential streets. It also impacts bus users, and the quality of journeys made by walking and cycling as well as health issues such as obesity levels which may be worsened by children being unable to walk or cycle to school because of safety concerns. The Chelmsford's Future Network study 2017 showed that 80% of those working in Chelmsford but living outside the City drove to work in cars, but still 50% who live in the City still drove to work.



- 2.13. As a different approach is required to ensure that future travel demands are managed in the most sustainable way. This includes managing public car parking which allows people to access local services and support local businesses without causing significant traffic congestion or environmental impacts.

Rail

Chelmsford has regular main line rail services that connect the city with London Liverpool Street (with up to ten trains per hour), Ipswich and Norwich. The network also carries freight traffic to and from the Haven Ports (Felixstowe, Harwich and Ipswich), which handle container ships and freight transport to the rest of the UK. Although services are more limited, the Southminster branch line provides train services to London every 40 minutes with some all-through trains at peak hours passing through the town of South Woodham Ferrers and the small settlement of Battlesbridge in the Chelmsford administrative area. New trains provide significant additional passenger seating capacity of some 66% in the off peak and at peak times a new 10 car train has about 12% additional seating capacity than the old 12 car train. However, given the imposed speed limits and number of crossings on the line the one train every 40 minutes is the best timetable that can presently be offered. Any improvement to provide 2 trains per hour would require significant investment in the track and platforms. Other issues include connectivity issues at Wickford and onwards via Bow Junction to London Liverpool Street.

- 2.14. Chelmsford's rail network is heavily used, particularly given the proximity to and connectivity with London. Chelmsford rail station is one of the busiest in the East of England, accommodating up to 8 million passenger trips per year. The new rail station in north east Chelmsford will improve rail infrastructure from the mid-2020s onwards and help to relieve pressure on the existing congested station and reduce the need for people commuting into London to travel into Chelmsford by car. By locating new development within acceptable public transport travel distances (cycle, walk, bus) of the existing and proposed rail station in North East Chelmsford, there will be greater potential for residents to make their journeys by rail.
- 2.15. The new railway station in North East Chelmsford will provide access to the Great Eastern Main Line (GEML) with a central loop line and new tracks to enable stopping services while allowing fast trains to pass through unimpeded to make the whole line more reliable. It will relieve crowding at Chelmsford railway station and act as a transport interchange to encourage sustainable travel by bus, cycle, electric vehicles and on foot to strategic and local housing development, including the new Chelmsford Garden Community. In June 2022, plans to deliver the station were granted detailed planning by the City Council, paving the way to finalise the technical design work before starting on site in early Spring 2023 and scheduled to be open in 2025/26. Separate applications will be submitted regarding sustainable access to the station by a bus link and the pedestrian and cycle access.

Bus

- 2.16. Bus services are concentrated within the centre of Chelmsford, linking the city centre, railway station and the surrounding areas. The majority of services run through Chelmsford bus station, and therefore the city centre is well served by existing bus services. Chelmsford Area Bus Based Rapid Transit (ChART) is a direct, frequent bus service that connects development in North East Chelmsford with the City Centre. When the new railway station in North east Chelmsford opens in 2024/2025 phases of ChART will create a link to serve the station from Chelmsford Garden Community and onwards into the city centre. It is critical for enabling local, frequent travel without reliance on the private car.
- 2.17. Further out from the centre, the number of buses serving the local area decreases although South Woodham Ferrers and larger villages have a good service particularly during the peak period to Chelmsford and other larger settlements such as Braintree and Basildon, but are more limited in the evenings and at weekends. A new bus service 16, operated by First Essex, has been introduced, connecting the large new residential-led development at St Luke's, Runwell with Wickford rail station (approximately two buses per hour) and is initially funded through the S106 agreement. Travel by bus offers a main alternative to journeys made by private car. By locating new development adjacent to urban areas and their high frequency reliable bus services there will be greater potential for residents to make their journeys by public transport.

Cycling and Walking

- 2.18. Chelmsford has an extensive 61 mile well used cycle network which includes National Cycle Route 1 which provides east / west connectivity through the city centre and provides access to Writtle and Chelmer Village alongside the river and in parks, with on-road routes provided on quieter roads. Significant investment has been made by ECC in the Chelmsford walking and cycling network through the £15M Chelmsford City Growth Package , This included 11 schemes, of which 7 related to cycling, and all but one has been completed, and involved upgrades to existing cycle links, signage, surfacing and lighting improvements. The Chelmsford Cycling Action Plan, March 2017 sets out a review of the existing network provision, identifies barriers and sets out opportunities to develop and promote cycling in Chelmsford through improved infrastructure. There are opportunities to further enhance cycle routes along Chelmsford's Green Wedges by creating multifunctional greenways, whose design will depend on their location and function (recreational, commuting), and need to balance sustainable and active travel movements and biodiversity enhancement. Most should be designed with a hard, permeable surface which is accessible in all weathers and for people with mobility impairments, those in wheelchairs, use for leisure and fitness pursuits such as skateboarding and rollerblading, for commuting journeys to work and to school and to provide new leisure opportunities from development into the countryside. Where possible these routes should be funded by developers where they directly relate to development. Any design of new routes should be consistent with LTN 1/20 – Cycling infrastructure design (2020). Any new cycle route will need to consider the following key principles in that they are:

- Coherent - allow people to reach day to day destinations easily in a way that is easy to navigate, avoiding arrangements that are unintuitive or taking cyclists away from the obvious route;
- Direct – to be as direct, if not more direct, than the routes available to motor vehicles;
- Safe - as well as being safe, emphasis is given to the need for infrastructure to feel safe;
- Comfortable - quality maintained surfaces, proper widths and favourable gradients are crucial; and
- Attractive - should contribute positively to the urban realm, and naturally be attractive to use.

2.19. Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Government's Cycling and Walking Investment Strategy, are a new, strategic approach to identifying cycling and walking improvements required at the local level. Essex County Council has identified 9 strategic corridors within the [Chelmsford LCWIP](#) within the urban area, which is to be updated within the timescales of the plan review. The strategic corridors are designed to be integrated into local planning and transport policies, strategies and delivery plans. They are iterative and will be updated to reflect emerging policies and programme objectives to provide a longer term framework to secure funding. The nine corridors are:

- 1A – Central Park to Great Baddow
- 1B – Chelmsford City Centre – Moulsham
- 2 – Chelmsford Rail Station – Chelmer Village
- 3 – Chelmsford City Centre – Beaulieu Park
- 4 – Central Park – Writtle Road
- 5A – Chelmsford Rail Station – Broomfield
- 5B – Broomfield Road – Melbourne Park
- 6 – Chelmsford Central Park – Writtle
- 7 – City Centre Circular Route

2.20. ECC secured £7m from the Government's Active Travel Fund for schemes in Braintree, Brentwood, Chelmsford and Wickford to help make it easier and safer for residents to walk or cycle, reduce traffic congestion, cut air pollution and improve residents' physical and mental wellbeing. As part of this funding improvements are already being implemented to selected routes in the Chelmsford Area, namely:

- Improvements to riverside cycle routes from Victoria Road to Waterloo Lane
- Raised table and on-carriageway cycle markings along Waterloo Lane
- Tindal Square improvements to walking and cycling via Chelmsford Growth Package
- Market Road contraflow cycle lane eastbound and on-carriageway cycle markings along Market Road westbound
- Trinity Road School Street measures
- 20mph zone refresh and extension to Queen Street and Navigation Road
- Springfield Park Road / Springfield Park Lane junction alterations (with no net loss of parking on Springfield Road)
- Chelmer Road / Sandford Road junction improvements

2.21. The successful cycle parking initiative, CyclePoint (2018), established over 1,000 secure spaces at Chelmsford Station, has also demonstrated that there is potential to influence travel behaviour to/from rail stations. The new North East Chelmsford Railway Station will provide 500 spaces for cycle parking and storage. Other measures are also encouraging people to use the improved walking and cycling network including promotional incentives and personalised travel planning. For example, ECC introduced the 'Stop, Swap, Go!' campaign in July 2021 to make it easier and more motivating for Essex residents to switch from car to more sustainable travel choices in the future through sharing their own sustainable travel stories and tips on social media, find further information on local cycle and walking routes, and tapping in to initiatives and resources. The [Go Jauntly App](#) has been launched which provides details of walking routes around Chelmsford, provides simple photo guides for walks and enables walking challenges to be undertaken.

Micromobility

- 2.22. An e-scooter hire trial has been in operation in Chelmsford with Essex County Council and e-scooter company, TIER. The trial was launched in Chelmsford in February 2021, and there have been around 400,000 rides so far (August 2022). This represents a clear mode shift, with riders regularly opting to use e-scooters rather than private cars to make some key journeys.
- 2.23. The trials will help to inform Government policy on whether e-scooters should be legalised for wider use and the safety criteria. No decision has yet been made, but the current trial is currently proposed to be extended until May 2024.

3. Issues and Options

Policy Context

National Policy

- 3.1. All policies in the Local Plan must be positively prepared, justified, effective and consistent with national policy. The National Planning Policy Framework (NPPF) sets out the overarching planning policy framework, supported by the National Planning Practice Guidance (PPG).
- 3.2. The adopted Local Plan was examined under the 2012 National Planning Policy Framework (NPPF). There have subsequently been updates to the NPPF and the review of the adopted Local Plan needs to be considered against the requirements of the 2021 NPPF.
- 3.3. The national policy backdrop has changed dramatically over the last few years with focus on social equity, health and decarbonisation gaining prominence. Covid, Brexit and a need to grow the economy around sustainable and greener development principles has accelerated radical policy transformation and the production of new standards.
- 3.4. Although large areas of the NPPF remain unchanged in respect of transport any new or amended development proposals and policies will still require to be tested against the relevant NPPF requirements. There are also some areas of the NPPF which have been updated/amended since the adoption of the Local Plan which will need to be reflected.
- 3.5. Further detail on these key changes for consideration are set out in the table below, included under the section 'Local Plan Approach'.

National Policy Guidance

- 3.6. Paragraphs 001 Reference ID: 54-001-20141010 to 012 Reference ID: 54-012-20150313 of the PPG set out the transport evidence base required to support plan making and decision taking in full. The following is a summary of the points for consideration.
- 3.7. It is important for local planning authorities to undertake an assessment of the transport implications in developing or reviewing their Local Plan so that a robust transport evidence base may be developed to support the preparation and/or review of that Plan.
- 3.8. The transport evidence base should identify the opportunities for encouraging a shift to more sustainable transport usage, where reasonable to do so; and highlight the infrastructure requirements for inclusion in infrastructure spending plans linked to the Community Infrastructure Levy, section 106 provisions and other funding sources.
- 3.9. Local planning authorities should also refer to the [Department for Transport's Circular 02/2013: The Strategic Road Network and the Delivery of Sustainable Development](#).

- 3.10. A robust evidence base will enable an assessment of the transport impacts of both existing and proposed development which can help inform sustainable approaches to transport at a plan-making level. This will include consideration of viability and deliverability.
- 3.11. The key issues, which should be considered in developing a transport evidence base, include the need to:
- assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms
 - assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport
 - highlight and promote opportunities to reduce the need for travel where appropriate
 - identify opportunities to prioritise the use of alternative modes in both existing and new development locations if appropriate
 - consider the cumulative impacts of existing and proposed development on transport networks
 - assess the quality and capacity of transport infrastructure and its ability to meet forecast demands
 - identify the short, medium and long-term transport proposals across all modes
- 3.12. The outcome could include assessing where alternative allocations or mitigation measures would improve the sustainability, viability and deliverability of proposed land allocations (including individual sites) provided these are compliant with national policy as a whole.
- 3.13. An assessment of the transport implications should be undertaken at a number of stages in the preparation of a Local Plan:
- as part of the initial evidence base in terms of issues and opportunities
 - as part of the options testing
 - as part of the preparation of the final submission
- 3.14. The last of these stages should highlight the scale of and priorities for investment requirements and support infrastructure spending plans. Like a sustainability appraisal, it will be an iterative process and become more refined and detailed as the process concludes.
- 3.15. The following list indicates the key aspects that should be addressed in the transport assessment. This list is not exhaustive, and there may be additional issues that are important to consider locally:
- all current transport issues as they affect all modes and freight covering, for example, accessibility, congestion, mobility, safety, pollution, affordability, carbon reduction across the whole Plan area and, within relevant areas of the Plan, including existing settlements and proposed land allocations
 - the potential options to address the issues identified and any gaps in the networks in the short, medium and longer term covering, for example, accessibility, congestion, mobility, safety, pollution, carbon reduction

- the locations of proposed land allocations and areas/corridors of development and potential options for the provision of sustainable transport and transport networks to serve them
- solutions to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport
- the scope and options for maximising travel planning and behavioural change.
- accessibility of transport nodes such as rail/bus stations to facilitate integrated solutions

3.16. The transport assessment should be produced at a Local Plan level in partnership with all relevant transport and planning authorities, transport providers and key stakeholders, for example, the Local Economic Partnership. It may be appropriate for the transport assessment to cover an area wider than the Local Plan at least initially given the size of some travel to work areas (this would be similar to the Strategic Housing Market Assessment). This process should help to identify any potential measures that may be required to mitigate negative impacts.

3.17. Local planning authorities will need to consider the demographics of the area and also the desired or perceived changes likely to take place in the life of the Plan as they might affect the transport network. A number of other considerations that could be included, but are not limited to, are opportunities to change to other forms of transport, parking facilities, including park and ride, and committed network improvements.

3.18. Paragraph 007 Reference ID: 54-007-20141010 sets out the detail of how to carry out a transport assessment of the Local Plan and explains that this is likely to be scenario based and in terms of projections look at a range of potential outcomes given a number of assumptions, for example, a movement in the proportion of people using different forms of transport consistent with best practice. It goes on to explain the data that should be included in such an assessment, and how to quantify the impact of land allocations in the Local Plan on the transport system in paragraph 008 Reference ID: 54-008-20141010.

3.19. The transport assessment should also identify any significant highway safety issues and provide an analysis of the recent accident history of the affected/impacted areas. The extent of the safety issue considerations and accident analysis will depend on the scale and type of developments in the context of the character of the affected Strategic Road Network. The need to minimise conflicts between vehicles and other road user groups should be adequately addressed.

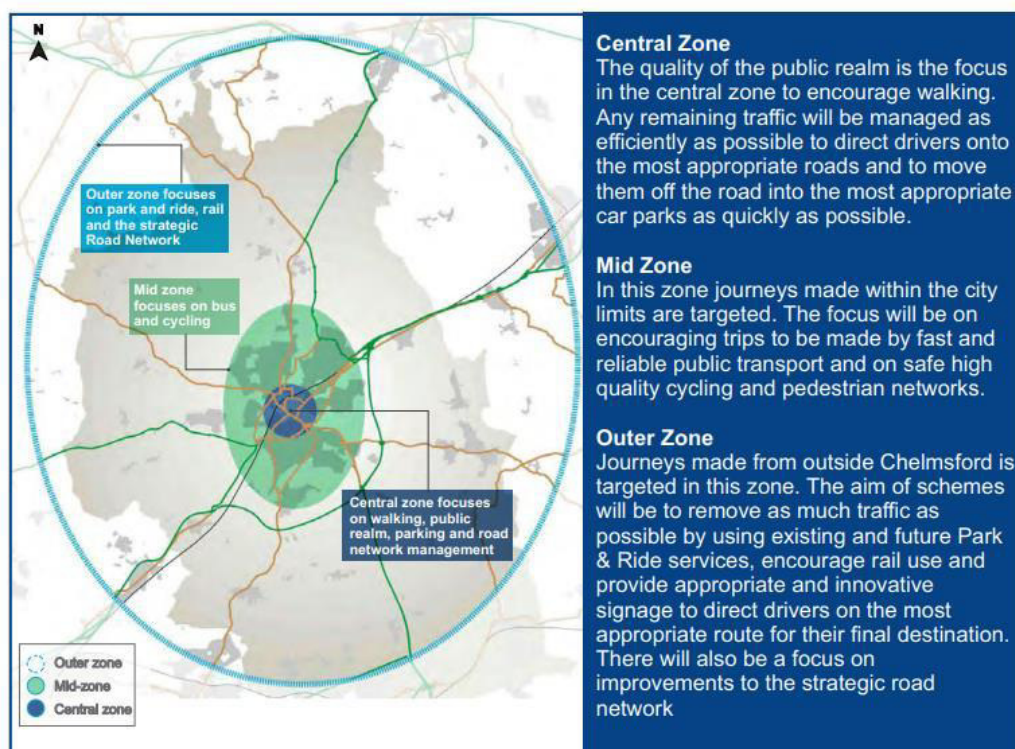
3.20. Any proposed land allocation impact should be considered in the context of two alternative scenarios – ‘with development’ and ‘without development’. This will enable a comparative analysis of the transport effects of the proposed allocation.

3.21. The assessment should cover the period of the Local Plan.

Local Policy

Current policy

- 3.22. Chelmsford City Council (CCC) worked in partnership with Essex County Council (ECC), and National Highways (NH) as Highways Authorities to ensure projected development growth in the adopted Chelmsford Local Plan was tested robustly and an appropriate strategy for mitigation formulated.
- 3.23. Good transport provision was considered essential to Chelmsford's continuing prosperity and improvements to the network are needed to be implemented in ways that are both sustainable and minimise the adverse environmental and social impacts.
- 3.24. Given high levels of commuting, the relative prosperity of Chelmsford and ongoing demand for services and facilities, transport infrastructure was already considered under pressure in the adopted Local Plan. A significant change in how people make their journeys towards more sustainable travel choices was considered necessary.
- 3.25. Therefore, the adopted Local Plan promotes improvements to transport infrastructure to ensure that new development is accessible by sustainable forms of transport and which allows Chelmsford to be well-connected. It also ensures that new development will not unduly exacerbate congestion and will provide appropriate mitigation measures to ameliorate effects on the local road network and maximises and improves the way people move around by sustainable modes of transport.
- 3.26. The adopted Local Plan sets out the following Zonal Approach to Chelmsford's Transport System:



3.27. This is set out in the adopted Local Plan in the follow ways:

- **Strategic Priorities 5 and 6** - these seek to deliver new and improved strategic and local infrastructure including ensuring the transport network accommodate future growth
- **The Local Plan Vision** – this seeks to maximise opportunities for sustainable transport by providing increased opportunities for walking, cycling and public transport
- **The Spatial Strategy (Strategic Policy S7)** - this focuses new development at well-connected locations (in line with Strategic Policy S1) for example along strategic transport corridors, close to existing local services, in areas with a good level of existing or proposed transport infrastructure including sustainable transport, and where daily needs can be met locally where possible. This helps reduce the need to travel, and maximise opportunities for sustainable travel and modal shift through planned new development
- **Strategic Policy S9** - this recognises that new development can place additional demand upon existing infrastructure and services, and requires new development to be supported by sustainable means of transport to serve its need including walking, cycling and public transport modes. It also sets out how new highway infrastructure should help reduce congestion, link new development and provide connections in the strategic road network. It further lists a number of transport improvement schemes that are proposed across Chelmsford and which will help to relieve congestion and provide connections in the strategic road network, including:
 - New Rail Station
 - Chelmsford North East Bypass
 - An additional new Radial Distributor Road 2 in North East Chelmsford
 - New access road to Broomfield Hospital
 - Safeguard land for the expansion of Chelmer Valley and Sandon Park and Ride sites
 - Additional Park and Ride facilities will be provided in West Chelmsford and North East Chelmsford within the broad locations shown on the Policies Map
 - Improvements to the Army and Navy Junction
 - Improvements to A130 (Essex Regiment Way) and A131
 - Junction improvements on the A12 and other main roads to reduce congestion
 - Capacity improvements to the A132 between the Rettendon Turnpike and South Woodham Ferrers, including necessary junction improvements to be brought forward as early as possible in tandem with the delivery of development to mitigate its impact
 - Multi-user crossings across the B1012 in South Woodham Ferrers which may include a bridge or underpass
 - New and improved cycling and walking routes both within development sites and to provide connections to centres and hubs of activity such as transport nodes, City, Town and Neighbourhood Centres, strategic areas of recreation and employment areas
 - Bus Priority schemes and rapid transit measures
 - Improvements to inter-urban public transport
 - Transport links between new neighbourhoods and Chelmsford City Centre and employment areas

- Improved road infrastructure aimed at reducing congestion and providing more reliable journey times.
- **Strategic Policy S10** – this provides the means to secure necessary infrastructure and mitigate the impact of development. Infrastructure will be secured through the use of planning conditions and/or planning obligations and/or financial contributions through the Community Infrastructure Levy or its successor for both on and off-site provision, including the provision of land.
- **Site allocation policies** - require developments to provide appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highway Authority and appropriate measures to promote and enhance sustainable modes of transport. In doing so, planned new development will provide physical local highway mitigation measures as well as opportunities for sustainable transport to enable the modal shift of trips away from car borne to sustainable travel modes. All major development will also be encouraged to follow the modal hierarchy with walking, cycling and public transport modes prioritised over private cars (in accordance with Strategic Policy S1)
- **Development Management Policies DM6, DM7 and DM8** set out the circumstances whereby new local transport infrastructure can be provided outside of built-up or allocated areas. **Policy DM20** seeks to ensure that new community facilities are accessible by sustainable modes of transport such as by public transport, cycling, or on foot. Public transport links should be in close proximity to the site and provide an adequate service. Measures to reduce car dependency are also supported. **Policy DM24** requires all new major development to create well-connected places that prioritise the needs of pedestrians, cyclists and public transport services above the use of the private car. **Policy DM27** provides standards for parking in all forms of development.

3.28. Essentially, Strategic Policy S11 together with the individual site allocation policies broadly identify what and where new transport infrastructure is required. This was informed by a robust evidence base and through engagement and support from key stakeholders including Essex County Council (ECC), Highways England (HE) and the promoters of the main developments.

3.29. Site specific highway requirements are then also covered in more detail through the Masterplan process required for Strategic Site Allocations in the Local Plan and supported by the Development Management policies set out in the adopted Local Plan.

3.30. The adopted [Making Places Supplementary Planning Document](#) (SPD) seeks to promote and secure high-quality sustainable new development. It is aimed at all forms of development, from large strategic developments, public spaces and places, to small extensions to individual homes. It sets out detailed guidance for the implementation of the policy requirements set out in the new Local Plan and provides practical advice to help with schemes from single house extensions to strategic sites and their masterplans. It also provides good practice examples on how development can go beyond planning policy requirements to create the most sustainable and environmentally friendly development possible.

- 3.31. The SPD offers further detailed guidance on principles to consider development offers sustainable travel alternatives to the private car as well as include detailed guidance on parking standards, electric charging points and car clubs.
- 3.32. The [Council's Planning Obligations SPD](#) (January 2021) sets out the Council's approach to seeking planning obligations needed to make sure development is acceptable in planning terms. Of relevance to this topic is the need for possible Section 106 Planning contributions towards highways, access and transport. It sets out that all development proposals will be assessed on their own merits in relation to the impact they have upon the highway network. There are no types of development which are exempt from necessary highway infrastructure obligations.
- 3.33. Collectively these seek to ensure development does not have an unacceptable impact on highway safety, or the residual cumulative impacts on the road network are not severe. In addition to the Local Plan, there are a number of other local and regional strategies or guidance that inform this topic area.
- 3.34. [Our Chelmsford: Our Plan](#) sets out the Council's priorities which will improve the lives of residents. There are four themes; a fairer and inclusive Chelmsford; a safer and greener place; healthy, active and enjoyable lives and connected Chelmsford.
- 3.35. The City Council [declared a Climate and Ecological Emergency](#) on 16 July 2019. Essentially this Declaration represents a commitment to take appropriate action to make the Council's activities net-zero carbon by 2030.
- 3.36. In January 2020 a [Climate and Ecological Emergency Action Plan](#) with an initial focus on fifteen key areas of activity was agreed by the Council. It is aimed at:
- reducing carbon emissions
 - lowering energy consumption
 - reducing waste and pollution
 - improving air quality
 - greening Chelmsford
 - increasing biodiversity
 - encouraging more sustainable travel choices
- 3.37. ECC is preparing a new Local Transport Plan 4 to potentially cover the period to 2050. It will be based on four key themes of decarbonisation; Supporting People: Health, Wellbeing & Independence; Creating Sustainable Places and Communities; and Connecting People, Places and Businesses. With regards decarbonisation the approach in LTP4 is to follow the approach recommended by the Essex Climate Action Commission (ECAC) of avoid the need to travel; shift to the most sustainable forms of travel; and improve / decarbonise residual travel. It is envisaged that all transport interventions will need to consider carbon impacts and that the LTP will include a specific carbon zero transport target. LTP4 will also include an implementation plan (yet to be defined), or a suite of plans, that include the full programme of transport investment needed in Essex; capital and revenue, management, maintenance and improvement projects.

3.38. In December 2021, Transport East consulted upon a draft Transport Strategy - A 30-year transport strategy for the East. Following a review of responses to this consultation the Transport Strategy has been revised and adopted by Transport East in July 2022.

3.39. The Strategy identifies four key priorities for the East that strongly reflect the views captured from across the region including Essex:

- Decarbonising transport to Net Zero
- Connecting growing towns and cities
- Energising coastal and rural communities
- Unlocking global gateways.

3.40. The regional Transport Strategy is accompanied by an Investment and Delivery Plan which includes six corridor programmes, of which the London – Chelmsford – Colchester – Ipswich – Norwich and Suffolk Coast connecting the fastest growing cities and towns and gateway ports is relevant to Chelmsford. Strategic schemes relevant to Chelmsford include:

- Great Eastern Mainline strategic package (improvements in London, Essex, Suffolk, Norfolk);
- A12 strategic package South (Colchester to M25); and
- Chelmsford strategic package NE bypass, Army and Navy, Beaulieu Park).

3.41. ECC, as the Local Transport Authority, formally endorsed the Transport East strategy on 11 July 2022. It is expected that the revised LTP4 will reflect the priorities outlined above while also identifying and addressing locally specific issues.

3.42. ECC has published its Bus Service Improvement Plan (2021 - 2026) (BSIP) outlining that ECC is to follow the Enhanced Partnership (EP) approach between the Local Transport Authority (LTA) and Bus Operators to provide a new, high quality and reliable bus network. Bus Network reviews are being undertaken to identify the key characteristics of the existing bus network services and its supporting infrastructure; identify the issues creating barriers to passenger growth, connectivity or accessibility; identify measures to over-come the barriers and promote bus passenger growth which will become a legally binding District-based EP Scheme.

3.43. ECC is undertaking a number of projects and reviews with regards highway and transportation policy for existing and for new communities in the county, which will all feed into the revised Local Transport Plan 4. Workstreams include the review of the existing functional route hierarchy; Parking Standards for developments, Walkable Neighbourhoods and other guidance relating to garden communities including the role of Travel Plans in achieving sustainable transport outcomes. Local Cycling and Walking Implementation Plans are also being developed across the county. In terms of operation of future transport services, ECC is also creating an operational model for future Rapid Transit Schemes which could be delivered through new development and an implementation guide for mobility hubs building on national best practice. This work is being done in partnership with local planning authorities. A detailed study is investigating the concept of walkable neighbourhoods in new development set against more standard approaches to development, with a key

distinguishing principle being that walkable neighbourhoods will have either much reduced vehicular access or will even be delivered as car-free development, possibly with some remote parking located away from core car free areas. As these workstreams progress they will need to be considered as evidence base to support the Local Plan Review.

- 3.44. [Safer, Greener, Healthier](#) is an Essex Highways' on-going campaign aiming to make it as easy as possible for people to travel more sustainably, especially for shorter journeys by walking, cycling, e-scooting or taking the bus or train for longer journeys. The vision is to deliver and enable safer, greener and healthier travel for current and future users of the transport network in Essex.
- 3.45. The Essex Walking Strategy (2021) has been prepared to increase walking across the County, particularly for shorter journeys and as part of longer ones and connecting to other forms of sustainable travel. Local Plans should include policies that seek to provide for high-quality walking and cycling networks designed to provide safe and accessible routes to key facilities and services. Planning policies should also identify places where new walking routes can be delivered by new developments, and ensure the protection of alignments for future planned cycling and walking routes.
- 3.46. [Net Zero: Making Essex Carbon Neutral \(Essex Climate Action Commission, July 2021\)](#) The Essex Climate Action Commission was formed in 2020. It is an independent, voluntary, cross-party body. The report sets out key steps for how to reach zero carbon by 2050 and recommendations within six core themes; land use and green infrastructure, energy, built environment, transport, waste and community engagement. Key transport recommendations include the updating of ECC highway and transportation policies (see above); locating growth to reduce the need to travel, including walking and cycling in city centres; new walkable neighbourhoods; school streets; car sharing clubs; preparation of an EV Strategy including charging points; public transport initiatives; and seeking behavioural change to more active modes.

[Duty to Co-operate](#)

- 3.47. The Council is committed to co-operating with other bodies on strategic planning matters. The Duty to Co-operate Strategy was reviewed and adopted in January 2022.
- 3.48. The Council will make every effort to seek co-operation on cross-boundary and strategic planning matters in a focused, positive and structured way. We will discuss the Review of the Adopted Local Plan with neighbouring planning authorities and the prescribed bodies at stages which align with and inform the stages of the Review of the Adopted Local Plan. These discussions will help to formulate the quantum and distribution of Chelmsford's future growth, which will be supported by updated evidence
- 3.49. At the same time, we will continue to work constructively with nearby planning authorities on their own local plan preparation. Early engagement and demonstrating co-operation both with neighbours and the prescribed bodies through Statements of Common Ground are key to meeting the legal duty to co-operate.

3.50. In some cases, discussion on strategic matters will continue through existing joint working arrangements. We will also arrange joint Officer and Member meetings, technical stakeholder meetings, focused workshops, and Statements of Common Ground.

3.51. The strategic matters that may apply to the Review of the Adopted Local Plan have been identified as follows:

- Delivering homes for all including Gypsy and Traveller accommodation
- Jobs and economy including green employment and regeneration
- Retail, leisure, and cultural development
- Sustainable transport, highways and active travel
- Climate change action and mitigation including flood risk and zero carbon
- Natural and historic environment including increased biodiversity and green/blue/wild spaces and connectivity of ecological networks
- Community infrastructure including education, health and community facilities
- Utility infrastructure including communications, waste, water and energy
- London Stansted Airport future airspace redesign.

3.52. In preparing the Issues and Options Consultation Document we have worked with Essex County Council, as the local Highway Authority, to prepare appropriate evidence to support the document by way of the Sustainable Accessibility Mapping and Appraisal. Joint working has also led to the preparation of a summary note outlining the traffic modelling approach to be undertaken throughout the Review of the Local Plan, attached at Appendix 1. More information on these documents is set out below in paragraph 3.77.

3.53. As part of the Issues and Options consultation we will be having meetings with neighbouring Local Planning Authorities as well as other relevant Duty to Co-operate bodies. Any strategic cross boundary issues relating to transport raised through these meetings and the consultation will be further considered and any further engagement undertaken if required.

Integrated Impact Assessment

3.54. The Council is carrying out an ongoing Integrated Impact Assessment (IIA) as the Review of the Local Plan develops.

3.55. The IIA will assess the following aspects of sustainable development:

- Sustainability Appraisal (SA)
- Strategic Environmental Assessment (SEA)
- Habitats Regulations Assessment (HRA)
- Health Impact Assessment (HIA)
- Equality Impact Assessment (EqIA)

3.56. The SA, SEA and HRA are a requirement of national policy. The HIA and EqIA are voluntary, but the Council believes they will help to provide a complete picture of the sustainability of the Review of the Adopted Local Plan.

3.57. The IIA identifies the key sustainability issues for the review of the adopted Local Plan, which feed into a framework against which proposals will be assessed. It will cover the potential environmental, social, economic and health performance of the proposed changes to the adopted Local Plan and any reasonable alternatives. It will be used at each stage of reviewing the Plan, and be subject to separate consultation, as follows:

- Scoping Report
- Issues and Options – Current Stage
- Preferred Options
- Submission
- Adoption

3.58. The Issues and Options IIA appraises key sustainability issues (Table 3.19) and Appraisal Framework Objectives (Table 4.1) relating to this Topic Paper. Please see the Issues and Options IIA for more information.

Evidence base

3.59. In accordance with the requirements of the NPPF, policies and their requirements should be based on up-to-date evidence. The following documents are of particular relevance to transportation of the Plan and will require reviewing and/or updating to support the Review of the Local Plan:

- All Highways modelling documents

3.60. The following documents are new or updated documents of particular relevance to transportation to support the review of the adopted Local Plan which have been completed:

- Integrated Impact Assessment of the review of the adopted Local Plan
- Sustainable Accessibility Mapping and Appraisal

3.61. Following the feedback from the Issues and Options consultation further relevant evidence will be undertaken to support any new policies or requirements intended to be included in the Plan.

Local Plan Approach

3.62. The table below sets out the key issues to be considered at this Regulation 18 Issues and Options Stage. The table below assesses the adopted Local Plan against the key NPPF requirements in respect of transport and Plan making and identifies CCC's assessment of the adopted Local Plan's compliance with the 2021 NPPF. The proposed approach to the Review of the Local Plan is then set out using the following colour codes:

Adopted Local Plan meets NPPF requirement
Adopted Local Plan partially meets NPPF requirement
Adopted Local Plan does not meet NPPF requirement

NPPF Paragraph	NPPF Requirement	Approach in Review of the Local Plan
NPPF Para 105	Should actively manage patterns of growth in support of objectives in Para 104. Significant development should be focused on locations which are/can be made sustainable. Opportunities to maximise sustainable transport solutions will vary between urban and rural areas - this should be taken into account in plan-making.	Settlement Hierarchy in the adopted Local Plan is supported by an assessment of settlement services and facilities. The Integrated impact Assessment will also consider this, alongside other sustainability criteria as part of the on-going assessment of the review of the Local Plan. Once reviewed and updated these pieces of evidence will help inform the most appropriate locations for any further development required through the review of the Local Plan.
NPPF Para 106	Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.	The adopted Local Plan includes a strategy which provides for a variety of site types and uses to minimise journeys. Need to ensure any amendments through the review continue to be NPPF compliant.
NPPF Para 106	Identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development.	Adopted Local Plan protects a route for the North East Chelmsford Bypass and a new rail station which are both coming forward for development. Review will check if any further sites or routes may be critical in developing infrastructure further or if infrastructure proposals create further opportunity for larger scale development in any locations.
NPPF Para 106	Provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans).	Provision set out in adopted Local Plan through Site Allocations and supported by the Masterplan process. Making Places SPD further supports this, but Local Plan policies may need to be updated to better reflect the current wording of the NPPF, particularly in relation to supporting facilities as well as cycle parking. Partial review required to address this NPPF requirement.

NPPF Para 106	Provide for any large-scale transport facilities that need to be located in the area and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy.	Adopted Local Plan allocates land for a new train station and by-pass in North-East Chelmsford. Need to review any current large-scale transport facilities proposed in the area as part of review of the Local Plan.
NPPF Para 106	Recognise the importance of maintaining a national network of general aviation airfields.	Not relevant for Chelmsford City Council (CCC) as no airfields within administrative area.
NPPF Para 109	Provide adequate overnight lorry parking facilities, taking into account any local shortages.	Not currently required in the adopted Local Plan and not aware of any current identified needs. Any future needs identified to be considered during the review process.
NPPF Para 110	In assessing sites that may be allocated for development in plans, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users, the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance including the National Design Guide and the National Model Design Code; and any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.	Provision set out in adopted Local Plan through Site Allocations and supported by the Masterplan process. Making Places SPD further supports this, but Local Plan policies may need to be updated to better reflect the current wording of the NPPF and Highways Modelling needs to ensure it covers these issues to ensure the necessary site requirements are included on any further site allocations.
NPPF Para 111	Development should only be prevented on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.	The adopted Local Plan includes a strategy which was not found to have an unacceptable impact on highway safety, and the residual cumulative impacts on the road network were not found to be severe. Need to ensure any amendments and additional allocations through the review continue to be NPPF compliant in this respect. Highway modelling will be needed to be updated to assess this.

3.63. The adopted Local Plan policies generally remain consistent with national policy and are leading to effective decision making as demonstrated in the latest [AMR](#). However, with the need for new housing and employment floorspace any further development needs to ensure that the overall strategy in the Plan remains acceptable in highway and transportation terms.

3.64. Furthermore, we want to be more proactive in addressing the climate and ecological emergency and are using the review as an opportunity to see if there are ways the Local Plan can assist further in meeting the Council's Climate and Ecological Emergency Action Plan. We want to ensure that tackling the climate change challenge is a theme running through the Plan so that all development contributes to addressing these priorities as well as improving the environment around us. This includes the need to ensure sustainable and active mode of transport are at the heart of development.

3.65. Considering this the review of the Local Plan seeks to amend the Strategic Priorities as set out in the Issues and Options Consultation Document. Specific to this topic paper the following priorities are relevant:

Priorities for climate
<p>1. Addressing the Climate and Ecological Emergency</p> <ul style="list-style-type: none"> • Mitigate the impacts of climate change and adapt to its consequences • Ensure new development moves towards delivering net-zero carbon emissions (energy efficiency, sustainable construction, renewable energy, infrastructure for active and sustainable travel) • Ensure development adapts to minimise adverse impacts that create climate and ecological change, including managing flood risk and reducing carbon emissions • Encourage tree planting and an increase in woodland expansion • Ensure sustainable drainage systems in developments
<p>2. Promoting smart, active travel and sustainable transport</p> <ul style="list-style-type: none"> • Promote/prioritise active travel and sustainable transport • Reduce reliance on fossil fuelled vehicles • Support the provision of strategic and local transport infrastructure to enable a future for alternatives to fossil fuelled vehicles • Make provision for charging electric vehicles • Make provision for infrastructure to support active travel and the use of sustainable modes of transport • Promote innovations in transport including smart technology
<p>4. Protecting and enhancing the natural and historic environment, and support an increase in biodiversity and ecological networks</p> <ul style="list-style-type: none"> • Plan positively for biodiversity net gain and green infrastructure including high quality green spaces • Minimise the loss of the best and most versatile agricultural land to ensure future food production • Protect/enhance the River Valleys and increase opportunities for sustainable travel • Ensure that new development respects the character and appearance of the City's varied landscapes

<p>Priorities for growth</p>
<p>4. Ensuring sustainable patterns of development and protecting the Green Belt</p> <ul style="list-style-type: none"> • Ensure we plan positively to meet identified development needs • Promote development of previously developed land in Chelmsford's Urban Area • Use the Settlement Hierarchy to identify the most sustainable existing locations • Locate development in locations that are close to existing or proposed local facilities so people can walk/cycle/use public transport and be less reliant on the car • Protect the Green Belt from inappropriate development • Ensure accordance with the Minerals Local Plan, Waste Local Plan and South East Inshore Marine Plan
<p>Priorities for place</p>
<p>7. Creating well designed and attractive places, and promoting the health and social wellbeing of communities</p> <ul style="list-style-type: none"> • Promote the health and wellbeing of communities • Encourage healthy lifestyles and living environments for all residents for example by providing new green spaces, quality housing and enhanced walking and cycling infrastructure • Ensure that the integrity of communities is maintained, and social cohesion is promoted in new development • Ensure that all new development meets the highest standards of design • Require the use of masterplans and encourage design codes where appropriate for strategic scale developments • Ensure new development helps provide new primary health services • Promote community involvement in the long-term management and stewardship of new strategic residential development • Encourage development to be future-proofed and as sustainable and energy efficient as possible
<p>8. Delivering new and improved infrastructure to support growth</p> <ul style="list-style-type: none"> • Address city-wide infrastructure needs • Maximise the efficient use of existing infrastructure capacities • Explore opportunities for new sustainable infrastructure • Ensure that necessary new or upgraded local infrastructure is provided alongside new development when it is needed • Ensure appropriate and timely strategic infrastructure to support new development

4.66. In terms of transport, to address the global climate emergency, we need to re-think how we move around with a much stronger emphasis on walking, cycling and the use of public transport, particularly for shorter trips. Having a meaningful choice to pick the most appropriate type of transport for different types of journeys is at the heart of this. Changing how we travel can also help us lead healthier lives, reduce traffic congestion, noise and air

pollution and reclaim our neighbourhoods and centres to make them more attractive environments for walking and cycling, being less car dominated.

- 4.67. To make this happen, the Council needs to help address a number of challenges across the transport network in Chelmsford. This includes the differing needs of residents living in our more remote rural areas and also those with reduced mobility. There is not a single simple solution, so we need to consider a wide range of actions which, when taken together, will help to address some of the challenges we face.
- 4.68. Using the right type of transport for different journeys is key. For example, making it easier, safer and more convenient to walk, cycle (including cargo bikes) or scoot for day-to-day short journeys such as a trip to the local shops or doing the school-run particularly at peak hours. We also need to acknowledge that there will always be some members of our community (e.g., elderly and those with disabilities) where this might not be an option, although a reliable and well connected bus network is essential, particularly to get to key destinations such as Broomfield Hospital or the City Centre. Alternatives for commercial vehicles may include last mile local deliveries by e-cargo bike and on foot.
- 4.69. Public spaces such as squares, pedestrianised streets, walkways, cycle routes and our parks not only look attractive and encourage people into our centres they also create a fantastic network for walking and cycling. Chelmsford has a compact city centre which really lends itself for walking and cycling to be the preferred ways of moving around. This was clear when emergency measures were put in place to allow for social distancing at the early stages of the COVID-19 pandemic. Further public realm projects and the implementation of the Active Travel Bid schemes will help enhance existing and provide new connections in the walking and cycling network, improving the city centre environment and measures to calm and control traffic on the remaining trafficked streets will continue.
- 4.70. Prior to the COVID-19 pandemic there was only 4% capacity on the road network during peak hours in Chelmsford City Centre leading to congestion and poor air quality at certain locations. As traffic levels have steadily risen following the lifting of restrictions so have traffic levels in the city centre. There is limited, if any, opportunity to build more roads in the City Centre, so making best use of the existing network and prioritising active and sustainable travel is essential to ease congestion and improve air quality.
- 4.71. Chelmsford's role as the Capital of Essex ensures it is an important destination for shopping, leisure, culture, education, healthcare and legal and administrative functions for the sub region and beyond. It is important to get the right balance of public car parking to support and improve the economic vitality and community functions of the city centre, whilst encouraging sustainable commuter travel options reducing traffic congestion and improving air quality. The provision of park and ride sites (and their expansion), a new rail station and enhanced and new public transport, cycling and walking opportunities will help this modal shift. The majority of long stay car parking is focused near to the existing rail station and short stay nearer to the High Street. Short and medium stay public car parking will still be needed to support the City Centre functions, but there is likely to be less need for long stay parking in the future. With the move to electric vehicles, more charging points will be needed in our public car parks and other key locations.

4.72. In the instances where using a car is the most suitable means of transport, opportunities should be provided for people to have more choices to walk and cycle to their final destinations. For example, the Park & Ride sites should be better connected by walking and cycling to the wider network, key destinations and the city centre. Both existing Park and Ride sites have high quality and secure cycle lockers for overnight bike storage to enable 'Park and Choose' enabling the final destination of any journey to be undertaken by bus, walking or cycling. Strategic developments in the adopted Local Plan including the Chelmsford Garden Community are contributing to new and enhanced connections and any new development in the review will be expected to do the same, if not more.

4.73. In light of this, policies in the Plan will need to be strengthened/updated to reflect the updated Plan Vision and Strategic Priorities including a greater focus on:

- Maximising/prioritising active travel and sustainable transport and their connectivity
- Reducing reliance on fossil fuelled vehicles
- Supporting the provision of strategic and local transport infrastructure to enable a future for alternatives to fossil fuelled vehicles
- Increasing provision for charging electric vehicles
- Increasing provision for infrastructure to support active travel and the use of sustainable modes of transport
- Promoting innovations in transport including smart technology.

4.74. CCC and ECC have agreed an approach regarding the transport appraisal of the Local Plan review which is set out in Appendix 1. In summary, it will cover the following elements:

- Sustainable Accessibility Mapping & Appraisal of Spatial Approaches - this mapping and appraisal exercise will help inform the level of sustainable accessibility of proposed development locations within a selection of Spatial Approaches. This has been completed;
- Traffic Impact Appraisal of Spatial Approaches - this exercise will involve high-level strategic assignment and junction capacity modelling to assess the comparative local and cross-boundary impact of development traffic on the road network associated with selected Spatial Approaches in the Preferred Options Local Plan. The existing sustainable transport network and prior Local Plan mitigation will also be reviewed to a similar high-level;
- Traffic Impact Appraisal of Preferred Spatial Approach, Mitigation Appraisal and Response to Representations - this exercise will involve more detailed modelling of the strategic assignment of trips around Chelmsford, vehicle movements through the city centre and the capacity of key junctions. This will be used to assess the local and cross-boundary impact of development traffic on the road network associated with the preferred Spatial Approach. Prior and additional mitigation will be assessed in more detail with a focus on sustainable measures. These will be tailored to the sustainable accessibility of development sites/areas to promote aspirational, yet deliverable targets for sustainable travel uptake. Responses will also be provided to transport modelling representations made during Pre-Submission consultation.
- Transport Planning and Modelling Support at Examination - Consultancy support will be provided to assist with the preparation of technical material for Examination.

Support will also be offered through attendance at Hearing Sessions during the Examination process.

- 4.75. The Issues and Options consultation is supported by the Sustainable Accessibility Mapping and Appraisal of the Spatial Approaches, undertaken by ECC as Highways Authority and Essex Highways. The appraisal assessed 25 settlement areas identified across the five spatial approaches in the Issues and Options consultation document (Figure 1 of the report). These areas have been assessed on their level of sustainable connectivity to key urban centres, employment, rail stations, bus services and bus stops, healthcare and education. They have also been assessed on their digital connectivity highlighting the ability for residents to work from home thereby reducing peak hour journey trips on the local transport network. Further details of the methodology are outlined in Section 2 of the report, pages 4 – 13). The assessment of Spatial Approaches will continue to be developed through each stage of the review of the adopted Local Plan and will include traffic impact modelling at an appropriate stage. Alongside other pieces of evidence this will help the Council to determine specific development sites within the preferred Spatial Approach.
- 4.76. Full details of the sustainable accessibility mapping and appraisal methodology are set out in Section 3 of the appraisal and summarised below. It should be noted that the appraisal assesses the current accessibility and connectivity of the locations and at this stage does not take into account future uncommitted infrastructure improvements which might come forward to support new development. Alongside other evidence base documents this will help determine a selection of Spatial Approaches comprising defined Local Plan development sites to take forward for traffic impact modelling appraisal.
- 4.77. With a focus on housing development in the Chelmsford Urban Area and North East Chelmsford, Approach B is shown to make the most of the good levels of sustainable accessibility in these locations and therefore ranks a clear first in the comparison of Spatial Approaches.
- 4.78. Approach A and C have near identical scores, ranking second and third respectively, with the difference brought about by the allocation of housing proposed in the smaller service settlements for Approach C.
- 4.79. Approach D ranks fourth due to the allocation of housing in more rural settlement areas with limited sustainable accessibility. However, the score is not dissimilar to Spatial Approaches A and C, owing to the larger number of dwellings proposed in North East Chelmsford.
- 4.80. Finally, Approach E ranks fifth in this assessment given the focus of housing on the proposed Hammonds Farm site. However, it should be noted that this is an appraisal of the current position, and it is likely that potential strategic scale development at the Hammonds Farm site would introduce a good level of public transport and active mode provision to the area which would significantly improve its accessibility. In addition, development at this scale would also be required to provide significant on-site provision of employment, services, neighbourhood centres and education, all of which should be designed to encourage sustainable trips as the primary mode of travel.

4.81. In terms of more specific policy changes, it is suggested that these may include additional or enhanced policy requirements to enhance active and sustainable modes of travel such as:

- Increasing provision for electric vehicle charging points (EVCPs) and fast charging EVCPs for new housing and employment development
- Increasing provision for well-designed and secure cycle parking and electric cycle charging points for new housing and employment development, as well as associated storage facilities for cycle equipment (helmets, panniers etc.)
- Requiring contributions towards or the provision of car clubs on all major development sites, not just the larger strategic sites
- Requiring the layout of major site allocations for housing and employment to explore opportunities to future proof for autonomous vehicles
- Allocating or safeguarding land for expanding current Park and Ride sites.

4.82. Opportunities will also be taken to ensure that the locations and layout of future housing and employment site allocations help to enhance and/or provide new direct access to the walking and cycling network, including that proposed in the Chelmsford Local Cycling and Walking Infrastructure Plan (LCWIP) in order to encourage active travel and provide health and well-being.

4.83. In additions to enhancing existing policies, we may explore the following new local policy:

- **15/20 Minute Walkable Neighbourhoods within major new developments including large strategic housing site allocations**

This initiative would make sure that wherever possible residents can easily walk or cycle to everyday services and facilities from their homes such as schools, shops, workplaces, community facilities, open spaces and sports facilities. The approach is also being rolled out in Chelmsford Garden Community.

4.84. Although not mutually exclusive of one another, further issues surrounding the delivery of transport infrastructure are covered more widely in the Infrastructure Topic Paper.

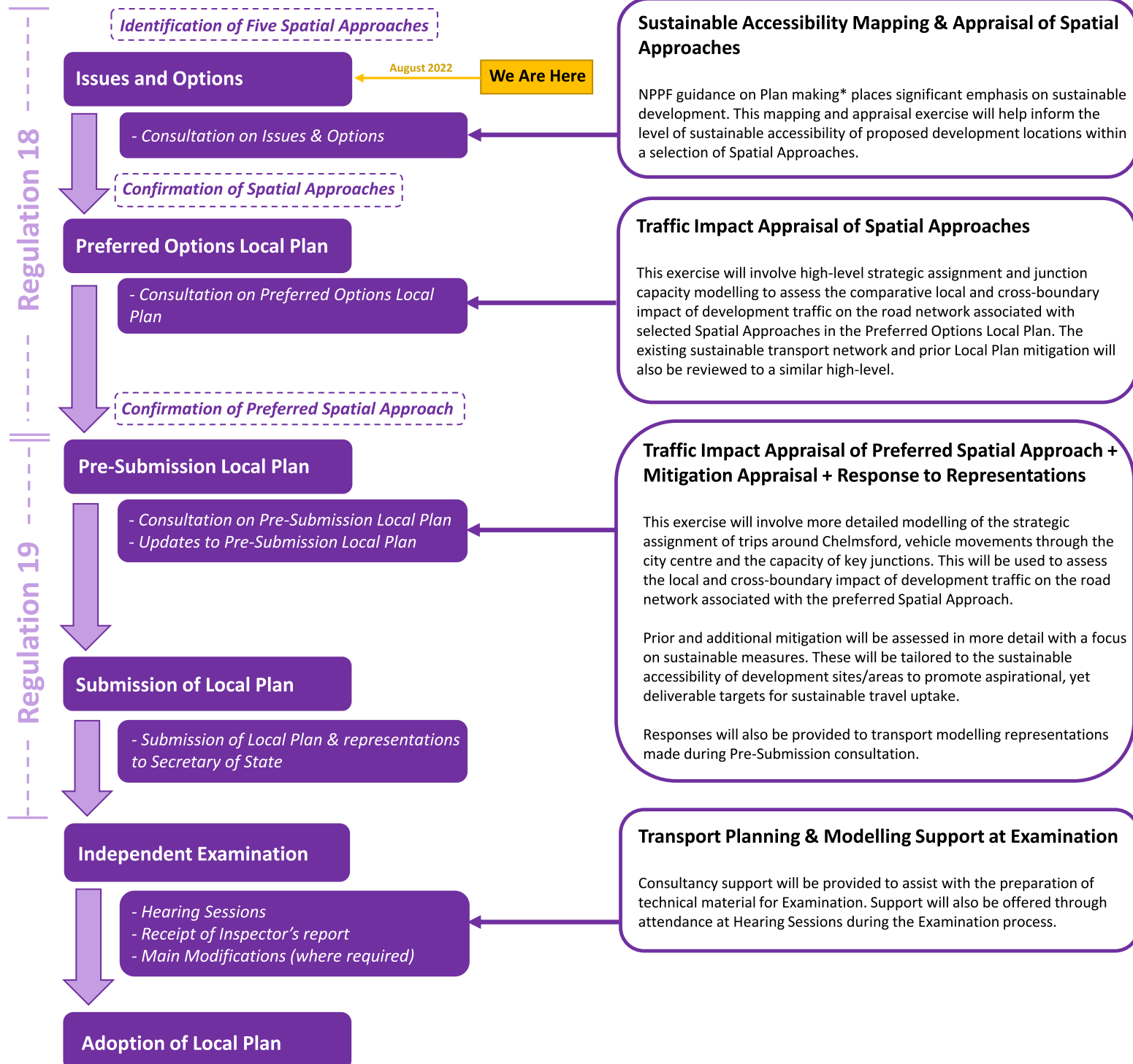
Next Steps

4.85. This Topic Paper will be updated and expanded on following feedback to the Issues and Options consultation and progress of further evidence-based documents. An updated version will then be published at the next stage of Local Plan Consultation (Preferred Options) setting out the progress made and the reasoning behind the proposals in the Preferred Options Consultation Document.

Proposed transport evidence deliverables for each stage of the Chelmsford Local Plan Review Process

LOCAL PLAN STAGES

TRANSPORT EVIDENCE



*Updated 20th July 2021

<https://www.gov.uk/guidance/national-planning-policy-framework/3-plan-making>



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Please call 01245 606330

Spatial Planning Services
Directorate for Sustainable Communities
Chelmsford City Council
Civic Centre
Duke Street
Chelmsford
Essex
CM1 1JE

Telephone 01245 606330
planning.policy@chelmsford.gov.uk
www.chelmsford.gov.uk

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