

# Chelmsford City Growth Package

Public Consultation Document  
Introduction and Overview  
Chelmsford's Future Transport Network - Initial Phase

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# Foreword

The City of Chelmsford is undergoing significant growth and to ensure we can boost its prosperity further, we need to keep people and goods moving freely and easily around the city.

If we do not do anything to improve transport accessibility and options for people to travel around, future growth will lead to gridlock on our roads, impacting the city's economy and having a negative effect on the quality of the environment.

The County Council has developed a vision of a 'Future Transport Network' for the city, with the intention to make all modes of transport attractive, giving people real choice in the way they travel to work, to the shops and to their families and friends, supporting the city's economy.

Encouraging more sustainable travel on foot, by bicycle and on public transport will hopefully reduce the number of cars making short journeys on the road network, improving air quality for all residents.

To kick start this new approach, the County Council has secured £15 million for a series of improvements in and around the city.

This £15 million investment is called the 'Chelmsford City Growth Package', which has a focus on sustainable transport options to support future housing and job growth, with highways improvements to help tackle congestion hotspots. The Chelmsford City Growth Package is initial phase of Chelmsford's Future Transport Network.

In March this year we spoke with residents, shoppers, workers and our partners about Chelmsford's Future Transport Network and sought feedback about the corridors that we believe need investment most urgently. We have taken on board a number of issues raised by you about the types of solutions you would like to see implemented.

From these conversations, we have developed a number of schemes and are now looking for your comments on the proposals, as well as whether the overall package of measures is the right mix of schemes and in the right areas.

All of the consultation material will be available online and we would encourage you to have a look, get involved and tell us what you think and to help us keep Chelmsford moving.



**Councillor Kevin Bentley**

Deputy Leader and Cabinet Member for Economic Growth, Skills, Infrastructure and the Digital Economy



**Councillor Ian Grundy**

Cabinet Member for Highways



**Councillor Ray Gooding**

Cabinet Member for Education

To kick-start this new approach, the County Council has secured £15 million for a series of improvements in and around the city.



# Introduction

## Understanding the current issues in Chelmsford

Chelmsford is the county city of Essex with an important regional and sub-regional role providing jobs, shopping, healthcare, education, leisure and recreation. Being able to access and move around the city easily and without delay is a key element in maintaining Chelmsford's prosperity and supporting future growth.

### Current issues

The city is growing and demand for travel on our already busy road network is increasing. Today, Chelmsford's roads are under a lot of pressure, with **only 4% space** (capacity) remaining on our highways during morning and evening peak times. This leads to queuing – often for short trips with only a driver in each car, unreliable journey times, poor air quality, and increased traffic on unsuitable residential streets. It also impacts bus users, and the quality of walking and cycling journeys. These impacts are all consequences of a road network exceeding 90% of its operational capacity, whereby it can no longer cope with incidents, maintenance needs and the level of traffic generally.

### Vision for Chelmsford to 2036

The 'Vision for Chelmsford to 2036' is for the city to have a transport system which is 'best in class' - rivalling similar cities across the UK - offering enhanced connectivity and choice, and access to opportunities for residents, commuters, visitors and businesses, to support the sustainable economic growth of the city.

There simply is not the available space in the centre of Chelmsford to increase existing road capacity or build new and bigger roads, and this would not be the right thing to do, as it would lead to additional car journeys which would quickly use up the new road space created. Members of the Chelmsford Local Highways Panel (comprised of elected councillors from Essex County Council and Chelmsford City Council) share the view that building new roads is not a viable solution to the transport problem, particularly where space is limited, and more development is planned for the city. County and City Councillors agree that a strategic approach is required, centred on sustainable transport and development, coupled with a change in attitudes to

the use of private vehicles and public transport. Feedback from the public engagement also highlighted that change is required. Therefore we must look at ways to better use the existing road network in the city centre and give residents, commuters, visitors and businesses more choice and options as to how they can travel.

There is only **4%** space left on our highways during the AM and PM peak periods



# Public Engagement to Date

A Public Engagement Document was created in February 2017 called Chelmsford's Future Transport Network. It set out Chelmsford's 'transport story', which highlighted the importance of targeting Chelmsford's most congested transport corridors. This approach made sure that everyone had the opportunity to discuss the current issues and transport vision - and could take a strategic look at the issues facing Chelmsford's transport network, before specific schemes were placed in front of them.

Through a series of public exhibitions, a workshop and feedback opportunities, the project team heard ideas and concerns from those that travel to or within Chelmsford for a variety of purposes to help influence how Chelmsford's network is shaped.

The project team spoke with members of the public at Broomfield Hospital, High Chelmer Shopping Centre, and Remembrance Square in County Hall throughout March 2017. By holding engagement events at these locations, we were able to take our plans to the people and interact with a far greater and more diverse audience.



## You Said...

From the Public Engagement Documents and Information Leaflets handed out to residents, commuters, visitors and businesses in Chelmsford, over 350 questionnaire responses were received by the end of April 2017.

The key messages and feedback received from the questionnaire responses can be summarised as follows:

- Experience of unreliable and long journey times, a lack of alternative transport options, and road safety issues were highlighted as particularly concerning for people travelling around Chelmsford;
- Many respondents agreed that buses should have priority on the network over other motorised vehicles;
- When asked what would encourage people to take the bus instead of driving for distances less than 5km, more reliable bus services and quicker journey times were amongst the most influential factors mentioned;

- Many respondents said that facilities for pedestrians and people who cycle should be improved in order to encourage people to walk and cycle more.
- Improved safety, security and lighting of cycle routes and the introduction of more segregated cycle routes were suggested as the most influential ways to encourage respondents to walk and cycle more frequently;
- The majority of respondents were concerned about the impact of poor air quality on their health; and
- More than three quarters of respondents agreed that the corridors identified in the engagement were the right ones to focus on.

A summary of our engagement and the responses can be found online at [www.essex.gov.uk/chelmsfordtransport](http://www.essex.gov.uk/chelmsfordtransport).



### So We Did...

Studies commissioned by the County Council covering all modes (general traffic and signage strategy, public transport and walking/cycling) identified a number of corridors and areas where potential improvements are required, and identified potential scheme options. These have been subsequently refined following the feedback received during our public engagement earlier this year.

The assessment of potential scheme options has been carried out using a bespoke appraisal framework tool. The framework has been developed to assess potential scheme options against their ability to contribute to the following criteria:

- Scheme deliverability, feasibility, affordability;
- Identified problems/issues; and
- Study objectives.

The appraisal framework aimed to provide an efficient, robust and easily presentable means of identifying legitimate scheme options to be considered further.

Where relevant, potential scheme options have been modelled using the County Council's multi-modal strategic transport model and a micro-simulation transport model for the city of Chelmsford, which helps to quantify likely benefits and impacts of schemes proposed. The model outputs helped to assess the selected potential scheme options to be taken forward.

These potential schemes form part of this consultation and we are now seeking your comments on the proposals, as well as whether the overall package of measures is the right mix of schemes and in the right areas.

The full list of scheme options included longer term schemes that could not be realised through the Chelmsford City Growth Package in the timescales and budget available. Although these schemes are not able to be delivered by the Local Growth Fund, they have been identified for further work with the potential to seek funding from elsewhere in the future.





## Objectives

To achieve our vision, we determined seven objectives for the Chelmsford Future Transport Network. These were then refined for the Chelmsford City Growth Package to make them more suitable for this initial phase of the Future Transport Network, with a greater focus on sustainable transport. The objectives are:

- **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.

We use these objectives to judge and determine which potential improvement schemes should be delivered as part of the Chelmsford City Growth Package.

## Implementation

Essex County Council has been awarded £10 million of funding allocated from the South East Local Enterprise Partnership (SE-LEP) 'Growth Deal'. In addition, Essex County Council is contributing an additional £5 million. This £15 million will be used to deliver a range of sustainable transport and congestion-relieving measures by 2021 as part of the Chelmsford City Growth Package, supporting future housing and job growth, in line with the vision of Chelmsford's Future Transport Network. These funds will be used to deliver some of the schemes discussed within this public consultation document. Your participation in this public consultation will help us determine which of these schemes we should take forward.

SE-LEP has also allocated funding for the A131 between Chelmsford and Braintree, a key corridor into Chelmsford. A £7 million investment will be delivered along this route to improve this corridor by March 2019. Additionally, SE-LEP has allocated £3 million funding to enable improved walking and cycling access into Chelmsford Station from the northern side, along with public realm improvements, by March 2018. Separately, a Cycling Action Plan for the city is being developed in conjunction with stakeholders, and small-scale highway improvements continue to be delivered via the Local Highways Panel.

# Proposed Schemes

The current proposals include 29 schemes across the Chelmsford urban area, as shown on page 15 of this document. These have been split into five areas or segments. These areas are presented as volumes as part of this consultation document. The list of schemes can be seen across.

## Volume 1 North Chelmsford

Schemes in this area focus on improving cycling connectivity and Park and Ride journey times within a key area of planned growth. Provision of new and improved cycling infrastructure linking existing and proposed housing areas and key facilities such as Broomfield hospital to the city centre and bus lanes to support the Park and Ride will ensure that existing and new residents of this area have attractive sustainable travel options which will reduce pressure on an already congested road network.

1. Broomfield Road Corridor
2. Great Waltham to City Centre Cycle Route
3. Essex Regiment Way Crossing
4. Chelmer Valley Road
5. Lawn Lane Cycle Route
6. New Nabbotts Way Cycle Route (North)
7. New Nabbotts Way Cycle Route (South)
8. Springfield Road (near Pump Lane) Toucan Crossing
9. Oliver Way Cycle Route
10. Pump Lane Cycle Route
11. Patching Hall Lane Cycle Route

## Volume 2 West Chelmsford

Schemes in this area focus on improving and upgrading cycle infrastructure between existing residential areas and the city centre, including along the flagship cycle route linking Writtle and the city through Chelmsford's central parks. There will also be a focus on enforcement of existing bus priority to improve bus journey times and encourage sustainable travel to destinations in the city centre.

12. Melbourne Avenue Cycle Route
13. Writtle to City Centre Cycle Route Improvements
14. Admirals Park Bridge Improvements
15. New London Road Bus Lane Improvements

## Volume 3 Chelmsford City Centre

Schemes in this area focus on increasing cycling and improving pedestrian access in the core of the city by improving connections within the city centre and providing of high quality cycle parking in key locations. It is of key importance that routes from the wider residential areas are continued through the central area to ensure that people who cycle can successfully and safely complete end to end journeys to workplaces, leisure destinations and the railway station.

16. Waterloo Lane Loop
17. Chelmsford City Centre Cycling Connectivity
18. New Street Cycle Route
19. City Centre Cycle Parking

### Volume 4 Parkway Corridor

Schemes along the Parkway corridor in the city centre focus on improving safety at pinch points along the route and improving usage of existing road space whilst also improving bus journey times for the many buses using this key but very congested corridor. Due to existing constraints it is not possible to significantly increase capacity along this corridor for general traffic but implementation of bus gates and bus lanes and reconfiguration of existing junctions aim to provide journey time savings for buses but will in many cases also have benefits to general traffic using the corridor.

- 20. Army & Navy Roundabout Improvements: Baddow Road Bus Gate (repeated in Volume 5)
- 21. Parkway Westbound: Bus Priority Lane and Improvements to Road Layout
- 22. Manor Road Cycling Improvements
- 23. New London Road/Parkway Junction Enhancements
- 24. Odeon Roundabout / High Bridge Road – Making Left Turn Restrictions Permanent

### Volume 5 South and East Chelmsford

Schemes in this area focus on improving air quality and reducing congestion on key corridors linking existing residential areas to the city centre. Provision of improved cycle infrastructure in addition to public transport priority through bus lanes and implementation of a bus gate aims to reduce congestion thereby improving the existing air quality issues identified in the area of the Army and Navy roundabout in particular.

- 25. Army and Navy Roundabout Improvements: Baddow Road Bus Gate (repeated in Volume 4)
- 26. Great Baddow to City Centre Cycle Route
- 27. Chelmer Village Way Cycling Route
- 28. Beehive Lane and Loftin Way Connections
- 29. Great Baddow High School Cycling Route

### City-wide Signage and Technology Improvements

A scheme to improve the directional signage and traffic flows around Chelmsford, this proposal is outlined within this introduction document.

While all these projects are deliverable, we'd like your views to help guide what should be included as part of the £15 million package of improvements.



# A Programme of Improvements

Map of the Chelmsford City/Urban area, with key showing proposed schemes according to mode.

## Volume 1 North Chelmsford

Scheme Number	Description
1	Broomfield Road Corridor
2	Great Waltham to City Centre Cycle Route
3	Essex Regiment Way Crossing
4	Chelmer Valley Road
5	Lawn Lane Cycle Route
6	New Nabbotts Way Cycle Route (North)
7	New Nabbotts Way Cycle Route (South)
8	Springfield Road (near Pump Lane) Toucan Crossing
9	Oliver Way Cycle Route
10	Pump Lane Cycle Route
11	Patching Hall Lane Cycle Route

## Volume 2 West Chelmsford

Scheme Number	Description
12	Melbourne Avenue Cycle Route
13	Writtle to City Centre Cycle Route Improvements
14	Admirals Park Bridge Improvements
15	New London Road Bus Lane Improvements

## Volume 3 Chelmsford City Centre

Scheme Number	Description
16	Waterloo Lane Loop
17	Chelmsford City Centre Cycling Connectivity
18	New Street Cycle Route
19	City Centre Cycle Parking

## Volume 4 Parkway Corridor

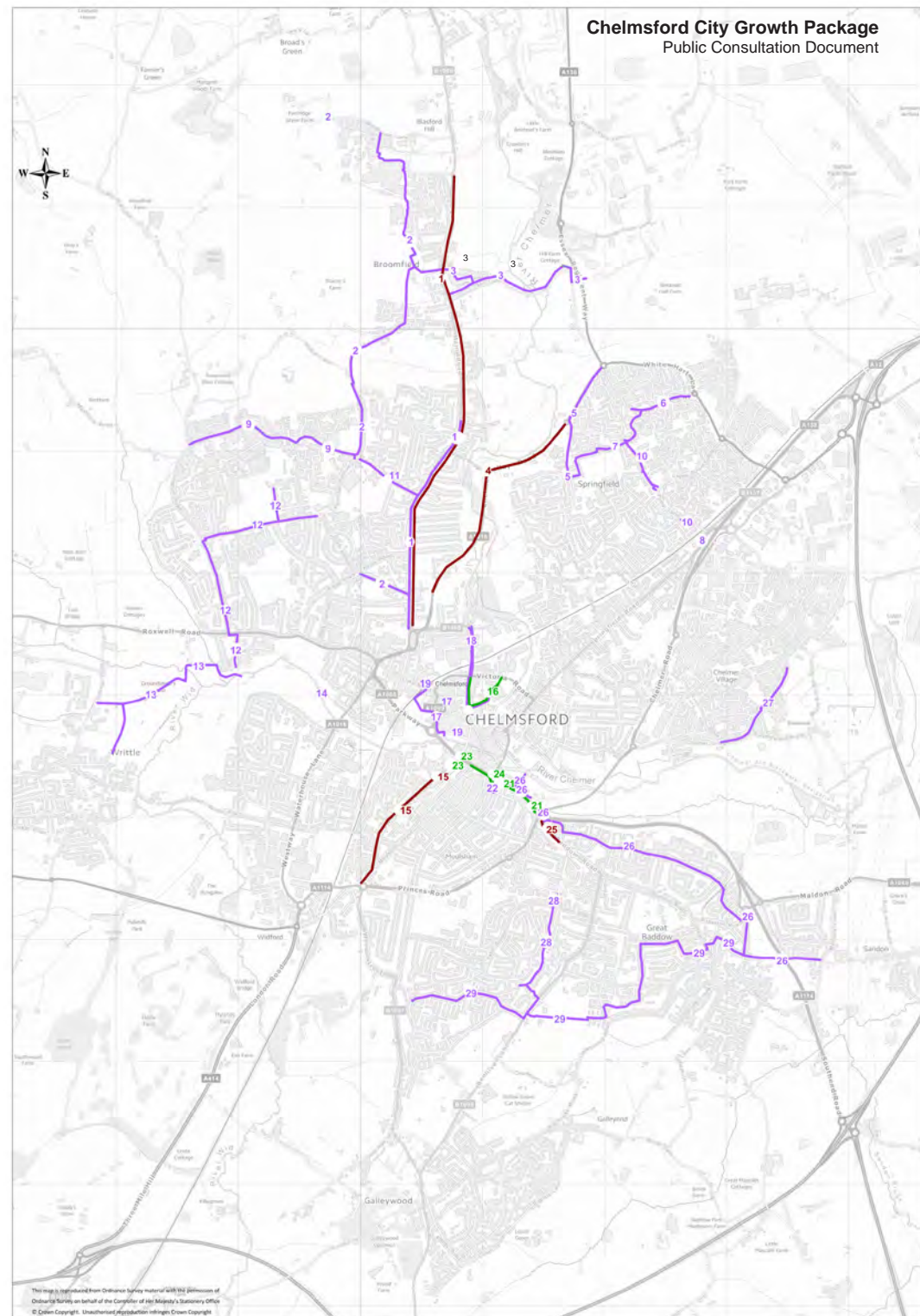
Scheme Number	Description
20	Army & Navy Roundabout Improvements: Baddow Road Bus Gate (repeated in Volume 5)
21	Parkway Westbound: Bus Priority Lane and Improvements to Road Layout
22	Manor Road Cycling Improvements
23	New London Road/Parkway Junction Enhancements
24	Odeon Roundabout/High Bridge Road - Making Left Turn Restrictions Permanent

## Volume 5 South and East Chelmsford

Scheme Number	Description
25	Army & Navy Roundabout Improvements: Baddow Road Bus Gate (repeated in Volume 4)
26	Great Baddow to City Centre Cycle Route
27	Chelmer Village Way Cycling Route
28	Beehive Lane and Loftin Way Connections
29	Great Baddow High School Cycling Route

### Legend

- Public Transport Scheme
- Highways Scheme
- Cycling Scheme



# City-wide Signage and Technology Improvements

## What is proposed?

With Chelmsford's growth and development and our limited available road space, we need to focus on improving information for drivers so they can use the road network more effectively and select the best route for their journey.

We intend to develop a signage strategy for the city and upgrade the directional signage, traffic management and information systems around the key roads within and around the city of Chelmsford. This will enable people making trips in and around the city to select the most appropriate route for their journey whether they are making this for work or leisure.

## Proposals include:

- Improved traffic and travel information, including upgraded Variable Messaging Signs and improved real-time information, will provide the travelling public with

advanced information about delays or incidents. This will help them to make better choices about their journey. If there is an incident on the network, motorists would be notified early and would be able to change their route accordingly;

- Upgraded traffic monitoring and signal control will allow the signals to be adjusted to the varying volumes of traffic on the network at different times of the day; giving the traffic control centre greater control and flexibility to manage traffic, particularly following incidents;
- Reviewing and replacing the existing directional signage around the network to make sure traffic remains on the most appropriate routes;
- Upgraded and improved car park signage will help to reduce the time drivers spend searching for parking facilities and remove some of the traffic driving around the city centre network unnecessarily;
- Pedestrian and cycle signage will also be reviewed and improved on key routes to provide better information and encourage more people to walk and cycle; and
- Signage will also be removed where appropriate to reduce street clutter, improving routes for pedestrians and making them more accessible for all users.

## Traffic Benefits:

Together, the signage and technology improvements are aimed at maximising the use of the available transport network within the city and developing future strategies for managing all modes of transport.

## Traffic Impacts:

Overall the scheme will have a positive impact on managing existing traffic flows.

## Cost estimate:

**More than £2 million**





# Consultation Process and Call to Action

Essex County Council wants to hear your views on the schemes that are being presented, as part of this consultation process.

This document and the five supplementary documents that display the information about the potential schemes give you an overview of what is being proposed, how we have reached this stage, and what the steps are after the consultation. We need to understand the views of the people who will use and be affected by the schemes. At the back of this document is a questionnaire that is designed to gather your feedback. This can be completed online at [www.essex.gov.uk/chelmsfordtransport](http://www.essex.gov.uk/chelmsfordtransport) or sent to [ChelmsfordGrowthPackage@jacobs.com](mailto:ChelmsfordGrowthPackage@jacobs.com).

Public information events will be held during the consultation period, and additional meetings with key groups will be held to ensure that as many people as possible are able to get involved with the consultation. The project team will also be contactable during the consultation period to answer any specific questions about the schemes via the email address listed above.

The consultation will run from 17th July 2017 for six weeks, closing on 28th August 2017 at 23:59. Consultation responses will be analysed and a consultation report will be produced. The responses to the consultation will inform the business case that will be submitted to SE-LEP in late 2017.



# Public Consultation Events

LOCATION	DATE	TIME	ADDRESS
Broomfield	<b>18/07/2017</b>	12.30 - 17.30	Broomfield Village Hall, 158 Main Road, Broomfield, Chelmsford, CM1 7AH
City Centre	<b>19/07/2017</b>	13.00 - 20.00	County Cricket Ground, New Writtle Street, Chelmsford, CM2 0PG
Melbourne	<b>20/07/2017</b>	13.00 - 20.00	Chelmsford City Football Club, Salerno Way, Chelmsford, CM1 2EH
Broomfield	<b>24/07/2017</b>	10.00 - 16.00	Broomfield Hospital, Court Road, Broomfield, Chelmsford, CM1 7ET
Springfield/ Chelmer Village	<b>01/08/2017</b>	13.00 - 20.00	Chelmsford Rugby Club, Coronation Park, Timsons Lane, Chelmsford, CM2 6AG
Great Baddow	<b>07/08/2017</b>	13.00 - 20.00	Parish Hall, 19 Maldon Road, Great Baddow, Chelmsford, CM2 7DW
City Centre	<b>12/08/2017</b>	10.00 - 16.00	High Chelmer Shopping Centre, Exchange Way, Market Road, Chelmsford, CM1 1XB

# Next Steps and Long Term Projects

The purpose of this public consultation exercise is to share the details of the proposed sustainable transport and congestion-relieving schemes that we would like to deliver through the Chelmsford City Growth Package.

We are seeking comments and feedback around which schemes you like, those you don't like, or changes you would like to see considered to the proposed schemes. We need to make sure that the proposed schemes respond to the views and feedback of people who use and depend on the efficient operation of Chelmsford's transport system.

We will review the public consultation feedback and use it to inform the final layout and design of proposed schemes, and use it to inform the content of a final business case submission to SEL-EP in late 2017. Subject to final funding approval, we can then start to deliver schemes through the Chelmsford City Growth Package by 2021.

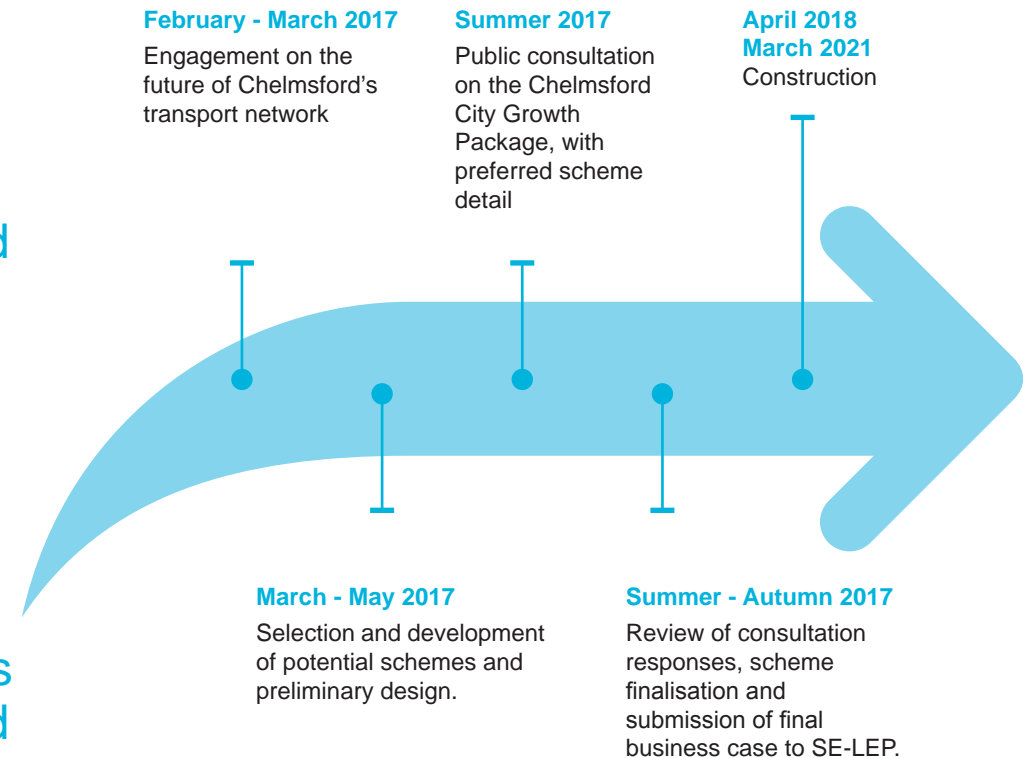


Figure 1: Next steps timeline

## Long-Term Schemes

While outside the scope of the Chelmsford Growth Area Package, the County Council remains focused on delivering and supporting a number of strategically important schemes in the longer term:

### Chelmsford North-East Bypass

The Chelmsford North-East Bypass between Boreham Interchange and Great Leighs will aim to provide further relief to the north of Chelmsford where a great deal of the housing growth is planned. Chelmsford City Council and Essex County Council are continuing to work together to develop the scheme and in parallel identify funding opportunities to bring this forward.

A consultation on the safeguarded areas for the Chelmsford North-East bypass took place within Chelmsford City Council's Local Plan: Preferred Option Consultation earlier this year.

## A12 Widening

Highways England is currently moving forward with Road Investment Strategy Programme proposals to widen the A12 between the M25 and Colchester. A consultation on proposals to widen between junction 19 (Boreham Interchange) and junction 25 (Marks Tey interchange) took place earlier in the year. Details of the proposals can be found at [www.highways.gov.uk/A12chelmsfordA120widening](http://www.highways.gov.uk/A12chelmsfordA120widening)

The section between junction 15 and junction 19, also referred to as the Chelmsford bypass section of the A12, has not at this stage been included within Highways England's Road Investment Strategy (2015 – 2020). The County Council will continue to work in close collaboration with Highways England to demonstrate the importance of improvements along this section and it is the County Council's intention to lobby for its inclusion in future Road Investment Strategies.

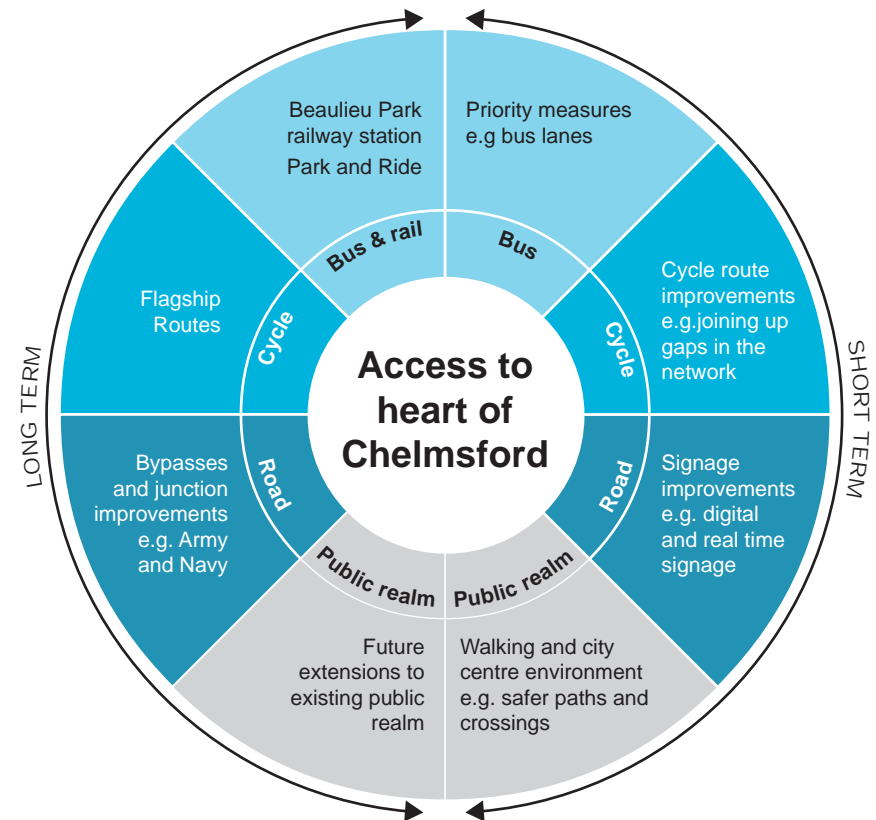


Figure 2: Types of schemes which could be considered as part of the Future Transport Network

### **Army and Navy Improvements**

As a key gateway to Chelmsford, we are currently looking at opportunities to make long-term improvements at the Army and Navy Roundabout. But, any improvement scheme would have to make sure that it isn't simply pushing the problem to another area or junction, e.g. the Odeon Roundabout. Any new scheme at the Army and Navy roundabout would have to be the right solution for the Chelmsford road network.

### **Park and Ride Expansion**

We aim to build on our existing Park and Ride facilities, either through site expansion, additional buses or by providing additional sites, probably to the west of the city. This would support Sandon which is currently at capacity and will also provide an alternative to driving into the city centre for trips approaching from the west and south-west of Chelmsford. New initiatives such as 'Park and Pedal' proposals from the Park and Ride sites will also be explored.

### **Beaulieu Park Station**

A new railway station at Beaulieu Park is planned to support the growth of north Chelmsford. This facility will provide access to the mainline between London and Norwich for residents living in the Beaulieu Park development area. It is anticipated that the majority of residents will access the railway station using sustainable modes. The new station will also provide convenient access to rail travel for those living in other parts of the county as they may find it easier to use services at Beaulieu Park rather than travelling in to the city centre to use the services at Chelmsford station. These people are more likely to drive to and park at the new station.

### **Passenger Transport Interchange Improvements**

The bus station currently experiences congestion and also misuse of the facility can cause further problems for buses. Expansion in future years to cope with increased services levels and demand will be required and this will be investigated. To support access to the bus and railway station, further cycle parking facilities should be provided, along with enhancements to motorcycle parking provision.

### **Other Infrastructure**

Chelmsford City Council's new Local Plan (up to 2036) will need to identify infrastructure at both a local and strategic level to support the delivery of growth. Examples could include strategic highway links (such as new radial distributor roads or capacity enhancements to the A132 between the Rettendon Turnpike and South Woodham Ferrers); enhanced cycling infrastructure; and more emphasis on high quality bus rapid transit. Additionally, the County Council will work with Chelmsford City Council to provide further public realm improvements.



# How to respond

Please respond using one of the following channels, which have been set up for the specific purpose of this consultation:

**Online:** [www.essex.gov.uk/chelmsfordtransport](http://www.essex.gov.uk/chelmsfordtransport)

**Email:** You can email your response to: ***ChelmsfordGrowthPackage@jacobs.com***

**Post:** You can post your response and additional material to the following address:

**Jacobs**  
**Engagement team**  
**CHELM\_TRANSPORT**  
**226 Tower Bridge Rd**  
**London**  
**SE1 2UP**

The response form is online at ***www.essex.gov.uk/chelmsfordtransport*** and at the back of this document.

Confidentiality and data protection

The contact information that you provide will be used to perform internal checks to ensure the validity of responses, such as identifying a duplicate response where responses have been submitted via several routes. We may also use this information to inform respondents of any key updates of the consultation.

Information will be shared with Jacobs, our appointed contractor who will be managing the analysis of the responses.

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes. These are primarily the Freedom of Information Act 2000 (FOI), the Data Protection Act 1998 and the Environmental Information Regulations 2004.

Under the FOI, there is a statutory Code of Practice with which public authorities must comply and which deals with our confidentiality obligations among other things.

When responding, please state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of an organisation, please make it clear whom the organisation represents and, where applicable, how the views of members were assembled.

Responses received after the closure of the consultation period at 23:59 on the 28th of August 2017 will not be accepted.

# Consultation Questionnaire

You can complete this questionnaire online at [www.essex.gov.uk/chelmsfordtransport](http://www.essex.gov.uk/chelmsfordtransport)

**Question 1)** Title: ..... First Name: ..... Last Name: .....

**Question 2)** Please tell us your postcode: *(Required)* .....

**Question 3)** Please provide an email address: .....

**Question 4)** Are you completing this questionnaire on behalf of:

*Select one box*

- ☐ Yourself (as an individual)
- ☐ A friend or relative (Please answer using their details)
- ☐ A District/Town/Parish Council
- ☐ A Voluntary or Community Sector Organisation (VCS)
- ☐ A Business

*If you are responding on behalf of an organisation, please tell us:*

The name of the organisation: .....

Who the organisation represents:.....

.....

Where applicable, how the views of members were assembled: .....

.....

**5) What mode of travel do you use most regularly when travelling in and around Chelmsford?**

- |   |  |
|---|--|
| <input type="checkbox"/> Car (or similar private vehicle) – driver    | <input type="checkbox"/> Bus           |
| <input type="checkbox"/> Car (or similar private vehicle) – passenger | <input type="checkbox"/> Walking       |
| <input type="checkbox"/> Car share scheme                             | <input type="checkbox"/> Cycling       |
| <input type="checkbox"/> Taxi   | <input type="checkbox"/> Park and Ride |
| <input type="checkbox"/> Powered two-wheeler (eg. Motorbike)          | <input type="checkbox"/> Train         |

**6) Please tell us how much you agree with the following statements:**

**a) Something needs to be done to improve traffic and congestion in Chelmsford. *Select one box.***

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral or undecided
- ☐ Disagree
- ☐ Strongly disagree

**b) We need more transport options in Chelmsford. *Select one box.***

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral or undecided
- ☐ Disagree
- ☐ Strongly disagree



**c) I regularly experience congestion when travelling in and around Chelmsford. *Select one box.***

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral or undecided
- ☐ Disagree
- ☐ Strongly disagree

**e) More focus needs to be given to improve walking options in Chelmsford. *Select one box.***

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral or undecided
- ☐ Disagree
- ☐ Strongly disagree

**d) More focus needs to be given to improve cycling provisions in Chelmsford. *Select one box.***

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral or undecided
- ☐ Disagree
- ☐ Strongly disagree

**f) Public transport needs greater priority over private vehicles to improve journey times for public transport passengers. *Select one box.***

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral or undecided
- ☐ Disagree
- ☐ Strongly disagree



**g) Signage needs to be improved in Chelmsford so that drivers have better information about their route. *Select one box.***

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral or undecided
- ☐ Disagree
- ☐ Strongly disagree

**i) Better enforcement (e.g. camera enforcement) is needed to ensure bus lanes are used correctly. *Select one box.***

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral or undecided
- ☐ Disagree
- ☐ Strongly disagree

**h) We need to do more to encourage more people to cycle, walk or use public transport rather than use private vehicles. *Select one box.***

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral or undecided
- ☐ Disagree
- ☐ Strongly disagree

**j) Where they obstruct traffic flow (and particularly in peak periods), vehicles should be encouraged to park elsewhere. *Select one box.***

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral or undecided
- ☐ Disagree
- ☐ Strongly disagree



**7) Which areas of Chelmsford are you most interested in seeing improvements made as part of the Chelmsford City Growth Package? Select all that are appropriate**

- ☐ North
- ☐ West
- ☐ City Centre
- ☐ Parkway Corridor
- ☐ Southern and Eastern
- ☐ City wide signage and technology improvements

**8) Do you have any comments or feedback about any of the schemes? Please comment separately on each scheme. If you require additional space, please ensure that you use the format below in your response:**

a) Title of scheme .....

b) Comment .....

.....

.....

c) Title of scheme .....

d) Comment .....

.....

.....

e) Title of scheme .....

f) Comment .....

.....

.....

g) Title of scheme .....

h) Comment .....

.....

.....

i) Title of scheme .....

j) Comment .....

.....

.....

**9) To guide us in delivering the £15 million Chelmsford City Growth Package, please tell us which three schemes you'd most like to see prioritised. (full scheme list on p12-13, but for detailed information about the schemes please see the relevant volumes)**

1).....

.....

.....

2).....

.....

.....

3).....

.....

.....

**10) In addition to the proposals in these consultation documents, are there any other transport improvements you would like to see in Chelmsford?**

[illegible]

## 11) About you

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

**a) Age:**

- ☐ 16-20
- ☐ 21-30
- ☐ 31-40
- ☐ 41-50
- ☐ 51-60
- ☐ 61-70
- ☐ 71-80
- ☐ 81-90
- ☐ 91 or over
- ☐ Prefer not to say

**b) Gender:**

- ☐ Male
- ☐ Female
- ☐ Prefer not to say

**c) Ethnicity:**

- ☐ White British
  - ☐ White Irish
  - ☐ White Other
  - ☐ Gypsy / Roma
  - ☐ Traveller of Irish Heritage
  - ☐ Black or Black British African
  - ☐ Black or Black British Caribbean
  - ☐ Mixed White/Black African
  - ☐ Mixed White/Black Caribbean
  - ☐ Black Other
  - ☐ Asian or Asian British Pakistani
  - ☐ Asian or Asian British Indian
  - ☐ Asian or Asian British Other
  - ☐ Mixed White/Asian
  - ☐ Asian Other
  - ☐ Chinese
  - ☐ Mixed Other
  - ☐ Not Known
  - ☐ Prefer not to say
  - ☐ Other, please specify
- .....

**d) Do you consider yourself to have a physical impairment?**

- ☐ Yes
- ☐ No

**e) Do you consider yourself to have a sensory impairment?**

- ☐ Yes
- ☐ No

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

- ☐ Yes
- ☐ No

**g) Are you currently caring for someone?**

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

**h) Locality:**

- ☐ Basildon
  - ☐ Braintree
  - ☐ Brentwood
  - ☐ Castle Point
  - ☐ Chelmsford
  - ☐ Colchester
  - ☐ Epping Forest
  - ☐ Harlow
  - ☐ Maldon
  - ☐ Rochford
  - ☐ Tendring
  - ☐ Uttlesford
  - ☐ Other, please state
- .....

## **This information is issued by**

Essex County Council

You can contact us in the following ways:

### **By email:**

[ChelmsfordGrowthPackage@jacobs.com](mailto:ChelmsfordGrowthPackage@jacobs.com)

### **Visit our website:**

[www.essex.gov.uk/chelmsfordtransport](http://www.essex.gov.uk/chelmsfordtransport)

### **By post:**

Essex County Council  
County Hall  
Chelmsford  
Essex  
CM1 1QH

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Published July 2017

