

Chelmsford City Growth Package

Public Consultation Document
Volume 2 West Chelmsford

July - August 2017

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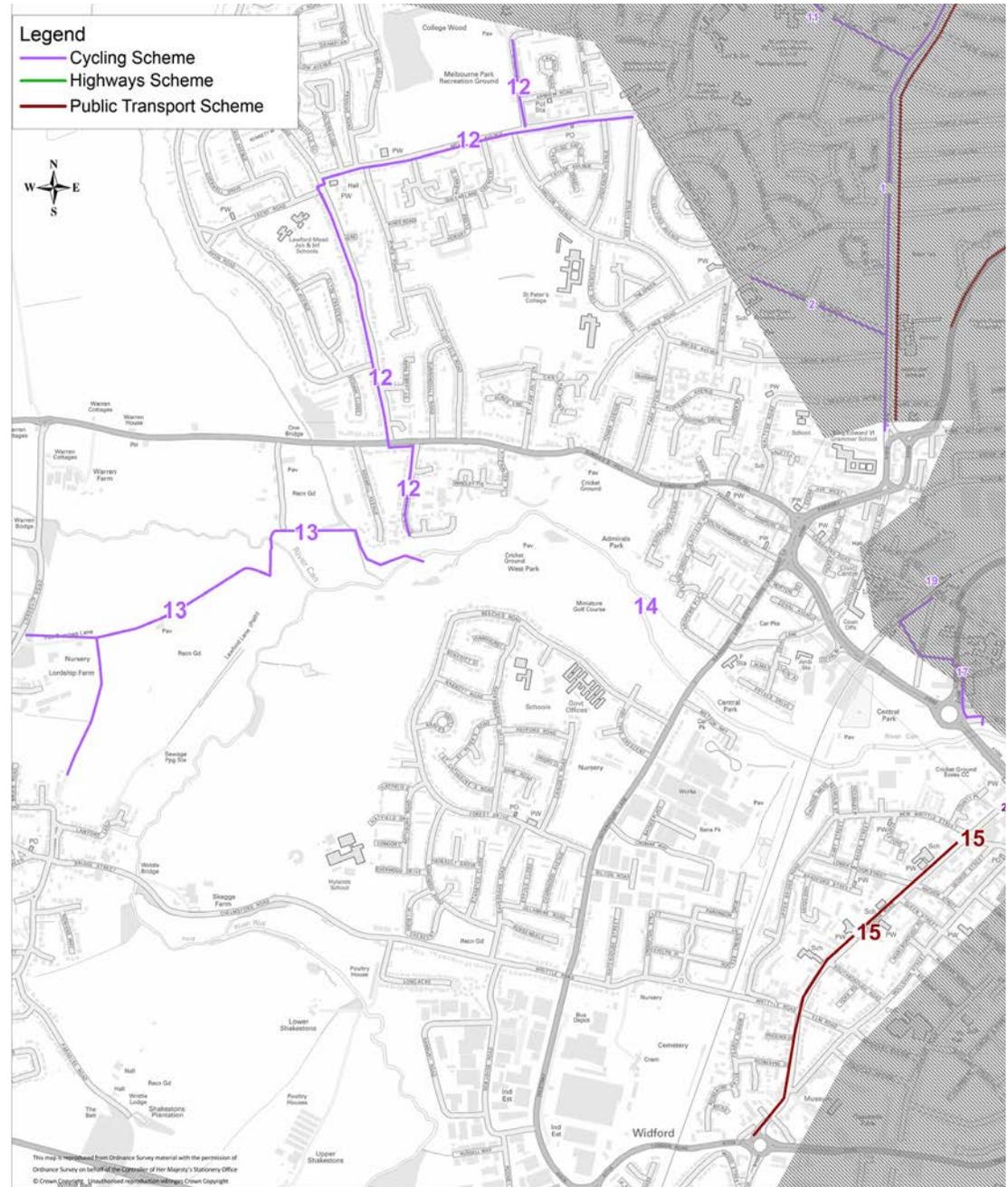
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Introduction

This volume presents proposals for the western part of Chelmsford as part of the Chelmsford City Growth Package, covering areas such as Writtle and Melbourne. There are four schemes in total in this volume; three are centred on proposals for improvements to footways, cycle routes and cycling connectivity, and one proposes enforcement of an existing bus lane restriction.

Volume 2 - West Chelmsford

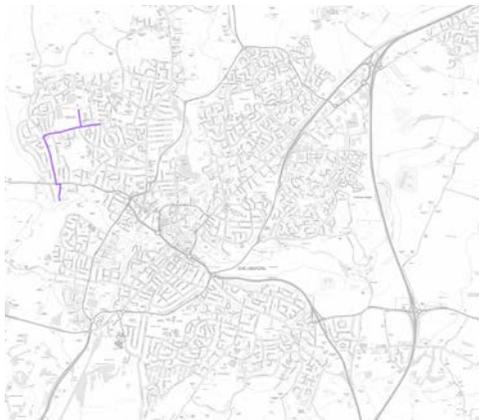
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Melbourne Avenue Cycle Route

Where is the scheme?

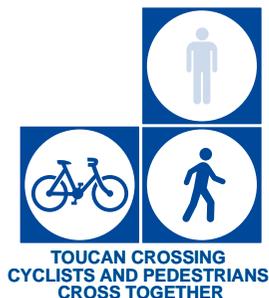
Melbourne Avenue is located in the north west of Chelmsford and is the main route through the Melbourne area providing access to a variety of amenities, public facilities and residential areas.



What is being proposed?

There is currently no cycle route along Melbourne Avenue which should provide a key link into the city via the Broomfield Road schemes. The proposed route is a shared facility, mainly along the north side of Melbourne Avenue, between the junction with Partridge Avenue and the junction with Chignal Road. It then continues along the western side of Chignal Road in a southerly direction to Roxwell Road. The route then crosses Roxwell Road and will direct people who cycle to Route 1 of the National Cycle Network (NCN1) in Admirals Park.

Widening sections of the footway on one side of the road to create a shared footway/cycle track will mean that people who cycle can get to and from the existing National Cycle Route 1, via Chignal Road, to the western end of Melbourne Avenue. Users will cross Roxwell Road at the existing traffic signals, where a toucan crossing will be introduced for both pedestrians and people who cycle. This will tie in with developer-funded improvements at this junction.



Benefits:

Extend cycling connectivity by providing a missing link in the existing infrastructure to and from Chelmsford city centre to encourage people to use their bikes for commuter and leisure trips.

Provide safe off-road cycling and walking infrastructure to encourage local cycling and walking trips to shops, local schools, Chelmsford Sports and Athletics Centre, the doctors' surgery, parks and other local facilities as an alternative to motor vehicle trips.

Increased attractiveness of cycling as a transport choice which has proven health benefits for residents over motorised transport.

Provide improved access to National Cycle Network Route 1 from the north-west of Chelmsford.

Creating over 1.5km of new cycle track facilities and a new connected cycle route through to Broomfield Road and the city centre of over 3.5km when combined with other schemes.

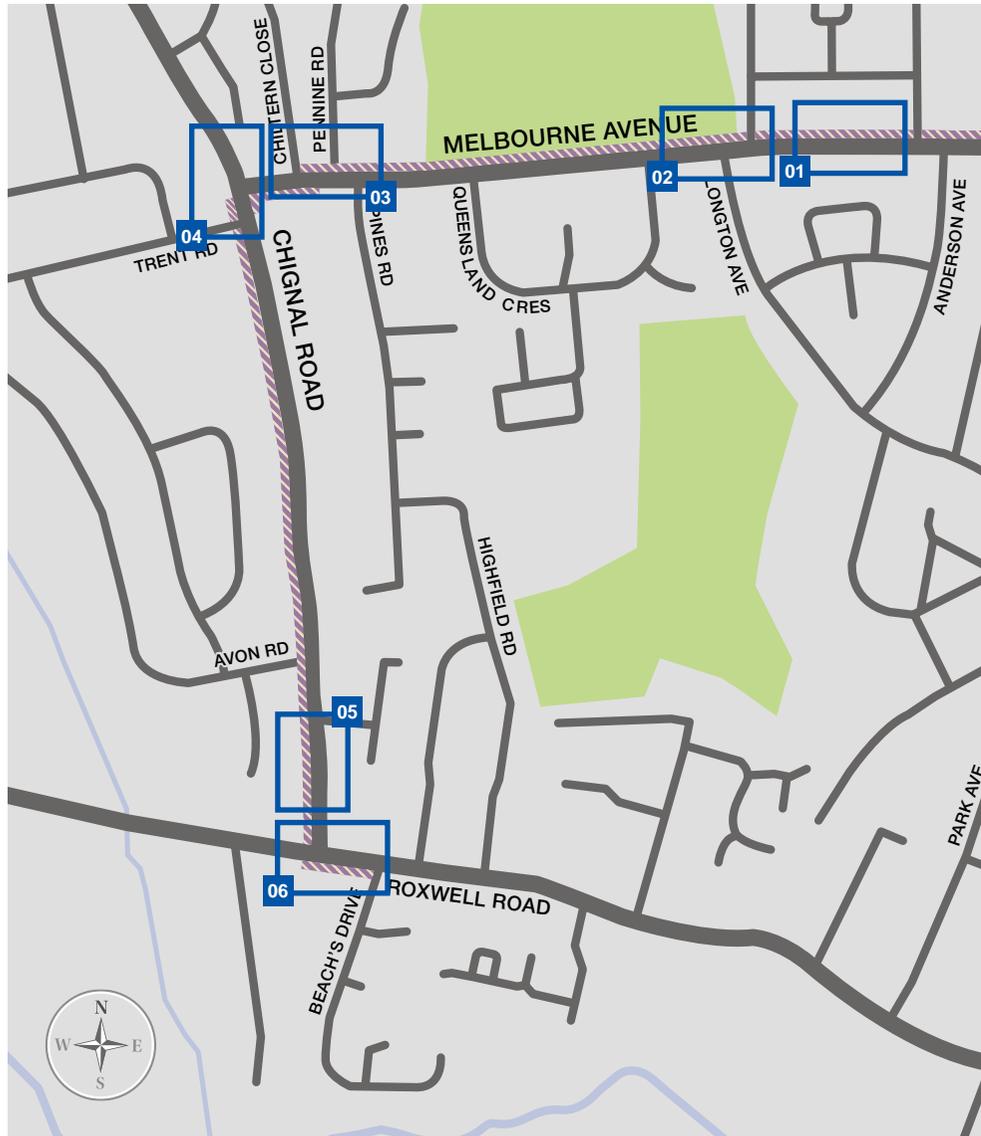
Impacts:

Traffic: The increased provision of cycle routes in north-west Chelmsford should help to encourage more cycling and walking. There may also be impacts on general traffic because of the addition of new cycle crossings along the route, however this will be reviewed. The removal of people who cycle from the carriageway should benefit larger vehicles (bus services).

Access: The cycle facility will run adjacent to the driveways of residential properties on Chignal Road.

Environmental: Two trees will be removed as part of this scheme. By utilising innovative technology, it is anticipated that the remaining trees on Chignal Road can be retained.

Cost estimate:
£500,000 - £1 million



Writtle to City Centre Cycle Route Improvements

Where is the scheme?

The National Cycle Network route 1 runs east-west through Chelmsford city centre, passing through Writtle in the west and Chelmer Village in the east. The section of the National Cycle Network route 1 that would be included in this scheme is the stretch between Writtle and Admirals Park.



What is being proposed?

The existing cycle route has very high usage of upwards of 800 people cycling on it per day. Currently the route has various bottlenecks, inconsistent quality of surfacing and is not lit throughout. This scheme would see improvements between Writtle in the west and Admirals Park in the city centre, which would include widening and upgrading the existing route and introducing lighting along the section to Writtle after Admirals Park.

New bus stop facilities at Writtle University College could complement the route improvements by making other sustainable modes more attractive.

These improvements, particularly installing new lighting, should make the route more attractive for those wishing to commute between Writtle and the city centre – making cycling a good choice of travel all year round.

Implementing this scheme would enhance connectivity between Writtle and the city centre, making it easier to get between these locations including useful connections to and from Writtle University College.

Benefits:

Improve cycling connectivity between Writtle and the city centre with the existing and new cycle network.

Enhance safety of this section of the National Cycle Network route 1 by installing lighting to improve visibility.

Develop high quality cycling infrastructure to encourage local cycling trips.

Create an important flagship cycle route, along with other proposed cycle schemes, providing access to Chelmsford and encouraging more people to use their bikes for a variety of journey types.

Encourage a switch to sustainable travel which has proven health benefits for residents over motorised transport.

Cost estimate:

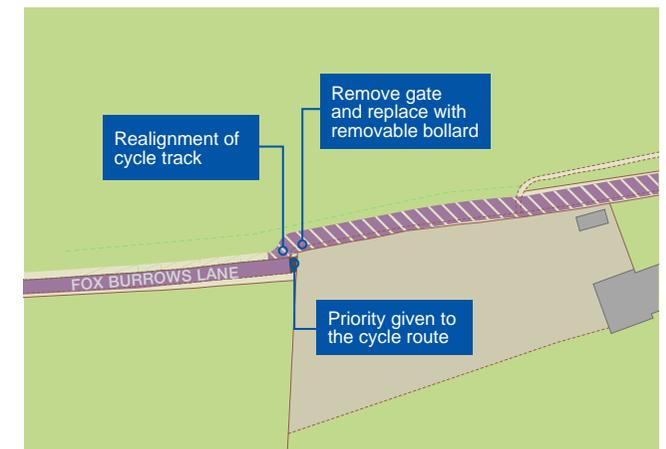
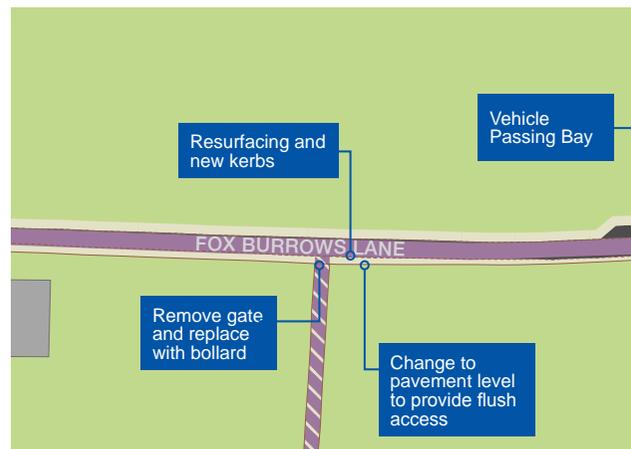
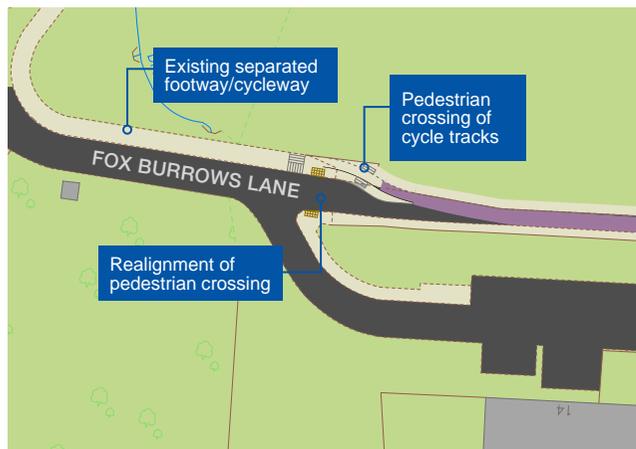
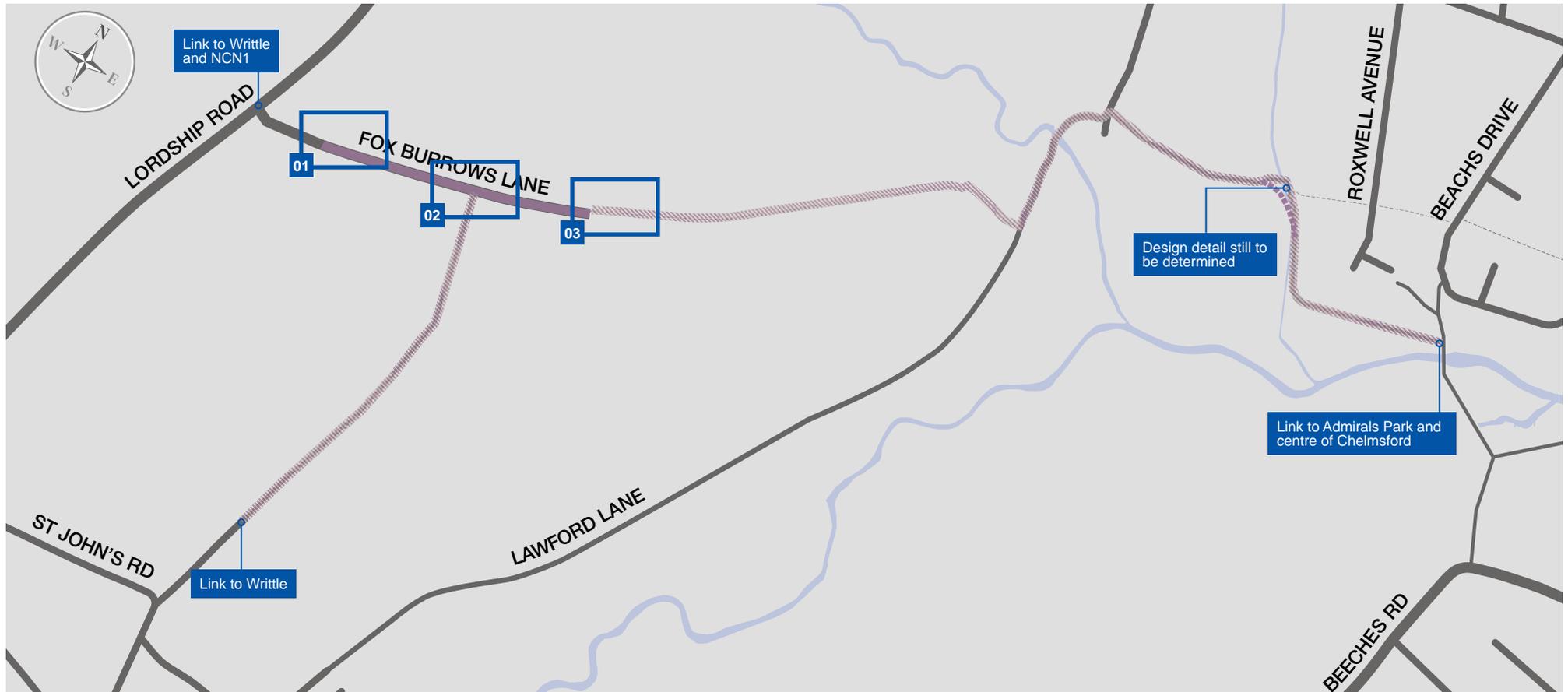
Less than £500,000

Impacts:

Traffic: The safety improvements generated by this scheme should encourage more people to cycle, thus potentially reducing the number of trips made by car.

Environmental: There may be environmental impacts as a result of implementing the lighting and widening the existing cycle route, however these will be assessed at the next stage. Any reductions in the number of vehicles on the roads will have a positive air quality impact.

You said: *improving safety for pedestrians and people who cycle is important*



Admirals Park Bridge Improvements

Where is the scheme?

Admirals Park is next to Central Park, close to Chelmsford city centre. The National Cycle Network route 1 runs from east to west through Admirals Park, and provides access to and from urban areas such as Writtle, Melbourne and the city centre.

Admirals Park is used by both pedestrians and people who cycle, with a footbridge across the River Can connecting Admirals Park to West Park. Currently, people who cycle must dismount to cross the bridge, as it is not currently wide enough to allow pedestrians and people who cycle to pass safely. The bridge therefore interrupts the National Cycle Network route 1.



What is being proposed?

It is proposed that the existing footbridge is replaced with a wider bridge that can be used by both people who cycle and pedestrians as a shared, segregated bridge.

The Admirals Park Bridge scheme would improve the standard of one of the most popular cycle routes in Chelmsford, reducing the conflict between pedestrians and people who cycle and improving journeys for both.

Cost estimate:
Less than £500,000

Benefits:

Improve cycling connectivity by removing a break in the National Cycle Network Route 1 and connecting to the Writtle NCN 1 and city centre cycle improvements.

Improve pedestrian provision within Admirals Park, and reduce conflict with people who cycle.

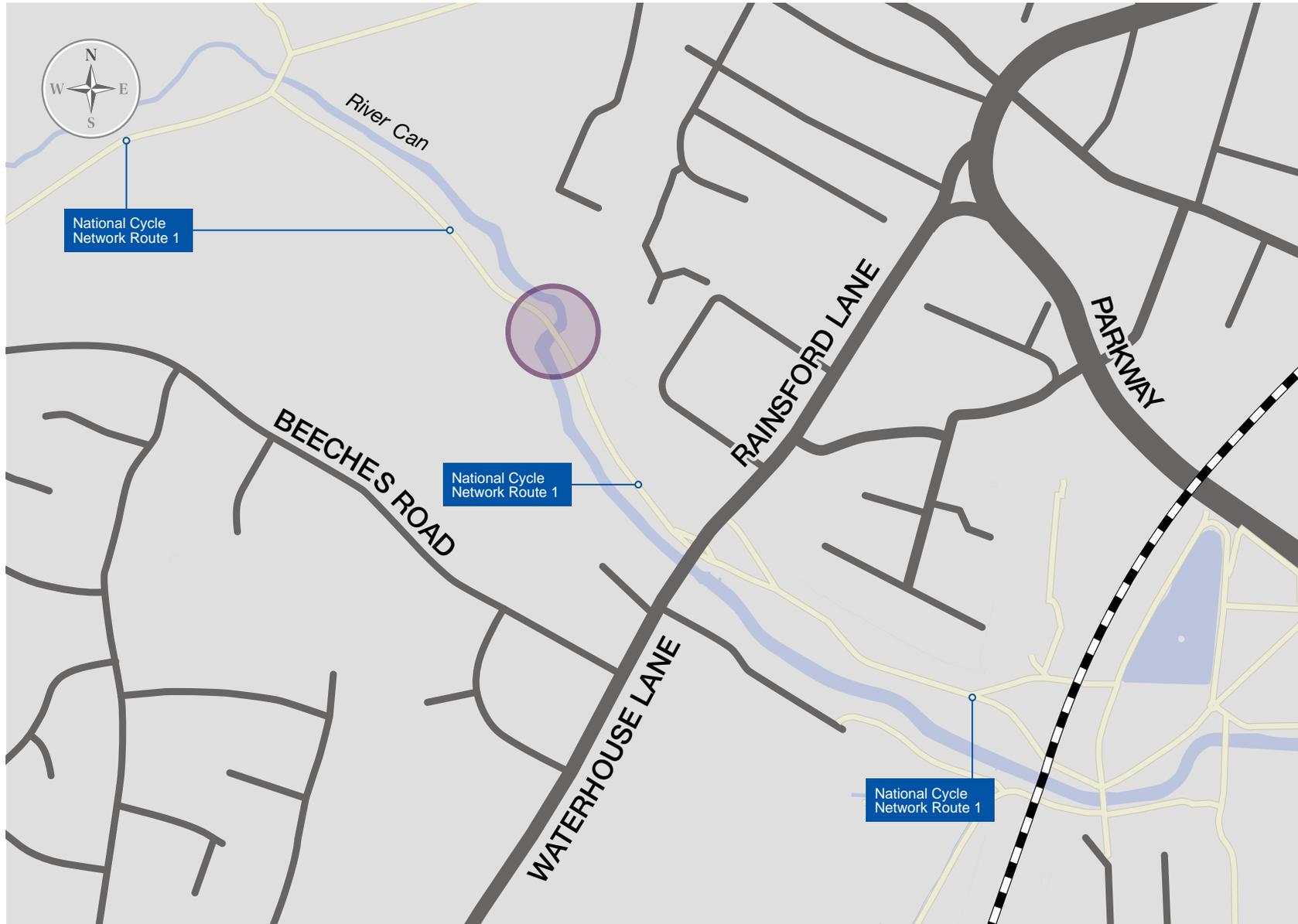
Provide an improved link between Chelmsford city centre and West Chelmsford to encourage people to use their bikes for commuter and leisure trips.

Impacts:

Traffic: Improve cycling journey times through the park, potentially encouraging modal shift but also diverting existing people who cycle away from on road routes.

Environmental: An initial review has identified that there are likely to be environmental constraints due to the nature and location of the works. An environmental assessment will be undertaken to assess and mitigate any impact of the works on the surroundings.





New London Road Bus Lane Improvements

Where is the scheme?

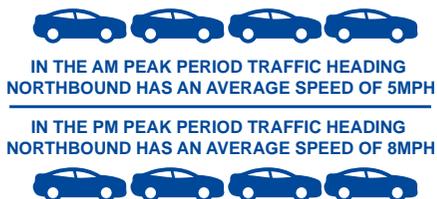
The scheme is on New London Road which is a main route providing access to the city. There is an existing northbound bus lane along New London Road from the Miami (Wood Street) roundabout to just south of the junction with Lower Anchor Street.



What is being proposed?

Road users along this corridor experience significant delays and speed reductions in both directions, which is partly due to vehicles illegally parking in the bus lane. Blockages in the bus lane affect flows in both directions by forcing buses into the neighbouring lane, which also affect traffic moving southbound due to the width of the lanes. Blockages also reduce the benefits of the facility for people who cycle.

The proposal is to strengthen the enforcement of the existing bus lane restriction via the use of cameras to ensure the bus lane is kept free of prohibited vehicles, improving the bus journey times and journey time reliability into the city centre. The existing hours of operation are 07:00-10:00 and 16:00-19:00 Monday to Saturday. There may



be benefits in reviewing the hours of operation however this will be reviewed again in the future.

The parking restrictions in both directions will be reviewed to identify any pinch points during peak hours that may need to be addressed. At this stage there are no proposals to make any changes in adjoining roads.

Extension of the bus lane further northwards towards New Writtle Street is also being considered.

The enhanced enforcement of the bus lane will be monitored for 12 months. This will help us understand whether further measures are required.

This will help to address the congestion and delay being experienced by the buses using this corridor and improving journey times, making buses a more attractive option.

At the south-west end of the corridor, the signage and lines at the Miami roundabout will be reviewed with a view to improving the efficiency of the junction.

You said: *buses should have priority on the network over other motorised vehicles*

At the north-west end, there are junction improvements outlined in the Parkway volume of this consultation document.

Benefits:

Improve bus journey times by reducing conflicts for the buses within the bus lane and ensuring a clear path helping to regulate bus journey times.

Improve bus journey time reliability to improve the attractiveness of public transport as a viable alternative to the car for short to medium length journeys into town.

Improve the overall traffic flows by enforcing the bus lane. Enforcement of the bus lane would reduce the number of buses having to move out into the general traffic lanes to overtake parked vehicles, affecting traffic in both directions.

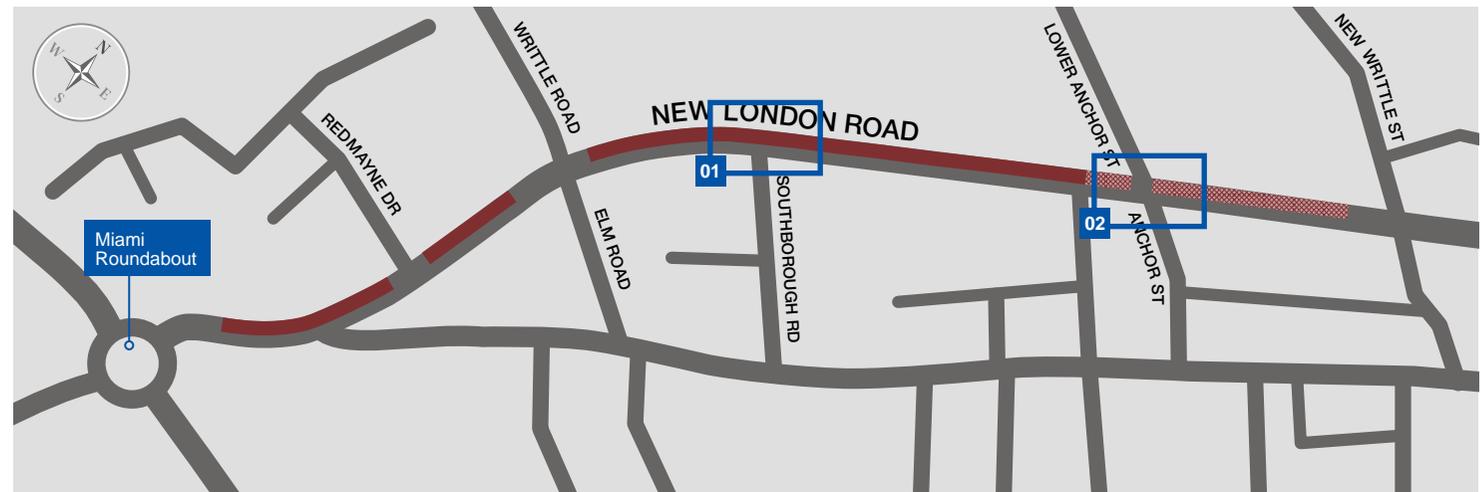
Improve safety for people who cycle who will be able to use an unobstructed bus lane.

Impacts:

School Gate Parking: Enforcement of the bus lane will discourage school gate parking. Parents may seek out other parking areas which may be in local residential streets and this should be monitored so that additional mitigation measures can be developed. Vehicles abusing the restrictions will be subject to a fixed penalty.

School Travel Plan: School travel plans will need to be implemented and/or reviewed to address the impact of any changes.

Cost estimate:
Less than £500,000



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