

Army and Navy Sustainable Transport Package – Task Force Meeting Minutes

Project:	Army and Navy Sustainable Transport Package		
Meeting title:	Army and Navy Sustainable Transport Package - Army and Navy Task Force meeting		
Date:	29/11/24	Time:	12:00 – 13:00
Location:	Microsoft Teams		
Attendees	Cllr Lesley Wagland	LW	
	Cllr Anthony McQuiggan	AM	
	Cllr Peter Sadowsky	PS	
	Cllr Stephen Robinson	SR	
	Cllr Marie Goldman	MG	

Agenda Item	Item
1.	<p>Welcome and introduction</p> <p>LW welcomed attendees to the meeting, thanked the team for their hard work, and highlighted the major milestone of securing planning consent for all three applications which form part of the Army and Navy Sustainable Transport Package. She expressed her excitement about this latest progress while acknowledging a significant amount of work remained, particularly in securing the final funding needed to deliver the scheme. She emphasised Essex County Council's unwavering commitment to the scheme, which she said had a strong business case and remained vitally important for Chelmsford, Essex, and the wider region. Officers were introduced to provide progress updates and outline the next steps for the project.</p>
2.	<p>Progress update</p> <p>Officers reiterated that three planning applications – one for the Army and Navy junction and one each for the Sandon Park and Ride and Chelmer Valley Park and Ride expansions – had been approved last week (22 November 2024).</p> <p>Officers explained that some design changes were being considered following ongoing discussions with affected landowners and budget pressures as a result of increased costs.</p> <p>It was explained that the Department for Transport (DfT) was reviewing all DfT-funded projects, including the Army and Navy scheme. It was emphasised that Essex County Council remained committed to delivering the project, which has a strong business case and had been provisionally awarded £68.75 million of funding when the Outline Business Case was approved.</p> <p>A member of the project team said that transport modelling updates had been carried out to reflect post-COVID-19 travel patterns and showed the project represented medium-to-high value for money in DfT business case/benefit cost ratio terms.</p>

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	<p>The task force were given a summary of the proposed flood mitigation measures, including additional gullies and increased pipe capacity. However, officers were clear that flooding may still occur during extreme weather events.</p> <p>Officers said a reduction in the speed limit on the A1114 Essex Yeomanry Way, from national speed limit to 50mph between the Army and Navy junction and the Maldon Road slip roads, was now included as part of the Army and Navy Sustainable Transport Package. They said average speed cameras were planned for enforcement.</p> <p>MG noted that residents were appreciative of the speed reduction but highlighted ongoing noise issues. A member of the project team confirmed that the speed reduction would also alleviate some noise.</p> <p>SR asked about potential additional landscaping and tree planting along the west side of Essex Yeomanry Way to reduce noise impacts. A member of the project team explained that landscaping plans are limited to the project's red line boundary.</p> <p>Other proposed design changes, including changes to the crossing/paths in the vicinity of the Aldi access, extension of the southeast-bound bus lane on Parkway and removal of the previously planned Essex Yeomanry Way bus lane extension, were presented.</p> <p>The project team provided design updates for the expansion of Sandon Park and Ride, including retaining the existing terminal building. In response to a query, they advised that while providing full power connections for electric buses was not feasible, infrastructure for future EV charging would be installed. They said there was a slight reduction in the planned number of EV charging spaces, aligning with the available power supply.</p> <p>Questions were raised about provided covered waiting areas and installing solar panels. A member of the project team confirmed that bus shelters would be reviewed to maintain adequate coverage as part of the site redesign. Solar panels were discussed but were not included in the design which received planning consent. Solar panels remain under consideration by the Park and Ride team for future implementation.</p> <p>AM shared observations from a Park and Ride in Germany where solar panels were installed as carports, effectively generating power while providing shelter. A project team member acknowledged the concept and noted it as a potential opportunity for the future.</p> <p>A member of the project team gave an update on the Chelmer Valley Park and Ride expansion. The expansion is aligned with projected housing growth and increased traffic.</p> <p>SR asked about integrating additional services, such as e-bikes and parcel lockers, to enhance the Park and Ride experience. A project team member confirmed ongoing discussions with developers to create a multimodal hub at the site.</p> <p>AM raised concerns about the impact of the Army and Navy scheme on an existing cycling route on Parkway. A project team member clarified that an</p>
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	alternative off-road off Parkway cycling route was prioritised in the design, but that the existing provision on Parkway would remain.
3.	<p>Communications and engagement</p> <p>A project team member provided a summary of recent positive media coverage about planning approval for the scheme. The coverage included news reports on BBC Look East and ITV Anglia. An edition of the project newsletter, which has over 2,000 subscribers, was issued and the team explained this channel would be increasingly useful for sharing updates during construction.</p> <p>SR expressed concerns about some of the media coverage suggesting the project had now been fully approved. A member of the project team assured him that they always communicate honestly and transparently, noting that media interpretation and headlines were beyond the team's control.</p>
4.	<p>Risks</p> <p>A team member outlined the key project risks, including the potential for a public inquiry, delays associated with utility diversions, and the DfT's ongoing funding review.</p>
5.	<p>Next steps</p> <p>A team member set out the wider programme dates for the project. Next steps included finalising detailed design of the Park and Ride expansions by mid 2025, development and submission of the final business case submission in 2026, and commencing construction in 2027, subject to final funding approvals and other processes.</p>
6.	<p>AOB</p> <p>LW thanked attendees for their contributions and said she was pleased with latest progress. She highlighted the importance of delivery confidence and stakeholder consensus in securing government funding. She said the next meeting date would be communicated in due course.</p>