

Army and Navy Sustainable Transport Package

Public Consultation Brochure



Contents

1	Foreword	1	10	Sandon Park and Ride	18
2	Background.....	2	11	Widford Park and Ride – London Road site.....	20
3	Chelmsford Future Transport Strategy	3	12	Widford Park and Ride – Greenbury Way site	22
4	Objectives	4	13	Consultation events	24
5	Summary of proposals	5	14	Decision making process	26
6	Option development.....	6	15	Next steps	27
7	Hamburger Roundabout Option.....	8	16	Have your say	28
8	Separate T-Junctions Option.....	12	17	Consultation survey	29
9	Walking and cycling improvements	17			

Foreword

The Army and Navy Junction is a key gateway to Chelmsford and, with our proposed Sustainable Transport Package, we now have an unmissable opportunity to transform this essential part of the city's infrastructure to provide people with better travel options, whilst also encouraging safer, greener, and healthier ways of getting around.

Up to 70,000 vehicles a day were using the junction prior to the COVID-19 pandemic, with a large number of these vehicle movements during the peak morning and evening hours. As we emerge from the pandemic and begin to understand the potential change in travel patterns, it is imperative that we aim to find a solution that meets the needs of all journeys and accommodates future growth on the network for all modes of transport. This cannot be done just by building new roads or improving junction capacity because roads within the city centre are near capacity and there is a lack of available space in which to build. We must, therefore, encourage people to think differently about the way they travel, particularly for shorter journeys currently made by car.

To give this perspective, a significant number of journeys to work in Chelmsford are currently made by private vehicle but are about three miles or less in length. If everyone in Chelmsford were to switch just two of their journeys to work (including to the train station) each week to a sustainable mode, such as walking, cycling or taking the bus, this would remove an estimated 165,000 trips from the road network. However, let's be absolutely clear that this is not about a 'war' on cars. Instead, we are aiming to improve journeys for everyone and strike the best balance possible by delivering a comprehensive package of measures. Our focus is to encourage increased walking, cycling and Park and Ride travel, alongside an improved Army and Navy junction, so that we can provide a long-term and sustainable solution for Chelmsford.

A huge amount of work is required to compile the detailed evidence needed to make the case for any major transport scheme and to secure Government funding. This project is no different and please be assured we are progressing as quickly as we can. We have reviewed, upgraded and thoroughly assessed a number of potential junction layout options and other improvement measures to reach this stage.

We are now in a position to share our proposals for the Army and Navy Sustainable Transport Package with you and to invite your feedback. This public consultation is your chance to have a say on the options and to help us create a lasting legacy at this vital gateway and throughout Chelmsford. I would, therefore, strongly encourage you to take part.



Cllr Lesley Wagland OBE
Essex County Council
Cabinet Member for Economic Renewal,
Infrastructure and Planning

Background

The Army and Navy junction is a critical part of the Chelmsford transport network and a vital gateway into and out of the city.

It is already operating significantly over capacity during the morning and evening peak times. As a result, it suffers from severe congestion and bus passengers, pedestrians, cyclists and drivers regularly experience delays. This also results in it being a poor-quality environment for all road users. The issues at the junction have been compounded by the closure and removal of the previous flyover for safety reasons.

The situation at the gateway is expected to get worse in the future unless we do something differently. We cannot keep building new roads and need to instead provide better options for people to travel, encouraging safer, greener and healthier ways of getting around the city, especially for shorter journeys, where we want walking or cycling to be the natural choice. The Army and Navy Sustainable Transport Package is an unmissable opportunity to do just that.

A dedicated Army and Navy Taskforce, made up of elected members of Essex County Council, Chelmsford City Council and Great Baddow Parish Council and the local MP, has been supporting us in driving forward the project and lobbying the Government for funding.

Having explored a variety of potential improvements, we are pleased to now be able to share the remaining options that are being considered. This public consultation is an opportunity for residents, businesses and other interested parties to have their say and help us decide the final package of improvement measures to be taken forward.

The views of the community are very important to us and we have held workshops and meetings with community groups, businesses, transport groups and local councillors as the project has developed, as well as regularly updating the wider public on progress.



Chelmsford Future Transport Strategy

Vision

The vision for Chelmsford is to have a transport system which is best in class, offering enhanced connectivity, access and choice to residents, commuters, visitors and businesses.

Strategy

With the vision in mind, the Chelmsford Future Transport Network Strategy sets the approach to the city's transport network to give people real choice in the way they travel, helping keep the city moving, improve people's health and wellbeing, protect the environment and support economic growth.

It focuses on the type of journey – short, medium and long distance – and, through a zonal approach, prioritises specific modes of transport in different areas of Chelmsford, with an increasing focus on sustainable travel towards the city centre.

The Army and Navy junction is on the border of the central and mid zones, meaning any scheme must include sustainable travel measures such as walking, cycling and buses.

The Department for Transport (DfT) has also stressed the need for any scheme to include sustainable transport improvements and this will be vital in successfully securing funding for the project



Objectives

A Task Force, made up of county, city and parish councillors and the local MP, approved objectives for the project, aligned with Essex County Council's wider vision. We also shared these with key partners, such as community groups, businesses, transport groups and all county and city councillors, early in the project.

The objectives, which are being used to assess our options and help determine the right long-term solution, are:



Offer inclusive, attractive and safe walking and cycling facilities



Positively manage resilience and journey time reliability, improving journey times for passenger transport services



Provide enhanced connectivity for communities and support sustainable growth



Increase the attractiveness of the gateway into the city centre



Improve safety and the perception of safety



Manage environmental conditions, such as air quality and noise



Actively manage resilience and journey time reliability for private vehicles



Summary of proposals

The proposed Army and Navy Sustainable Transport Package has four key elements:

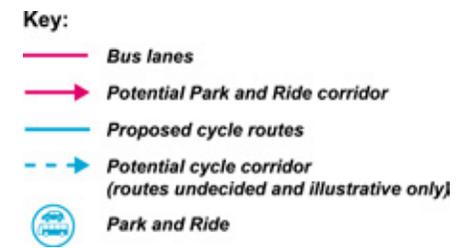
- Improvements for all users of the Army and Navy junction:
 - Significantly enhanced walking and cycling facilities
 - Improved bus priority measures
 - Two distinct new junction layout options (Hamburger Roundabout and Separate T-Junctions)
- Improvement and expansion of Sandon Park and Ride
- A new Park and Ride site in Widford
- Additional connectivity improvements across the walking and cycling networks

We are pursuing funding for the project from the Government’s Major Road Network and Large Local Majors fund, supplemented by local contributions.

The Chancellor announced in the 2020 Spring Budget that the project had been approved to proceed to the next stage of development for consideration for funding and the Department for Transport (DfT) has agreed to continue to work with us in developing a business case for the scheme.



In line with the DfT’s processes, robust evidence is needed to secure funding and support the business case for the project. A significant amount of work has already gone into identifying and assessing a variety of potential options in order to produce the proposals outlined in this consultation.



Option development

Improvements to the Army and Navy junction are long overdue and, since the project began, we have investigated a series of potential options to help identify the right long-term solution for Chelmsford.

We carried out extensive work to reduce a number of ideas to five initial options, which were shared with the public in November 2019. These were:

- Minor Road Layout Improvements
- Two-way Flyover
- Hamburger Roundabout
- Enlarged Roundabout
- Separate T-Junctions

The initial options were upgraded to include improved walking and cycling facilities at the junction and were evaluated to look at the affects on congestion, journey times, the economy and use of sustainable modes of transport, as well as environmental and construction impacts.

During the various stages of the assessment process, we have ruled out lower performing options.



April 2020 - We ruled out a Minor Road Layout Improvements option because it would not go far enough in reducing congestion and delays at the junction or in helping to create additional capacity for pedestrians, cyclists and buses.

January 2021 - We ruled out a Two-Way Flyover option because it would increase city centre traffic and congestion the most, have the most damaging visual impact on the landscape and would not support the Park and Ride or walking and cycling aspirations of the Chelmsford Future Transport Network Strategy as well when compared with the other options.



July 2021 - Ahead of this public consultation, we also made the decision to rule out an Enlarged Roundabout because it would not meet the project objectives as well as the other two options. When accompanied by enhanced walking and cycling facilities at the junction, it would not sufficiently improve the junction for motorised vehicles and would be unlikely to secure funding.



The remaining junction options (Hamburger Roundabout and Separate T-Junctions), together with other measures proposed as part of the Army and Navy Sustainable Transport Package, offer a long-term and sustainable solution which would improve journeys for all transport users and make Chelmsford a city of the future.

Hamburger Roundabout Option

Resembling the look of a hamburger, this type of roundabout has a main road running through it. Traffic would be able to travel straight through the centre of the junction between Essex Yeomanry Way and Parkway. Other movements would be made using the roundabout, with traffic signals used to manage flows and priority. A left-turn slip road would be created between Chelmer Road and Essex Yeomanry Way.

The option includes significantly improved walking and cycling facilities at ground-level at the junction, replacing the current subway and creating attractive, safe and accessible routes. Fully segregated cycle lanes and direct crossings are proposed, in line with Department for Transport's latest guidance. Optimised signal timings would help ensure that pedestrians and cyclists can travel across the junction safely and quickly.

New bus lanes and bus priority measures would be added on Parkway and existing measures would be maintained on Essex Yeomanry Way and into the junction.



WATCH – Don't forget to view our online visualisations, which use estimated future traffic levels to show how the junction would work

Safer, Greener, Healthier

Encouraging Safer, Greener and Healthier travel is a vital part of the Army and Navy Sustainable Transport Package project.



Walking and cycling – Would enable quicker and safer journeys for cyclists, reducing average peak period journey times through the junction by 35%. Improved pedestrian facilities would provide a safer and more attractive walk through the junction, with all crossings at ground level rather than in a subway. Walking through the junction at ground level would be about 11% quicker on average, while average walking times would be similar to those where the subway is currently used



Health and wellbeing – More people walking and cycling would result in health benefits, such as reduced illness and increased life expectancy, valued at £19 million*



Park and Ride – Would result in a 28 - 32%* increase in total Park and Ride passenger numbers by 2041



Bus improvements – New bus priority measures would reduce peak period bus journey times through the junction by about 24% on average

Option performance

We have carried out detailed evaluation of the remaining junction options, using predicted future travel levels to assess the likely impacts of the option across a range of categories.

Economic growth	Positive impact on the economy, resulting in an estimated £62m - £73m* increase in GDP (Gross Domestic Product) over 60 years
Travel time	Large travel time and journey time reliability improvements, with benefits valued at about £245m - £284m*
Traffic	Reduced congestion at the Army and Navy junction, with an average reduction in travel time through the junction at peak times for motorised vehicles of about 49% in the opening year (2026)
Objectives	Fits very well with the project objectives, as well as wider Government objectives, such as improving access and productivity
Cost	The overall cost of the Army and Navy Sustainable Transport Package is within the Department for Transport's £50 million funding budget and varies by just 2%, depending on which junction layout option is chosen

* All monetary values are net present value (2020 prices). Any range in values reflects which Widford Park and Ride site is chosen (Greenbury Way or London Road respectively)

Option impacts

While the options would offer significant improvements for all transport users and boost the economy, they would have some negative impacts in other areas, although we are working hard to mitigate these.

 <p>Air quality</p>	<p>An Air Quality Management Area (AQMA) is an area where there is, or has recently been, an exceedance of thresholds of air pollutants set to protect to human health (termed Air Quality Objectives (AQOs)). While annual mean nitrogen dioxide (NO₂) concentrations are predicted to increase at a small number of properties and decrease at a small number of properties within the AQMA between the Army and Navy and the Odeon Roundabout, no exceedances of the annual mean NO₂ AQO are predicted at sensitive receptors (areas where the occupants are more susceptible to adverse effects of exposure to air pollutants) within the AQMA or wider study area for the opening year (2026) of the scheme.</p>
 <p>Carbon emissions</p>	<p>Increase in greenhouse gases of 0.03 million tonnes (MtCO₂e) over 60 years (0.003% of total surface transport emissions in the wider Essex area), although this could potentially be lower in the future with parking strategy changes, vehicles switching to more efficient fuels or changing travel behaviours.</p>
 <p>Construction</p>	<p>Construction is estimated to take approximately 18 months. The economic impact of the traffic delay caused by the construction of the option is valued at about £7.3 million (2010 prices).</p>
 <p>Noise</p>	<p>Change in noise levels would be likely to be experienced throughout our study area, although the change in levels would generally be minor or negligible (+ or – 2.9dBA). Some homes would be likely to experience a minor noise increase due to increased traffic flows/speeds, primarily those along Princes Road and Van Diemens Road. Other properties would be likely to experience a minor noise decrease, including those along Longfield Road, Gloucester Avenue and Maldon Road in Great Baddow, and within the Old Moulsham Estate.</p>

 <p>Landscape</p>	<p>The option would largely be within the footprint of the existing roundabout and it is likely that some of the existing trees would be lost within the roundabout. There would be a direct impact on a localised part of the Chelmer and Blackwater Navigation Conservation Area West, including loss of vegetation along Essex Yeomanry Way, however there are opportunities for replanting in this area.</p>
 <p>Historic Environment</p>	<p>No impact on historic landscape is expected. Could have an effect on the setting of Grade II listed buildings and on non-designated heritage assets, however further assessment would be required.</p>
 <p>Flooding</p>	<p>Certain elements of this option, such as the new left-turn slip road from Chelmer Road to Essex Yeomanry Way, would be within an area of floodplain and would be likely to have an adverse impact of flood risk. However, mitigation measures would be included within the design to avoid or minimise the impact. Further assessment is required.</p>
 <p>Biodiversity</p>	<p>Could result in adverse impacts on local habitats, including Chelmsford Water Meadows Local Wildlife Site and protected species. There would also be a loss of trees (approximately 80). Mitigation measures would minimise any adverse impacts and ecological enhancement opportunities would be explored. There will be a biodiversity 'net gain' target, with habitat compensation either on or off the site of the scheme.</p>
 <p>Safety</p>	<p>Would provide a safer junction for private vehicles, although total accidents would increase by 1.2-1.9%* simply because of the additional traffic travelling through the junction and the creation of a new access junction for a Widford Park and Ride site.</p>

* All monetary values are net present value (2020 prices). Any range in values reflects which Widford Park and Ride site is chosen (Greenbury Way or London Road respectively)

Separate T-Junctions Option

Two new T-junctions would be created – one linking Essex Yeomanry Way and Chelmer Road, and the other linking Essex Yeomanry Way/Parkway and Van Diemens Road/Baddow Road. Traffic signals would be used to control traffic flow at the junctions.

The option includes significantly improved walking and cycling facilities at ground-level at the junction, replacing the current subway and creating attractive, safe and accessible routes.

Fully segregated cycle lanes and direct crossings are proposed, in line with Department for Transport's latest guidance. Optimised signal timings would ensure that pedestrians and cyclists can travel across the junction safely and quickly.

New bus lanes and bus priority measures would be added on Parkway and existing measures would be maintained on Essex Yeomanry Way and into the junction.



WATCH – Don't forget to view our online visualisations, which use estimated future traffic levels to show how the junction would work

Safer, Greener, Healthier

Encouraging Safer, Greener and Healthier travel is a vital part of the Army and Navy Sustainable Transport Package project.



Walking and cycling – Would enable quicker and safer journeys for cyclists, reducing average peak period journey times through the junction by 22%. Improved pedestrian facilities would provide a safer and more attractive walk through the junction, with all crossings at ground level rather than in a subway. Walking through the junction at ground level would be about 4% quicker on average, while average walking times would generally be slightly slower compared to those where the subway is currently used.



Health and wellbeing – More people walking and cycling would result in health benefits, such as reduced illness and increased life expectancy, valued at £19 million*



Park and Ride – Would result in 38 - 45%* increase in total Park and Ride passenger numbers by 2041



Bus improvements – Average peak period bus journey times through the junction would be marginally quicker (0.2%)

* All monetary values are net present value (2020 prices). Any range in values reflects which Widford Park and Ride site is chosen (Greenbury Way or London Road respectively)

Option performance

We have carried out detailed evaluation of the remaining junction options, using predicted future travel levels to assess the likely impacts of the option across a range of categories.

<p>Economic growth</p>	<p>Positive impact on the economy, resulting in an estimated £12m - £27m* increase in GDP (Gross Domestic Product) over 60 years</p>
<p>Travel time</p>	<p>Large travel time and journey time reliability improvements, with benefits valued at about £86m - £144m*</p>
<p>Traffic</p>	<p>Reduced congestion at the Army and Navy junction, with an average reduction in travel time through the junction at peak times for motorised vehicles of about 7% in the opening year (2026). No U-turns would be possible at the junction. No direct turns from Baddow Road to Essex Yeomanry Way or Chelmer Road and Van Diemens Road to Baddow Road. The movements would instead be made by performing a U-turn at the Odeon roundabout</p>
<p>Objectives</p>	<p>Fits very well with the project objectives, as well as wider Government objectives, such as improving access and productivity</p>
<p>Cost</p>	<p>The overall cost of the Army and Navy Sustainable Transport Package is within the Department for Transport's £50 million funding budget and varies by just 2%, depending on which junction layout option is chosen</p>

Option impacts

While the options would offer significant improvements for all transport users and boost the economy, they would have some negative impacts in other areas, although we are working hard to mitigate these.

 <p>Air quality</p>	<p>The Air Quality Management Area (AQMA) between the Army and Navy junction and the Odeon Roundabout is not expected to be an AQMA by the opening year of the scheme (2026). No exceedances of annual mean nitrogen dioxide (NO₂) Air Quality Objectives (threshold levels set to protect human health) are predicted at sensitive receptors (areas where the occupants are more susceptible to adverse effects of exposure to air pollutants) within the current Air Quality Management Area with the scheme in place.</p>
 <p>Carbon emissions</p>	<p>Increase in greenhouse gases of 0.05 million tonnes (MtCO₂e) over 60 years (0.005% of total surface transport emissions in the wider Essex area), although this could potentially be lower in the future with parking strategy changes, vehicles switching to more efficient fuels or changing travel behaviours.</p>
 <p>Construction</p>	<p>Construction is estimated to take approximately 24 months. The economic impact of the traffic delay caused by the construction of the option is valued at about £5.3 million (2010 prices). The economic impact is lower than the Hamburger Roundabout option because more of the construction is away from existing roads.</p>
 <p>Noise</p>	<p>Changes in noise levels are likely to be experienced throughout our study area, although the changes in levels would generally be minor or negligible (+ or – 2.9dBA). Some homes would be likely to experience a minor noise increase due to increased traffic noise, primarily those along Essex Yeomanry Way in Meadgate and parts of Great Baddow and Moulsham. Noise mitigation measures, such as noise barriers, could reduce these adverse impacts, where possible. Other properties would be likely to experience a minor noise decrease, including those along Baddow Road, Longfield Road, Gloucester Avenue and Maldon Road in Great Baddow, and within Moulsham.</p>

 <p>Landscape</p>	<p>The reconfiguration of the junction would move traffic away from residential properties at the northern end of Baddow Road and listed buildings (Hamlet Terrace and Moulsham Mill). The option would have a localised impact on the Chelmer and Blackwater Navigation Conservation Area West, including loss of vegetation along Essex Yeomanry Way. All trees within the existing roundabout are also likely to be lost. There would, however, be opportunities to accommodate tree planting and improve pedestrian circulation as part of this option. This could include extending the green space next to the Chelmer and Blackwater Navigation Conservation Area West to soften views of the road from the conservation area and listed buildings at Moulsham Mill.</p>
 <p>Historic Environment</p>	<p>No impact on historic landscape is expected. Could have an effect on the setting of Grade II listed buildings and on non-designated heritage assets, however further assessment would be required.</p>
 <p>Flooding</p>	<p>Certain elements of this option, such as the realignment of Chelmer Road, would be within an area of floodplain and would be likely to have an adverse impact of flood risk. However, mitigation measures would be included within the design to avoid or minimise the impact. Further assessment is required.</p>
 <p>Biodiversity</p>	<p>Could result in adverse impacts on local habitats, including Chelmsford Water Meadows Local Wildlife Site and protected species. There would also be a loss of trees (approximately 60-70). Mitigation measures would minimise any adverse impacts and ecological enhancement opportunities would be explored. There will be a biodiversity 'net gain' target, with habitat compensation either on or off the site of the scheme.</p>
 <p>Safety</p>	<p>Would provide a safer junction for private vehicles, although total accidents would increase by 0.9-1.8%* simply because of the additional traffic travelling through the junction and the creation of a new access junction for a Widford Park and Ride site.</p>

* All monetary values are net present value (2020 prices). Any range in values reflects which Widford Park and Ride site is chosen (Greenbury Way or London Road respectively)

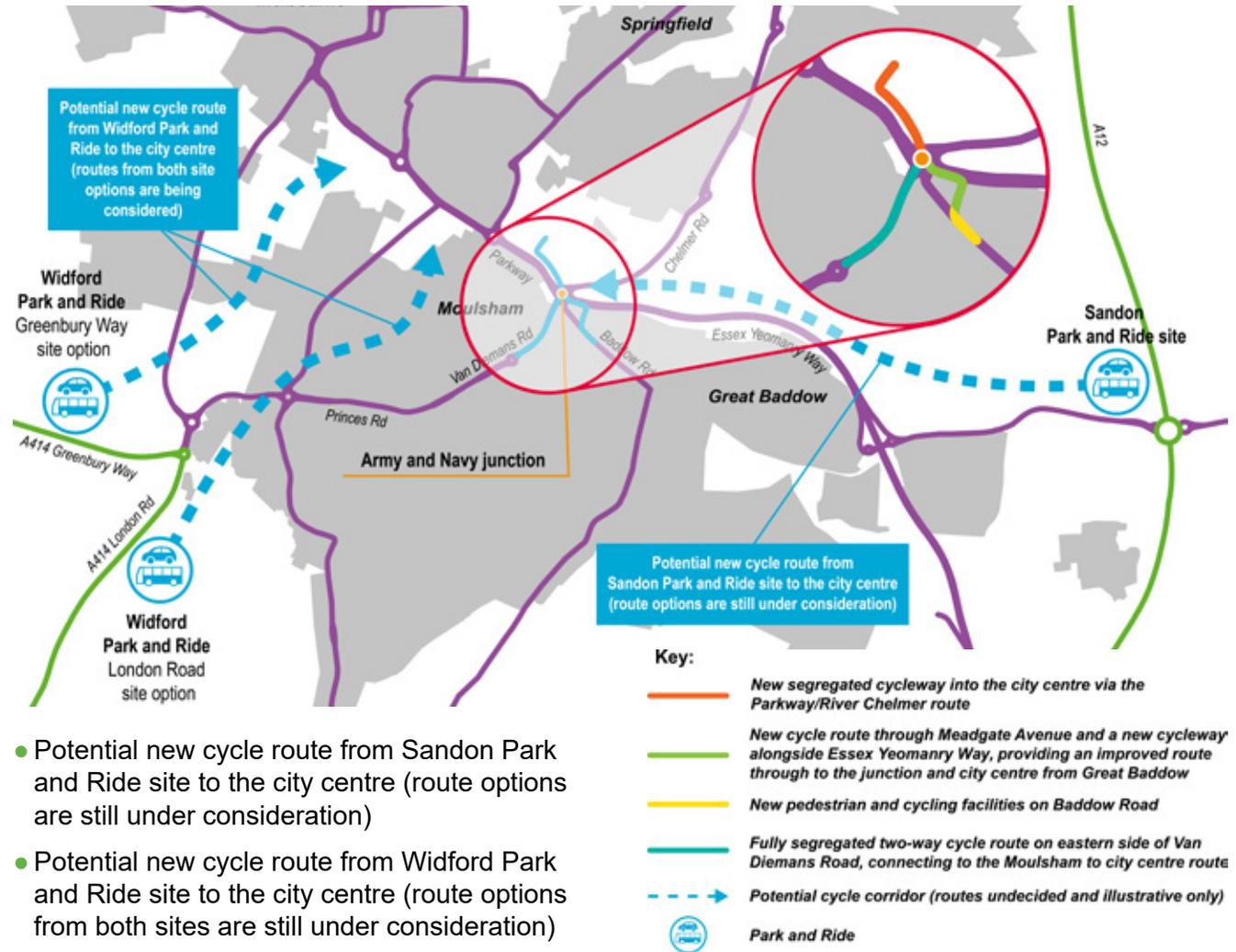
Walking and cycling improvements

Wider walking and cycling improvements are another key element of the Army and Navy Sustainable Transport Package.

Investing in these facilities will create a more coherent network for pedestrians and cyclists, helping encourage more people to walk and cycle into the city centre and reducing car journeys, which has significant economic, social and environmental benefits.

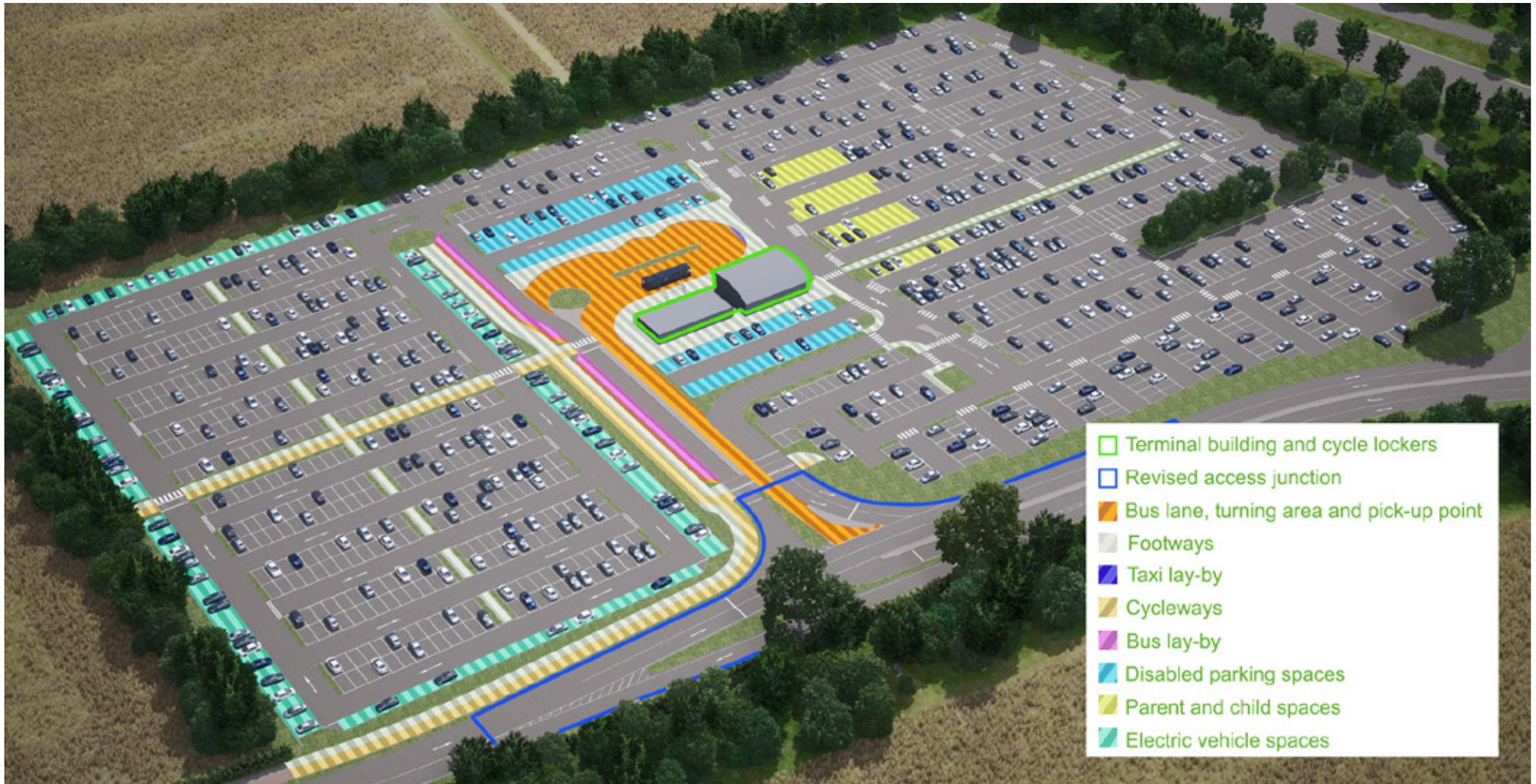
The proposed improvements are:

- New pedestrian and cycling facilities on Baddow Road
- New cycle route through Meadgate Avenue and a new cycleway alongside Essex Yeomanry Way, providing an improved route through to the junction and city centre from Great Baddow
- Connection to existing Chelmer Road to Chelmer Village cycle route
- Fully segregated two-way cycle route on eastern side of Van Diemens Road, connecting to the Moulsham to city centre route
- New segregated cycleway into the city centre via the Parkway/River Chelmer route



- Potential new cycle route from Sandon Park and Ride site to the city centre (route options are still under consideration)
- Potential new cycle route from Widford Park and Ride site to the city centre (route options from both sites are still under consideration)

Sandon Park and Ride



Description:

We are proposing an upgrade and approximate 350-space expansion of the Sandon Park and Ride site to meet increased demand, both now and in the future.

It is hoped that initial works at the Park and Ride site can begin before any improvements at the Army and Navy junction so that additional capacity is available to meet the predicted increase in demand during construction and help minimise disruption.

Works at Sandon are estimated to take about nine months in total and would be phased, with specific areas of the site closed in turn, to ensure the Park and Ride service remains open throughout.

Once a new Park and Ride site is opened in Widford, there are expected to be spare spaces at the Sandon Park and Ride to allow for increased demand in the future. The site would be expected to run at between 72% and 87% occupancy in 2041, depending on which junction and Widford Park and Ride options are chosen.

Impacts:

Once the Army and Navy Sustainable Transport Package is in place, there is only expected to be a 1% to 2% increase in peak period traffic in the vicinity of the Sandon Park and Ride access junction in 2041 than there would be without it. However, the redesigned junction would operate with about 30% spare capacity and there would only be a 1 to 2 second increase in peak period delay to general traffic at the junction. Environmental constraints have been identified for the proposed Sandon Park and Ride site expansion. A further environmental assessment will be undertaken with the aim of minimising environmental impacts.



Key features:

- Approximately 1,760 total parking spaces
- New main access road and clockwise one-way system in car park
- New large bus turning area to accommodate additional buses and future growth in demand
- Designated laybys for additional bus services and taxis
- Various pedestrian and cyclist improvements throughout the site, including crossings
- High quality and secure cycle lockers for overnight bike storage to enable Park and Choose (option to take the bus, walk or cycle to complete your journey)
- We will look to retain the existing wind turbine and art installation within the revised Park and Ride site.

Widford Park and Ride – London Road site

A new Park and Ride in Widford has been a long-standing aspiration for both Essex County Council and Chelmsford City Council and is now being proposed as part of the Army and Navy Sustainable Transport Package to provide greater travel options and enable sustainable growth of the city.

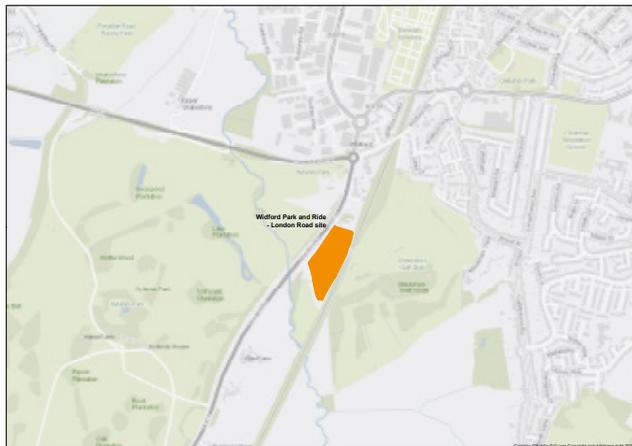
We are considering two potential sites in Widford – one off the A414 London Road (Three Mile Hill) and one off the A414 Greenbury Way. At this stage we have not decided on a preferred site.

-  Terminal building and cycle lockers
-  New signalised T-junction
-  Bus lane, turning area and pick-up point
-  Footways
-  Taxi lay-by
-  Cycleways
-  Bus lay-by
-  Disabled parking spaces
-  Parent and child spaces
-  Electric vehicle spaces
-  Existing Public Right of Way unchanged



Description:

The London Road site is off the A414, south of Widford roundabout, and would have about 1,000 car parking spaces. We estimate the site would be 76% full in the opening year (2026), based on pre-2020 level of use by concession holders, and 100% full by 2041, with any additional demand being met by available spaces at the Sandon Park and Ride site.



Key:

 Site boundary

Impacts:

The introduction of a new Park and Ride access junction on London Road would result in increased peak period journey times of about 20 seconds per vehicle in the vicinity of the junction in 2041. Changes in traffic at Widford Roundabout, combined with improvements to provide better priority for Park and Ride users, would increase average journey times by about 2 to 5 seconds per vehicle at the roundabout. Environmental constraints have been identified for the Widford Park and Ride sites and an environmental appraisal of the potential environmental impacts will help inform the decision on a preferred site. A further environmental assessment will be undertaken once a preferred site is identified with the aim of minimising environmental impacts.



Key features:

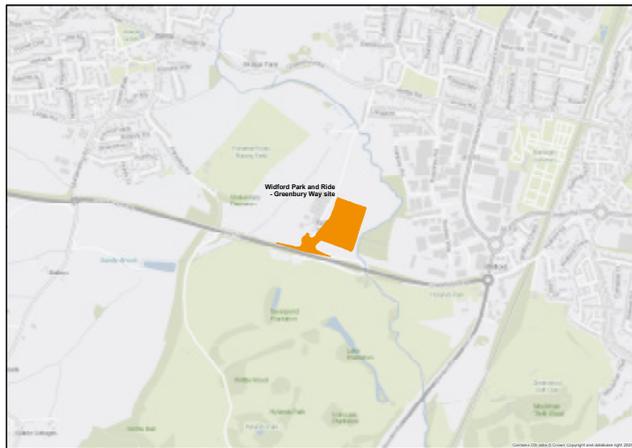
- Approximately 1,000 total parking spaces (no room for additional spaces)
- Dedicated turning facility to mitigate for the proposed closure of the existing cross-over area on London Road approximately 100m south of Widford Roundabout
- Large bus turning area to accommodate additional buses and future demand
- Designated laybys for additional bus services and taxis
- High quality and secure cycle lockers for overnight bike storage to enable Park and Choose (option to take the bus, walk or cycle)
- New bus lane and bus gate on the northbound A414 London Road from the new Park and Ride access junction to approximately 100m south of Widford Roundabout, giving buses priority over other traffic
- Widening of a section of Greenbury Way to two lanes on the approach to Widford Roundabout to reduce queuing and support incoming traffic to the Park and Ride from the west

Widford Park and Ride – Greenbury Way site



Description:

The Greenbury Way site is located off the A414, near Shakestones Farm, and would have about 1,000 car parking spaces. We estimate the site would be up to about 73% full in the opening year (2026) and 95% full by 2041, based on pre-2020 level of use by concession holders.



Key:

 Site boundary

Impacts:

The introduction of a new Park and Ride access junction on Greenbury Way would result in increased peak period journey times of about 5 seconds per vehicle in the vicinity of the junction in 2041. Changes in traffic movements at Widford Roundabout, combined with physical improvements, would improve average journey times through the junction by about 1 to 2 seconds per vehicle. Environmental constraints have been identified for the Widford Park and Ride sites and an environmental appraisal of the potential environmental impacts will help inform the decision on a preferred site. A further environmental assessment will be undertaken once a preferred site is identified with the aim of minimising environmental impacts.



Key features:

- Approximately 1,000 total parking spaces (with potential for future expansion if required and subject to future land purchase)
- Large bus turning area to accommodate additional buses and future demand
- Designated laybys for additional bus services and taxis
- High quality and secure cycle lockers for overnight bike storage to enable Park and Choose (option to take the bus, walk or cycle to complete your journey)
- New part-time traffic signals on southern arm of Widford Roundabout to reduce queuing on Greenbury Way during the evening peak period
- New bus lane and bus gate on the eastbound A414 Greenbury Way on the approach to Widford Roundabout, giving buses priority over other traffic

Consultation events

Please have your say on the proposed Army and Navy Sustainable Transport Package by completing our online consultation survey, via essex.gov.uk/armyandnavy.

To find out more about the proposals and ask questions, you can also attend our consultation events.



Virtual exhibition

Our virtual exhibition is available online throughout the public consultation period and contains all of the information and materials you would expect to find at a traditional consultation event.

Visualisations are also available and show you how the proposed junction options would look and work for different modes of transport. We have used estimated future traffic levels at morning and evening peak times to provide a realistic impression of the journeys you would experience.

The virtual exhibition is accessible at any time of the day so you can visit at a time to best suit you.

Clear instructions are available to help you navigate your way around the virtual room and view the information. If you require help or assistance in accessing the virtual exhibition, please email us at: armyandnavy@essexhighways.org

The virtual exhibition is available via our webpage at: www.essex.gov.uk/armyandnavy



Live web chat sessions

Join us in our virtual exhibition space (accessible via our webpage at: www.essex.gov.uk/armyandnavy) during one of our live web chat sessions to submit written questions and chat live with the project team through the messaging function.

- **Tuesday 17 August – 6pm - 9pm**
- **Friday 3 September – 10am – 1pm**
- **Saturday 18 September – 2pm – 5pm**

You can also submit questions via the messaging function in the virtual exhibition space at any other time during the consultation and we will reply as quickly as we can.



Live webcasts

Our video call-style live webcasts on Microsoft Teams will include a short presentation about our proposals, as well as a question and answer session, where you will be able to submit written questions to the project team.

Anyone can attend and you can join via the Microsoft Teams app, online or by phone, but attendees will not be able to use their microphones or web cameras.

- **Wednesday 25 August - 7pm – 8pm**
- **Thursday 9 September - 8pm – 9pm**

Instructions about how to join the webcasts are available at:

www.essex.gov.uk/armyandnavy



Drop-in events

We are also hosting a couple of drop-in face-to-face events in Chelmsford city centre during the consultation period.

The project team will be available to answer your questions and provide you with information about the proposals outside Barclays Bank, High Street, Chelmsford, on:

- **Saturday 11 September – 12noon – 4pm**
- **Thursday 16 September – 1pm – 5pm**

Please be aware that these events are subject to the Government's latest COVID-19 guidance and details could change at short notice. Any potential changes would be detailed on our webpage at:

www.essex.gov.uk/armyandnavy

Decision making process

At the end of the consultation period, we will analyse your feedback and use it to help inform our decision about a preferred junction option and any potential changes to our proposals.

There are also various other factors which form part of the decision-making process.

Once we have a preferred option, we will explore whether any improvements can be made to enhance it further.

Benefits and costs

The preferred option must show sufficient benefits in terms of economics and wellbeing in comparison with the costs of the proposed measures

Environmental considerations

Any environmental impacts, such as air quality, noise and flooding, must be assessed and managed appropriately

Public feedback

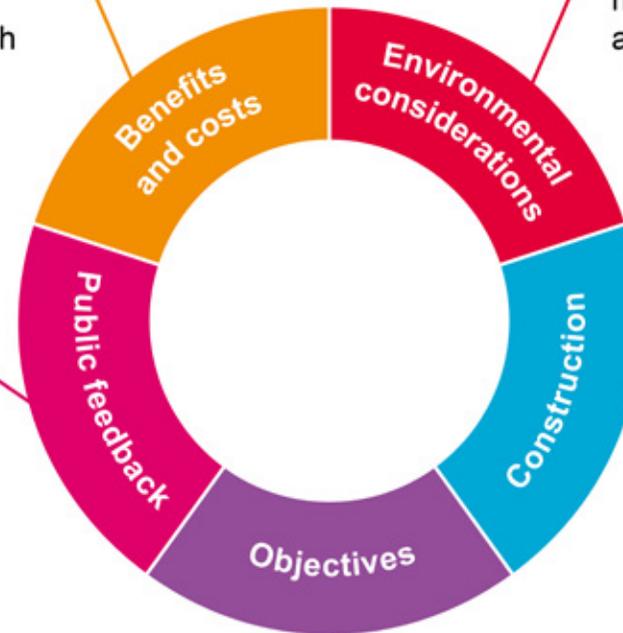
Feedback from the public forms one part of the decision-making process. It is important we consider people's views before making decisions

Construction

Elements of the construction of the scheme, such as duration, complexity and risks of the works, must also be considered

Objectives

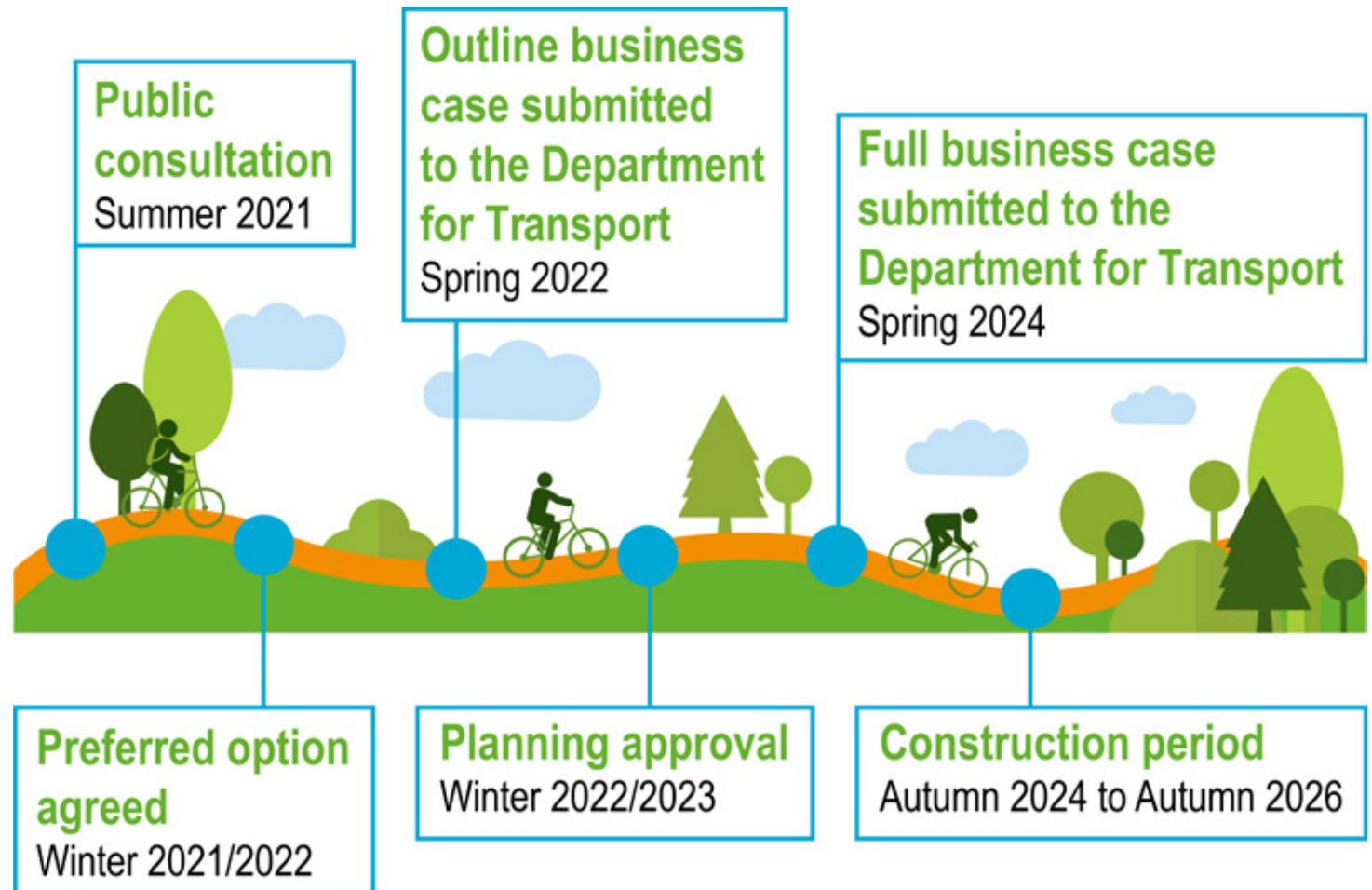
The chosen option must fulfil the project objectives as best as possible



Next steps

We understand people want a solution at the Army and Navy junction as quickly as possible and steps are being taken to speed things up wherever we can. However, to secure funding and obtain the required approvals, we must also follow Government, legal and planning processes to help ensure we achieve the right solution for Chelmsford.

Based on the current programme, which assumes the necessary land can be obtained through negotiations with the owners, which assumes the necessary land can be obtained through negotiations with the owners, the estimated timeline for the project is as follows:



Have your say

We want to hear the thoughts of people who live, visit or work in Chelmsford about the proposed Army and Navy Sustainable Transport Package.

Your views are very important to us and this public consultation is an opportunity to help us identify a preferred option, finalise our proposals and create a lasting legacy at this vital gateway and throughout Chelmsford.

Because of the COVID-19 pandemic and continued social distancing restrictions, this public engagement is primarily online, however we are also doing everything we can to accommodate those without internet access or who prefer to contact us in other ways.

The best way to tell us what you think is by completing our online consultation survey via the project website at:



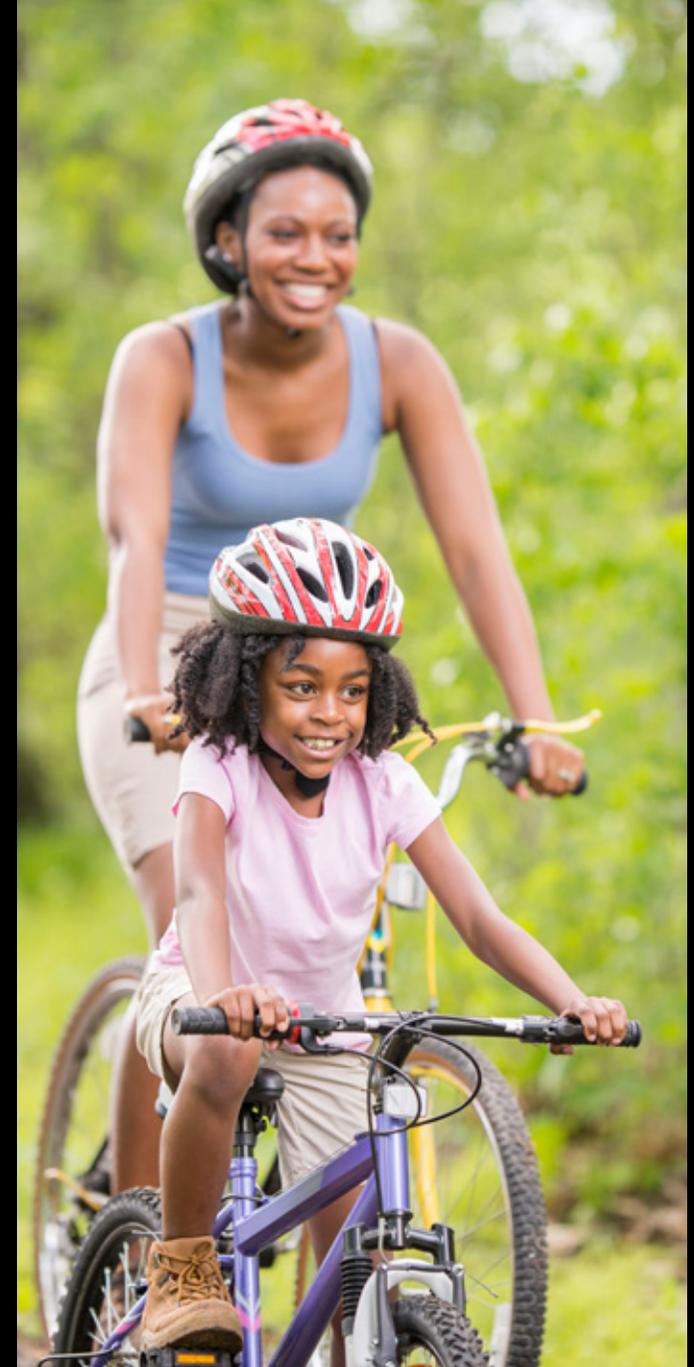
The survey opened on Monday 9 August 2021 and will close on Sunday 3 October 2021.

The survey questions are also available at the back of this brochure and can be printed, filled out and posted to the following address (please note the address is case sensitive): FREEPOST ESSEX HIGHWAYS ENGAGEMENT TEAM

They can also be returned by email to **armyandnavy@essexhighways.org**. Alternatively, you can request a printed copy is sent to you by post by emailing **armyandnavy@essexhighways.org**. Please return your survey responses via the Freepost address.

Please respond to the survey only via one of the methods. We cannot accept responsibility for ensuring that responses sent in any other way are considered. All responses must include at least your name and postcode. When responding, please state whether you are responding as an individual or representing the views of an organisation.

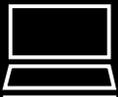
You have until 11:59pm on Sunday 3 October 2021 to respond to the survey. There is no guarantee that any responses received after this date will be considered. If they are, they will be labelled as late responses.



Consultation survey

This survey is for you to provide information to be used by the Army and Navy project. Under the GDPR we have a legal duty to protect any information we collect from you. The information will only be used for the purposes of this project and will not be kept longer than is necessary to do so, up to a maximum of five years. We share this information with our partners Jacobs and Ringway Jacobs but we will not share your personal details with any other agency unless we have concerns that you or another individual may be at risk of harm or if it is required by law. We do not collect personal information for commercial purposes.

If you would like to find out more about how Essex County Council uses personal data, please go to:



www.essex.gov.uk/privacy

or call:



03457 430 430

Essex County Council has a Data Protection Officer who makes sure we respect your rights and follow the law. If you have any concerns or questions about how we look after your personal information, please contact the Data Protection Officer at DPO@essex.gov.uk or by calling **03457 430 430** and asking to speak to the Data Protection Officer.



Personal information

Please provide the following information

First Name:

Surname:

Postcode:

Email Address:

Please tick this box if you are happy to be contacted about the Army and Navy Sustainable Transport Package project in the future

Which of the following best describes you?

- Someone who lives in Chelmsford
- Someone who works in Chelmsford
- Someone who visits Chelmsford
- Someone responding on behalf of a business or organisation based in Chelmsford
- Someone responding on behalf of a business or organisation based outside Chelmsford, but which travels or operates in the area
- Another interested party

If you are responding on behalf of a business or organisation, what is the name of that business or organisation:

If you are responding on behalf of a business or organisation, please tick this box to confirm you have permission to do so

If you are under the age of 18, please tick this box to confirm you have parental consent to respond to this consultation and for your data to be used for the purposes outlined

Your travel

Do you currently travel through the Army and Navy junction?

Yes

No

If so, what mode of transport do you most commonly use (pre-COVID) when travelling through the Army and Navy junction?

Bicycle

Walking

Bus

Park and Ride bus

Mobility scooter

Motorcycle or moped

Taxi

Car, van or lorry

Not applicable

Other, please specify:

What is the purpose of your most common journey through the Army and Navy junction?

Travel to/from work

Travel to/from college, university or other form of adult education

Business travel

School run

Grocery shopping

Healthcare (including pharmacy)

Other essential shopping

Non-essential shopping

Visiting family or friends

Accompanying children (excluding to/from school)

Leisure

Not applicable

Other, please specify:

Junction options

What is your preferred junction layout option?

- Hamburger Roundabout
- Separate T-Junctions
- Undecided or no preference

Do you have any comments about our proposals for the Army and Navy junction?

Hamburger Roundabout

What impact do you think the Hamburger Roundabout option would have on journeys for the following transport users, compared with the current junction arrangement?

	Very positive	Fairly positive	Little or no change	Fairly negative	Very negative	Unsure
People who cycle	<input type="checkbox"/>					
People who walk	<input type="checkbox"/>					
People who use the bus or Park and Ride	<input type="checkbox"/>					
People who use mobility scooters or wheelchairs	<input type="checkbox"/>					
Cars, vans, lorries and motorcyclists	<input type="checkbox"/>					

Would the improvements proposed as part of the Hamburger Roundabout option, together with the wider measures included in the Army and Navy Sustainable Transport Package, encourage you to travel through the junction using a different mode of transport in the future?

- Yes
- No
- Unsure

If so, which of the following mode/s of transport would you consider using in the future?

- Bicycle
- Walking
- Bus
- Park and Ride bus
- Mobility scooter
- Motorcycle or moped
- Taxi
- Car, van or lorry
- Not applicable
- Other, please specify:

Do you have any comments about the Hamburger Roundabout option?

Separate T-Junctions

What impact do you think the Separate T-Junctions option would have on journeys for the following transport users, compared with the current junction arrangement?

	Very positive	Fairly positive	Little or no change	Fairly negative	Very negative	Unsure
People who cycle	<input type="checkbox"/>					
People who walk	<input type="checkbox"/>					
People who use the bus or Park and Ride	<input type="checkbox"/>					
People who use mobility scooters or wheelchairs	<input type="checkbox"/>					
Cars, vans, lorries and motorcyclists	<input type="checkbox"/>					

Would the improvements proposed as part of the Separate T-Junctions option, together with the wider measures included in the Army and Navy Sustainable Transport Package, encourage you to travel through the junction using a different mode of transport in the future?

- Yes
- No
- Unsure

If so, which of the following mode/s of transport would you consider using in the future?

- Bicycle
- Walking
- Bus
- Park and Ride bus
- Mobility scooter
- Motorcycle or moped
- Taxi
- Car, van or lorry
- Not applicable
- Other, please specify:

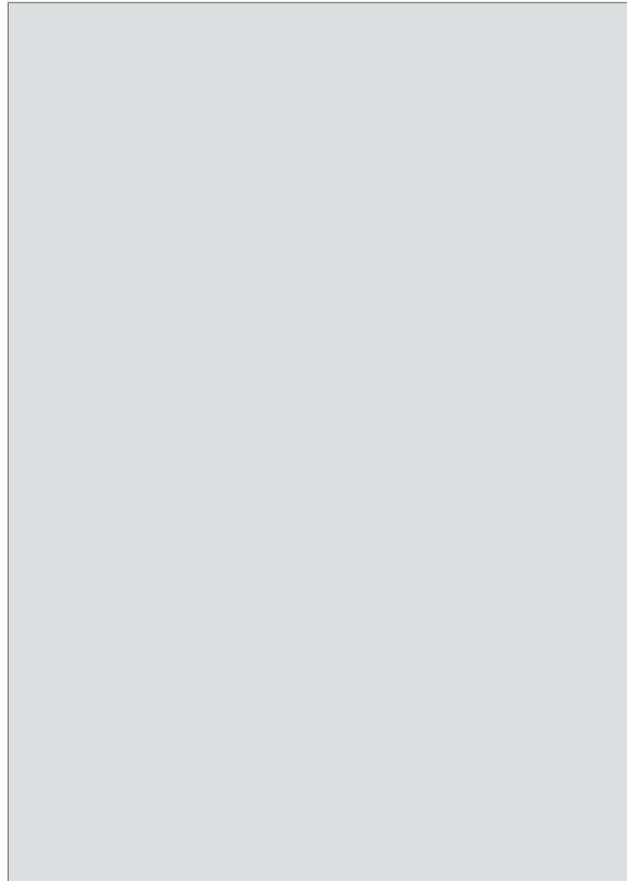
Do you have any comments about the Separate T-Junctions option?

Walking and cycling

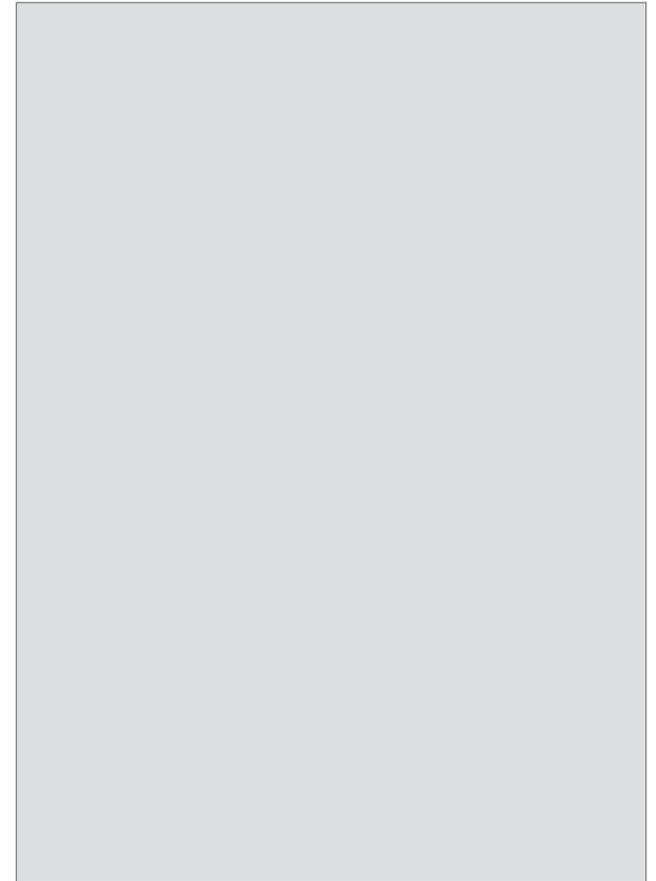
To what extent do you agree with the following statement: 'The proposed walking and cycling improvements, as outlined in this consultation, would create a more coherent network for pedestrians and cyclists in Chelmsford'?

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

Do you have any comments about our proposed walking and cycling improvements as part of the Army and Navy Sustainable Transport Package?



Are there any other walking and cycling connections to the Army and Navy junction that you would like to see developed in the future?
If so, please specify.



Park and Ride

Widford

Which is your preferred Widford Park and Ride site – London Road or Greenbury Way?

- London Road
- Greenbury Way
- Undecided or no preference

Do you have any comments about our proposals for a new Park and Ride in Widford or the sites under consideration?

Do you have any comments about the proposed upgrade and expansion of Sandon Park and Ride?

Sandon

Do you support the idea of expanding Sandon Park and Ride in advance of the works at the Army and Navy junction to improve travel options during construction?

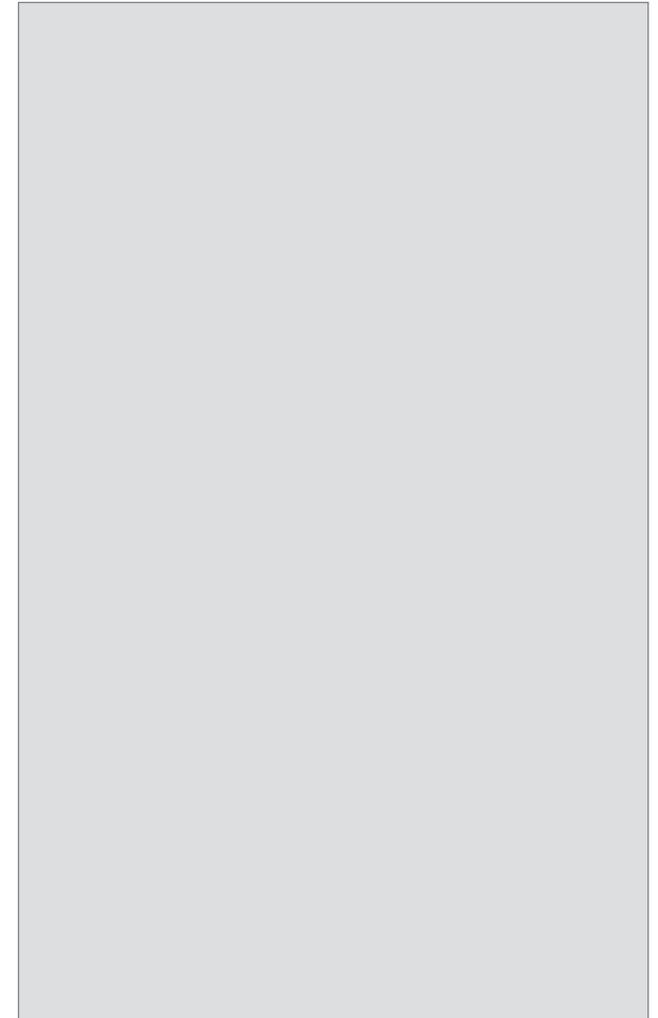
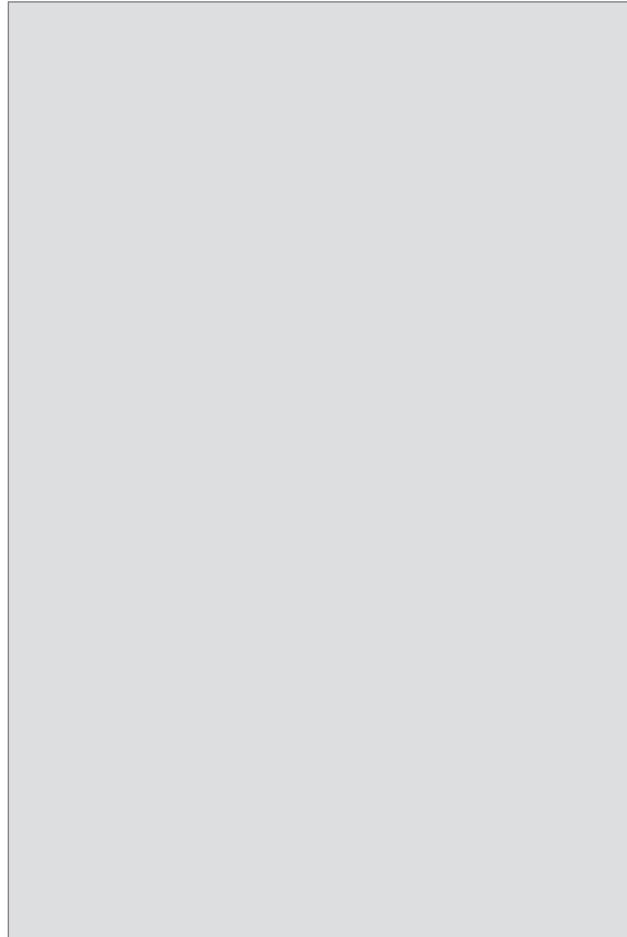
- Yes
- No
- Don't know

Army and Navy Sustainable Transport Package

To what extent do you agree with the following statement: 'The proposed Army and Navy Sustainable Transport Package, as outlined in this consultation, would have a positive impact on Chelmsford'?

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

Do you have any comments about the proposed Army and Navy Sustainable Transport Package?



Consultation feedback

How did you hear about this public consultation?

- Social media
- Email newsletter
- Email
- Online
- Letter
- Word of mouth
- Newspaper advert
- Newspaper article
- Other, please specify:

Did you visit our virtual exhibition space for information about the public consultation?

- Yes
- No

Do you feel you had enough information to respond to the public consultation?

- Yes
- No
- Not sure

How helpful was the information we provided to you as part of this public consultation?

- Very helpful
- Fairly helpful
- Neither helpful nor unhelpful
- Fairly unhelpful
- Very unhelpful

Do you have any comments about the public consultation?

Demographics

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.

Age:

- Under 18
- 18 – 24
- 25 – 34
- 35 – 44
- 45 - 54
- 55 - 64
- 65+
- Prefer not to say

Gender:

- Male
- Female
- Other
- Prefer not to say

Ethnicity:

What is your ethnic group? Choose one option that best describes your ethnic group or background

White

- English/Welsh/Scottish/Northern Irish/British
- Irish
- Gypsy or Irish Traveller
- Other Mixed/Multiple ethnic background (please specify):

Mixed/Multiple ethnic groups

- White and Black Caribbean
- White and Black African
- White and Asian
- Other Mixed/Multiple ethnic background (please specify):

Black/ African/Caribbean/Black British

- African
- Caribbean
- Bangladeshi
- Other Black/African/Caribbean background (please specify):

Asian/Asian British

- Indian
- Pakistani
- Bangladeshi
- Chinese
- Other Asian background *(please specify):*

Other ethnic group

- Arab
- Any other ethnic group *(please specify):*

Do you consider yourself to have a physical impairment?

- Yes
- No
- Prefer not to say

Do you consider yourself to have a sensory impairment?

- Yes
- No
- Prefer not to say

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

- Yes
- No
- Prefer not to say

Are you responsible for caring for an adult relative/partner, disabled child or other?

- Yes
- No
- Prefer not to say



This information is issued by Essex County Council.

You can keep up to date with the latest updates on the Army and Navy Sustainable transport Package and subscribe to the project e-newsletters at:



You can contact us about this project in the following ways:
Email – armyandnavy@essexhighways.org
Post - FREEPOST ESSEX HIGHWAYS ENGAGEMENT TEAM



The information contained in this document can be translated and/or made available in alternative formats upon request.

Published August 2021

