

Chelmsford City Growth Package

Consultation report
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Document Control Sheet

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1 Executive Summary

The Chelmsford City Growth Package proposals were issued for public consultation on 17 July 2017 for six weeks, closing on 28 August 2017. A small number of respondents found it difficult to submit responses via email and we therefore extended the deadline for the receipt of email responses until 1 September 2017.

A total of 921 responses were received. Most (85%) were from individuals responding on their own or, in one instance, on behalf of a friend or relative. Responses were received from 29 Councils, businesses and other organisations, making up 3% of responses. Some respondents (12%) did not indicate in their response, but are assumed to be individuals.

One petition was submitted, with 1628 signatories, and one campaign, with 15 submissions, has been identified. Sutherland Lodge Surgery Patients Representation Group submitted a response on behalf of the surgery that is located in Baddow Road.

Open Questions

Respondents to the consultation could leave comments on any of the proposed schemes.

The most commented on schemes were:

- Army & Navy Roundabout Improvements: Baddow Road Bus Gate (Volume 5)
- Army & Navy Roundabout Improvements: Baddow Road Bus Gate (Volume 4)
- Broomfield Road Corridor (Volume 1)

The Army & Navy Roundabout Improvements: Baddow Road Bus Gate proposals were contained in two volumes of the consultation documents. A total of 697 responses were received across the two volumes. The Broomfield Road Corridor scheme received a total of 102 responses.

Many comments were received saying that the introduction of a bus gate at this location would displace traffic. Many respondents disagreed with the scheme overall. Some responses commented that the flyover should be improved to allow two-way operation.

Broomfield Road Corridor had support from a few respondents for the overall scheme, and a few respondents supported the plans for cycle routes. A few respondents disagreed with the scheme overall, with a few suggestions being submitted regarding cycle routes, and a few suggestions were received in respect of the scheme overall.

Closed questions

Over two thirds of responses came from respondents who travel most regularly by car, mainly as drivers with a small number as passengers. Just under a quarter of responses came from those who identify their most regular mode of travel as walking, cycling or bus. The areas showing highest levels of agreement were those which related to improving traffic and congestion, experiencing congestion, and addressing obstructions to traffic from parking (6a, 6c and 6j), with around 80% of those who provided a response indicating strong agreement or agreement in each case.

Statement 6f, which asked if public transport needed to have greater priority over private vehicles, received the lowest level of agreement (41% strongly agree or agree) and the highest level of disagreement (37% strongly disagree or disagree).

Statement 6g, which related to improved signage, had the highest level of neutral responses (36%).

When considering this pattern of responses, it is advisable to note the large number of drivers responding may have influenced this outcome.

Of the schemes consulted on the top three by prioritisation were:

- Broomfield Road Corridor – 66 responses as Priority 1
- Army & Navy Roundabout Improvements (Parkway Corridor) – 60 responses as Priority 1
- Chelmsford City Centre Cycling Connectivity – 59 responses as Priority 1

Amongst those who gave a response, the three areas where there was most interest in seeing improvements made as part of the Chelmsford City Growth Package were:

1. The City Centre;
2. Parkway Corridor; and
3. Southern and Eastern areas of the city.

Around two thirds of respondents did not provide responses to the demographic questions. Of those that did, most were between 31 and 50 (43%) and a further third between 51 and 70 (33%); slightly more were female than male (49% to 47%); and the majority identified themselves as 'White British' (88%). Less than 10% responded that they had a physical impairment, with 3% indicating that they had a sensory impairment and 2% learning difficulties. 8% of these respondents responded that they had a role as a carer. Almost all respondents (96%) gave their locality as Chelmsford.

2 Introduction

The following report summarises the responses received to the Chelmsford City Growth Package consultation.

2.1 Background information

Chelmsford is growing and demand for travel on an already busy road network is increasing. Today, Chelmsford's roads have only 4% capacity remaining on 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.

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

Essex County Council has been awarded £10 million of funding allocated from the South East Local Enterprise Partnership (SE-LEP) 'Growth Deal'. 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.

The objectives of the package 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.

2.2 The Schemes

The Chelmsford City Growth Package consists of 29 schemes, which were documented over 5 volumes of information, in addition to measures for the city wide signage and technology improvements. A summary of the schemes consulted on can be found below:

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 to ensure residents of the 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 centre. There is also 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 Chelmsford city centre focus on increasing existing levels of cycling and improving pedestrian access in the city by improving connections within the city centre and providing of high quality cycle parking in key locations.

- 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 alongside improving usage of existing road space whilst also improving bus journey times. The implementation of bus gates and bus lanes alongside 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

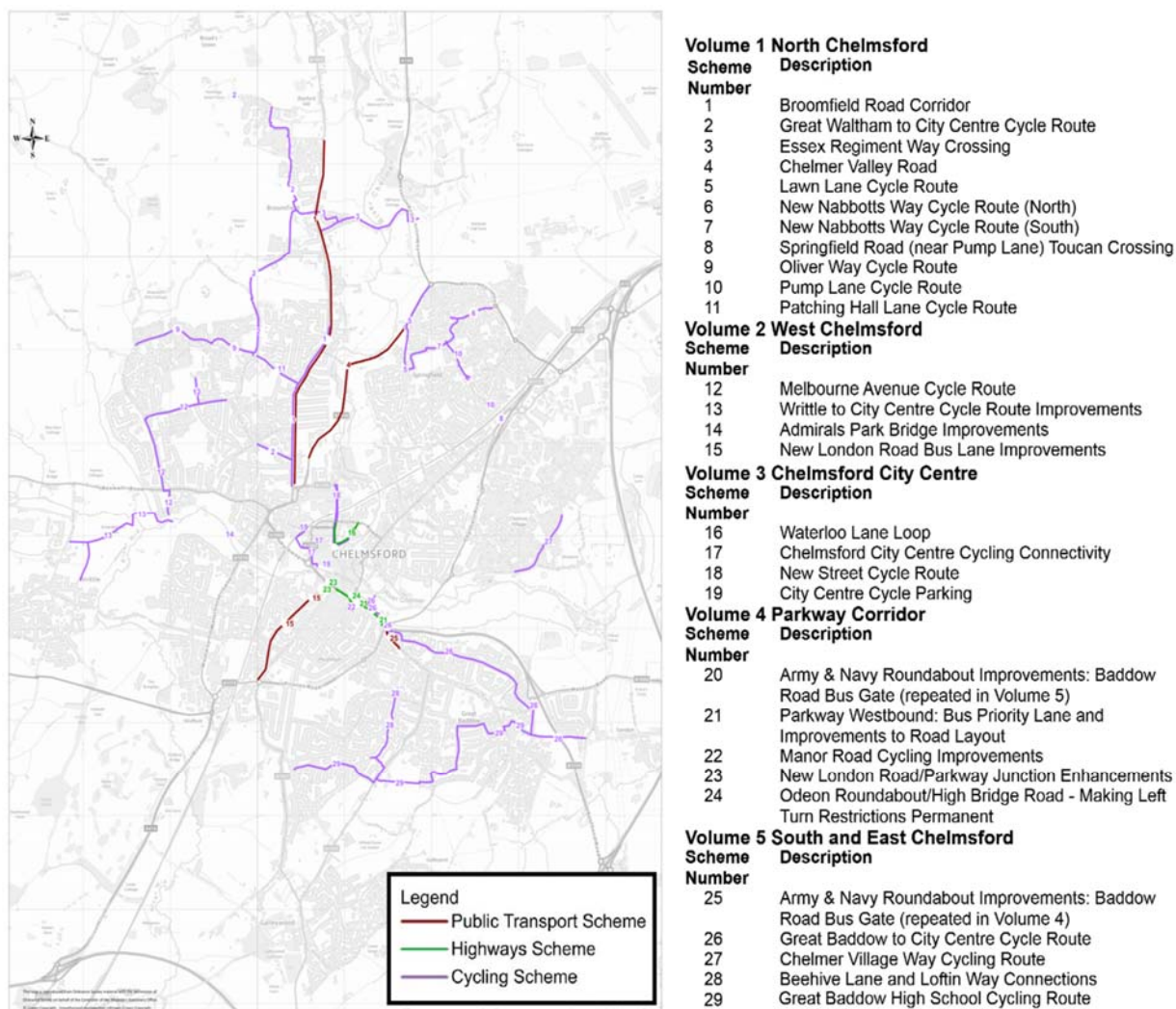
City-wide Signage and Technology Improvements

This scheme focuses on improving the directional signage and traffic flows around Chelmsford.

The scheme consists of the following:

- Improved traffic and travel information, including upgraded Variable Messaging Signs and improved real-time information, to provide the travelling public with advanced information about delays or incidents;
- Upgraded traffic monitoring and signal control to allow the signals to be adjusted to the varying volumes of traffic on the network at different times of the day;
- 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 to reduce the time drivers spend searching for parking facilities and remove some of the traffic driving around the city centre network unnecessarily;
- Reviewing and improving pedestrian and cycle signage on key routes to provide better information and encourage more people to walk and cycle; and
- Removal of signage where appropriate to reduce street clutter, improving routes for pedestrians and making them more accessible for all users.

The map below shows the schemes that were consulted on:



In spite of recent improvements such as the widening of the exit onto Parkway, the left turn slip onto Chelmer Road and the new Chelmer Viaduct, the Army and Navy Roundabout remains over capacity in traffic terms, with heavy flows on all arms in the AM and PM peak. In fact (as predicted in modelling), as capacity is created more traffic is attracted to the junction, potentially worsening existing issues with air quality and queuing and impacts further along Parkway.

A summary of the 2016 issues identified are:

- Trafficmaster journey time data shows that in peak hours, vehicles on Baddow Road sit in queues travelling at speeds of between 0 and 5mph westbound from the junction with Beehive lane until entry onto the Army and Navy roundabout
- To travel the distance of Baddow Road from Beehive Lane to the Army and Navy Roundabout (approximately 650 metres), it can take an average of an additional 6.5

minutes over the free-flow journey time during peak periods – one of the most significant average delays on any route feeding into Parkway.

- A comparison of 5-day average link flows (Monday to Friday month of October), from 2011 through to the most recent counts from 2016 on Baddow Road (between Meadgate Avenue and the Army and Navy junction) has been carried out to provide an indication of recent peak hour – 8am-9am & 5pm-6pm – traffic flows on the corridor. A six year average for westbound flows shows AM peak hour is 338 vehicles and PM peak hour 451 vehicles. Overall, while flows change from year to year there is no evidence of significant peak hour traffic growth on this corridor over the last 6 years. This lack of growth indicates that the route is at capacity in these time periods.
- Baddow Road accounts for just 7% of the total traffic flow entering the Army and Navy Roundabout in the AM peak and 8% in the PM peak. However this traffic directly affects the significantly larger flow of traffic entering from Van Diemens Road.
- There is no bus priority in this corridor despite this being a key route for buses.
- Air quality is poor with the area formally registered as an Air Quality Management Area (AQMA) identified as covering the Army & Navy junction and the western section of Baddow Road.

Background data for the figures detailed above are contained in Appendix 2.

3 Approach to consultation

3.1 Audience

The consultation was held with the aim of giving all interested parties the opportunity to inform the decision making process, and was targeted at local residents, local businesses, stakeholder groups and those that use the Chelmsford road network.

3.2 Questionnaire

The questionnaire contained a total of 11 questions, and these were a mixture of closed questions to allow for the capture of information, and open questions to gather respondents' views. Demographic questions were also included to aid understanding of who had responded.

3.3 Promotion of the consultation

The consultation was launched on 17 July 2017 and ran for six weeks, closing on 28 August 2017. Due to an issue that some respondents had submitting emails to the consultation, email responses were accepted until 1 September 2017.

All details of the consultation were hosted on the Essex County Council website, which also allowed respondents to leave feedback regarding the proposals. Stakeholders could give feedback on the proposals by:

- Completing the online questionnaire on Essex County Council's website (<http://www.essexhighways.org/highway-schemes-and-developments/major-schemes/chelmsford-city-growth-package.aspx>);
- Emailing their feedback to ChelmsfordGrowthPackage@jacobs.com; or
- Completing the questionnaire in the consultation brochure and submitting it via post.

The consultation was publicised using social media (including Essex County Council's Facebook page and Twitter feed), press releases and email updates.

Seven public events were held locally, to allow stakeholders to view the proposals, meet the project team, ask any questions, and raise any concerns. Details of the public consultation events are shown in the table below.

LOCATION	DATE	TIME	ADDRESS
Broomfield	18/07/2017	12.30 - 17.30	Broomfield Village Hall, 158 Main Road, Broomfield, Chelmsford, CM1 7AH
City Centre	19/07/2017	13.00 - 20.00	County Cricket Ground, New Writtle Street, Chelmsford, CM2 0PG
Melbourne	20/07/2017	13.00 - 20.00	Chelmsford City Football Club, Salerno Way, Chelmsford, CM1 2EH
Broomfield	24/07/2017	10.00 - 16.00	Broomfield Hospital, Court Road, Broomfield, Chelmsford, CM1 7ET

Springfield/ Chelmer Village	01/08/2017	13.00 - 20.00	Chelmsford Rugby Club, Coronation Park, Timsons Lane, Chelmsford, CM2 6AG
Great Baddow	07/08/2017	13.00 - 20.00	Parish Hall, 19 Maldon Road, Great Baddow, Chelmsford, CM2 7DW
City Centre	12/08/2017	10.00 - 16.00	High Chelmer Shopping Centre, Exchange Way, Market Road, Chelmsford, CM1 1XB

3.4 Confidentiality and anonymity

The following statement was published in the Consultation Brochure and the Essex County Council website regarding data submitted for the consultation:

'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.'

4 Data Analysis and Interpretation of Data

4.1 Quantitative Analysis

Quantitative data is reported in graphical and text form, providing a summary of the responses received.

4.2 Qualitative Analysis

The qualitative data was analysed using a code frame (see Appendix B). The code frame was developed by the analysis team in discussion with the project team and was driven by the responses received. This approach was taken to ensure that the themes and issues identified were drawn from the responses and to remove any bias in developing the themes and areas of interest. The code frame was reviewed and piloted by the analysis team before being rolled out to the wider coding team.

Coding responses to a consultation involves identifying the themes and issues within the response to an open question and assigning an identifying 'tag' to each theme and issue raised. These tags are then used to guide the reporting of the themes and issues which have emerged across all responses. They are not intended as a means to 'count' issues, but can be used to identify some comparative levels of comment, as has been done in this report.

During the coding process and following the completion of the coding phase, quality assurance processes were carried out to ensure the validity and consistency of the coding which had been applied.

4.3 Considerations

It should be noted that those who respond to a consultation are a self-selecting sample, made up of those who have chosen to respond. As such, the findings from a consultation are not necessarily indicative of the views of the wider population. Responses provide a picture of views and issues of those who respond. This provides an invaluable insight into concerns and issues around a proposal, but these views may be skewed to a particular viewpoint and should not be considered a representative sample of the population.

In some cases, respondents commented on other schemes whilst responding to a different scheme. Where a significant number of comments were made outside of those for a specific scheme these have been noted.

5 Qualitative insight

In addition to closed (quantitative) questions, respondents were asked for their views in open (qualitative) questions. Respondents were not required to provide additional comments, and where respondents did not submit their response in the questionnaire format their comments have been assigned to the relevant question where possible.

This section summarises the comments made in the open questions. Across all open questions, just over 2528 comments were made.

Question	Number of comments received
Q8-1 Broomfield Road Corridor	102
Q8-2 Great Waltham to City Centre Cycle Route	39
Q8-3 Essex Regiment Way Crossing	43
Q8-4 Chelmer Valley Road	44

Q8-5 Lawn Lane Cycle Route	34
Q8-6 New Nabbots Way Cycle Route (North)	16
Q8-7 New Nabbots Way Cycle Route (South)	17
Q8-8 Springfield Road Toucan Crossing	52
Q8-9 Oliver Way Cycle Route	17
Q8-10 Pump Lane Cycle Route	30
Q8-11 Patching Hall Lane Cycle Route	29
Q8-12 Melbourne Avenue Cycle Route	21
Q8-13 Writtle to City Centre Cycle Route Improvements	50
Q8-14 Admirals Park Bridge Improvements	33
Q8-15 New London Road Bus Lane Improvements	57
Q8-16 Waterloo Lane Loop	44
Q8-17 Chelmsford City Centre Cycling Connectivity	70
Q8-18 New Street Cycle Route	30
Q8-19 City Centre Cycle Parking	65
Q8-20 Army & Navy Roundabout Improvements (Volume 4)	286
Q8-21 Parkway Westbound: Bus Priority Lane and Improvements to Road Layout	66
Q8-22 Manor Road Cycling Improvements	12
Q8-23 New London Road/Parkway Junction Enhancements	70
Q8-24 Odeon Roundabout/High Bridge Road – Making Left Turn Restrictions Permanent	91
Q8-25 Army & Navy Roundabout Improvement (Volume 5)	411
Q8-26 Great Baddow to City Centre Cycle Route	79
Q8-27 Chelmer Village Way Cycling Route	35
Q8-28 Beehive Lane and Loftin Way Connections	66
Q8-29 Great Baddow High School Cycling Route	22
Q8-30 City Wide Signage and Technology Improvements	76
Q10 Transport Improvement Priorities	521
Total	2528

Use of comparative terms in reporting qualitative data

In reporting qualitative information from open questions, it is usual not to quantify the comments using numbers or percentages. As discussed above, responses to open questions are coded to identify the themes and issues that they raise, and these codes are used to guide reporting and to give an understanding of the comparative regularity and frequency of themes and issues being raised. The codes are not intended to be, and would not be appropriate for, carrying out statistical comparisons.

In place of numbers, terms such as ‘most’, ‘many’, ‘several’ ‘some’ and ‘few’ have been used.

These terms have been applied within the context of each scheme or question, identifying the frequency with which a code (indicating a particular viewpoint) has been used as a proportion of the overall number of comments received on that scheme. As such, if twenty-eight of one hundred respondents (28%) made a comment under a particular code (for example ‘disagree with the scheme overall’) that would be reported as ‘Several’ respondents raising that issue. The categories have been balanced to give more granularity at lower levels and to highlight the main areas of comment.

These terms have been used in this report as follows:

Term	Frequency of code use
‘Most’	51% -100%
‘Many’	31% - 50%
‘Several’	16% - 30%
‘Some’	6% - 15%
‘Few’	Less than 5%

Where only one or two respondents made a comment, this has been identified. This approach is intended to allow the reader to consider the comments made on each scheme on a level field. Whilst the number of comments received may differ, the treatment remains the same in discussing the proportion of respondents who held a particular view on that scheme. This reflects the qualitative nature of the information provided to open questions. Each section begins by identifying the total number of comments received on that scheme, providing a means to gauge the overall level of interest in that scheme.

6. Respondents and Responses

6.1 Responses

A total of 921 responses were received. 781 (85%) were from individuals with 29 (3%) responses being received from Councils, businesses and other organisations. Of these 29, 23 respondents identified their organisation when responding. 110 respondents did not indicate in their response, but are assumed to be individuals.

A list of the businesses, councils and organisations who responded can be found in section 8.

Respondent Type	Number of respondents
Yourself	781
Friend or relative	1
District/Town/Parish Council	5
Voluntary or Community Sector Organisation	10
Business	14

No response	110
Total	921

6.2 Petitions and Campaigns

Petition opposing Baddow Road Bus Gate

One petition was received during the consultation, signed by 1628 people. The petition stated the following:

“Don't implement the proposed Baddow Road Bus Gate. Look for a more sustainable and long term solution such as a two lane flyover. Do not cut the residence from Baddow Road off from Chelmsford.

“#NoToBaddowBusGate”

15 Responses were received to a campaign in respect of the Baddow Road Bus Gate. The campaign suggested that respondents used text form the following:

“I am writing to express my concern at the proposed Baddow Bus Gate proposals as part of the Chelmsford City Growth Package.

I consider that implementing a permanent 24hr bus gate will not improve the movement of traffic around Great Baddow. You will be forcing drivers to take longer routes through Gt. Baddow village to use the bypass which is already congested and can take in excess of 10 minutes to travel down in busy times, alternatively, drivers will be forced to take a route through Moulsham Lodge up to the congested Wood St. junction.

Vehicles that come down Baddow Road that are unaware of the closure will be forced to travel through Meadgate, this would see heavy vehicles navigating an already congested road flanked by parked cars and passing a school.

This seems to be very much a knee jerk reaction to the pollution levels as it will not improve the overall levels of the area, just move it or be added to by noisy and polluting bus engines. If you put on 50 busses an hour, I would not be able to use them as none of them are a viable option for my work.

As a resident on the lower end of Baddow Road, this directly affects me yet we have not been directly notified of any proposals by ECC.

Stopping cars exiting on to the Army and Navy from Baddow will not improve the queues on the bypass as they get held up by the traffic lights for the bus lane.

Perhaps taxis should be banned from using the bus lane?

Lots of traffic from Baddow Road is not travelling into town, yet most of your explanations seem to be insistent that it is. Many are travelling across town or to Springfield.

Perhaps the cycle ways need to be improved, none of them were improved during the massive disruption to the Army and Navy underpass.

Wherever possible, outside of work and for recreation, we walk or cycle into town.

I note that permission has been given for houses to be built on the Manor Farm site thus increasing the traffic that will be using the bypass, clearly the pollution caused by this development doesn't apply!

The only solution is to build a two-way flyover, of course this is far from a cheap solution but perhaps you need to start listening to the residence who pay the council tax!"

Sutherland Lodge Surgery Patients Representation Group

A response was also received from the Sutherland Lodge Surgery Patients Representation Group. The Group advised of the location of the Surgery, in the middle of the affected section of Baddow Road. Around 11500 patients are registered at the Surgery, with 300 or more patients and staff accessing every weekday, with those with mobility impairments still needing to access by car.

They propose that if other patients were to be encouraged to access the Surgery by bus rather than car, then there could be an advantage to moving the current bus stops on either side of Baddow Road closer to the Surgery premises at 115 Baddow Road.

The group stated that whilst the primary purpose of the proposal, to reduce air pollution from slow moving traffic, should be supported, depending on the routes selected for diversion the pollution might not be prevented but merely transferred (e.g. existing traffic bottlenecks in Loftin Way and Gloucester Avenue).

6.3 Who responded

The table below shows organisations who responded to the consultation, and their method of response:

Stakeholder
Essex Chambers of Commerce
Broomfield Parish Council
Chelmsford City Council
Mid-Essex Business Group
Great Baddow Parish Council
Highways England
First Essex Buses Ltd
Arriva
The Church of England in Essex and East London
Chelmsford Cathedral
St Cedd's School
Sellwood Planning, on behalf of Crest Nicholson
Happicabs
Chelmsford Cycling Action Group
Historic England
Natural England
The Cathedral School
Good Easter Parish Council
Chelmsford Canoe Club

J.W. Steele and Son
Springfield Parish Council
Sutherland Lodge Surgery Patients Representation Group
MRH GB Limited
Anglia Ruskin University

Some stakeholders responded to the consultation more than once, and all responses submitted are included in this report. Chelmsford Cycling Action Group submitted three responses from two individuals, whilst St Cedd's School submitted one response, with an additional response on their behalf being received from Mayer Brown Ltd. Two further respondents identified themselves as a Voluntary Organisation and as a business, however they provided no further details.

7. Organisation Responses to Open Questions

The following summarises responses from organisations to the open questions in the consultation. No additional comments were provided by Essex Chambers of Commerce, Happicabs or Chelmsford Canoe Club.

Broomfield Parish Council

Great Waltham to City Centre Cycle Route

Broomfield Parish Council broadly support this scheme, however they consider a weaker part of the scheme to be the 'link' between Goulton Road and the city centre and suggest that this it is not the obvious route to the city centre.

They felt that, if cyclists from the city centre are to use this route, it is inadequate to send them along Skerry Rise, further to the west, to join Patching Hall/ School Lanes. They suggest that there must be a direct cycle route from the end of the off-road cycle path at Valley Bridge to Goulton Road. They identify the Church Green conservation area and churchyard and comment that the sensitive landscape surroundings of this area must be reflected.

Essex Regiment Way Crossing

The Council support the idea of a crossing at this location to re-establish the bridle path severed by Essex Regiment Way and enable cyclists to access Mill Lane more safely. They do not feel the cost of a bridge or subway is appropriate and believe a refuge or pegasus signalised crossing would be more appropriate at the crossing point indicated in this scheme.

Broomfield Road Corridor

The Council suggest that a problem with Broomfield Road cycle lane is that it currently stops at Valley Bridge. They propose that the funding priority should therefore be to extend this cycle path northwards, rather than to duplicate it by improving cycle lanes on Broomfield Road.

They feel that any re-organisation of bus stops should be considered very carefully and in consultation with the communities they serve and should only be moved if they increase the attraction of bus travel.

Other transport improvements

The Council also gave feedback on other transport improvements that they would like to see in Chelmsford, including off-road cycle paths from Goulton Road to Roselawn Farm and Roselawn Farm towards Valley Bridge alongside improvements on Main Road to implement the 'Broomfield Corridor and Access to Broomfield Hospital Study'.

Chelmsford City Council

Chelmsford City Council stated that they welcomed the investment in tackling some of the city's transport and circulation challenges through the Growth Package.

Broomfield Road Corridor

The Council are supportive of this scheme, provided that the design can be satisfactorily incorporated into the road space available without detriment to vehicular flow.

Great Waltham to City Centre Cycle Route

As a longstanding objective of the City Council, the council is supportive of the scheme.

Essex Regiment Way Crossing

The Council fully supports the objective to connect new development at Beaulieu/Channels across Essex Regiment Way, which they feel is currently a significant barrier.

Lawn Lane Cycle Route

The Council supports this scheme, as this route links both to the Beaulieu development and via Waveney Drive and Arun Close to the existing off-road cycle network in Chelmer Valley Nature Reserve.

Oliver Way and Patching Hall Lane

These schemes are supported by the Council, as they link large new developments in the northwest of Chelmsford with Broomfield Road.

Melbourne Avenue Cycle Route

This link is welcomed by the Council as a means to access the safe cycle network through Admirals Park.

Writtle to City Centre Cycle Route

The increased connectivity delivered through this project is welcomed by the Council, and they also suggest that lighting should be prioritised to encourage all year round use.

Admirals Park Bridge Improvements

The Council supports this scheme as a means to improve a significant current bottleneck.

New London Road Bus Lane Improvements

The City Council supports the scheme, on condition that alternative parking solutions do not create inconvenience to other nearby locations, particularly nearby residential areas.

Waterloo Lane Loop

The Council supports the scheme, and comments that it is essential for this project to enable the removal of traffic through Tindal Square as the pre-cursor for the planned public realm investment to take place.

City Centre Cycling Connectivity, New Street Cycle Route and City Centre Cycle Parking

The Council supports these schemes in principle.

Baddow Road Bus Gate

The City Council does not support this scheme. They are concerned that the wider impact is not yet fully understood, particularly in terms of diverted car journeys through Great Baddow village and potentially through the Moulsham Lodge Estate. They suggest that it is likely to lead to an undesirable knock-on effect through Baddow Village and the Moulsham Lodge Estate and may worsen queuing times and congestion on the Baddow Bypass.

Great Baddow to City Centre Cycle Route

The Council support this scheme as it is a long-standing objective of the City Council.

Great Baddow Parish Council

Baddow Road Bus Gate

The Parish Council object to the proposals for the bus gate.

They feel that restriction should not be 24/7 as congestion only occurs at peak times and that the proposal is inconveniencing many residents of Great Baddow unnecessarily.

The Council suggest that the journey time improvements described in Baddow Road would be negated by the extra traffic displaced onto Wood Street, impacting a larger number of buses.

The Council suggest that air quality on Baddow Road could be tackled by other measures and believe that the scheme will transfer air quality problems to other areas.

The Council raised a concern that assumptions made for modelling the effects of this proposal have not been made public, such as the number of people who may switch to cycling or using public transport and the effects of re-routed traffic on the centre of Great Baddow and the Baddow bypass.

The Council suggests that vehicles taking a route through the Moulsham Lodge or Tile Kiln residential roads will add to the already congested Wood Street and that this would be harmful to local residents.

The Council believe that traffic held up at the entrance to the Army and Navy roundabout from the bypass is due to traffic coming from Parkway and Chelmer Road, and congestion on the roundabout is caused by traffic having to stop at the crossing lights on Van Diemens Road.

They suggest that vehicles that have to access the Army and Navy via Baddow village and the bypass may have to travel up to three miles extra on each journey, increasing pollution, particularly in the evening rush hour.

The Council noted that it is proposed that heavy goods vehicles are re-directed up Meadgate Avenue and commented that, as this is a designated quieter residential area route for cyclists, it is not acceptable to direct heavy goods vehicles and cycles to share the same road space.

They note that the 40 bus does not access Baddow Road until Meadgate Avenue, and so would gain little benefit from the proposal. They also suggest that until fare and ticketing structures between Regal Busways and First Essex Buses are reviewed, this would hinder increased bus use.

The Council identify that heavy-duty vehicles (HDVs) have been found to be contributing much of the traffic-related air pollution, with over 80% of HDVs being public service vehicles (PSVs), and that this would negate much of the claimed benefit of the bus gate.

The Council suggest that waiting times from Van Diemens Road on to the Army and Navy roundabout would see limited improvement, as most of the delay, especially in afternoons, is from traffic exiting Baddow bypass and stopping traffic exiting Van Diemens Road. The Council feels that this traffic will increase.

Great Baddow to City Centre Cycle Route

The Parish Council has significant concerns about the adequacy of this scheme, noting that the proposals would provide a dedicated signed cycle route, rather than a dedicated cycle route that does not share the space with other vehicles and the potential associated dangers.

They comment that this route was being used by cyclists over 40 years ago, including the Army and Navy underpass, which cyclists have always used without full legal backing. They comment that the underpass is too narrow, however, and has two sharp turns for cycling and propose an alternative route.

The Council feel that if Meadgate Avenue has some HGVs directed down it, it would be dangerous for cyclists.

The Parish Council suggest that the County Council now holds over £0.5 million collected from S106 payments, ring-fenced for providing a dedicated Baddow to Chelmsford track, and suggest that these plans do not include spending this money on the purpose for which it was collected.

Beehive Lane and Loftin Way Connections

The Parish Council feel that the conversion of this narrow footpath into dual footpath/cycleway may be good in principle, but are concerned that it may not be practical without removing the ancient hedges and trees at the side of the footpath.

Great Baddow High School Cycling Route

The Council support the off-road part of the scheme behind Great Baddow High School from Beehive Lane to Gardiners/Dorset Avenue abutting the existing footpath.

However, the Council note that most of this route uses suburban roads, rather than the preferred option of dedicated cycle tracks, many of which are the most heavily parked streets in the area. They feel that in many cases this is a route a cyclist familiar with the neighbourhood would not choose to take.

Parkway Westbound: Bus Priority Lane and Improvements to Road Layout

The Parish Council object to this proposal, as they feel that no evidence has been produced to indicate that there is sufficient congestion on this section of Parkway, delaying buses, to require such a scheme. They also comment that no evidence has been produced to indicate that this scheme would not cause congestion or other traffic tailing back on to the Army and Navy, delaying exit from Van Diemens Road.

New London Road Parkway Junction

The Council object to the proposal to end the ability of buses from the town centre going straight up New London Road or turning right as it reverses a previous change that opened up this junction to save bus journey times. They comment that no evidence has been produced to indicate that this previous decision was wrong.

Mid-Essex Business Group

The Mid-Essex Business Group feels that the problem currently facing Chelmsford is too big for this package of measures alone to make any significant short, medium or long-term improvements. They comment that the very serious congestion problems faced by Chelmsford will only be exacerbated by increased housing development around the city alongside local towns and local villages.

They suggest a number of additional projects that should be implemented to avoid further congestion.

Bicycle Related Proposals Generally

The group comments that there are very few proposals for new cycle routes, and Chelmsford already has a lot of good cycling routes. They support maintaining all of the existing routes, and ensuring that they are well signposted.

City Centre to Broomfield Hospital Cycle Route

The group expressed a particular concern on the cycle proposals as they feel that there is no direct cycle link between Chelmsford city centre and Broomfield Hospital.

Broomfield Road Corridor

The group has concerns that reduction in road space for private motor vehicles may add to congestion, and that safety may be compromised by differing heights of road surfaces.

New London Road Bus Lane Improvements

There were some concerns expressed by the group about how the matter will be tackled in practice, in particular with parking for school drop-off and collection.

Waterloo Lane Loop

The group expresses the view that displaced traffic will add to current congestion and do not favour the proposal.

Baddow Road Bus Gate

The group feels that this proposal would be likely to add very considerably to journey times for those no longer able to gain access to the Army and Navy roundabout from Baddow Road. They comment that displaced traffic would add to congestion on the alternative routes which traffic would be forced to use. As such, they do not favour this proposal.

Parkway Westbound

The group commented that this proposal could be hazardous as it could result in traffic seeking to exit the next roundabout being in the wrong lane when it arrives there.

Parking on Through-Routes

The group suggested that generally congestion would be aggravated by delivery vehicles parking on yellow lines (such as in Springfield Road), and other through-routes into and out of the centre. They suggest that a programme should be developed to encourage deliveries to be made outside of peak times.

Bus Lane Operation and Enforcement

The group requested that there should be maximum flexibility on bus lanes, with sensible limited times of operation, so that the valuable road space is available to other traffic whenever possible. They suggest that the guiding principle should be that congestion is reduced, traffic flows increased and journey times shortened for all road users, whatever their means of transport.

Highways England

Highways England welcome these improvements, as they feel that they would help to reduce reliance on use of the private car. They have no particular preference for the order or priorities for delivery as these schemes are unlikely to have a negative impact upon the A12 or its junctions, and may help to reduce the collective impact to congestion as traffic volumes continue to grow in the future.

First Essex Buses Ltd

Broomfield Road Corridor

First Essex Buses Ltd. note that the proposal to make Corporation Road one way in the eastbound direction would only affect bus services 54 and 56.

They suggest a contraflow bus lane along Corporation Road to allow the continuation of two-way bus operation whilst still achieving the objective of reducing traffic at the junction with Broomfield Road.

They comment that diverting buses via a longer route increases journey time and increases costs, potentially resulting in a reduced frequency being provided by the same resource. They note that school services cannot be diverted into side roads due to their routing and therefore bus stops would still need to be maintained on the main Broomfield Road for these regular bus services.

First note that there are extensive proposals to add cycle priority lanes around the southern end of Broomfield Road but no bus priority measures have been proposed for the southbound bus movements. A high frequency bus network uses Broomfield Road and they suggest that the network would benefit from the addition of bus priority measures.

Chelmer Valley Road

The proposal to increase the scope of the bus lanes along Chelmer Valley Road is welcomed by First.

Army & Navy Roundabout Improvements: Baddow Road Bus Gate

First welcome the proposal to introduce the 'bus gate' priority measure as they feel it would provide a consistent and improved journey time for buses heading towards Chelmsford City centre in both peaks. However, they note that the redistribution of traffic onto other corridors would also need to be mitigated in order not to disrupt bus services on other corridors, for example by corresponding improvements to New London Road northbound such as a parking restriction and widened bus lane.

The proposal to reconfigure the traffic lanes and introduce a bus lane between the Army and Navy roundabout and the Odeon roundabout is welcomed by First.

New London Rd/Parkway Junction

First disagree with the proposal to remove the bus-only access for buses heading south from New London Road across Parkway. They suggest that the additional journey time of operating via the Odeon roundabout increases journey time and operational costs, which can potentially result in a reduced frequency being provided by the same resource. They are also concerned that this could give a negative perception to customers of a longer journey time, which goes against the principles of attracting customers towards the use of sustainable transport. They suggest maintaining the existing bus gate across Parkway, but to remove the right turn from New London Road (city side) into Parkway, as it is not required by the Chelmer Valley Park and Ride.

New London Road Bus Lane Improvement

The proposal to strengthen the enforcement of the bus lane restriction is also welcomed, as is the proposed extension towards New Writtle Street. They suggest that the operation of the bus lane would be further improved if parking restrictions were applied to the southbound carriageway to provide a clear southbound track and enable the bus lane and the adjacent northbound general traffic lane to both be slightly widened. They propose that the existing bus lane hours of operation could be extended, ideally to 24 hours, but as a minimum an extension of the afternoon window from 14.30 would improve the flow. They would welcome an improvement to the design and layout of the line markings of the Miami roundabout to improve the flow and efficiency of the roundabout.

Odeon Roundabout/High Bridge Road - Making Left Turn Restrictions Permanent

First support this proposal.

Arriva

Arriva suggests there are opportunities to harness technology better, in particular with demand-responsive bus services. They also request better bus stopping provision at the bus station, improved pedestrian signage and paths to the bus station, and improved bus priority to make the bus more attractive than the car.

The Church of England in Essex and East London

The Church of England in Essex and East London welcome the initiative behind the growth package and the focus on sustainable transport and network resilience.

They state a direct interest in the New Street/Waterloo Lane proposals and identify some merit in the scheme in addressing some existing issues, but have reservations about the proposals. They express concern that the loop proposal would displace traffic leading to long tailbacks on Waterloo Lane.

They feel that the consultation document fails to demonstrate the impact on air quality, particularly with regards to queuing traffic outside the Cathedral School and urge engagement with the school particularly with regards to traffic, air quality and safety issues.

They request the continuation of on-street parking on New Street, the upgrading of footpaths on New Street to allow for the provision of cyclists and pedestrians, and that serious consideration be given to the extent of the two way section of Waterloo Lane.

Chelmsford Cathedral

The Cathedral requests that data is provided in respect of the impact of the proposal on air quality around the estate and in relation to current and future traffic movements in New Street/Waterloo Lane.

They feel that the current footpath provision in New Street is inadequate and state that a footpath on the Cathedral side of New Street is required.

They note that the congregation of the Cathedral makes use of the free on-street parking in New Street on a Sunday and request an alternative.

St Cedd's School

The School request that the Chelmsford City Growth Package takes due regard to the operational requirements of the school, including the requirement for pupils to be dropped off and collected.

They feel that any parking restrictions imposed in New London Road would have a significant negative impact on new pupil enrolment at the school, and will jeopardise its future viability. The school requests that any changes take due account to the operation of the school, and the possible displacement of traffic dropping off/collecting pupils to other local roads.

The Governors are supportive of the overall aims of the Chelmsford City Growth Package. Mayer Brown Ltd (instructed on behalf of St Cedd's School) stated that the junctions of New London Road with the Parkway and the roundabout junction of New London Road and the A1114 are the main causes of delay. They request that the implementation of measures does not impair the drop off and short-stay parking arrangements for the school.

They comment that parking spaces on New London Road form an important function in the escorting of younger children to school. As the school day is staggered and the end of the school day is outside of peak hours, they feel that the parking usage on New London Road does not have a material impact on the operation of buses in the PM peak/evenings. They request that all designs fully reflect the managed operation of school arrivals and departures.

Sellwood Planning, on behalf of Crest Nicholson

The Growth Package is seen as a positive and forward thinking initiative to promote the use of sustainable travel modes in Chelmsford city by Crest Nicholson. They feel that it represents the logical response to the conclusion that extensive road building is not appropriate in the Chelmsford context and a very cost efficient way of mitigating traffic conditions in the city through encouraging the use of walking and cycling.

Sellwood Planning comment that Crest concentrated on proposals to link Warren Farm to the existing cycle and pedestrian network in Chelmsford and that it is timely that the County Council is consulting on its Growth Package.

Crest particularly supports the following schemes:

- Melbourne Avenue Cycle Route
- Writtle to City Centre Cycle Improvements

Chelmsford Cycling Action Group

Three responses were received from the Chelmsford Cycling Action Group, two from one member of the group and one from a separate member.

The following views were put forward in the two responses received from the same member of the Group:

Army and Navy – Baddow Road Bus Gate

The Action Group feel that this scheme is a beneficial step for buses and should be worth the experiment if it were part of a package (e.g. cheap special offer fares for those that would otherwise use a car). They feel that if it is only seen as a standalone measure it will just displace existing traffic to other roads, increasing air pollution.

Gt. Baddow to City Centre Cycle Route

The Action group comment that creating a cycle path beside the B & M store and a further designated route to link with the riverside path would be very helpful and support the use of the underpass as a long awaited scheme. They comment that signage should be consistent and not aimed just at locals to the area.

Chelmer Village Way Cycle Route

The Action Group request details on the indicative crossing arrangement and questions whether there is significant benefit in moving the bus stop.

Beehive Lane and Loftin Way Connection

The Action Group notes that the informal footpath route is currently almost unusable because it is overgrown. They comment that a better link with Lucas Avenue would be beneficial in linking Moulsham Lodge with Sawkins Estate.

Great Baddow High School Cycle Route

The Action Group suggest that a short link from Firecrest Road to the crossing would be good and a crossing helpful. They note a presumption that cycleways would be marked on the road.

They welcome any improvements, but apart from the upgraded surface and status of the footpath behind the High School they question whether there is more to this scheme than adding a mainly on-road cycle route to a cycling map.

Waterloo Lane Loop

The Action Group suggests the toucan crossing should be repositioned.

In general, they support allowing Tindal Square to become more of the public realm and pedestrianised, with the exception of cyclists, who should still be able to have access to Market Road and Tindal Street.

City Centre Cycling Connectivity

The Action Group feel that the new link from Bellmead to Burgess Springs would be most beneficial. They comment that no attempt has been made to utilise the New London Road underpass to rectify the need for south to north access in this area and recommend that this should be addressed as a matter of urgency.

New Street Cycle Route

The Action group comments that a hybrid cycle track on both sides of the road looks a good idea and this should be a well-used route for students and cyclists from behind the Avenues Notice.

The following views were set out in the response from the second member of the Chelmsford Cycling Action Group:

Basic Principles

The Action group stated that if citizens are to be expected to choose cycling for more trips, the Council would need to commit to certain basic principles. Facilities would need to allow cyclists to keep momentum across side roads without having to slow to give way every time (Dutch style, now standard practice in London and elsewhere). At major junctions, specific

facilities should be incorporated to avoid being left as a key disincentive to cycling. Segregation from pedestrians by kerb should be the norm wherever possible. Routes would need to have lighting to feel safe on dark winter afternoons.

The Action group felt that priorities should be schemes which resolve major barriers/disincentives or provide the most useful new connections for sustainable modes, e.g. south to north route through the city centre; New London Road/Parkway subway; Army & Navy subway; Beehive Lane/Loftin Way Connections; Writtle Route Lighting;

Gt Waltham Route

The Action group stated that School Lane would only be acceptable as a designated cycle route if a wide path for two-way cycling can be agreed with landowners, and lit. It was suggested that it may be better to secure the previously proposed route from Heathfield Drive via the school playing fields. There is additional concern from the Action Group at the Goulton Road/School Lane junction.

Routes near Chelmer Valley High School and through woodland north of the hospital would only be acceptable if lit using low posts similar to those proposed for the new leisure centre path, as ground level studs would not be sufficient.

The Action Group stated that the route through the hospital car park would only be acceptable if car parking on footways could be prevented; it may be better to use North Court Road.

Lawn Lane

Brackenden Drive would need a central splitter island so the road can be crossed in two stages, as it is very difficult to check traffic approaching/turning from so many different directions. The Action Group also suggested that Downsway needs a better connection to Waveney Drive.

Melbourne Ave/Chignal Road

The Action Group felt that the footway opposite the shopping parade needs widening for two-way cycling. That would require kerbs moving to shift the road and parking bays towards the shops forecourt.

The path should be on a raised table across each side road.

Waterloo Lane

The Action group requested that this should connect two-way to Bond Street to preserve the option of a bus route as proposed in the statutory Town Centre Area Action Plan. They felt this would also avoid the problem of Bond Street delivery vehicles having to make the tight turn from New St to Waterloo Lane.

The current Victoria Road pedestrian crossing is very narrow for cyclists turning and mixing with pedestrians. The proposed toucan needs aligning towards the New St forecourt.

City Centre Cycling Connectivity

The Action group stated that a hybrid segregated cycle/footway should be provided northbound on New London Road alongside High Chelmer (similar to Crouch St Colchester)

to reach cycle parking at Half Moon Square. Northbound shared use of the footway alongside Boots wall should continue on Tindal St to New St. That footway has hardly any pedestrians and a similar width footway has been converted for shared use (2twoway) on Princes Rd alongside wall of Oaklands Park.

- *'Market Rd should have contraflow cycling to connect to New St and Waterloo Lane.'*

Cycle Parking

The Action Group is opposed to loss of any of Bell Meadow Park for cycle parking.

New Street

The Action Group stated that the cycle lane near the shops is narrow and cyclists are forced close to doors of parked vehicles when they are opening. Making the traffic lane narrower on the hotel side and removing the centre line would make it even more hazardous. The lack of provision at the Bishop Hall Lane roundabout means cyclists are focussed in conflict with the busiest traffic movements turning across them.

They comment that they feel there is dangerous ambiguity crossing the side roads in cyclists needing to look round 180 degrees and lose momentum at every side road. They suggest that it would be better to have the path on a raised table across each side road.

The Action Group stated it would be better to have a two-way cyclepath on the hotel side, at least from the Marconi Toucan, passing straight across the Hoffmans Way cul-de-sac arm of the roundabout to the University and The Avenues cycle path.

New London Road/Parkway Junction

The Action Group is opposed to the scheme to prevent buses crossing the central reservation of Parkway. The psychological impression of taking away direct bus movements is contrary to the objective of encouraging citizens to choose bus. Any theoretical short-term traffic capacity gains, they feel, will soon be eroded as behaviours adjust to take up the capacity. They propose that smart signal technology would allow green time for buses to be extended.

They suggest that the Parkway/New London Road subway should be converted to shared cycle use like other Parkway subways of the same height/width (Odeon and Viaduct). The group do not agree with the argument that cyclists emerge on the "wrong" side of the road as the same applies even if cyclists are forced to walk through, and ways can be found to continue by cycle.

Baddow Road car park

The Action Group requested an explanation as to how sharing the narrow, constrained access in and out of the car park is perceived as an attractive, safe cycle route. The Action Group commented access will in future become more intensively used as the access to two redevelopment sites (the car park and Waterside). A route along the boundary between B&M and Marriages then along the riverside would be better.

They comment that the route through the car park should follow the desire line towards the Odeon cinema rather than going up the ramps to the Bailey Bridge and back down.

Gt Baddow High School Route

The Action Group comment that Linnet Drive has blind bends, which they feel are made worse by parking both sides. They suggest that this would need modifications, such as an enforced 20mph limit, before being acceptable as a cycling route.

Signage and Technology Improvements

The Action Group stated that a priority should be comprehensive operators Real Time Bus Information, including cancellations, available on smart phones.

The Action Group commented that most drivers use Satnav for journey planning, and roadside signs would never be as comprehensive.

The Cycling Action Group would like to be consulted about cycle signage schemes. They favour signs fixed using clamps with nuts on round posts so they can easily be retightened if necessary rather than bands on square posts which get pulled and cannot be correctly redirected. They note that signs recently erected on the Chelmer Village/Boreham route need correcting.

Historic England

Historic England supports the programme to improve sustainable transport options within Chelmsford and are pleased to see that the historic environment is considered as part of the overarching environment objective for the Network. They request that matters of siting, location and design will take into account the historic environment of the area.

Natural England

Natural England does not consider that the Chelmsford City Growth Package Scheme poses any likely risk or opportunity in relation to their statutory purpose.

The Cathedral School

The school does not have a 'catchment' and therefore strongly encourages sustainable travel.

Opening of Waterloo Lane to Victoria Road.

Any route that would bring additional traffic, noise and pollution, and reduce safety in front of the school gates on Waterloo Lane would be strongly opposed.

They state that the opening of Waterloo Lane to through traffic is contrary to previous assurances given, and to Chelmsford City Council policy.

They request assessment of the increased traffic, pollution and noise that may be generated by the scheme.

Good Easter Parish Council

The Parish Council note that the once a week shopper bus has been removed by Essex County Council, leaving the area isolated.

Springfield Parish Council

Out of the two proposals for Essex Regiment Way Crossing, Springfield Parish Council felt that the signalised crossing would be the preferred option. The Parish Council agreed with the proposal to extend the bus lane from Alan Cherry Drive through to Lawn Lane Roundabout.

The Parish Council requested that the cycle and path for pedestrians is segregated and that the guard rail that is proposed to be removed on the New Nabbotts Way Cycle Route (South) is maintained.

The Parish Council agreed with the following schemes:

- Springfield Road (near Pump Lane) Toucan Crossing
- Pump Lane Cycle Route
- Chelmer Village Way Cycling Route

J.W. Steele and Son

Strongly disagreed with the proposal for a bus gate on Baddow Road, stating that this will adversely impact business.

MRH (GB) Limited

MDJ & Associates responded on behalf of MRH (GB) Ltd regarding the introduction of the bus gate on Baddow Road.

MDJ & Associates, on behalf of their clients, object to the introduction of a bus gate on Baddow Road.

They also suggest that the 'B' road classification of Baddow Road is a clear indication of its intended function to carry both local and commuter traffic including buses and HGVs, minimising the likelihood of traffic using unsuitable local roads in the area. The introduction of a bus gate would, they feel, lead to significant displacement of traffic.

MDJ & Associates stated that no detailed evidence had been provided to support the suggested benefits of the scheme, and raised concerns that the proposed bus gate would have a negative impact on businesses along Baddow Road.

Anglia Ruskin University

The University support measures in the Chelmsford City Growth Package which they believe will support both staff and students to adopt more sustainable travel choices. The University particularly supports the measures included in the city centre and north Chelmsford packages, as these will greatly improve cycling safety and connectivity in the immediate vicinities of their campus, which will directly benefit staff, students and visitors.

The University also suggested the following measures that they believe would help support the adoption of more sustainable travel choices:

- Park and Ride to the south-west of Chelmsford. The existing park and ride provision does not serve drivers from London, Kent and west of the M11, without them experiencing existing congestion in Chelmsford. An additional park and ride site in the south-west of Chelmsford would prevent many vehicles entering the city;
- Extend cycle and foot paths to the park and ride sites. This would provide more options for users to continue their journey into the city; and
- Bus services to surrounding villages. Many of the University's staff and students live in local surrounding villages and feel that poor bus services leave them no choice but to drive. The University suggests better frequency during the morning and evening peak times, reliability and cross-ticketing.

8 Responses to questions

The graphs and tables below summarise responses to the closed questions included in the questionnaire.

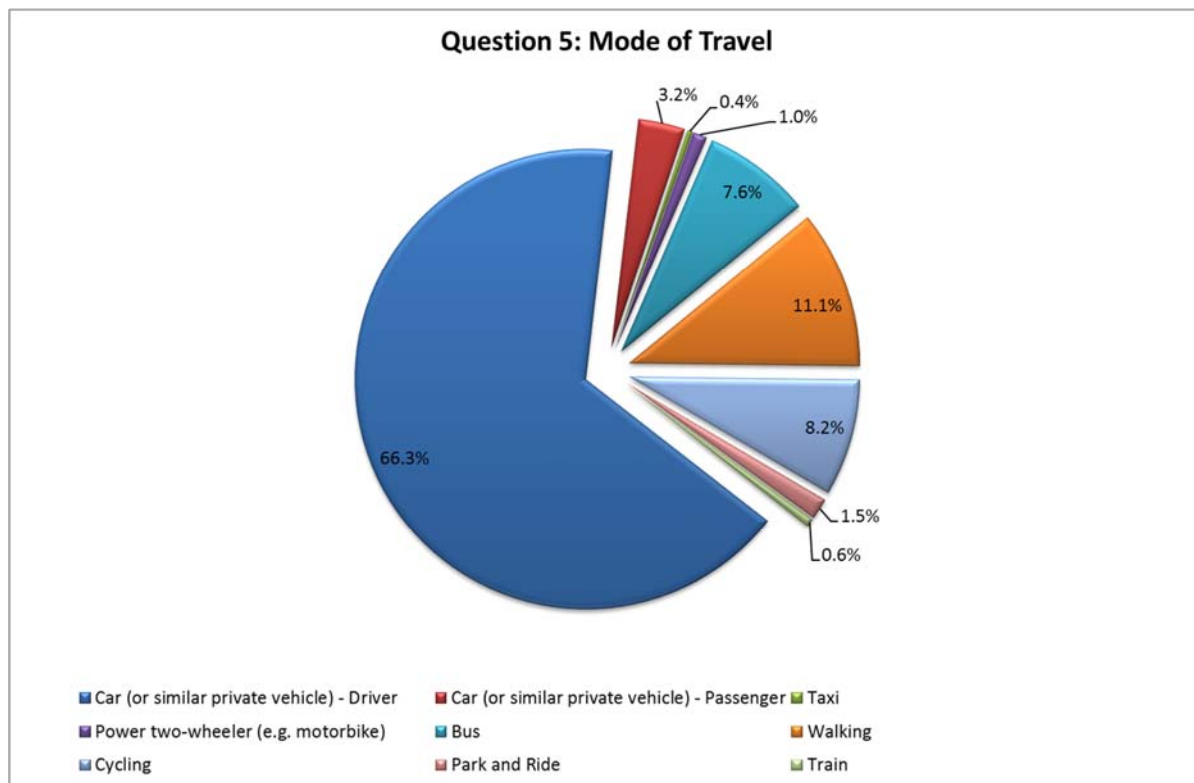
The table accompanying each chart identifies the number of responses received to that question.

Responses were not given to closed questions in all cases, both by those who responded in the questionnaire format and by those who responded in other formats. As such, the percentage figures and charts shown below are based on the numbers of individual responses to the questions, rather than the total number of overall responses to the consultation.

8.1 Question 5 – What mode of travel do you use most regularly when travelling in and around Chelmsford?

The majority of those who provided a response to this question travelled most regularly by car, primarily as a driver (66%) with some as a passenger (3%). Walking, cycling and bus use were identified by a much smaller number of respondents as their most regular mode of travel, with 11% for walking, 8% for cycling and 8% for bus use. 2% of respondents identified Park and Ride and 1% identified powered two-wheeler, 0.5% train and 0.5% taxi. No respondents identified a car share scheme as their most regular mode.

118 respondents did not provide this information in their response.



Mode of Travel	Number of respondents
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Car (or similar private vehicle) - Driver	531
Car (or similar private vehicle) - Passenger	26
Taxi	3
Power two-wheeler (e.g. motorbike)	8
Bus	61
Walking	89
Cycling	66
Park and Ride	12
Train	5
Car Share Scheme	0
Number Responding	801

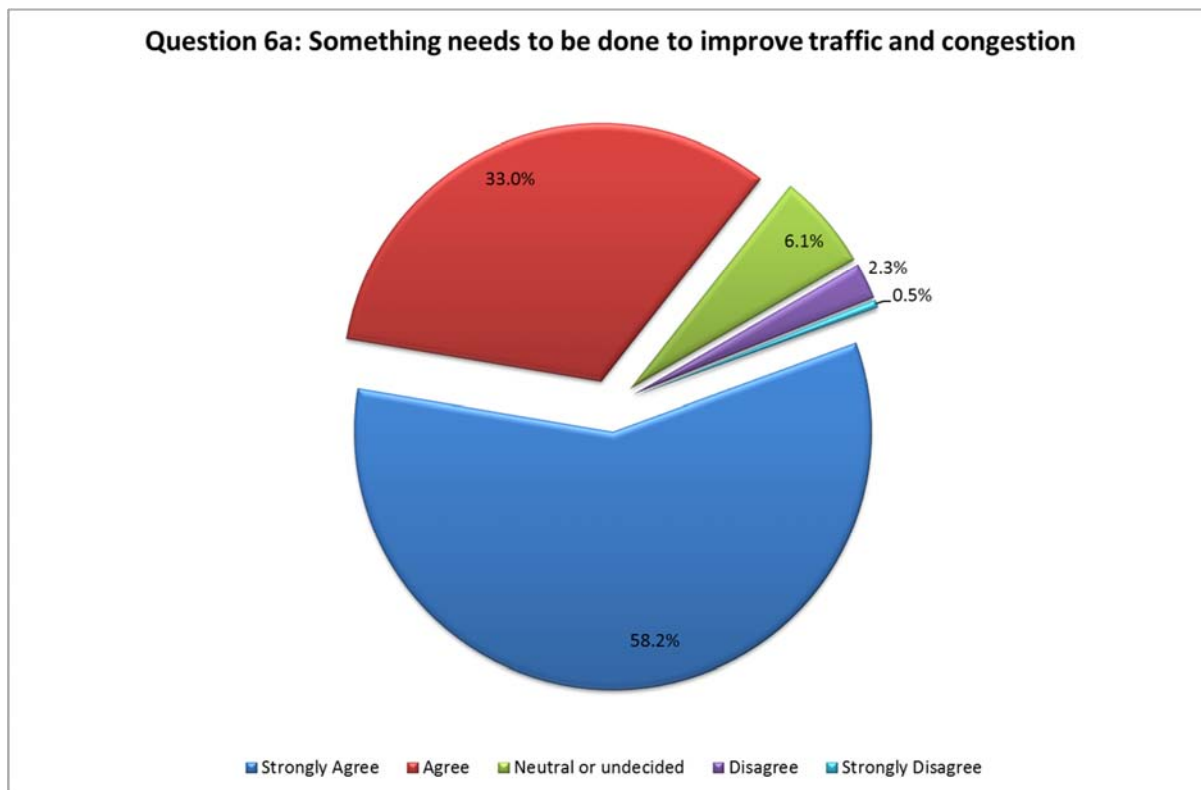
8.2 Question 6 - Levels of agreement with statements

The charts and tables below show responses to the statements set out under question 6. 91% of those who responded strongly agreed or agreed with the statement that 'Something needs to be done to improve traffic and congestion in Chelmsford' and almost 70% strongly agreed or agreed with the statement that more transport options were needed in Chelmsford. 80% strongly agreed or agreed that they regularly experience congestion when travelling in or around Chelmsford. The largest proportion of those who responded (36%) were neutral or undecided about the statement that signage should be improved, with less than half (45%) agreeing or strongly agreeing.

63% of those who provided a response strongly agreed or agreed with the statement 'We need to do more to encourage people to cycle, walk or use public transport rather than use private vehicles'. 59% strongly agreed or agreed that more focus was needed to improve cycling provisions, and 55% that more focus was needed to improve walking options. 40% strongly agreed or agreed that public transport needs greater priority over private vehicles.

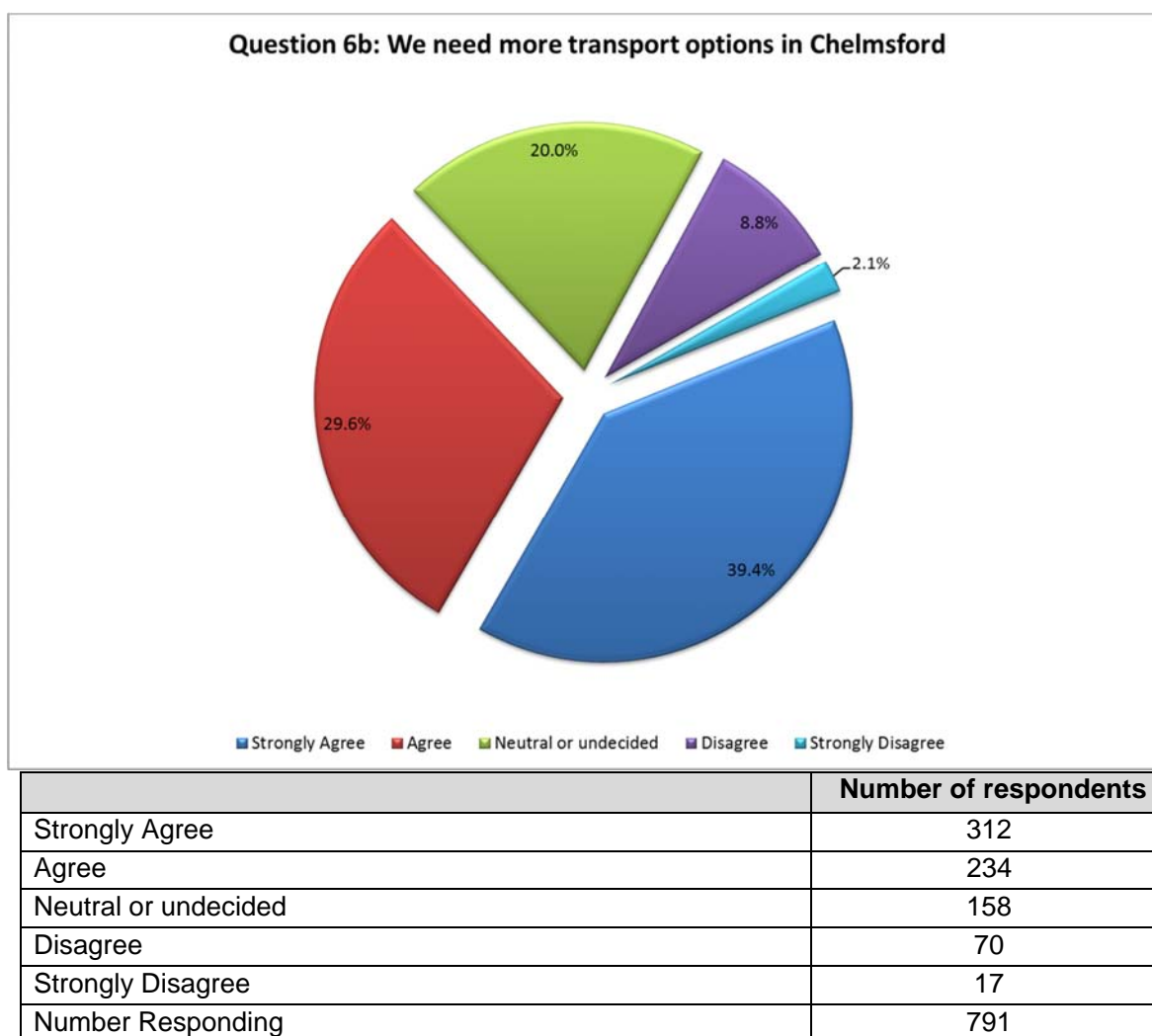
77% of those who responded strongly agreed or agreed with the statement 'Where they obstruct traffic flows (and particularly in peak periods), vehicles should be encouraged to park elsewhere'. Less than half of those who responded (46%) strongly agreed or agreed that better enforcement of bus lanes was needed, with the largest proportion (29%) being neutral or undecided.

8.2.1 Question 6a) Something needs to be done to improve traffic and congestion in Chelmsford

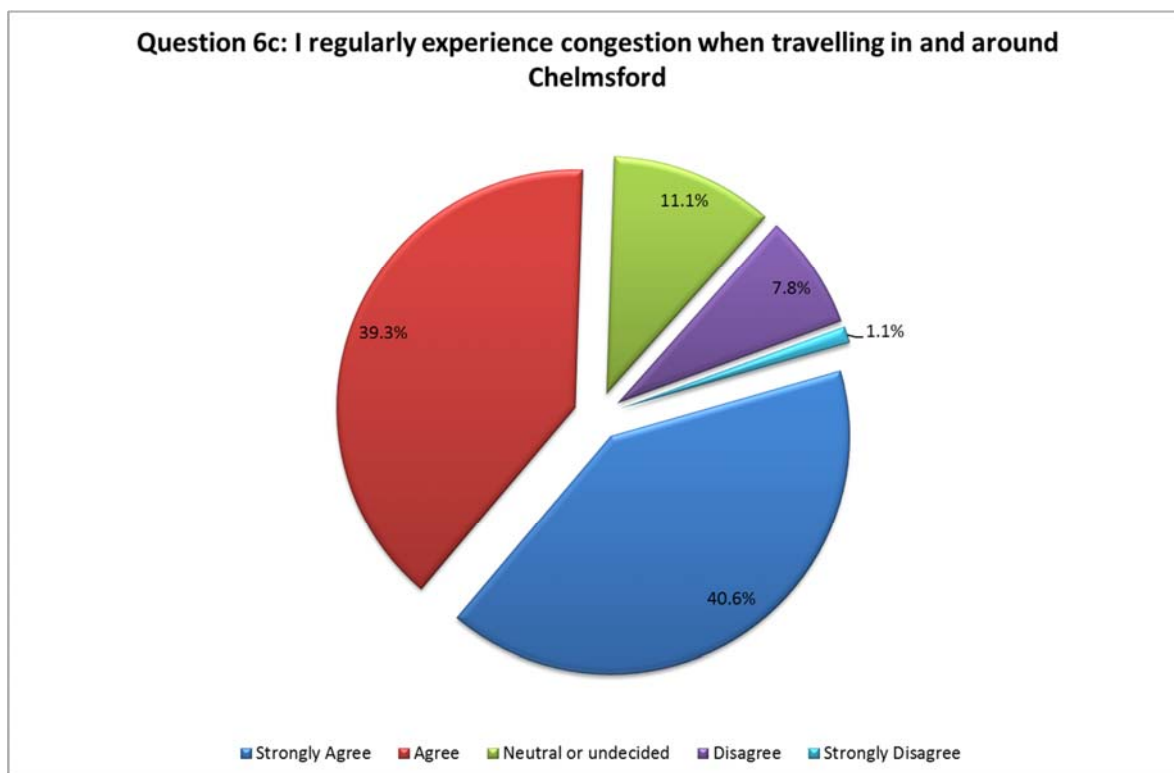


	Number of respondents
Strongly Agree	461
Agree	261
Neutral or undecided	48
Disagree	18
Strongly Disagree	4
Number Responding	792

8.2.2 Question 6b) We need more transport options in Chelmsford.

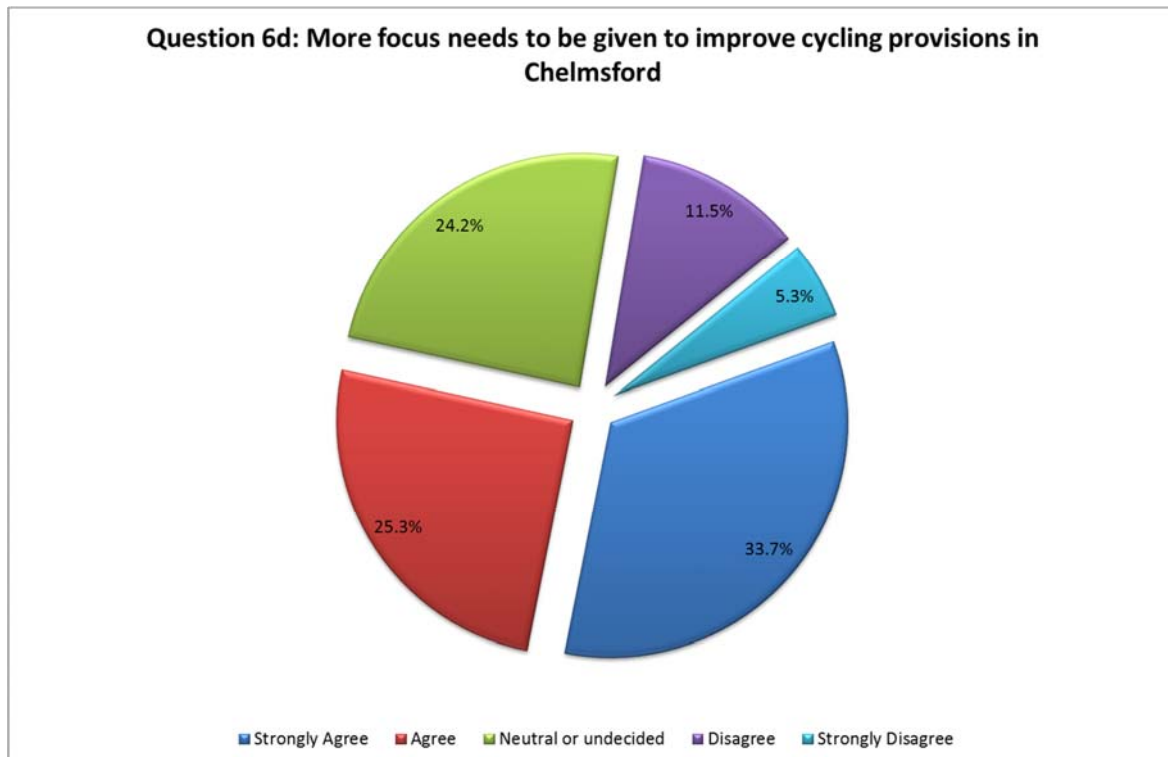


8.2.3 Question 6c) I regularly experience congestion when travelling in and around Chelmsford.



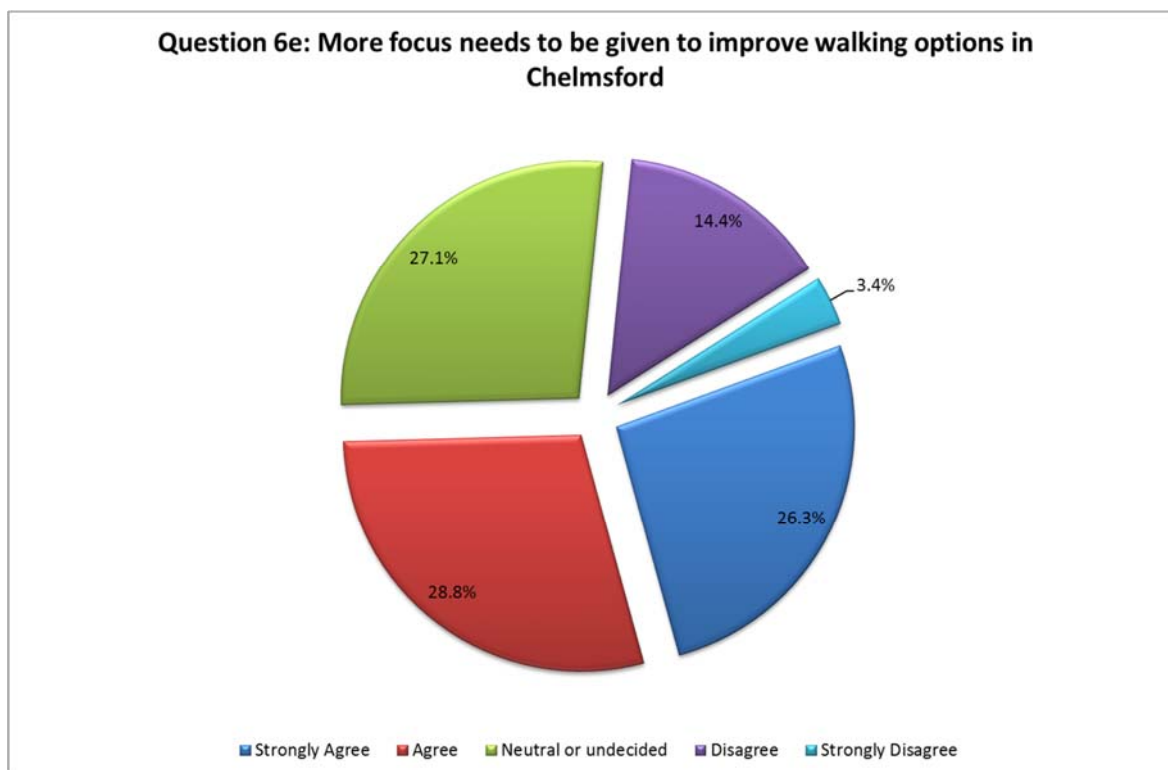
	Number of respondents
Strongly Agree	322
Agree	312
Neutral or undecided	88
Disagree	62
Strongly Disagree	9
Number Responding	793

8.2.4 Question 6d) More focus needs to be given to improve cycling provisions in Chelmsford.



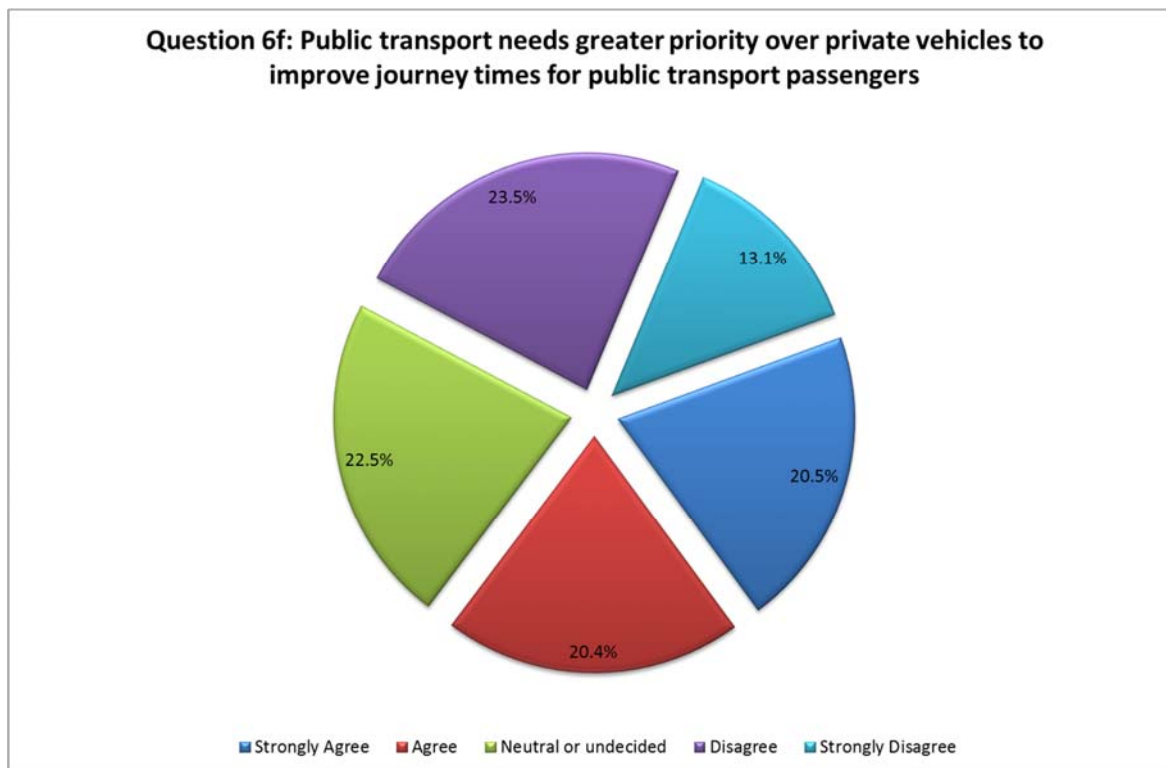
	Number of respondents
Strongly Agree	266
Agree	200
Neutral or undecided	191
Disagree	91
Strongly Disagree	42
Number Responding	790

8.2.5 Question 6e) More focus needs to be given to improve walking options in Chelmsford.



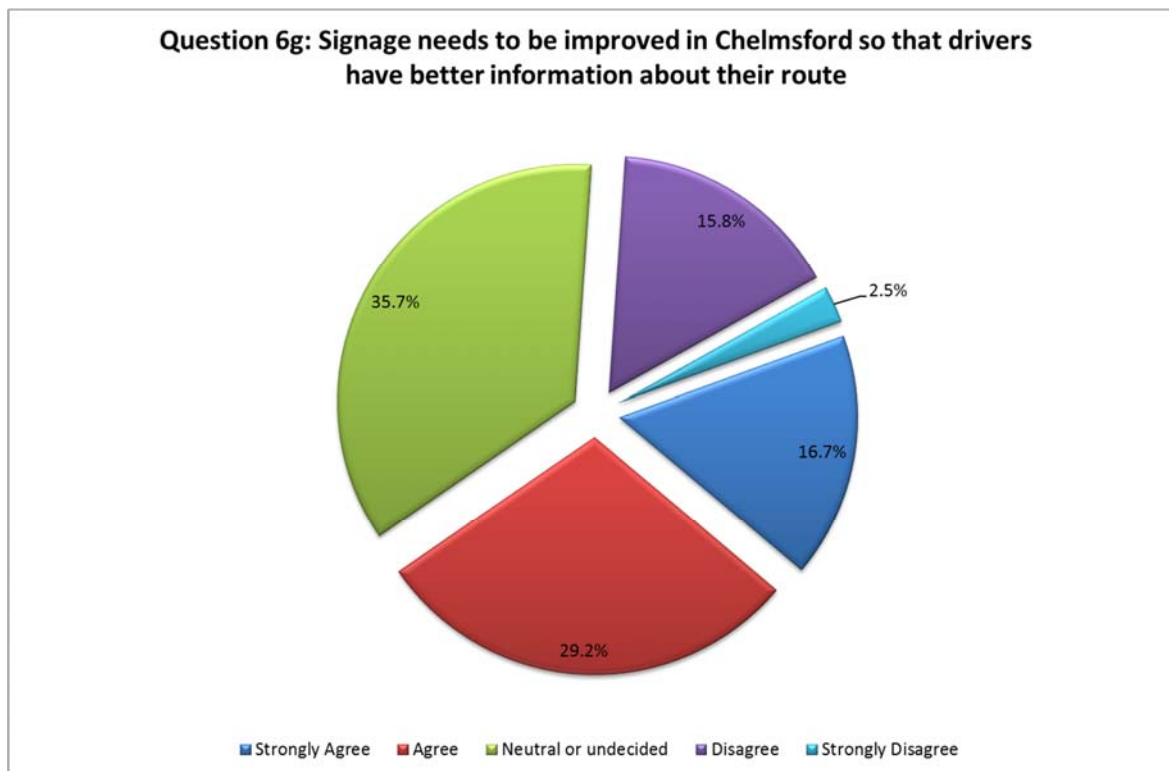
	Number of respondents
Strongly Agree	208
Agree	228
Neutral or undecided	214
Disagree	114
Strongly Disagree	27
Number Responding	791

8.2.6 Question 6f) Public transport needs greater priority over private vehicles to improve journey times for public transport passengers.



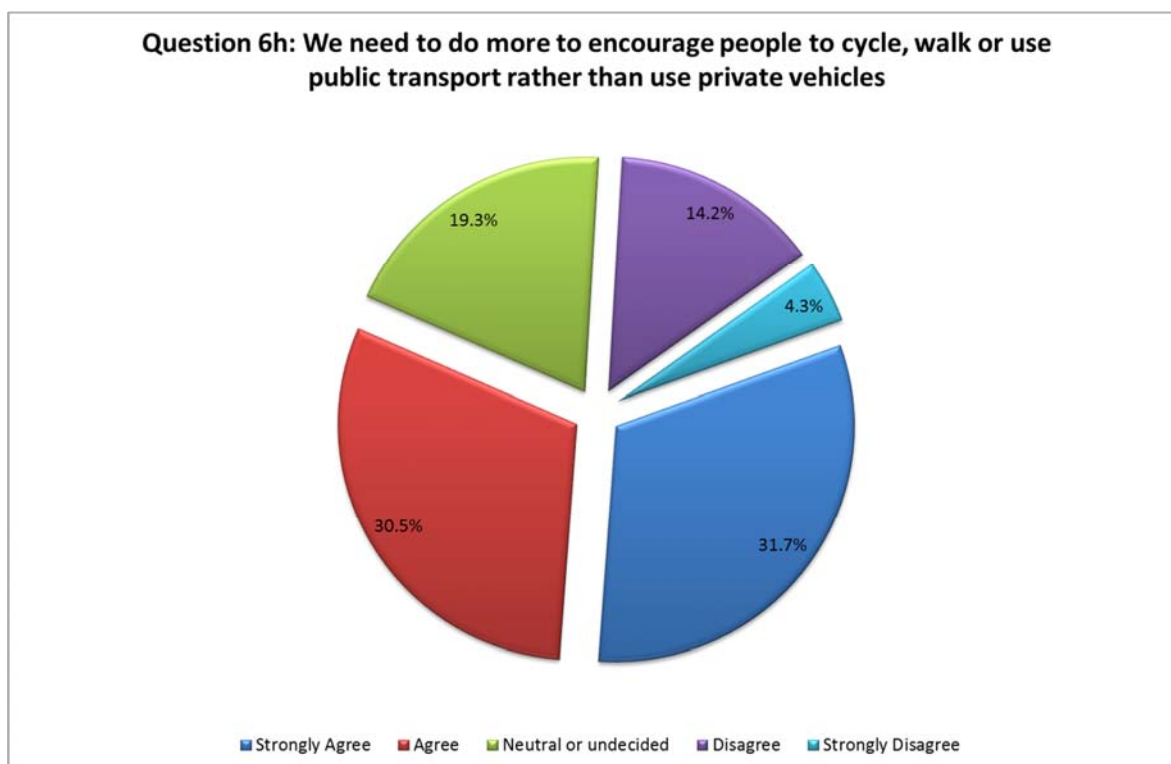
	Number of respondents
Strongly Agree	162
Agree	161
Neutral or undecided	178
Disagree	186
Strongly Disagree	104
Number Responding	791

8.2.7 Question 6g) Signage needs to be improved in Chelmsford so that drivers have better information about their route.



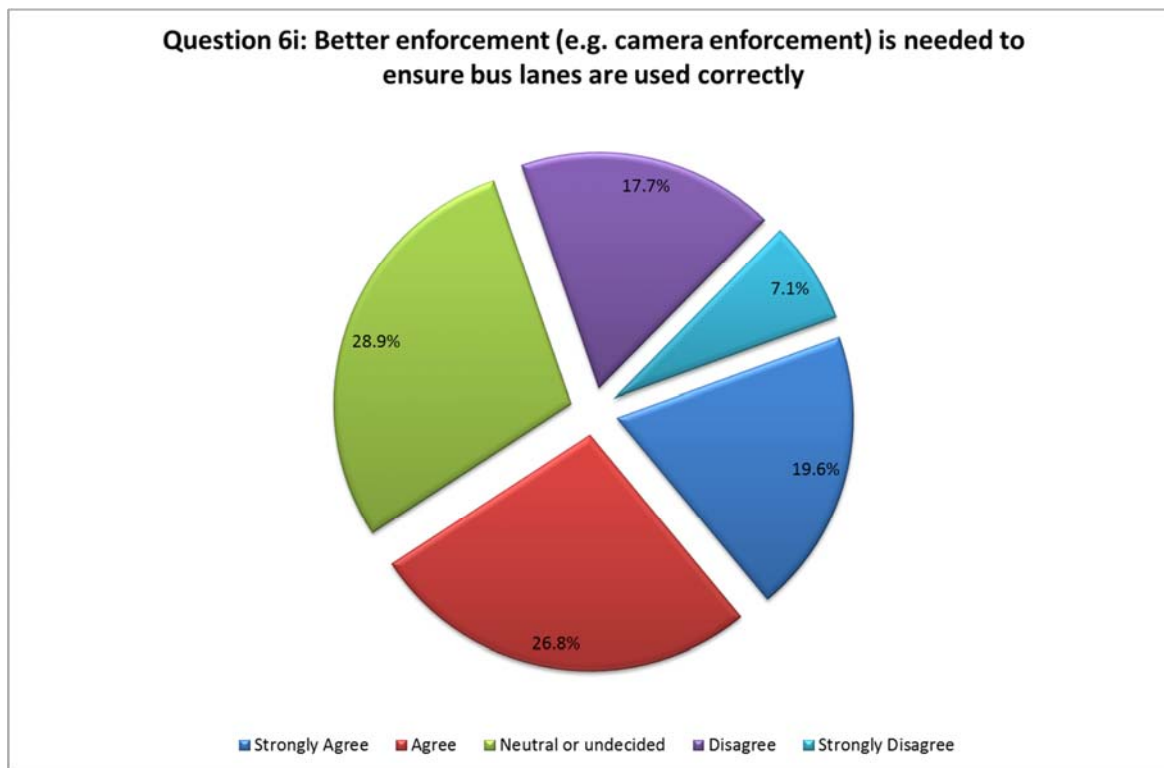
	Number of respondents
Strongly Agree	132
Agree	231
Neutral or undecided	282
Disagree	125
Strongly Disagree	20
Number Responding	790

8.2.8 Question 6h) We need to do more to encourage more people to cycle, walk or use public transport rather than use private vehicles.



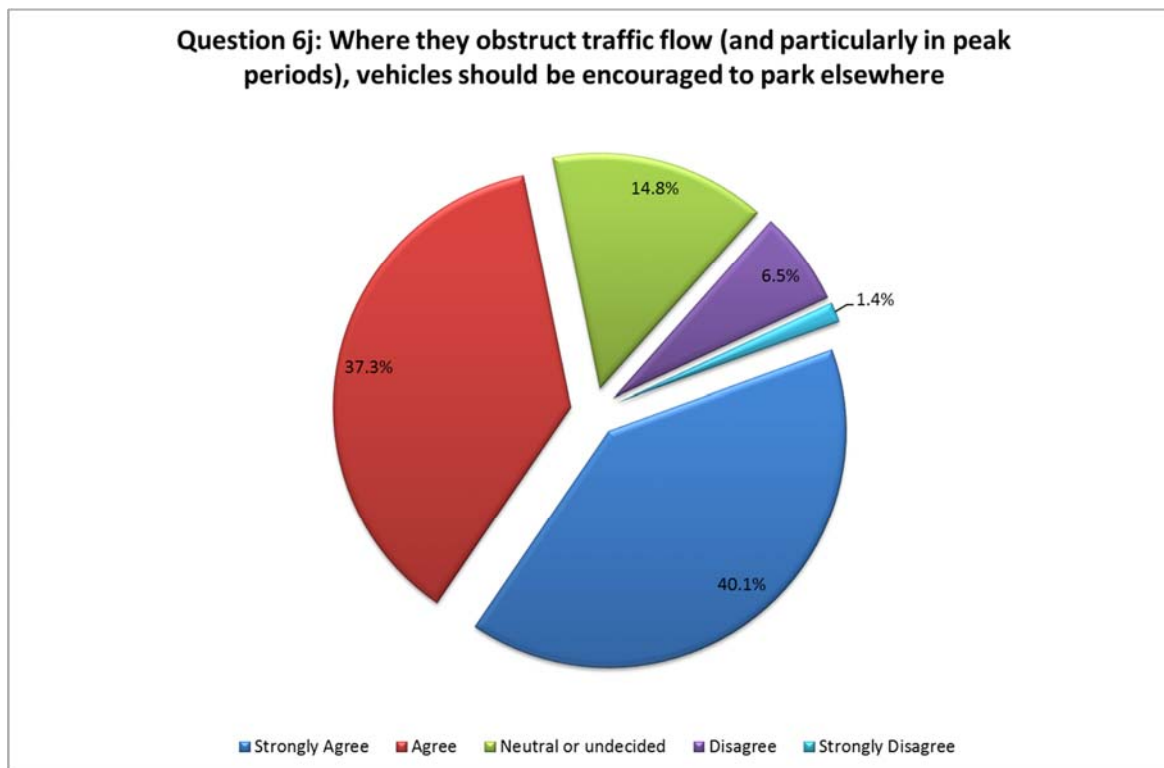
	Number of respondents
Strongly Agree	250
Agree	240
Neutral or undecided	152
Disagree	112
Strongly Disagree	34
Number Responding	788

8.2.9 Question 6i) Better enforcement (e.g. camera enforcement) is needed to ensure bus lanes are used correctly.



	Number of respondents
Strongly Agree	155
Agree	212
Neutral or undecided	229
Disagree	140
Strongly Disagree	56
Number Responding	792

8.2.10 Question 6j) Where they obstruct traffic flow (and particularly in peak periods), vehicles should be encouraged to park elsewhere.

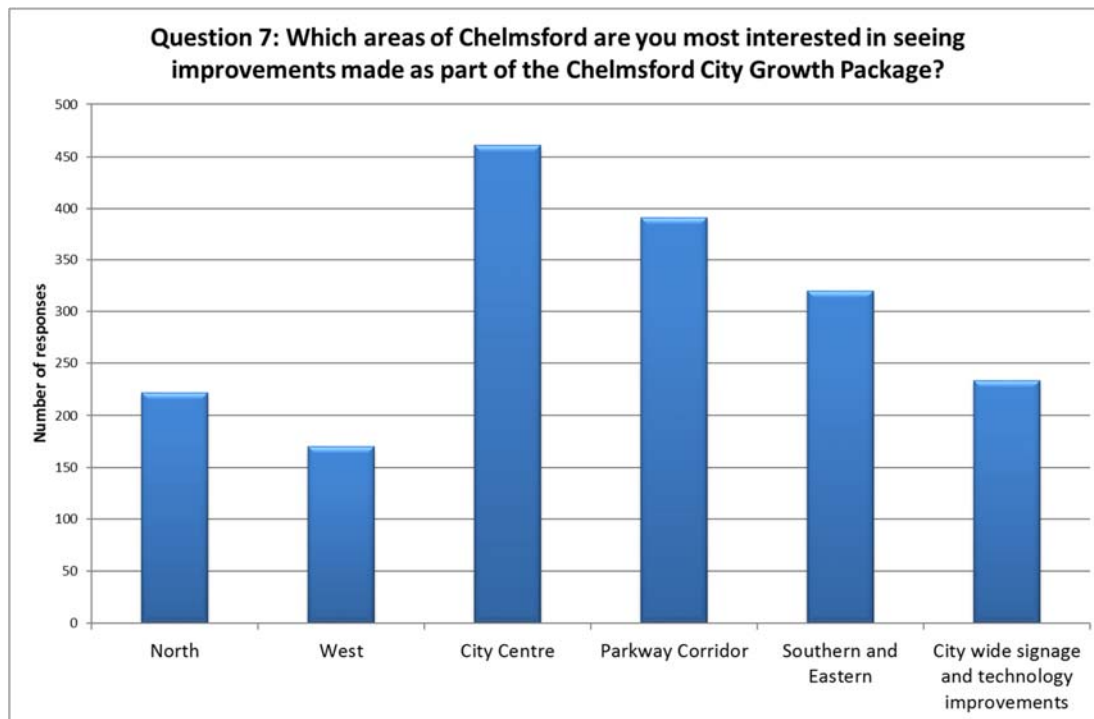


	Number of respondents
Strongly Agree	315
Agree	293
Neutral or undecided	116
Disagree	51
Strongly Disagree	11
Number Responding	786

8.3 Question 7 - Which areas of Chelmsford are you most interested in seeing improvements made as part of the Chelmsford City Growth Package

Amongst those who gave a response, the three areas where there was most interest in seeing improvements made as part of the Chelmsford City Growth Package were:

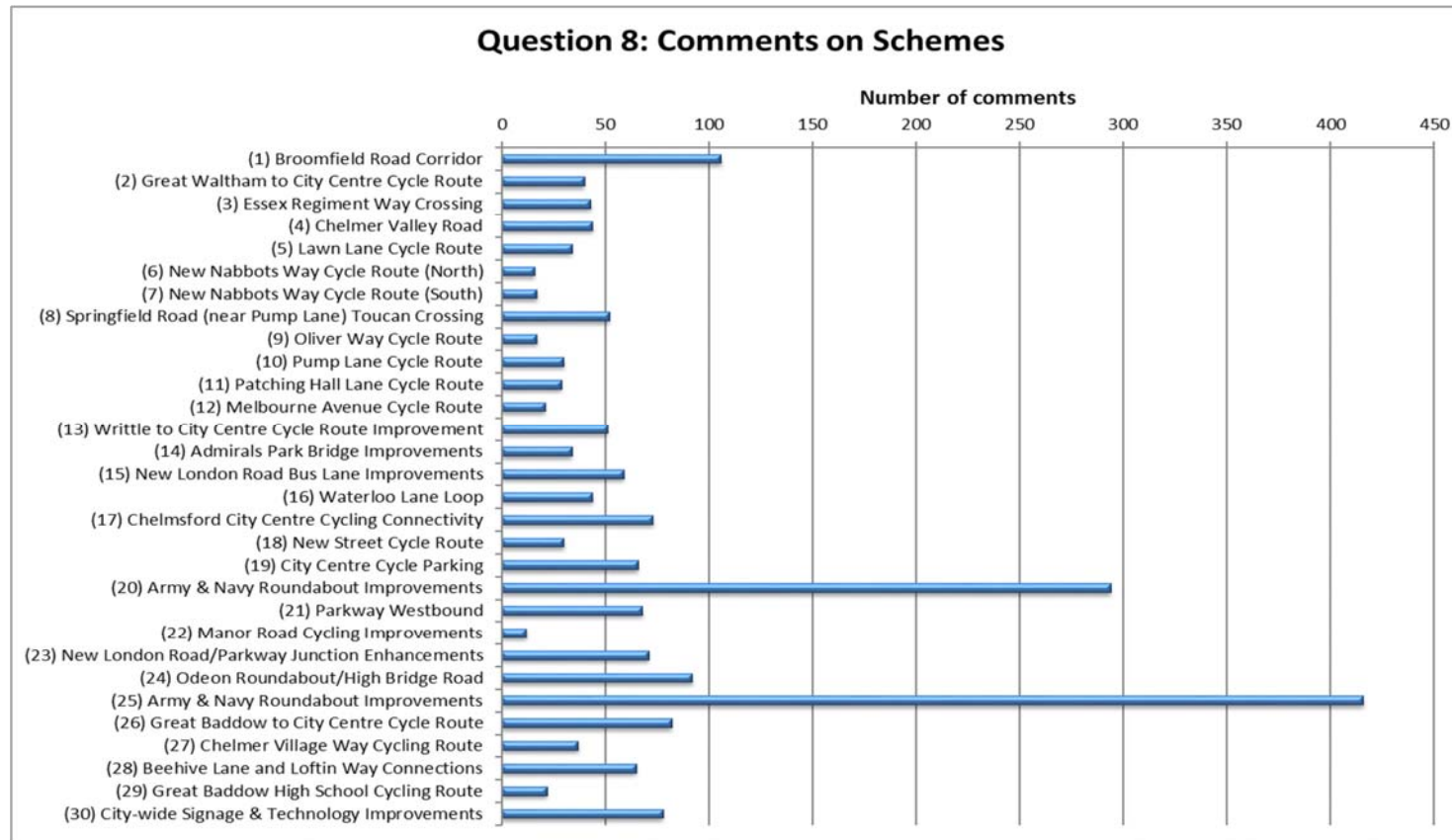
4. The City Centre;
5. Parkway Corridor; and
6. Southern and Eastern areas of the city.



Area	Number of Respondents
North	222
West	170
City Centre	461
Parkway Corridor	391
Southern and Eastern	320
City wide signage and technology improvements	234

8.4 Question 8 – Number of comments on schemes

The chart below shows the number of comments made on each of the schemes. Respondents could comment on any or all schemes.



8.5 Question 8 – Comments on schemes

Question 8 allowed respondents to comment on individual schemes. Each comment received was reviewed and summarised. The following gives a summary of the main themes received for each of the schemes.

Full details of the codes applied to responses on each scheme can be seen in Appendix A.

Broomfield Road Corridor

Comments on this scheme: 102

Several respondents agreed or agreed with caveats with the scheme overall. Additionally, several respondents agreed with the cycle routes. Some respondents disagreed with the scheme overall, with some respondents disagreeing on the benefits the scheme would bring. One respondent agreed with the benefits that the scheme would deliver.

Comments in respect of the overall scheme included:

- *'The City centre is often gridlocked if ever there is a minor accident on any arterial roads. School traffic is a menace and further fills the roads, why not reintroduce school buses? This would substantially decrease vehicular use during term times.'*
- *'Good idea, though is a raised curb between cyclists and vehicles a good idea? (Dangerous for cyclists). Perhaps just have paved area as a totally different colour.'*

Many suggestions were also made about the scheme overall, and on the proposed cycle routes. Some respondents suggested alternative proposals to the scheme. Comments in respect of these included:

- *'Need a dedicated lane for Broomfield Hospital as north bound is congested with staff and patients to Broomfield Hospital every weekday.'*
- *'A new road from the Broomfield Hospital roundabout junction with Broomfield Road should be built across country to Essex Regiment Way to relieve traffic flows along Broomfield Road to/from Chelmsford.'*
- *'Rush hour traffic delayed due to the traffic lights. Timings need to be reviewed for the lights as regularly the flow is not reflecting the amount of traffic in the area.'*
- *'Signage is very difficult when approaching roundabouts - many take a wrong turn if unfamiliar. Filter roads are a possibility.'*

Comments in respect of the cycle route included:

- *'Great idea to provide a better and safer route for cyclists towards the city centre.'*
- *'If a dedicated and continuous cycle path was provided between Chelmer Valley park and ride, Gt Waltham and Broomfield Hospital and The City Centre this would alleviate traffic, it is simply too dangerous to cycle on these roads.'*
- *'Would love to see cycle lanes along Broomfield road so I could cycle safely.'*

Some respondents disagreed with the proposal to make Corporation Road one-way, with a few making suggestions regarding this including having a contra flow bus lane along Corporation Road would allow for the continuation of two way bus operation. A few respondents disagreed with the proposal for hybrid cycle tracks or made suggestions on this including this being made into a normal cycle track, as hybrid tracks are too expensive.

A few also made suggestions regarding cycling on Broomfield Road, or agreed with proposals to redesign Corporation Road Junction. One respondent disagreed.

One respondent agreed with the proposal for single lane northbound on Broomfield Road but added caveats, whilst one respondent made a suggestion.

One respondent agreed with making bus stop improvements, while one respondent made a suggestion regarding reduction in bus stops.

One respondent agreed with caveats regarding the proposals on cycling routes, whilst one respondent disagreed. One respondent agreed with the proposals for hybrid cycle tracks, with one respondent agreeing with caveats cycle tracks on Broomfield Road. One respondent agreed with the cycle track gyratory, with one respondent making a suggestion on this.

One respondent made comments on the discounted option.

Great Waltham to City Centre Cycle Route

Comments on this scheme: 39

Several respondents agreed with the scheme, with some respondents agreeing with caveats. Some also agreed with the scheme benefits. A few respondents disagreed with the scheme, with a few also disagreeing with the scheme benefits. Many respondents made suggestions about the scheme, with several respondents making alternative proposals.

Comments in respect of this scheme included:

- *'The roads are too dangerous to ride a cycle on, if there was a dedicated and continuous cycle route between villages the transport hub at the hospital and the city centre people would use it.'*
- *'We need a safe cycle route from Broomfield to the City Centre, something safe for children and adults to use - an extension of the riverside route to Broomfield would be excellent.'*

Of the respondents supporting the scheme with caveats comments received included:

- *'Generally in favour of all the proposals except the one-waying of Corporation Road as the alternative routes for traffic will slow the bus service and are not defined.'*
- *'The proposal makes it complicated to the cyclist especially as there will be crossing points and possible dismounting which many cyclists will ignore.'*

Alternative proposals to the scheme included:

- *'Proposals do not go to the City Centre where many people want to go to work/shop or access leisure facilities. Need to consider putting a foot/cycle path from Valley Bridge behind existing housing up to perhaps Roselawn Fields where it could cross Main Road, run behind the allotments & join proposed section 2. Footpaths in some parts are very narrow which will put off people walking if not widened & segregated.'*

One respondent agreed with proposals for improved signing and crossing facilities.

One respondent disagreed with improved signing and crossing facilities, with one respondent making a suggestion about this.

One respondent made a suggestion about shared route/on-road cycling.

One respondent believed the cost of the scheme had been underestimated.

Essex Regiment Way Crossing

Comments on this scheme: 43

Several respondents agreed with the scheme overall, with several respondents agreeing with caveats. One respondent disagreed with the scheme overall. Some respondents agreed with the proposals for the subway/bridge, one respondent agreed with caveats, with two respondents disagreeing to the subway proposals. Some respondents commented on the cost of the scheme.

One respondent agreed with plans for signalised crossings but identified some caveats, one respondent disagreed and one respondent made a suggestion regarding these.

Comments received on the scheme included:

- *'Essential to provide cycle/pedestrian crossing to link Beaulieu/Springfield/Boreham to Broomfield Hospital (largest employer in Chelmsford)'*

Comments received in respect of the subway/footbridge included:

- *'This very busy Road has been the sight of fatal head on collisions and was poorly designed at the outset with 3 vehicle width leading to a greater likelihood of vehicles overtaking in each direction and meeting in the middle. Any pedestrian crossing needs to be a subway or preferably a footbridge'*

Of the respondents agreeing with caveats, comments included:

- *'It is absolutely essential to have a crossing to service the new Belsteads Lane development and the Falcon Bowls Club.'*
- *'A subway would be better and safer. It will give cyclists and pedestrians a crossing and will give drivers and buses freedom without cyclists along the route.'*

Broomfield Parish Council stated their support for a crossing at this location to re-establish the bridle path severed by Essex Regiment Way and to enable cyclists to access Mill Lane more safely. They do not feel the cost of a bridge or subway is appropriate in this instance.

Chelmsford City Council stated they fully supported the objective to connect the new development at Beaulieu/Channels across Essex Regiment Way, which is currently considered a significant barrier.

Chelmer Valley Road

Comments received on this scheme: 44

Several respondents agreed with the scheme overall with some respondents agreeing with caveats. Some respondents made an alternative proposal. One respondent disagreed with the scheme benefits. Several respondents made suggestions about the scheme.

Comments received in respect of the scheme included:

- *'I think dualling CVR is a fantastic idea. This is going to hopefully relieve some of the pressure on the route.'*
- *'Great idea, the dedicated bus lane by widening the carriage way is a decent good long sighted plan.'*

Alternatives suggested to the scheme included:

- *'With Beaulie expansion the Chelmer Valley Road congestion will only get worse. Chelmer valley road should be widened to 2 lanes like the army and navy was to ease congestion'*

Of the respondents agreeing with caveats to the scheme, comments received included:

- *'Agree with bus lanes and road widening, but how many times does this road have to have its layout altered?'*
- *'This improvement is necessary to pursue mode change from car to bus. Is the River Chelmer Bridge wide enough to accommodate the extra bus lane?'*

Several respondents made other comments regarding the scheme including congestion alongside the impact of new housing developments.

One respondent made a suggestion regarding widening from University junction to Valley Bridge Roundabout.

One respondent agreed with caveats regarding the proposed introduction of a bus lane northbound (University junction to Valley Bridge Road), whilst one respondent disagreed. One respondent agreed with the extension of northbound bus lane to Lawn Lane. One respondent agreed with caveats regarding proposals for a southbound bus lane, whilst one respondent made a suggestion regarding this.

Lawn Lane Cycle Route

Comments received on this scheme: 34

Several respondents agreed with the scheme, with some respondents agreeing with caveats. Some respondents made alternative proposals including extending the scheme to Church Road, round to Arbour Lane then down Hill View Road

A few disagreed with the scheme overall. Additionally, several respondents made suggestions about the scheme, including that most cyclists do not travel along Waveney Drive to the Bunny Walks to get into town, and most carry on down the length of Lawn Lane, on to Church Road, round to Arbour Lane then down Hill View Road. The scheme should be extended to protect for these users. Two respondents agreed with the shared use of footway and cycle route, and two disagreed. A few respondents agreed with the proposed crossing upgrade. One suggestion was made regarding the shared use footway.

Comments received in respect of the scheme included:

- *'Agree with this scheme, but I don't believe bikes actually go down Waveney Drive to the Bunny Walks to get into town (unless they are from that estate), I believe most carry on down the length of Lawn Lane, on to Church Road, round to Arbour Lane then down Hill View Road. The scheme should be extended to protect for these users - especially as many that travel to town via bike join 'along' the route above.'*
- *'The tiger crossing would only be busy during school peak times. The visibility in this location is not great. Would suggest a toucan crossing in this location? Very happy for the footway/cycle lane in this location. Also suggest you extend the cycle lane up to Essex Regiment Way up to the new roundabout.'*

Chelmsford City Council supports this route as a link both to the Beaulieu development and via Waveney Drive and Arun Close to the existing off-road cycle network in Chelmer Valley Nature Reserve.

Of the respondents agreeing with the scheme with caveats, comments included:

- *'The cycle route does not extend far enough along Lawn Lane.'*
- *'As Lawn Lane is now being used as a rat run due to problems in White Hart Lane a 20mph limit for Lawn Lane would be appropriate to make the tiger crossing safer.'*

One respondent disagreed with replacing trees with screening.

One respondent agreed with the benefits of the scheme, whilst one respondent disagreed.

One respondent stated that the scheme was too expensive.

New Nabotts Way Cycle Route (North)

Comments on this scheme: 16

Many respondents agreed with the scheme overall, whilst several alternative proposals were received, including suggesting the tiger crossing is not raised, and using white hatching instead. Two respondents disagreed with the shared footway/cycle route proposal. One respondent agreed with the scheme with caveats. One respondent agreed with the proposed scheme benefits, whilst one respondent disagreed.

Comments received about the scheme included:

- *'Really pleased this has been incorporated into the proposals.'*
- *'This road is becoming much busier and drivers often break the speed limit. A cycle lane would also mitigate the inevitable congestion as the Beaulieu estate becomes fully occupied.'*
- *'Do you need to narrow the junction? Why not just white hatching?'*

A respondent who agreed with caveats stated:

- *'I suggest the tiger crossing is not raised. This will not add anything to it, just increase maintenance liability.'*

New Nabotts Way Cycle Route (South)

Comments on this scheme: 17

One respondent agreed with the scheme overall, with two respondents agreeing with caveats. One respondent disagreed with the scheme. One alternative proposal was received, alongside some who made suggestions about the scheme.

Comments made about the scheme included:

- *'Could existing Zebra Crossings here that proposed to become Tiger ones also be raised as well? Could all crossing points here be raised tiger crossings as one looks to be no crossing point at all on drawing at New Nabotts Way.'*

Of the two respondents agreeing to the scheme with caveats, comments included:

- *'Agree with the idea, but see no reason why it should go down Crocus Way. Have the cycle path along the route of Nabotts Way (South) and following round on to Pump Lane. The road is too wide here, which encourages speeding motorists.'*

One suggestion was received about the extension of the segregated track.

One respondent agreed with proposals for an on-road route along Crocus Way, with one respondent disagreeing.

One respondent disagreed with upgrading the footpath to become a shared route.

One respondent disagreed with the removal of barriers/guard rails.

Springfield Road (near Pump Lane) Toucan Crossing

Comments on this scheme: 52

Several respondents agreed with the scheme overall, with some agreeing with caveats. Some respondents disagreed with the scheme overall, with two respondents making alternative proposals, including improving the current infrastructure to make a route to walk/cycle into the city centre. Some respondents agreed with the benefits the proposals may

bring, whilst two respondents disagreed with these. Several respondents made suggestions about the scheme.

Comments received about the scheme included:

- *'Not sure that would work because traffic would then back up - What about adding a foot bridge next to the railway bridge that has an exit if you want to stay on the same side of the road and then remove the footpaths (What little there is from Pump Lane bridge therefore making it wider for traffic and will avoid any injury to foot passengers who sometimes get clipped by wider vehicles when walking on the narrow path'*
- *'A pedestrian crossing is very welcome in this area, as I often see people trying to get across the road there and the speed of traffic makes it very dangerous.'*
- *'Just get on with it. There have been too many delays...'*

Of the respondents agreeing to the scheme with caveats, comments included:

- *'Agree with proposals as far as they go but the omit the most important need to provide dedicated and safe access between Springfield Road and Pump Lane.'*
- *'Absolutely fine however there should be provision for a footbridge alongside the existing brick road bridge over the railway eliminating a hazardous area for pedestrians there.'*

One respondent agreed with the proposed location of the crossing, whilst one respondent agreed with caveats.

One suggestion was received regarding linking existing footways/cycle tracks.

One respondent agreed with proposals to widen footpaths.

Oliver Way Cycle Route

Comments on this scheme: 17

Several respondents agreed with the scheme overall, with two agreeing but identifying caveats. Two respondents disagreed with the scheme overall. Two respondents disagreed with the on-road route from Chignal Road to Patching Hall roundabout and one disagreed with narrowing the junction entrances. One respondent agreed with the shared use footway and cycle track and one disagreed. Similarly, one respondent agreed with the benefits identified for the scheme and one disagreed.

Many respondents made suggestions for the scheme. Comments included:

- *'While the proposed new cycle route is welcomed, only a very limited part of it is off-road. During term-time, there are parked cars for almost the entire length of the road on the left side from the roundabout with Patching Hall Lane to the bus stop between Quilp Drive and Barnaby Rudge. Unless there are parking bans along Oliver Way, any on-road cycle lane will be blocked by parked cars and so the proposed improvements for cyclists will not materialise in practice. Therefore, either the proposed off-road cycle lane needs to extend beyond the point where cars are parked in the road or if not, parking restrictions will need to be put in place.'*

One respondent made an alternative proposal:

- *'I cycle to the station every day from Newlands Spring and find the cycle pleasant and easy. I would rather you spent the time and money expanding the Chignal Road and Roxwell Road traffic light situation.'*

Of those that agreed to the scheme with caveats, comments included:

- *'There is scope for shared segregated foot/cycle paths in Copperfield Road & Oliver Way perhaps narrowing the highway if there is not sufficient space.'*

Pump Lane Cycle Route

Comments on this scheme: 30

Several respondents agreed with the scheme overall, with several agreeing with caveats. One respondent disagreed with the scheme overall. Several respondents also made suggestions about the scheme, including a separate 'pre-fab' bridge to be put in for pedestrians/cyclists on the South West side and improving pavements for pedestrians and those with disabilities

Comments about this scheme included:

- *'Proposals looks very good and should encourage more cycling.'*
- *'This seems a good scheme. A footbridge should be provided across the railway line alongside the road bridge (similar to the one in Lordship Road across the River Can). This would provide a safe route for pedestrians, and optionally cyclists and enable the road across the bridge to be widened for traffic.'*

Of the respondents that agreed with caveats, comments received included:

- *'What is ideally required is for a separate 'pre-fab' bridge to be put in for pedestrians/cyclists on the South West side - the current layout is dangerous for both pedestrians and bike users.'*

Two suggestions were received regarding proposed cycle crossing points. One respondent disagreed with the proposed cycle crossing points, whilst one respondent agreed with caveats.

One respondent made an alternative proposal to the scheme, the creation of a totally separate cycle route from the road.

Patching Hall Lane Cycle Route

Comments on this scheme: 29

Several respondents agreed with the scheme, with two respondents agreeing with caveats. Some respondents disagreed with the proposal. Several respondents also gave additional suggestions for the scheme, including changing the roundabout at Patching Hall marking it cycle lanes, and better visual signs at Sunrise and Rutland Road to stop.

Two respondents agreed with the proposals for a collaboration with School Travel Plans.

Comments received about the scheme included:

- *'This is a vital improvement especially given the schools along this road.'*
- *'I cycle 3-4 day per week in Chelmsford at peak times and often via Patching Hall Lane. What's the problem? the cycle routes from here are adequate.'*

Of those respondents agreeing to the scheme with caveats, comments included:

- *'Why a one-way route towards St John Payne School? What about the reverse? Very good encouraging a cyclist to cycle one way, but when they want to cycle back, there is no such cycle route provided from Partridge Avenue to Broomfield Road.'*

One respondent agreed with continuing existing on-road lane, and one respondent made a suggestion about this.

One respondent agreed with a tie-in with school's grounds, whilst one respondent agreed with a connection to the Oliver Way cycle scheme.

One respondent agreed with the benefits of the scheme.

Melbourne Avenue Cycle Route

Comments on this scheme: 21

Several respondents agreed with the proposal, with some respondents agreeing with caveats. Some respondents agreed with the benefits of the scheme. Two respondents agreed with caveats regarding the proposal to widen the footway to create a shared footway/cycle track. Many respondents made suggestions about the overall scheme, including linking up the Chignal Road section better to the city centre by providing a cycle path along Roxwell Road and Duke Street. Other suggestions included fully segregated routes for cyclists.

Comments relating to the scheme included:

- *'Needs to be enhanced and made safer for all abilities of cyclists and increased number of users.'*
- *'Any measure to facilitate cycling as a means of access, not just leisure, will help folks with less access to private car transport. There is little cycle connection from NW Chelmsford but this could be integrated with a community-focused development of the old St Peters College site.'*

Comments agreeing to the scheme with caveats included:

- *'There should be provision for cycle ways to be segregated from both vehicular and pedestrian traffic.'*

Two respondents agreed with caveats regarding proposals to widen footway to create a shared footway/cycle.

Two suggestions were made regarding the route on Melbourne Avenue, including creating a clear cycle path or signage that is enforced to reduce collisions between cyclists and residents reversing their cars from their drive-ways.

One respondent agreed with the proposal.

One respondent agreed with the impact that the scheme would have.

Writtle to City Centre Cycle Route Improvements

Comments on this scheme: 50

Several respondents agreed with the scheme, with some respondents supporting with caveats. Some respondents also made suggestions regarding the widening/upgrading cycle route between Writtle West and Admirals Park.

Some respondents agreed with the installation of new lighting, whilst two agreed with caveats. One respondent disagreed with installation of new lighting.

Some respondents agreed with the proposal to widen/upgrade the cycle route between Writtle west and Admirals Park, with two respondents agreeing with caveats. One respondent disagreed with the proposal to widen/upgrade the cycle route.

Several respondents made suggestions about the overall scheme, including:

- *'Improved lighting and trimming of hedges is needed on existing cycle path. Pavement improvements and safety measures for pedestrians are needed from Blue Bridge in Writtle along Chelmsford Road to Hylands School.'*
- *'This is a fantastic cycle route out into the countryside, but due to its popularity it is just not wide enough in many places. And yes it is very dark in places. Admirals Park bridge must be widened'*
- *'Why can't Boyton Cross be included in the cycle route improvements? There is plenty of room by the side of the road to facilitate this.'*

Comments related to the scheme included:

- *'Make this attractive enough and well signposted enough to encourage cyclists off the road and pedestrian pavement westwards out of town.'*
- *'I regularly use the Writtle to town centre cycle route, and yes the proposed improvements are necessary i.e. lighting. I don't think it needs widening anywhere, and I wouldn't like to see this green corridor too impacted. It must be the most peaceful cycle track in the town.'*

Of the respondents agreeing with caveats, comments received included:

- *'Make this attractive enough and well signposted enough to encourage cyclists off the road and pedestrian pavement westwards out of town.'*
- *'The proposed improvements are necessary i.e. lighting. I don't think it needs widening anywhere, and I wouldn't like to see this green corridor too impacted.'*

Chelmsford City Council welcomed the proposed increased connectivity delivered through this scheme and suggested that lighting should be prioritised to encourage year-round use.

Two respondents made alternative proposals.

One suggestion was received regarding priority for a cycle route on Fox Burrows Lane.

One respondent agreed with the benefits, whilst one respondent disagreed.

Admirals Park Bridge Improvements

Comments on this scheme: 33

Most respondents agreed with the scheme, with several respondents agreeing with replacing the existing footbridge with a wider bridge. Some respondents agreed with the benefits of the scheme, with two respondents disagreeing with the overall scheme.

Comments related to the scheme included:

- *'Support this proposal - as a regular user of this bridge on foot, this improvement would bring huge benefits for the park users.'*
- *'The bridge improvements should accommodate disabled as well as ambulant pedestrians and cyclists should be segregated from pedestrian traffic.'*

Some respondents suggested a wider bridge.

Some suggestions were received regarding shared/segregated use, including building a bridge specifically for the use of cyclists to avoid potential collisions with pedestrians.

One respondent stated that the cost of the scheme was acceptable.

New London Road Bus Lane Improvements

Comments on this scheme: 57

Several respondents agreed with the scheme overall, with some respondents agreeing with caveats. Some respondents agreed with the proposal to strengthen enforcement on the existing bus lane. Several respondents made suggestions on the scheme overall, with some respondents making comments on parking restrictions.

Comments in respect of the scheme included:

- *'In response to the proposals I would hope that due consideration is given to ensure that Road Traffic Orders and Similar give permission for 'motor cycles' to make full use of bus lanes AND bus gates.'*
- *'Bus Lane should be all day. Vehicles parked in bus lane should be removed. Camera control the bus lane. Whilst it is impossible to widen road NO parking should be permitted on opposite side of road to bus lane.'*

Of the responses making suggestions about the scheme, comments included:

- *'It's not the roads that need addressing but the quality of the bus service.'*
- *'Before any enforcement of the bus lane is considered the underlying issues of why people drive/park in the bus lane should be resolved.'*
- *'Vehicles parked in bus lane should be removed. Camera control the bus lane. Whilst it is impossible to widen road no parking should be permitted on opposite side of road to bus lane.'*

St Cedd's School stated they have concerns regarding the proposal. They suggest the changes to parking in New London Road would have a negative impact on the number of pupils registering to attend.

Comments agreeing to the scheme with caveats included:

- *'The operation of the bus lane would be further improved if parking restrictions were applied to the southbound carriageway. This would then provide a clear southbound track and enable the bus lane and the adjacent northbound general traffic lane to both be slightly widened.'*
- *'The bus lane needs to be in operation all the time and traffic parked by the school should be barred.'*

Some responses received regarding other impacts that the scheme may have.

Some suggestions were received about strengthening enforcement on the existing bus lane, with some respondents agreed with the benefits of the scheme. Two respondents disagreed.

One respondent made suggestions about the extension of the bus lane towards New Writtle Street.

Waterloo Lane Loop

Comments on this scheme: 44

Whilst several respondents agreed with the scheme with caveats, and some agreed with the scheme, many disagreed with the scheme overall, with some respondents disagreeing with the proposals for a one-way loop system in particular.

Some respondents disagreed with the impacts of the proposed scheme, whilst some also disagreed with the potential benefits of the scheme.

Several respondents noted other impacts of the scheme particularly the increase in traffic passing The Cathedral School.

Several respondents made suggestions about the scheme overall, including traffic control measures being introduced outside the riverside retail park.

A large proportion of comments were received regarding other impacts of the scheme, including:

- *'Making a one-way loop will be detrimental for people living in the area and of particular concern is the amount of traffic that will be routed past The Cathedral School which currently is only exposed to traffic going to/from the car park. There will be a significant increase in the level of pollution that the young children at the school are exposed to.'*
- *'I am not sure how closing the route through to Market Road will reduce congestion. Doesn't it put more traffic onto Victoria Road and Victoria Road South?'*
- *'The roads are too narrow and you will push more and more traffic through the centre of town.'*

Comments received about the proposal included:

- *'The exit/access from Riverside should be via Waterloo Lane and not onto Victoria Road. This would make the retail park junction 3 way and not 4 thus easing the flow.'*
- *'The Waterloo Lane Loop should first of all should only be on a trial basis for a short while, during peak hours only at first.'*

Of those respondents agreeing to the scheme with caveats, comments included:

- *'I have huge concerns about opening the end of Waterloo Lane to traffic and impact that will have on children arriving at and leaving the school, whether on foot, cycle or car. No mention is made of the pressure on this route at school drop off and pick up times.'*
- *'Agree with proposals although left-turning movements from New Street into Waterloo Lane will be greatly increased and have difficulty turning here and be in conflict with cyclists from all directions.'*

Concerns were raised by The Church of England in Essex and East London, and Chelmsford Cathedral regarding the changes to parking in New Street and the perceived negative impact this will have on overall traffic flow.

Mid Essex Business Group also stated they do not support this proposal.

A few comments were received on the pedestrianisation of Tindal Square, including the need for deliveries to still be made, and the increased journey times that vehicles will need to make.

Two respondents also agreed with caveats the introduction of a contraflow cycle lane on New Street and Waterloo Lane, whilst two disagreed.

One respondent agreed with the one-way loop system, one respondent agreed with caveats, whilst one respondent made a suggestion about this.

One respondent agreed with the proposal to make New Street one-way, whilst one agreed with caveats and one respondent disagreed.

One respondent disagreed regarding Tindal Square motorised traffic restrictions, whilst one made a suggestion about this.

One respondent made a suggestion regarding a link past Riverside Ice and Leisure.

One respondent made a suggestion about the contraflow cycle lane on New Street and Waterloo Lane.

Two respondents made alternative proposals.

One respondent stated that the cost was too expensive.

Chelmsford City Centre Cycling Connectivity

Comments on this scheme: 70

A few respondents agreed with the scheme with caveats, and two respondents agreed with the scheme overall. Two respondents disagreed with the scheme.

Several respondents made suggestions about the scheme overall, including more focus being needed on improving the existing cycle route connectivity and improvements being required to the cycle route just after the viaduct (from Writtle direction) where the path from the Queen's Head direction joins the main route.

Some respondents made alternative proposals to the scheme.

Comments about the scheme included:

- *'Although the scheme is welcome much more focus is need in improving the existing cycle routes.'*
- *'Parkway needs a dedicated cycle lane. Just as the railway station has good safe storage, you need that for the public when shopping or using the town in the evening.'*
- *'The cycling options to cross Parkway to the east and west of New London Road are too far away to be useful and use difficult subways. Can you consider linking cyclists to the Moulsham Street crossing of Parkway?'*

Suggestions received regarding the scheme included:

- *'The missing link here is a path which goes along Duke Street and New London Road.'*
- *'Please do more to encourage cyclists to use the park (day and night) rather than the pavement to come west from the West End/Civic Centre towards Maltese Road/Melbourne/Chignal Road or improve the junction linking Parkway and Rainsford Road for cyclists.'*
- *'The pedestrian crossing island on Victoria Road South, opposite Seax House, should be moved eastwards to allow two traffic lanes northwards and retaining one lane southwards. This would remove the bottleneck of two lanes merging before the island only to split into two again immediately afterwards.'*

Alternative proposals included:

- *'The pedestrian crossing island on Victoria Road South, opposite Seax House, should be moved eastwards to allow two traffic lanes northwards and retaining one lane southwards. This would remove the bottleneck of two lanes merging before the island only to split into two again immediately afterwards. Traffic flow northwards would be improved and reduce queues.'*
- *'Routes to the station need to be safe and easy to find/navigate.'*

Some respondents made other comments about the scheme, including regarding cyclist safety, dedicated cycle paths, and better signage.

Of those respondents agreeing to the scheme with caveats, comments included:

- *'Need clearer lanes and to be more direct - otherwise they won't be used.'*

A few respondents suggested connecting Burgess Springs and the railway station.

Two respondents agreed with the benefits of the scheme.

One respondent agreed with caveats regarding provision of two-way cycle route from Kings Head Walk to west of Market Multi-storey carpark, whilst one suggestion being made that the entrances and exits of the multi storey car park be swapped around.

One respondent agreed with caveats the benefits the scheme would bring, whilst one disagreed.

New Street Cycle Route

Comments on this scheme: 30

Several respondents agreed with the scheme overall, with some respondents disagreeing.

Two respondents agreed with the potential benefits of the scheme with two respondents disagreeing with these. Some respondents disagreed with the provision of raised hybrid cycle tracks on New Street, one respondent agreed with caveats and two suggestions were made regarding the hybrid cycle tracks. Several respondents made suggestions about the overall scheme, including that the scheme should be extended to Victoria Road, and restricting parking in New Street which is very congested with cars.

Comments received about the scheme included:

- *'This should be extended to Victoria Road too. The junction from Victoria Road into New Street towards ARU [Anglia Ruskin University] is not safe or wide enough for cyclists.'*
- *'I do not feel hybrid cycle tracks would be a good idea, from experience with this type of tracks they are either filled with motor vehicles parked on them or pedestrians walking on them.'*
- *'If the cycleway is implemented along new street, kerbs should be installed to separate the cyclists from the cars. The hybrid design will increase the risk of tripping/falling to those suffering from infirmities and poor sight. Changing from designated cycle ways to on road is likely to lead to accidents with cars.'*

One comment was received about converting the existing footway on the east side of New Street to a shared footway.

One respondent agreed with carriageway widening/footway reduction, whilst one respondent disagreed with this.

One respondent made an alternative proposal improving the lane from Brook Street to Bunny Walks, which is very busy for pedestrians and cyclists.

City Centre Cycle Parking

Comments on this scheme: 65

Several respondents agreed with the proposals for the City Centre Cycle Parking scheme, with some respondents agreeing with caveats. Several respondents made additional suggestions on the scheme, with some respondents suggesting additional locations that could be used for cycle parking. Some respondents agreed with additional cycle parking be made available at the railway station, whilst one respondent disagreed. One respondent agreed with the provision of additional cycle parking at Bell Meadow, and two respondents disagreed with this.

Comments received about the scheme included:

- *'There is limited parking for cycles around Chelmsford. I was very happy to see the recent improvements to bike parking at the train station, but in the actual city centre there needs to be more parking made available.'*
- *'No way near enough places to store bikes, both in the town centre and at the train station, meaning they're left everywhere and I have had personal experience of 2 bikes being stolen because of it.'*

A large number of respondents made suggestions about the scheme, including:

- *'There is plenty of space to provide bike cages in around town maybe an option with a padlock combination you chose when locking your bike in there. Stop bike crime they are getting away with hundreds of bikes!'*
- *'I am surprised that cycle parking was not a condition of the Bond Street development.'*
- *'It would be good to see a series of cycling hubs across the City Centre e.g. near the public toilets by ECC, near the market.'*

Some respondents made other comments about the scheme, including a lack of adequate cycle parking provisions, avoiding shopping in the city, cycle security measures i.e. CCTV, cycle theft and cycling not being encouraged.

Of those that supported the scheme with caveats, comments included:

- *'It seems commuter focused and insufficiently ambitious given the excellent cycle route expansion plans elsewhere.'*
- *'We need to cater for those with non-standard bikes which are being used like cargo bikes, those for disabled cyclists & secure parking too.'*

One respondent disagreed with additional cycle parking at Townfield multi-storey car park.

One respondent disagreed with the benefits of the scheme, whilst one respondent commented on the cost of the scheme.

Army & Navy Roundabout Improvements: Baddow Road Bus Gate (Volume 4 responses)

Comments on this scheme: 286

This scheme received a large number of responses, including the submission of a petition signed by 1628 people, alongside a campaign (see section 2.1.1).

Some responses were received that did not indicate whether these were in relation to the scheme proposals in Volume 4 or Volume 5. Where this happened, responses were recorded against Volume 4 of the scheme.

Many respondents disagreed with the proposal whilst a few respondents agreed or agreed with caveats. Many respondents disagreed with the benefits the scheme may achieve, with many stating that congestion will be displaced to other areas and roads. A number of responses to other questions stated that congestion would be displaced by this proposal. A large proportion of responses to other questions also disagreed with the scheme, with a large number also disagreeing with the benefits of the scheme.

Several respondents disagreed with the proposed installation of a 'bus gate' between Meadgate Avenue and the Army & Navy roundabout. A large proportion of responses to other questions also disagreed with this element of the scheme, with a number of respondents making suggestions regarding this.

Some disagreed with the proposed hours of operation of the bus gate, with a few comments being made regarding this. A number of respondents to other schemes also stated that they disagreed with the proposed hours of operation of the bus gate. One respondent agreed with the proposed installation of the bus gate, and two respondents agreed with caveats. Several respondents mentioned possible other impacts from the scheme or making suggestions about the scheme. Several also submitted alternative proposals. A few respondents made suggestions about this part of the scheme. A number of responses to other questions also made suggestions about the scheme, alongside stating possible other impacts.

Some respondents replied that a flyover was preferable to the proposed scheme. A few commented on the discounted option that the flyover should be replaced with a two-way structure or made comments about the existing flyover. Some respondents to other schemes also made comments with regards to the flyover being a discounted option. A large number of respondents to other schemes stated that a flyover was their preferred option for the scheme, with a large number making general comments about the flyover. A few respondents made comments about the discounted option of full signalisation of roundabout.

A few respondents also commented on the cost of the scheme and several respondents suggested an alternative proposal, as shown below.

Comments regarding the scheme included:

- *'Baddow Road is currently very busy only during the AM peak, and therefore the proposal should not be introduced for a 24 hours per day'*
- *'The bus lane would make access to the Doctors' surgery in Baddow Road difficult for local people'*
- *'The proposals will not meet the objectives if the current price of bus fares is not reviewed. It is felt that the main impediment to bus use is the high cost rather than lack of journey time reliability.'*

Of those that agreed to the scheme with caveats, comments included:

- *'I broadly agree with on Baddow road, but the problem will just shift to Loftin Way instead, ten into Miami roundabout and new London road as people are forced to find new routes.'*
- *'Good idea in principle. There is little mention of issues arising from re-assignment of traffic.'*

Comments received disagreeing with the scheme included:

- *'Great idea. But only for buses in mornings and afternoon rush hour. And ensure bus fares are affordable then people will use them.'*
- *'Buses should not be given priority on Baddow Road. Cars will be forced to go alternate routes through residential areas, past schools (Moulsham/Beehive Lane) and past children walking to school which increases risk to them. Traffic on Baddow Road is not an issue off peak.'*
- *'You are making local residents drive further and as a result moving the congestion elsewhere. I also believe this will create more pollution in the process as traffic will back on the bypass instead.'*
- *'This roundabout can be horrendous but I really do not see the logic of just making it possible for buses to turn into Baddow Road, I use this road regularly for Billericay and taking a bus is not practical. This will cause more traffic on other roads. Something needs to be done here but making it bus only I don't see is the answer.'*

Comments received disagreeing with the benefits of the scheme included:

- *'Will cut off resident's access to city centre, pushing more traffic through the rest of Great Baddow and put more pressure on an already busy bypass and flyover.'*
- *'The bus gate would only help the residents along Baddow Road but would negatively affect the residents of Meadgate because all traffic would have to drive along Meadgate and Longmead Avenue causing a vast increase in traffic along these roads.'*
- *'Increased traffic in a densely populated area, such as Meadgate which will be the inevitable result will increase pollution and worsen health.'*

Comments received regarding other impacts of the scheme included:

- *'Not allowing cars will increase congestion elsewhere. Where will traffic go when it is diverted off the A12 following accidents etc.'*
- *'Essentially you are making local residents drive further and as a result moving the congestion elsewhere. I also believe this will create more pollution in the process as traffic will back on the bypass instead.'*
- *'This proposal (the Baddow Road Bus Gate), if put into effect, would lead to a huge displacement of traffic onto alternative routes which are already congested at busy times.'*

A number of comments were received suggesting alternative proposals to the scheme including:

- *'Dual carriageway bridge would ease a lot of the issues.'*
- *'An underpass between Van Diemens Road and the bridge and/or a two-way flyover is what is needed.'*
- *'The problem is more often caused by cars stopping where they're not supposed to so the road is reduced to one lane. The congestion could be eased if this was tackled'*

and if you moved the bus stop to where the road is wider rather than in the midst of the queue.'

Comments received regarding the flyover included:

- *'We still need a two-way flyover. How many people need to die on the current flyover before this becomes a priority?'*
- *'The flyover needs to be dualled and the roundabout itself needs to be made larger.'*
- *'Surely funding should be put in place to build a new two-way flyover.'*
- *'Surely the two-way flyover is by far the better option even given the cost.'*

Comments received regarding the flyover being made two-way as a discounted option included:

- *'Other options need to be considered for the Army and Navy such as the sequencing of the traffic lights which often causes more queuing than it prevents. Long term the flyover should be made two-way.'*
- *'New 2 lane Flyover that can take traffic in and out of Chelmsford at the same time is essential - In a growing City like Chelmsford the flyover is no longer (Debateable it ever was if I'm honest) up to the job and two-way would stop all the accidents.'*
- *'The only viable solution is to make the flyover two way which should have been done years ago.'*

Chelmsford City Council, Great Baddow Parish Council and the Mid Essex Business Group objected to the proposal for the bus gate.

The proposed introduction of the bus gate was supported in principle by First Essex Buses Ltd., however they stated that the redistribution of traffic onto other corridors would also need to be mitigated in order not to disrupt bus services on other corridors.

A few respondents agreed with the impacts of the scheme, whilst a similar amount disagreed.

A few respondents agreed with the benefits of the scheme or agreed with caveats. A small number of responses to other questions agreed to the scheme with caveats. A number of respondents to other questions made alternative proposals for the scheme.

One respondent agreed that the length of trial period for the proposed bus gate, whilst one respondent made a suggestion about this.

One respondent stated that the cost of the scheme was acceptable, whilst one stated that the cost was not sufficient.

Parkway Westbound: Bus Priority Lane and Improvements to Road Layout

Comments on this scheme: 66

Several respondents agreed with the proposed scheme overall, with some respondents disagreeing. Some respondents disagreed with the proposals for the bus lane on Parkway westbound, with one respondent agreeing and two respondents making additional suggestions. Some respondent made a suggestion about the scheme overall.

Some respondents noted other impacts resulting from the scheme and some respondents disagreed with the potential benefits that the scheme could bring.

Comments about the scheme included:

- *'Proposal to introduce three lanes on the westbound exit to Parkway at the Odeon roundabout is a good idea, as it can currently be dangerous with two lanes becoming three (especially with cars also joining from Manor Road).'*
- *'Another unnecessary suggestion as my frequent bus journeys on this road have never been held up for any substantial periods of time.'*

Suggestions received from respondents regarding the scheme included:

- *'Ensure bus fares are affordable then people will use them!!'*
- *'Remove pedestrian crossings where there are the underground walkways.'*
- *'Would a roundabout at the junction of Rainsford Road with Parkway help to alleviate traffic entering Parkway from Coval Lane? Making Rainsford Road 2 way all the way.'*

Some respondents disagreed with the benefits of the scheme, whilst two disagreed with the potential impacts that the scheme may have.

One respondent disagreed with the provision of three traffic lanes from Army & Navy roundabout onto Parkway westbound and one suggestion was made regarding this.

One respondent agreed with the provision of a bus lane on Parkway westbound.

Manor Road Cycling Improvements

Comments on this scheme: 12

Many respondents agreed with the scheme overall, with two respondents making suggestions regarding the scheme including the central refuge needs to be a proper crossing point as the busy traffic flow makes it difficult to cross on foot. Two comments were received regarding the cost of the scheme, stating the costs were an overestimate/too expensive. One respondent disagreed with the construction of a central refuge on Manor Road.

Comments received about the scheme included:

- *'This is essential as there are currently safety issues with cycling here.'*

New London Road/Parkway Junction Enhancements

Comments on this scheme: 70

Many respondents agreed with the proposed scheme overall, with a few respondents agreeing with caveats. Some respondents disagreed with the scheme, and some respondents disagreed with the potential benefits that the scheme would deliver.

Two respondents agreed with the proposal for a new central reserve on Parkway, with a few respondents agreeing with caveats. One respondent disagreed with the proposal for a new central reserve on Parkway.

Two respondents agreed with the proposal to widen north approach of New London Road.

Comments received about the scheme included:

- *'If you mean by the Courts. New London Road going outwards this needs to be widen to allow buses to proceed without hindrance. Also, Parkway left turn into London Road needs to have better signage. Many time cars have undertaken traffic going towards the multistorey roundabout.'*
- *'This scheme seems counterproductive to the need for mode change. Buses will have less delay at the junction but will have a long detour. Does this mean a longer time overall?'*

Of those that agreed to the scheme with caveats, comments included:

- *'Seems quite sensible, though buses going up London Road would have to go down to the Odeon roundabout to come back which would increase time.'*
- *'A bit concerned that this will slow down bus journeys towards Wood Street, but this might be a price worth paying to get faster movement of all vehicles on Parkway.'*

Several respondents made suggestions regarding the scheme, whilst some stated other impacts the scheme may have. Suggestions regarding the scheme included:

- *'The traffic lights along parkway need to be much better synchronised. The pedestrian lights at the bottom of Moulsham Street often change to red just as the New London road lights have gone green meaning that for part of the parkway phase of these lights there is no traffic crossing the junction as it is all held up at Moulsham Street.'*

Two respondents agreed with the benefits of the scheme.

Odeon Roundabout/High Bridge Road – Making Left Turn Restrictions Permanent

Comments on this scheme: 91

Several respondents agreed with the proposals for the scheme, with some respondent agreeing with caveats. Several respondents disagreed with the proposed scheme, with some respondents disagreeing with the potential benefits the scheme could bring.

A few respondents agreed with the proposal to restrictions on access to Baddow Road west being made permanent, with few respondents disagreeing.

A few respondents disagreed with the restriction on access to High Bridge Road, with one respondent agreeing to this proposal, and one respondent making a suggestion to make a large multi-story where the Record Office is or the ground of Gas Works.

Some respondents made suggestions on the scheme overall, with a few respondents making alternative proposals.

Comments received about the scheme included:

- *'I think this a good idea that will prevent the bottleneck before the crossing.'*
- *'this will cause enormously increased journeys for some people. Public transport in Chelmsford is expensive, inadequate and totally unreliable.'*
- *'I find this really irritating as I come from Galleywood and have to travel the full length of Parkway to then double back to gain access to High Bridge Road. Surely this increases traffic flow along Parkway at peak times so restricting the flow of buses?'*

Of those respondents who agreed with the scheme with caveats, comments made included:

- *'The left-turn from Parkway to Baddow Road at the Odeon Roundabout will need improvements to the signing.'*
- *'The left hand filter lane should be made permanent but I do not agree that the access from the filter lane onto High Bridge Road creates a hazard.'*
- *'If you are heading east along Parkway you need to be able to turn left from both the central lane and the left hand lane into the High Bridge, this seems to work well at present.'*

Army & Navy Roundabout Improvements: Baddow Road Bus Gate (Volume 5)

Comments on this scheme: 411

This scheme received a large number of responses, including the submission of a petition signed by 1628 people, alongside a campaign (see section 2.2.1).

Some responses were received that did not indicate whether these were in relation to the scheme proposals in Volume 4 or Volume 5. Where this happened, responses were recorded against Volume 4 of the scheme.

Many respondents disagreed with the scheme overall, with a few respondents agreeing with the proposal and a few respondents agreeing with caveats. Some respondents to other schemes also stated that they disagreed with this scheme. Several respondents disagreed with the potential benefits of the scheme, with one respondent agreeing with caveats.

Of those respondent that agreed to the scheme with caveats, comments made included:

- *'Understand the easing of traffic at the Army and Navy but it could put a huge amount more pressure on the Great Baddow area especially near the Vineyards area (where more housing is being built too) and on New London Road.'*
- *'Any improvement to improve timekeeping and reliability of public transport is to be welcomed. However, I don't see real improvement to traffic flow until the flyover is made two-lane.'*
- *'You cannot make this a bus gate without creating another route into town that does not take cars through an already congested residential area and already busy road, i.e. Loftin Way/Gloucester Avenue.'*

Of those that disagreed with the scheme, comments received included:

- *'This will only push more traffic onto other routes, it will not solve the problem. Until the price of public transport comes down, this will not encourage more people to use it.'*
- *'I have used Baddow Road now for 25years at all times mainly in rush hour and there has not been any major problems. This would be a waste of time and money to make this into a bus route only from Gt. Baddow. Get to the real problem and build a two lane flyover.'*
- *'The problem with Baddow Road traffic build up at peak is caused by the inability to exit onto the roundabout, and additional school traffic. The Army & Navy roundabout traffic flow is the problem, the roundabout itself is fundamentally flawed in design and requires real investment.'*
- *'This doesn't solve the problem, it moves it to a parallel road, and then adds to pollution levels as we would be driving for longer.'*

Many respondents commented that the proposal would result in congestion being displaced to other areas and roads.

Some respondents specifically disagreed with the proposed installation of a 'bus gate' between Meadgate Avenue and Army & Navy roundabout, with a few respondents disagreeing with the proposed hours of operation. A few respondents made suggestions about the hours of operation of the proposed bus gate. A few respondents agreed with the proposed installation of a bus gate.

A number of comments were received preferring a flyover to the proposed scheme, including some comments in responses to other schemes, including:

- *'The only real solution is a two-way flyover and a restriction on new developments without improved infrastructure.'*
- *'The only solution is to build a two-way flyover, of course this is far from a cheap solution - but perhaps more attention should be given to the voices of the residents who pay the council tax!'*

A large number of respondents commented on other impacts of the scheme, including:

- *'This is a ridiculous scheme causing untold inconvenience to the residents of this historic road. think again! Forcing residents to travel extra miles and produce greater volume of carbon emissions is simply to get to their houses is not at all environmentally friendly.'*
- *'If implemented not only would it impact on the residents of Moulsham Lodge by massively increasing traffic which would be diverted from Baddow Road, but would create more danger for school's shops and residents trying to cross what will become a major road.'*
- *'Closing the road will only cause confusion and dangerous traffic in other areas, people will either divert through Tile Kiln or the Bypass. Moving the traffic isn't a solution.'*

Comments received regarding a two-way flyover being discounted as an option included:

- *'Make the flyover two way. Stop all this piecemeal road development and go for one bigger one?'*
- *'Fly over out of date need two way one bus lane would not work both ways, also build of shot from A138 go across to A130 would easy traffic as well.'*

Some respondents stated that a flyover was preferred to the scheme that was proposed, with a few respondents making comments about the flyover. A few respondents commented on the discounted option to replace flyover with a two-way structure, with some respondents to other schemes also stating this.

Some respondents made other comments about the scheme, including regarding congestion, traffic displacement, flyover, HGVs, speed, access to the GP surgery, traffic control measures, community severance, negative comments on current infrastructure, safety, pollution, bus service, impact of growth, two-way flyover, park and ride and current public transport costs.

A few comments were received about the cost of the scheme, with a few respondents stating that the scheme was too expensive.

The potential impacts of the scheme were agreed by a few respondents, and disagreed with by a few respondents.

Chelmsford City Council, Great Baddow Parish Council and the Mid Essex Business Group objected to the proposal for the bus gate.

The proposed introduction of the bus gate was supported in principle by First Essex Buses Ltd., however they stated that the redistribution of traffic onto other corridors would also need to be mitigated in order not to disrupt bus services on other corridors.

Some respondents stated other impacts that would result from the scheme, with some respondents making alternative proposals.

Some respondents made suggestions regarding the scheme.

Two respondents made suggestions regarding the trial period for the scheme.

Two respondents comment on the discounted option of full signalisation of the roundabout.

Great Baddow to City Centre Cycle Route

Comments on this scheme: 79

Several respondents agreed with the scheme overall, with some respondents agreeing with caveats. Some respondents disagreed with the proposed scheme. Some respondents disagreed with the potential benefits that the scheme would bring.

Some respondents agreed with the proposal for a dedicated cycle route between Great Baddow and Chelmsford city centre, with a few respondents disagreeing and one respondent agreeing with caveats.

A few respondents commented on the proposed signed on-road cycle route in residential areas, with a few respondents also commenting on the subway arrangements/subway cycle use.

Comments submitted about the scheme included:

- *'This should be a priority - it is ridiculous that there is no off-road safe cycle path from Great Baddow into Chelmsford City Centre - we would love to be able to safely cycle into town.'*
- *'Where is the space in this area to put this cycle path? This is a bad idea that needs to be reconsidered. Where was the consultation with the residents before this plan was designed? Cannot tell you how concerned I am about this inept suggestion.'*

Of those that agreed with the scheme with caveats, comments included:

- *'Needs to be linked up with better signage and better surface.'*
- *'It is currently very difficult to access the city centre on a bike from Gt Baddow. I understand the idea of improving the link along Meadgate Ave but this would contradict with the additional vehicle movements displaced by the bus gate.'*

Great Baddow Parish Council felt this proposal was inadequate. They felt that the proposals would provide a dedicated signed cycle route, rather than a dedicated cycle route free from the danger of sharing the space with other vehicles.

A few respondents commented on the subway arrangements and cycle use, regarding the segregation of cyclists from pedestrians increasing safety, with a few respondents making a suggestion regarding this, including full segregation for cyclists.

A few respondents agreed with the benefits that would be produced by the scheme, with a few respondents agreeing with the impacts.

One respondent disagreed with the shared footway use south of the Army & Navy roundabout.

Chelmer Village Way Cycling Route

Comments on this scheme: 35

Several respondents agreed with the proposals for the scheme, with some respondents agreeing with caveats. A number of responses to other questions also agreed to the scheme with caveats.

Some respondents agreed with the benefits the proposed scheme may deliver. Two respondents agreed with the proposed improved signage of existing National Cycle Network Route 1.

Several respondents made suggestions for the scheme overall, including reintroducing free school buses for children, and increasing quality of the pavement outside the Fox and Raven and the Essex Record Office. One respondent making suggestions regarding the improved signage of existing National Cycle Network Route 1.

Comments made about the scheme included:

- *'This needs upgrading and lines marked clearly.'*

Of those that agreed with the scheme with caveats, comments made included:

- *'A good idea but it needs to extend up to the B&Q roundabout and the cycleway across Baddow Meads to be of any real use.'*

Two suggestions were made regarding extension of the unsegregated footway/cycleway.

Two comments were received in respect of cost of the scheme.

Beehive Lane and Loftin Way Connections

Comments on this scheme: 66

Some respondents agreed with the proposed scheme, with some respondents agreeing with caveats. Some respondents disagreed with the scheme, with some respondents stating potential impacts that the scheme may bring. Two respondents agreed with caveats proposals for the Loftin Way to Baddow Road cycleway link.

Some respondents made suggestions about the proposed scheme, including the need for a pedestrian crossing outside of Beehive Lane in preference to cycle lane.

Comments about the scheme included:

- *'A well-lit, safe cycle path is a welcome proposal'*
- *'I strongly disagree with this proposed plan because of congestion, pollution, noise and the general mayhem that will arise from it.'*

Of those that agreed with the scheme with caveats, comments made included:

‘Cycle routes are good as long as they do not contribute to further congestion. I expect all these plans need looking at in the round as each will have an effect on the totality.’

Two respondents made suggestions about the proposed new cycle route from Beehive Lane to Loftin Way.

Two respondents made alternative proposals to the scheme including making the road coming from the High Chelmer shopping centre (A138) bypass the roundabout to ease current congestion.

One respondent commented that the cost of the scheme was too expensive.

Great Baddow High School Cycling Route

Comments on this scheme: 22

Some respondents agreed with the scheme proposal, with some respondents agreeing with caveats. One respondent submitted an alternative proposal, whilst several respondents made comments about the scheme overall, including the cost if buses putting off people from using public transport and that the proposed cycle route should extend to Galleywood.

One respondent agreed with the proposal for an off-road link to school from residential areas, whilst two respondents agreed with caveats. Some respondents submitted comments on the proposed off-road, shared and segregated cycleways.

Comments received about the scheme include:

- *‘This does not extend enough, GBHS has a wide catchment and many children from Chelmer village who go to this school (it is the nearest secondary school for most children) would love to cycle but a lot of the route for them at present is unsafe. Also a safe cycle route to Sandon School should be considered, this is also a popular school for children from Chelmer Village but again the current route down Sandford Mill Lane although cuts several miles off the journey is unsafe, with a little investment many children would benefit.’*
- *‘All schools should get routes -Duffield Road needs resurfacing - bad for bikes’*

Of those agreeing to the scheme with caveats, comments included:

- *‘Useful but needs to extend to Galleywood.’*

One respondent disagreed with the potential impacts of the scheme.

One respondent commented on the cost of the scheme.

City-wide Signage and Technology Improvements

Comments on this scheme: 76

Several respondents agreed with the scheme overall, with some respondents agreeing with caveats. Two respondents disagreed with the proposed scheme.

Some respondents agreed with the proposal to upgrade traffic monitoring and signal control, with some respondents making suggestions regarding this, including this installation of smart signage and better lane guidance.

Some respondents agreed with the proposals for traffic and travel information, with a few respondents making suggestions in respect of the proposals.

Two respondents agreed with the proposal to improve pedestrian/cycle signage, with some respondents making suggestions in relation to this including greater clarity on exactly where you can and can't cycle for the benefit of cyclists and pedestrians.

Two suggestions were received regarding changing directional signage.
Comments received included:

- *'A technology advance/refresh would be welcome, including recommending routes based on live traffic conditions'*
- *'Very much needed. It is getting better but it must be clearer and the computers needed to be up to date and not left off for long periods of time as on the bus stops.'*
- *'Certainly needed it today after the major accident this afternoon.'*

Of those that agreed to the scheme with caveats, comments made included:

- *'Signs are a problem in Essex generally. I have raised several signage issues and not one of them has been resolved in the last 3 years. you don't need technology to solve the issue, just get the boards that are there cleaned, and repaired and accurate.'*
- *'Need for signs to not imply that cyclists have priority over pedestrians on shared paths. Too many cyclists think they have the right to cycle where & when they want harassing pedestrians & going through red lights.'*

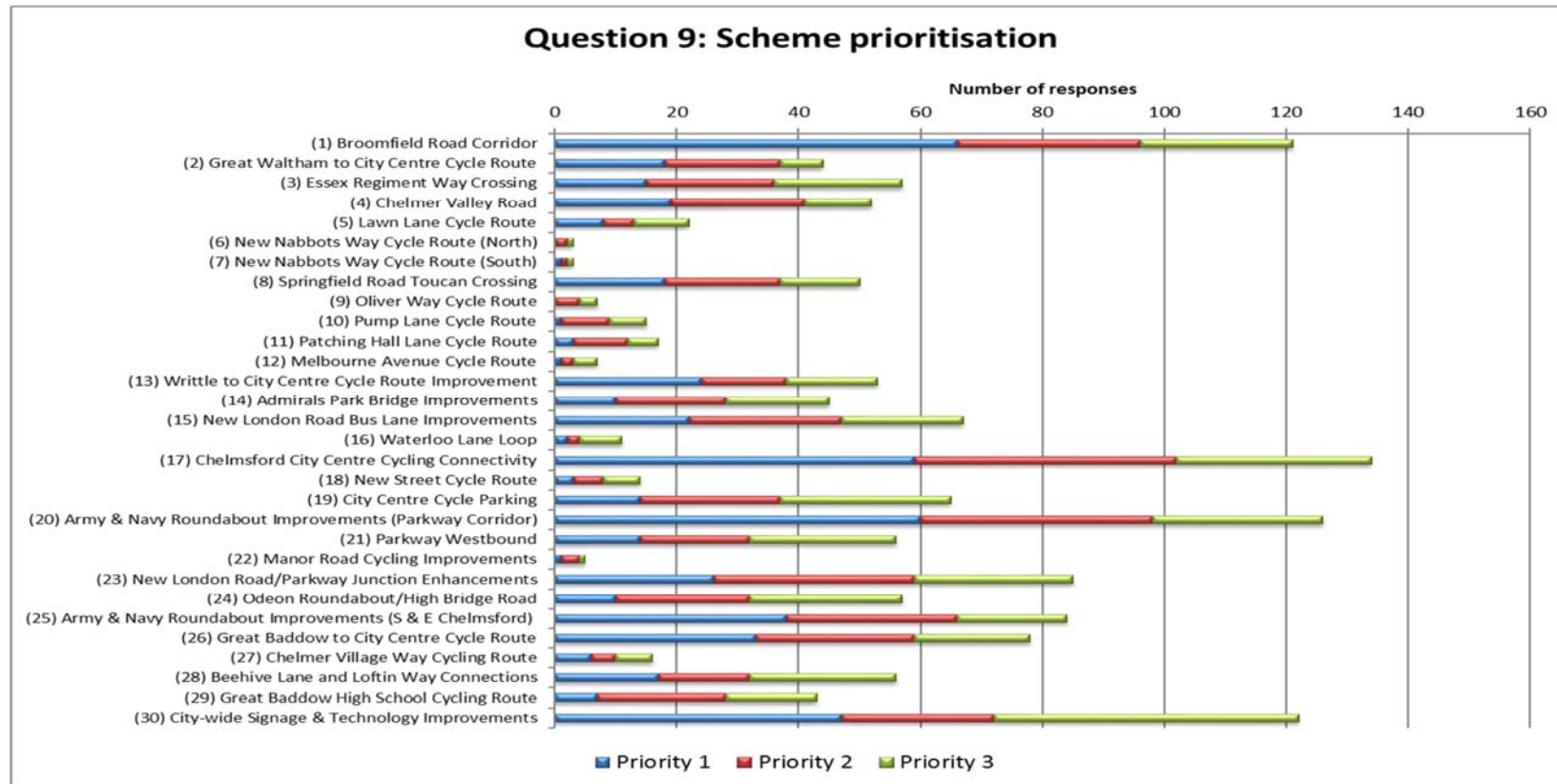
One respondent agreed with removing signage, and one suggestion was made regarding this.

One respondent disagreed with the benefits the scheme would bring.

One respondent disagreed with the impacts of the scheme, whilst one respondent agreed with caveats.

8.6 Question 9 - Prioritisation of schemes

The chart below shows how respondents prioritised the schemes.



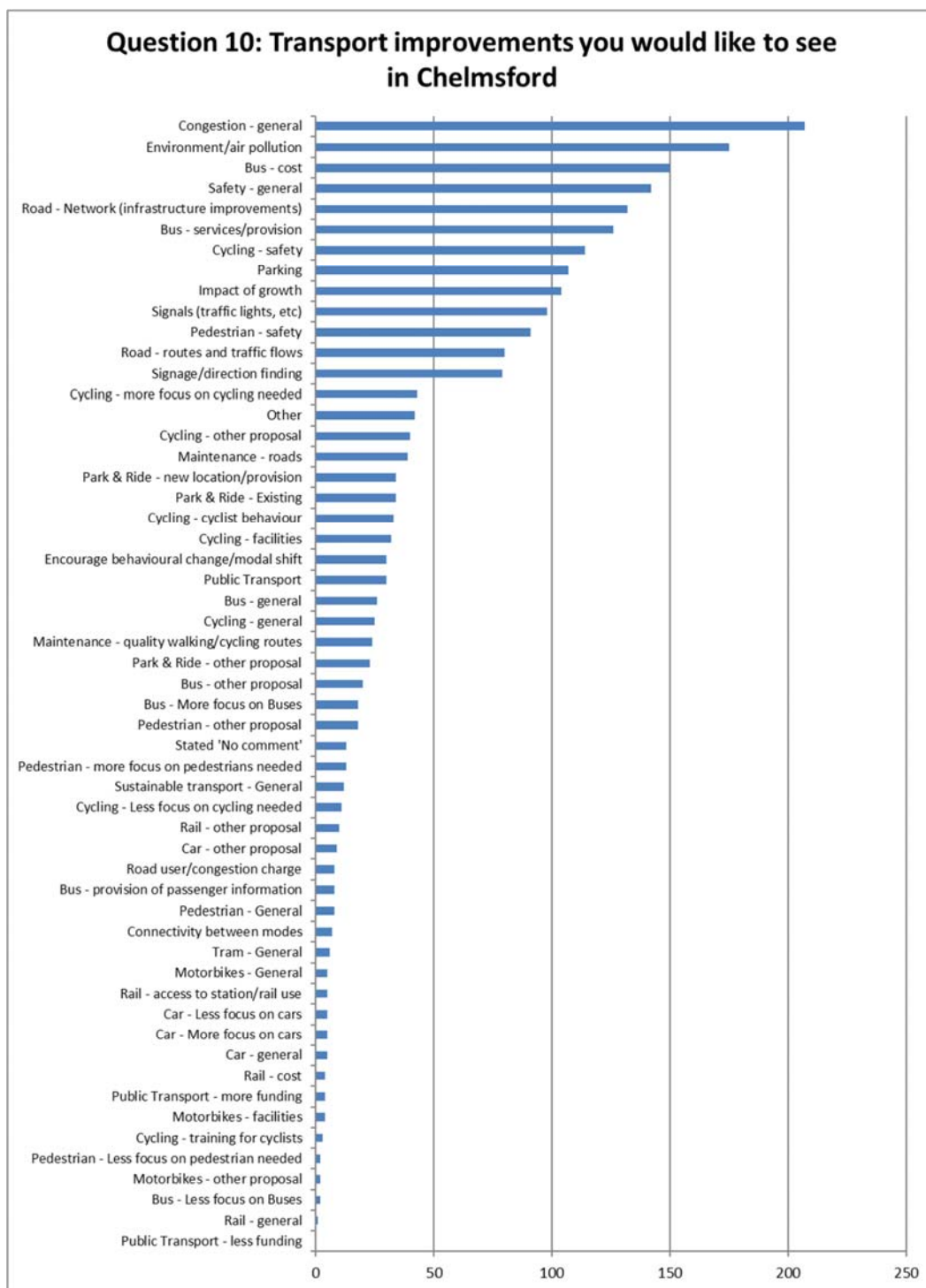
Of the schemes consulted on the top 3 by prioritisation were:

- Broomfield Road Corridor – 66 responses as Priority 1
- Army & Navy Roundabout Improvements (Parkway Corridor) – 60 responses as Priority 1
- Chelmsford City Centre Cycling Connectivity – 59 responses as Priority 1

The Broomfield Road Corridor scheme received the largest number of 'priority 1' rankings, although the cumulative total for the two Army and Navy Roundabout schemes would be higher but may include duplication. This appears to run counter to the strong opposition to the Baddow Road Bus Gate proposals that was seen in the comments made. This may be due to respondents recognising that there is an issue at the Army and Navy Roundabout, but not agreeing that the implementation of a 24/7 bus gate operation would be the most practical way to solve current problems.

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

The following chart below the number of comments received per mode in respect of other transport improvements that respondents would like to see in Chelmsford.



The high level of respondents identifying their preference for Road – Network Infrastructure Improvements may be due to a large majority (69%) of those that responded to Question 5 identified their mode of travel as by car.

The five most referenced improvements were:

Congestion General.

The largest number of respondents commented that congestion was an area in need of improvement. Respondents comments included:

- *'Alleviation of the rat running through Writtle to the north bypassing Waterhouse Lane etc. Traffic can be backed up for up to a quarter of a mile regularly. Makes crossing roads in the village dangerous.'*
- *'The Writtle roundabout on the A1060 needs sorting. Every evening from 5pm there are massive queues in all directions as traffic heads into Chelmsford.'*
- *'The Council have claimed that Chelmsford's roads are currently running at 90% capacity - I would question this, at peak times they are running at more than 100 % capacity already given that someone's only got to cough somewhere and Chelmsford is gridlocked.'*
- *'Change some of the road lane markings at traffic islands. Don't have 3 lanes that shrink to 2 lanes causing bottle necks.'*
- *'Getting across town during the weekend by car is an absolute nightmare.'*

Environmental/air pollution.

A large number of respondents commented on the environment and air pollution. Comments included:

- *'More cycle friendly routes in/out of the city centre will decrease air pollution.'*
- *'An increase in electric recharging points in large numbers in car parks will be required.'*

The cost of bus fares.

A large number of respondents stated that the cost of bus fares needed to be addressed. A large number of respondents to other schemes also stated that the cost of buses needed looking at. Respondents comments included:

- *'Subsidised public transport as getting the bus to town is expensive and unreliable as they often don't turn up.'*
- *'Cheaper business fares for Chelmsford residents.'*
- *'More bus routes at affordable prices. A return fare is from Springfield to town costs £4!'*
- *'Unless fares are reduced to a reasonable level, all the talk about getting people out of their cars is pointless. Public transport is so poor and so expensive in mid-Essex that First should be stripped of their operator's licence.'*
- *'Bus fare reductions for families.'*

Safety general.

A large proportion of respondents prioritised safety as an improvement they would like to see. Comments included:

- *'Take action taken to stop cycling on pavements.'*
- *'Make the flyover two way – current arrangements are dangerous.'*
- *'Improvement to the Army and Navy roundabout to ease congestion rather than making suggestions of closing Baddow Road.'*
- *'Introduce speed bumps placed along Gloucester Avenue as this will slow the increasing speed to vehicles down the road.'*
- *'Keep cyclists off of pavements.'*

Road – Network Infrastructure Improvements.

A number of respondents identified Road – Network Infrastructure Improvements as an area for improvement, alongside a number of comments received from responses to other schemes. Comments included:

- *'Traffic calming in Linnet Drive. Roundabout at junction of Linnet Drive and Galleywood Road.'*
- *'Put a roundabout at the junction for Victoria Road, Riverside and Riverside Retail Park. This has been needed for years!'*
- *'There should be a road between Baddow and Chelmsford valley to relieve pressure on the Army and Navy.'*
- *'Fix the Miami Roundabout / Tesco Entrance fiasco that happens most weekends.'*
- *'Better signage, and road markings is essential to improve traffic flow, many roundabouts have no lane signage at all, leading to inefficient use, and confusion.'*

A large number of respondents to other schemes also commented on pedestrian safety. Some respondents to other schemes also requested more focus to be placed on buses.

A number of responses to other schemes also commented on Park and Ride provision in Chelmsford, with some responses suggesting alternative locations. A number of respondents to other schemes also suggested new ways to route traffic.

A large amount of comments received from other schemes relating to this question including safety and congestion, signage and signals and parking. Some comments were received in respect of public transport. A large number of comments regarding other schemes were received stating that behavioural change/modal shift should be encouraged.

A large number of responses received to other schemes also made comments about cycling in general, cycling safety and cycling facilities, some giving alternative proposals and a large number stating that more focus was required on cycling. Some respondents to other questions stated that there should be less focus on cycling, with a number making comments about cyclist behaviour. A large amount of comments were received regarding the Flyover, asking for it to be widened and made two way and for it to be replaced by a new structure.'

Feedback from the consultation and further engagement with ECC Network Assurance and Network Operations Teams has led to a revised proposal that should deliver the majority of the benefits whilst addressing some of the key concerns raised at consultation.

9. Consultation process

Some respondents provided comments about the consultation process.

Seven respondents gave negative feedback regarding the timing of the consultation.

It was stated that holding the consultation during the summer holidays *'did not allow all relevant parties to partake in the consultation'* and that the timing of the consultation *'does not comply to best practice'*.

Six respondents gave negative comments on the consultation. These included that

- *'residents were not written to informing them of the consultation, even those directly impacted who live in Baddow Road'*.

Respondents also commented that it is:

- *'not sufficient to rely on emails and social media to promote a consultation as this removes a large number of people from potentially taking part and giving their opinions'*.

Four respondents requested more information, specifically regarding the impact of displaced traffic on air quality, alongside more detailed traffic modelling to show the extent of displaced traffic on the local area.

10 Organisations contacted about the consultation

The following organisations were contacted to give them details of the consultation and request their response:

- | | |
|--|---|
| <ul style="list-style-type: none"> • Oaklands Infant School • Galleywood Infant School • Great Baddow High School • Columbus School and College • Trinity Road Primary School • Our Lady Immaculate Catholic School • The Boswells School • St John Payne Catholic Primary school • Baddow Hall Infant School and Junior School • Chancellor Park Primary School • Kings Road Primary School • Westlands Community Primary School • Springfield Primary School • Great Waltham CE VC Primary School • Moulsham Infant School and Junior School • Perryfields Infant School and Junior School • Broomfield Primary School • Barnes Farm Infant School and Junior School • The Bishops' CE and Catholic Primary School • The Cathedral CE (Aided) School • Lawford Mead Primary School • Maltese Road Primary School • Mildmay Infant School and Junior School • Newlands Spring Primary School • St Pius X Catholic Primary School • St Michael's CE (VA) Junior School • Beehive Lane Community Primary School • Larkrise Primary School • Meadgate Primary School • Little Waltham CE (VA) Primary • Writtle Infant School • Writtle Junior School • Thriftwood School and College (SEAX Multi-Academy Trust) • Parkwood Academy • The Tyrrells Primary School • St Anne's School | <ul style="list-style-type: none"> • St Cedds School • Elm Green Preparatory School • New Hall School • Widford Lodge • Essex Police Authority • Essex Police Authority • Aquila Holdings Limited • Homes and Communities Agency • First Essex • Fords of Althorne Coaches • Stephenson's of Essex • Regal Busways • JW Lodge and Sons • NIBSbuses • Arrow Taxi • Chelmsford Community Transport • Arriva Harlow • Passenger User Forum • First Essex • Confederation of Passenger Transport UK (CPT) London and South East • Heddingham/Chambers; Essex Branch of the Confederation of Passenger Transport UK (CPT) • Writtle Road Residents Association • Moulsham Lodge Residents Association • Bramwoods Residents Association • Ravenswood Residents Association • Coates Quay Residents Association • Galleon Park Residents Association • Admirals Park Residents Association • Hamilton Court Residents Association • Redmayne Drive Residents Association • Park Mews Residents Association • Newlands Spring Community Association • Writtle Community Association • Great Baddow Community Association • Sport England • Director of Active Essex • Chelmsford City Football Club |
|--|---|

- Essex County Cricket Club
- Crown Estates Commissioners
- GroupTaxibus Ltd
- Ali's Taxis
- Fareway Taxis, Incorporating Robinson's Cars
- Chelmer Valley Cars
- SWT Private Hire
- Essex Fire and Rescue
- East of England Ambulance Service
- Mid Essex Hospital Services NHS Trust
- Environment Agency
- Natural England
- Local Nature Partnership (led by Essex Wildlife Trust)
- Royal Society for the Protection of Birds (RSPB)
- Canal and River Trust
- Garden History Society
- Natural England
- Broomfield Hospital
- HSE
- Chelmsford Civic Society (CCS); Royal Society for the encouragement of Arts, Manufactures and Commerce (RSA)
- Historic Buildings and Monuments Commission for England (English Heritage)
- Chelmsford Civic Society
- Highways England
- Chelmsford City Council (CCC)
- Essex County Council
- The British Horse Society
- Great Waltham Parish Council
- Pleshey Parish Council
- Boreham Parish Council
- Roxwell Parish Council
- Broomfield Parish Council
- Chignall Parish Council
- Little Waltham Parish Council
- Springfield Parish Council
- Sandon Parish Council
- Stock Parish Council
- Galleywood Parish Council
- Mashbury Parish
- Woodham Ferrers and Bicknacre Parish Council
- South Woodham Ferrers Town Council
- East Hanningfield Parish Council
- Rettendon Parish Council
- Runwell Parish Council
- South Hanningfield Parish Council
- West Hanningfield Parish Council
- Great Baddow Parish Council
- Margaretting Parish Council
- Highwood Parish Council
- Great and Little Leighs Parish Council
- Writtle Parish Council
- Little Baddow Parish Council
- Danbury Parish Council
- South Woodham Ferrers Town Council
- Good Easter Parish Council
- Essex Association of Local Councils
- Cycling UK
- Sustrans
- Chelmsford Cycling Action Group (CCAG)
- Chelmsford Chainlinks
- Chelmer Cycling Club
- Essex Roads Cycling Club
- Smart Cycle Training
- Cycle Training East
- Forty Plus Cycling Club: Mid Essex Tuesday Section
- Forty Plus Cycling Club: Essex A Section
- Chelmsford City Informal Group of Essex CTC
- Essex Bridleways Association
- Parliament
- CM3 Cars and Courier Services Ltd
- CCE (Chelmsford) Ltd
- Happi Transport Ltd (t/a Happi Cabs, A1 Cars and Corry's Taxis)
- Chelmsford Taxi Association
- VisitChelmsford
- Meadows Shopping Centre
- High Chelmer Shopping Centre
- Bond Street Shopping
- Riverside Ice and Leisure Centre
- South Woodham Ferrers Leisure Centre
- Chelmsford Sports and Athletics Centre
- Dovedale Sports Centre
- Chelmsford City Theatres
- Chelmsford Museums
- Sandford Mill (museum)
- Abellio Greater Anglia

- The AA
- RAC
- South Essex Parking Partnership
- Abellio Greater Anglia
- Chelmsford Community Transport Ltd
- Hackney Carriage Association
- Anglian Water
- National Grid
- Essex and Suffolk Water
- Vodafone
- Virgin Media
- UKPN
- Street Lighting ducts
- Connect Plus
- National Grid
- Thames Water
- Network Rail
- Open Reach
- Highways England
- Northumbrian Water
- Essex Youth Parliament
- Young Essex Assembly

11 Respondents

Responses were received from organisations and businesses:

- Essex Chambers of Commerce
- Broomfield Parish Council
- Chelmsford City Council
- Mid-Essex Business Group
- Great Baddow Parish Council
- Highways England
- First Essex Buses Ltd
- Arriva
- The Church of England in Essex and East London
- Chelmsford Cathedral
- St Cedd's School
- Sellwood Planning, on behalf of Crest Nicholson
- Happicabs
- Chelmsford Cycling Action Group
- Historic England
- Natural England
- The Cathedral School
- Good Easter Parish Council
- Chelmsford Canoe Club
- JW Steele and Son
- Springfield Parish Council
- Sutherland Lodge Surgery Patients Representation Group
- MRH GB Limited
- Anglia Ruskin University

12 Demographics

Respondents were asked to provide demographic information; however this was not mandatory. The charts below summarise those responses where this information was provided.

Data captured included:

- Age
- Sex
- Ethnicity
- Disability questions
- Carer responsibilities
- Locality

Around a third to slightly over a third of respondents (33% to 39%) did not provide information to these questions, either because they chose not to provide it or because they responded in another format and did not include this information in their response. Where respondents provided this information most were between 31 and 50 (43%) and a third were between 51 and 70 (33%). 10% were below 30 and similarly 10% were above 71. 4% chose not to give information about their age.

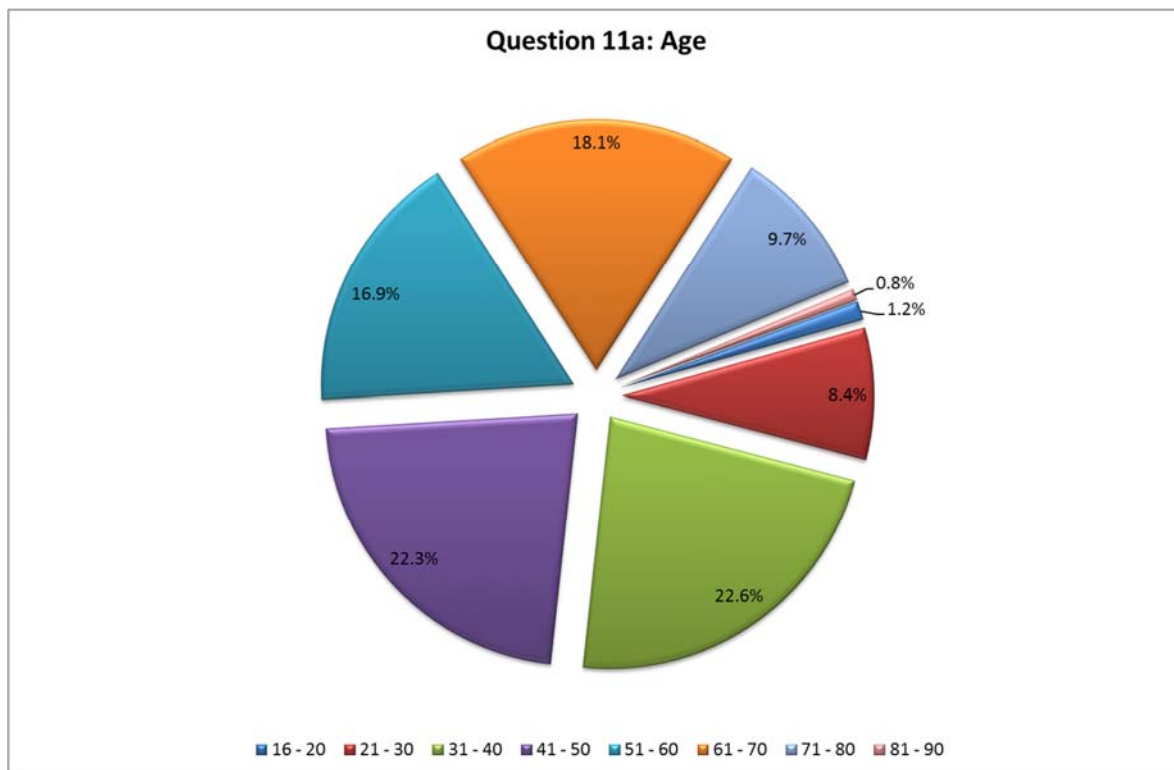
Of those that provided information, slightly more women than men responded (49% female, 47% men) with 3% preferring not to provide this information.

The majority of respondents who provided this information identified themselves as 'White British' (88%), compared to 90.8% who identified themselves as 'White British' from Essex during the 2011 census, with a further 2% identifying themselves as 'White Irish' or 'White Other'. 1% identified themselves as other ethnicities, with most (0.6%) identifying as 'Mixed Other'. A slightly larger proportion of respondents preferred not to give a response to this question (8%).

6% of those who provided a response identified that they had a physical impairment, 3% a sensory impairment and 2% a learning difficulty or disability. 7% identified that they had a role as a carer.

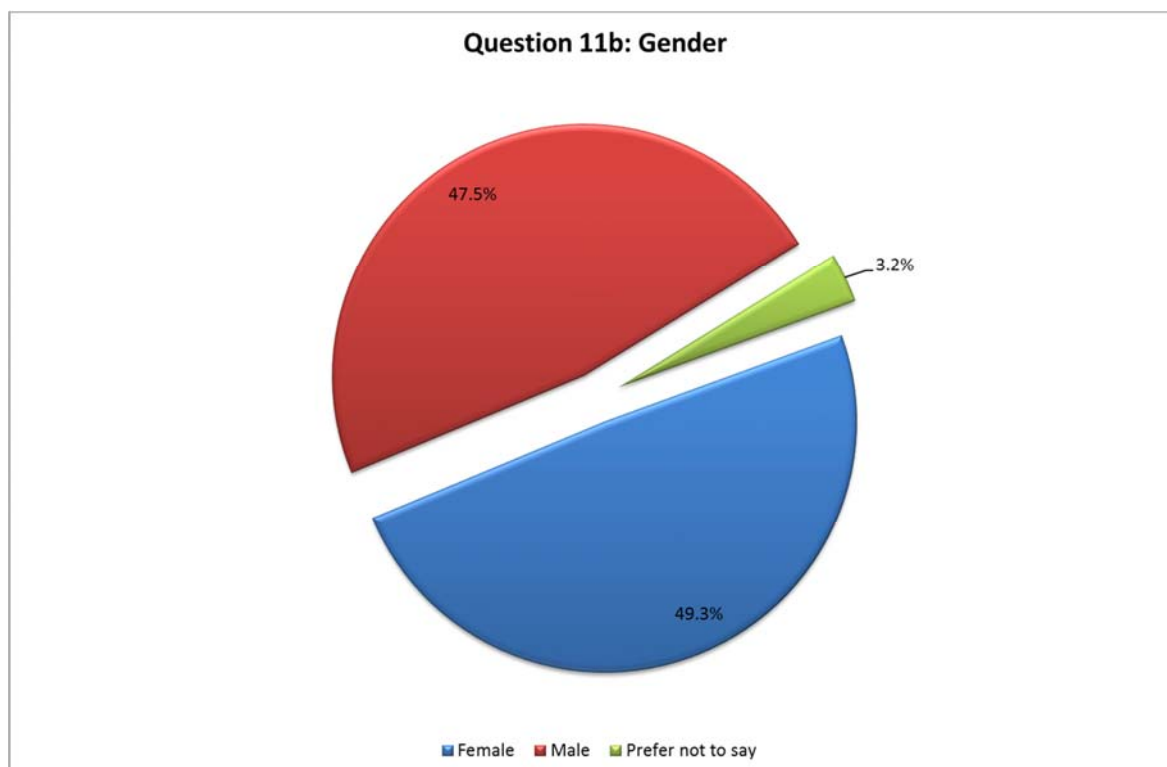
The majority of respondents (96%) who provided this information identified their locality as Chelmsford. Of the 4% who identified another locality, 1% identified Braintree and 1% Maldon.

12.1.1 Question 11a: Age



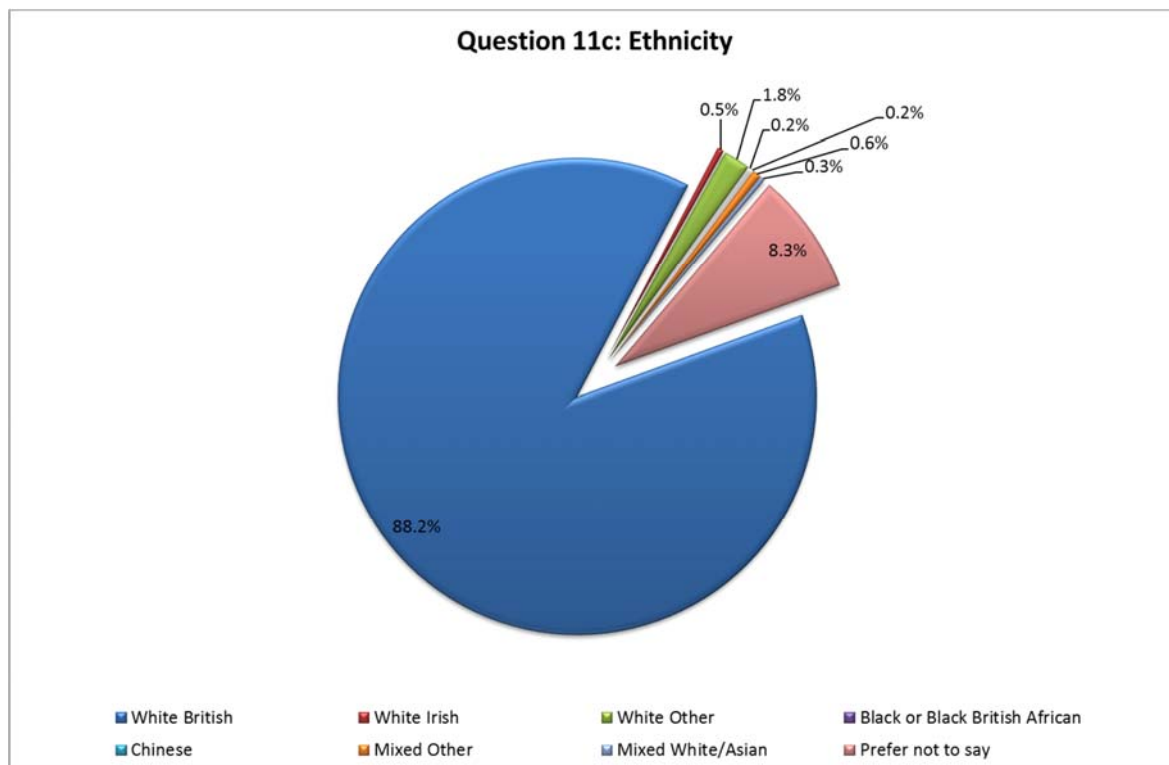
Age	Number of respondents
16 - 20	8
21 - 30	56
31 - 40	150
41 - 50	148
51 - 60	112
61 - 70	120
71 - 80	64
81 - 90	5
Prefer not to say	27
Number Responding	690

12.1.2 Question 11b: Gender



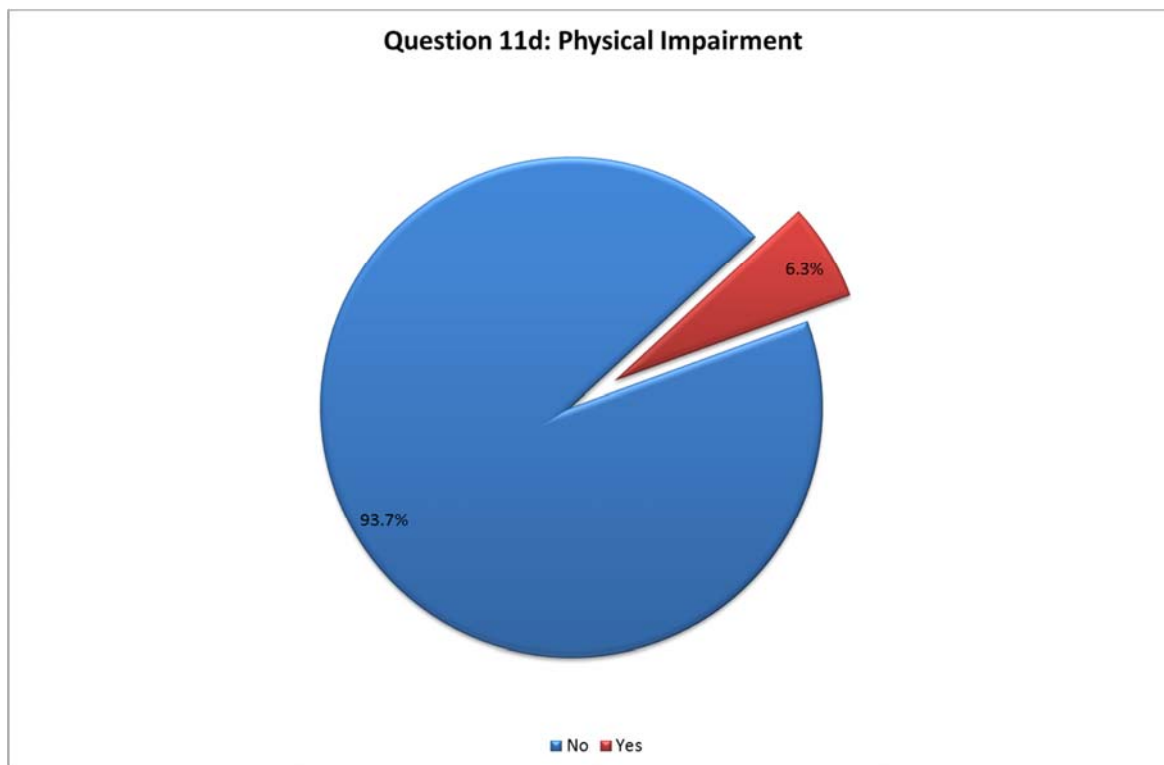
Gender	Number of respondents
Female	338
Male	326
Prefer not to say	22
Number Responding	686

12.1.3 Question 11c: Ethnicity



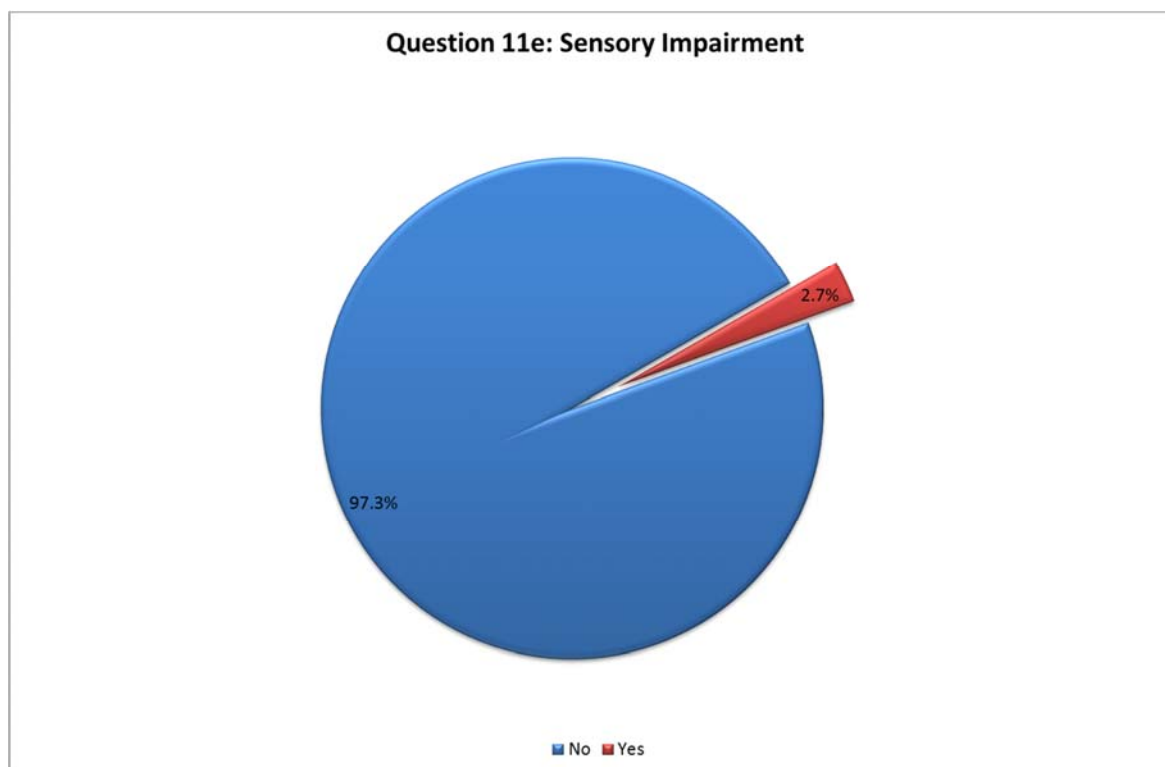
Ethnicity	Number of respondents
White British	585
White Irish	3
White Other	12
Black or Black British African	1
Chinese	1
Mixed Other	4
Mixed White/Asian	2
Prefer not to say	55
Number Responding	663

12.1.4 Question 11d: Physical Impairment



Physical Impairment	Number of respondents
No	621
Yes	42
Prefer not to say	0
Number Responding	663

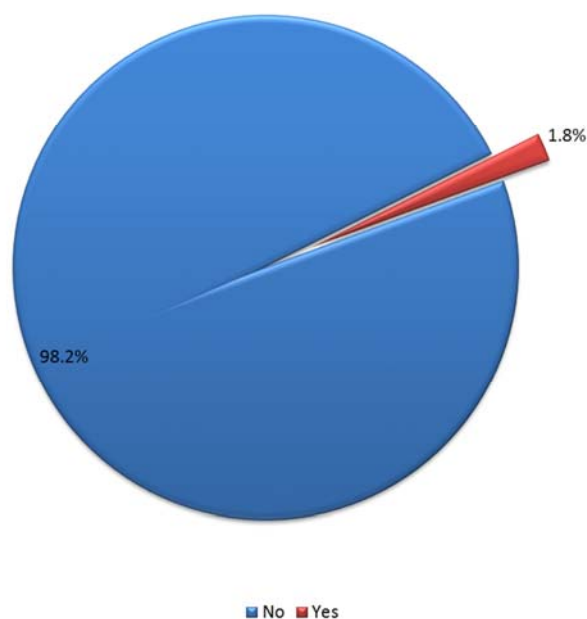
12.1.5 Question 11e: Sensory Impairment



Sensory Impairment	Number of respondents
No	641
Yes	18
Prefer not to say	0
Number Responding	659

12.1.6 Question 11f: Learning Difficulty or Disability

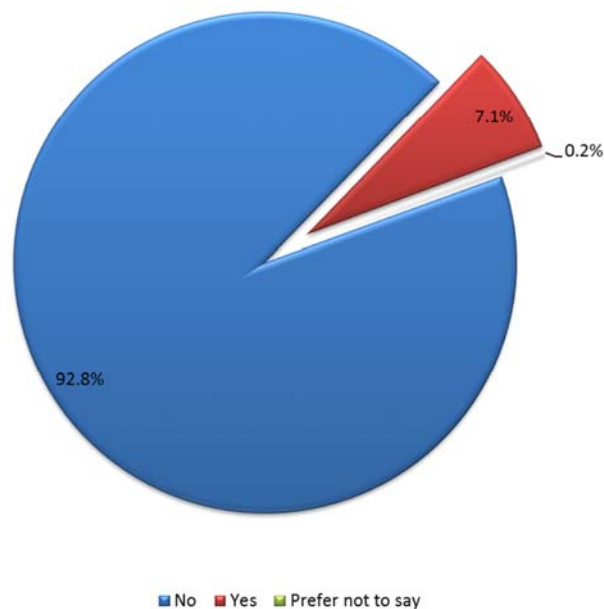
Question 11f: Learning difficulty or disability



Learning difficulty or disability	Number of respondents
No	648
Yes	12
Prefer not to say	0
Number Responding	660

12.1.7 Question 11g: Caring Commitment

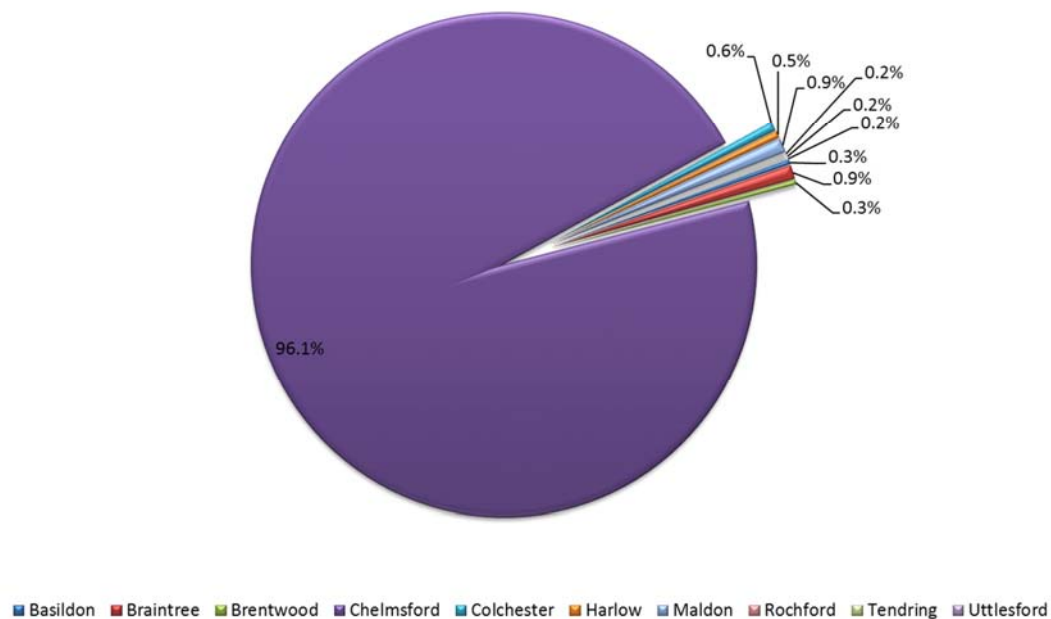
Question 11g: Caring commitment



Caring Commitment	Number of respondents
No	616
Yes	47
Prefer not to say	1
Number Responding	664

12.1.8 Question 11h: Locality

Question 11h: Locality



Locality	Number of respondents
Basildon	2
Braintree	6
Brentwood	2
Chelmsford	638
Colchester	4
Harlow	3
Maldon	6
Rochford	1
Tendring	1
Uttlesford	1
Castle Point	0
Epping Forest	0
Number Responding	664

13 Appendix A

The following tables show the number of responses received regarding specific schemes that were consulted on as part of the Chelmsford City Growth Package:

Broomfield Road Corridor

Description of code	Number of responses
Scheme overall - Suggestion	22
Cycle routes - Suggestion	18
Other	14
Cycle routes - Agree	11
Alternative proposal	10
Scheme overall - Disagree	9
Other impacts	8
Scheme overall - Agree	7
Scheme overall - Agree with caveats	6
Make Corporation Road one way - Disagree	6
Benefits - Disagree	5
Hybrid cycle tracks - Disagree	4
Cycle tracks Broomfield Road - Suggestion	4
Make Corporation Road one way - Suggestion	3
Bus stop improvements - Suggestion	3
Reduction in bus stops - Disagree	3
Other cost comment	3
Redesign Corporation Road Junction - Agree with caveats	2
Hybrid cycle tracks - Suggestion	2
Cycle tracks Broomfield Road - Agree	2
Other Benefits	2
Redesign Corporation Road Junction - Agree	1
Redesign Corporation Road Junction - Disagree	1
Single lane northbound on Broomfield Road - Agree with caveats	1
Single lane northbound on Broomfield Road - Suggestion	1
Bus stop improvements - Agree	1
Reduction in bus stops - Suggestion	1
Cycle routes - Agree with caveats	1
Cycle routes - Disagree	1
Hybrid cycle tracks - Agree	1
Cycle tracks Broomfield Road - Agree with caveats	1
Cycle tracks gyratory - Agree	1
Cycle tracks gyratory - Suggestion	1
Discounted options - Comment	1
Benefits - Agree	1
Stated 'No comment'	1
Total	159

Great Waltham to City Centre Cycle Route

Description of code	Number of responses
---------------------	---------------------

Scheme overall - Suggestion	15
Scheme overall - Agree	7
Alternative proposal	5
Scheme overall - Agree with caveats	4
Benefits - Agree	4
Other	4
Scheme overall - Disagree	2
Section 1 - Improved signing & crossing facilities - Agree	2
Benefits - Disagree	2
Section 1 - Improved signing & crossing facilities - Disagree	1
Section 1 - Improved signing & crossing facilities - suggestion	1
Section 1 - Shared route/on-road - suggestion	1
Costs - Underestimate	1
Total	159

Essex Regiment Way Crossing

Description of code	Number of responses
Scheme overall - Agree	9
Scheme overall - Suggestion	7
Scheme overall - Agree with caveats	6
Signalised Crossing - Agree	5
Subway/bridge - Agree	5
Other cost comment	4
Other	3
Subway/bridge - Disagree	2
Subway/bridge - Suggestion	2
Alternative proposal	2
Stated 'No comment'	2
Scheme overall - Disagree	1
Signalised Crossing - Agree with caveats	1
Signalised Crossing - Disagree	1
Signalised Crossing - Suggestion	1
Subway/bridge - Agree with caveats	1
Benefits - Agree	1
Benefits - Disagree	1
Costs - Too expensive	1
Total	55

Chelmer Valley Road

Description of code	Number of responses
Scheme overall - Agree	8
Other	8
Scheme overall - Suggestion	7

Scheme overall - Agree with caveats	5
Alternative proposal	5
Other impacts	2
Widening from University junction to Valley Bridge Roundabout - suggestion	1
Introduction of bus lane northbound (University junction to Valley Bridge Road) - Agree with caveats	1
Introduction of bus lane northbound (University junction to Valley Bridge Road) - Disagree	1
Extension of northbound bus lane to Lawn Lane - Agree	1
Southbound bus lane - Agree with caveats	1
Southbound bus lane - Suggestion	1
Benefits - Disagree	1
Total	42

Lawn Lane Cycle Route

Description of code	Number of responses
Scheme overall - Suggestion	11
Scheme overall - Agree	9
Scheme overall - Agree with caveats	5
Alternative proposal	4
Scheme overall - Disagree	2
Shared use footway/cycle route - Agree	2
Shared use footway/cycle route - Disagree	2
Crossing upgrade - Agree	2
Other	2
Shared use footway/cycle route - Suggestion	1
Replace trees with screening - Disagree	1
Benefits - Agree	1
Benefits - Disagree	1
Costs - Too expensive	1
Stated 'No comment'	1
Total	45

New Nabotts Way Cycle Route (North)

Description of code	Number of responses
Scheme overall - Agree	5
Alternative proposal	3
Shared footway/cycle route - Disagree	2
Scheme overall - Agree with caveats	1
Scheme overall - Disagree	1
Scheme overall - Suggestion	1
Shared footway/cycle route - Suggestions	1
Benefits - Agree	1
Benefits - Disagree	1
Impacts - Disagree	1
Other impacts	1
Other	1
Total	19

New Nabotts Way Cycle Route (South)

Description of code	Number of responses
Scheme overall - Suggestion	4
Scheme overall - Agree with caveats	2
Scheme overall - Agree	1
Scheme overall - Disagree	1
Extension of segregated track - Suggestion	1
On-road route along Crocus Way - Agree	1
On-road route along Crocus Way - Disagree	1
Replacement of crossing - Suggestion	1
Upgrading footpath to shared route - Disagree	1
On-road route to Lawn Lane - Suggestion	1
Removal of barriers/guard rails - Disagree	1
Alternative proposal	1
Total	16

Springfield Road (near Pump Lane) Toucan Crossing

Description of code	Number of responses
Scheme overall - Suggestion	14
Scheme overall - Agree	13
Scheme overall - Agree with caveats	4
Benefits - Agree	4
Scheme overall - Disagree	3
Other	3
Benefits - Disagree	2
Other impacts	2
Alternative proposal	2
Crossing Control - Agree with caveats	1
Crossing Location - Agree	1
Crossing Location - Agree with caveats	1
Linking existing footways/cycle tracks - suggestions	1
Footway Widening - Agree	1
Impacts - Disagree	1
Total	53

Oliver Way Cycle Route

Description of code	Number of responses
Scheme overall - Suggestion	7
Scheme overall - Agree	3
Scheme overall - Agree with caveats	2
Scheme overall - Disagree	2
On-road cycle route Chignal Road to Patching Hall roundabout - Disagree	2
Narrowing junction entrances - Disagree	1
Shared use footway/cycle track - Agree	1
Shared use footway/cycle track - Disagree	1
Benefits - Agree	1
Benefits - Disagree	1
Alternative proposal	1
Other	1
Total	23

Pump Lane Cycle Route

Description of code	Number of responses
Scheme overall - Agree	5

Scheme overall - Suggestion	4
Scheme overall - Agree with caveats	3
Cycle crossing points - Suggestion	2
Benefits - Agree	2
Scheme overall - Disagree	1
Cycle crossing points - Agree with caveats	1
Cycle crossing points - Disagree	1
Other impacts	1
Alternative proposal	1
Other	1
Total	22

Patching Hall Lane Cycle Route

Description of code	Number of responses
Scheme overall - Agree	5
Scheme overall - Suggestion	5
Scheme overall - Disagree	4
Scheme overall - Agree with caveats	2
Collaboration with School Travel Plans - Agree	2
Continuing existing on-road lane - Agree	1
Continuing existing on-road lane - Suggestion	1
Tie-in with school's grounds - Agree	1
Connection to Oliver Way cycle scheme - Agree	1
Benefits - Agree	1
Other impacts	1
Alternative proposal	1
Other	1
Total	26

Melbourne Avenue Cycle Route

Description of code	Number of responses
Scheme overall - Suggestion	8
Scheme overall - Agree	6
Scheme overall - Agree with caveats	3
Benefits - Agree	3
Widen footway to create a shared footway/cycle track - Agree with caveats	2
Route on Melbourne Avenue - Suggestions	2
Widen footway to create a shared footway/cycle track - Disagree	1
Route on Melbourne Avenue - Disagree	1
Impacts - Agree	1
Other impacts	1
Other cost comment	1
Other	1
Total	30

Writtle to City Centre Cycle Route Improvements

Description of code	Number of responses
Scheme overall - suggestion	13

Scheme overall - Agree	9
Widening/upgrading cycle route between Writtle west and Admirals Park - Suggestion	6
Scheme overall - Agree with caveats	5
Other	5
Widening/upgrading cycle route between Writtle west and Admirals Park - Agree	4
Installation of new lighting - Agree	3
Widening/upgrading cycle route between Writtle west and Admirals Park - Agree with caveats	2
Installation of new lighting - Agree with caveats	2
Installation of new lighting - Suggestion	2
Impacts - Agree	2
Alternative proposal	2
Widening/upgrading cycle route between Writtle west and Admirals Park - Disagree	1
Installation of new lighting - Disagree	1
Priority for cycle route on Fox Burrows Lane - Suggestion	1
Benefits - Agree	1
Benefits - Disagree	1
Impacts - Agree with caveats	1
Other cost comment	1
Stated 'No comment'	1
Total	63

Admirals Park Bridge Improvements

Description of code	Number of responses
Scheme overall - Agree	19
Replace existing footbridge with wider bridge - Agree	8
Replace existing footbridge with a wider bridge - Suggestion	4
Benefits - Agree	4
Shared, segregated use - Suggestion	3
Scheme overall - Disagree	2
Other	2
Shared, segregated use - Agree	1
Costs - Acceptable	1
Other cost comment	1
Total	45

New London Road Bus Lane Improvements

Description of code	Number of responses
Scheme overall - Suggestion	16
Scheme overall - Agree	14
Strengthen enforcement on existing bus lane - Agree	6
Other impacts	6
Scheme overall - Agree with caveats	5
Comments on parking restrictions	5
Strengthen enforcement on existing bus lane - Suggestion	4
Other	4
Benefits - Agree	3
Scheme overall - Disagree	2
Strengthen enforcement on existing bus lane - Disagree	2
Comments on hours of operation for enforcement	2
Benefits - Disagree	2
Strengthen enforcement on existing bus lane - Agree with caveats	1
Extension of bus lane towards New Writtle Street - Suggestion	1
Impacts - Disagree	1
Total	74

Waterloo Lane Loop

Description of code	Number of responses
Other impacts	16
Scheme overall - Suggestion	15
Scheme overall - Disagree	13
One-way loop system - Disagree	9
Other	7
Scheme overall - Agree with caveats	6
Impacts - Disagree	6
Benefits - Disagree	5
Scheme overall - Agree	4
Complementary Schemes - Comment on pedestrianisation of Tindal Square	3
One-way loop system - Agree with caveats	2
One-way loop system - Suggestion	2
New two-way link past Riverside Ice and Leisure - Disagree	2
Introduction of a contraflow cycle lane on New Street & Waterloo Lane - Agree with caveat	2
Introduction of a contraflow cycle lane on New Street & Waterloo Lane - Disagree	2
Benefits - Agree	2
Alternative proposal	2
One-way loop system - Agree	1
One-way on New Street - Agree	1
One-way on New Street - Agree with caveats	1
One-way on New Street - Disagree	1
Tindal Square motorised traffic restriction - Disagree	1
Tindal Square motorised traffic restriction - Suggestion	1
New two-way link past Riverside Ice and Leisure - Suggestion	1
Introduction of a contraflow cycle lane on New Street & Waterloo Lane - Suggestion	1
Link to New Street North cycling proposals - Suggestion	1
Benefits - Agree with caveats	1
Costs - Too expensive	1
Total	109

Chelmsford City Centre Cycling Connectivity

Description of code	Number of responses
Scheme overall - Suggestion	21
Other	11
Alternative proposal	5
Scheme overall - Agree with caveats	4
Cycle route through Burgess Springs to connect to existing route and cycle parking at railway station - suggestion	3
Scheme overall - Disagree	2
Benefits - Agree	2
Scheme overall - Agree	2
Provision of two-way cycle route from Kings Head Walk to west of Market Multi-storey carpark - Agree with caveats	1
Provision of two-way cycle route from Kings Head Walk to west of Market Multi-storey carpark - Suggestion	1
Benefits - Agree with caveats	1
Benefits - Disagree	1
Impacts - Disagree	1
Other impacts	1
Total	56

New Street Cycle Route

Description of code	Number of responses
Scheme overall - Suggestion	9
Scheme overall - Agree	7
Other	4
Scheme overall - Disagree	3
Provision of raised hybrid cycle tracks on New Street - Disagree	3
Provision of raised hybrid cycle tracks on New Street - Suggestion	2
Benefits - Agree	2
Benefits - Disagree	2
Other impacts	2
Provision of raised hybrid cycle tracks on New Street - Agree with caveats	1
Comments on converting existing footway on east side of New Street to shared footway	1
Carriageway widening/footway reduction - Agree	1
Carriageway widening/footway reduction - Disagree	1
Comments on Northern Access Improvements Project at station	1
Benefits - Agree with caveats	1
Alternative proposal	1
Total	41

City Centre Cycle Parking

Description of code	Number of responses
Scheme overall - Agree	20
Scheme overall - Suggestion	19
Comments on locations for additional cycle parking	10
Other	7
Scheme overall - Agree with caveats	6
Additional cycle parking at railway station - Agree	5
Additional cycle parking at Bell Meadow - Disagree	2
Benefits - Agree	2
Additional cycle parking at Railway Street - Disagree	1
Additional cycle parking at Bell Meadow - Agree	1
Additional cycle parking at Bell Meadow - Suggestion	1
Additional cycle parking at Townfield multi-storey car-park - Disagree	1
Benefits - Disagree	1
Other cost comment	1
Alternative proposal	1
Stated 'No comment'	1
Total	79

Army & Navy Roundabout Improvements: Baddow Road Bus Gate (Volume 4)

Description of code	Number of responses
Congestion will be displaced to other areas/roads	122
Scheme overall - Disagree	90
Benefits - Disagree	64
Installation of a 'bus gate' between Meadgate Avenue and Army & Navy roundabout - Disagree	58
Other impacts	41
Scheme overall - Suggestion	39
Alternative proposal	32
Flyover preferred to proposed scheme	30
Other	27
Hours of operation - Disagree	20
Scheme overall - Agree	15
Discounted option - Replace flyover with a two-way structure - comment	13
Scheme overall - Agree with caveats	11
Flyover - General comment	11
Installation of a 'bus gate' between Meadgate Avenue and Army & Navy roundabout - suggestion	8
Hours of operation - Suggestion	6
Other cost comment	6
Discounted option - Full signalisation of roundabout - comment	5
Impacts - Agree	4
Benefits - Agree with caveats	3
Impacts - Disagree	3
Installation of a 'bus gate' between Meadgate Avenue and Army & Navy roundabout - Agree with caveats CCGP	2
Benefits - Agree	2
Installation of a 'bus gate' between Meadgate Avenue and Army & Navy roundabout - Agree	1
Complementary Measures - Gt Baddow High School cycleway - Comment	1
Complementary Measures - Parkway Corridor Improvements - Comment	1
Length of trial period - Correct	1
Trial period - Suggestion	1
Other Benefits	1
Costs - Acceptable	1
Costs - Not sufficient	1
Stated 'No comment'	1
Total	621

Parkway Westbound: Bus Priority Lane and Improvements to Road Layout

Description of code	Number of responses
Scheme overall - Agree	13
Scheme overall - Disagree	10
Scheme overall - Suggestion	10
Bus lane on Parkway westbound - Disagree	6
Other impacts	6
Benefits - Disagree	4
Other	3
Bus lane on Parkway westbound - Suggestion	2
Impacts - Disagree	2
Scheme overall - Agree with caveats	1
Provision of three traffic lanes from Army & Navy roundabout onto Parkway west - Disagree	1
Provision of three traffic lanes from Army & Navy roundabout onto Parkway west - Suggestion	1
Bus lane on Parkway westbound - Agree	1
Benefits - Agree	1
Total	61

Manor Road Cycling Improvements

Description of code	Number of responses
Scheme overall - Agree	5
Scheme overall - Suggestion	2
Construction of central refuge on Manor Road - Disagree	1
Benefits - Agree with caveats	1
Costs - Overestimate	1
Costs - Too expensive	1
Other	1
Total	12

New London Road/Parkway Junction Enhancements

Description of code	Number of responses
Scheme overall - Suggestion	12
Scheme overall - Agree	9
Scheme overall - Disagree	7
Benefits - Disagree	7
Other impacts	5
Scheme overall - Agree with caveats	4
Alternative proposal	4
New central reserve on Parkway - Agree with caveats	3
Other	3
New central reserve on Parkway - Agree	2
Widen north approach of New London Road - Agree	2
Benefits - Agree	2
New central reserve on Parkway - Disagree	1
Other cost comment	1
Total	62

Odeon Roundabout/High Bridge Road – Making Left Turn Restrictions Permanent

Description of code	Number of responses
Scheme overall - Agree	20
Scheme overall - Disagree	15
Scheme overall - Suggestion	12
Benefits - Disagree	9
Scheme overall - Agree with caveats	8
Other impacts	5
Restrictions on access to Baddow Road west made permanent - Agree	4
Restriction on access to High Bridge Road - Disagree	4
Restrictions on access to Baddow Road west made permanent - Disagree	3
Alternative proposal	3
Benefits - Agree	2
Other	2
Restriction on access to High Bridge Road - Agree	1
Restriction on access to High Bridge Road - Suggestion	1
Impacts - Disagree	1
Total	90

Army & Navy Roundabout Improvements: Baddow Road Bus Gate (Volume 5)

Description of code	Number of responses
Congestion will be displaced to other areas/roads	183
Scheme overall - Disagree	158
Benefits - Disagree	84
Installation of a 'bus gate' between Meadgate Avenue and Army & Navy roundabout - Disagree	59
Flyover preferred to proposed scheme	55
Other impacts	48
Alternative proposal	43
Scheme overall - Suggestion	39
Other	38
Flyover - general comment	18
Hours of operation - Disagree	17
Installation of a 'bus gate' between Meadgate Avenue and Army & Navy roundabout - Suggestion	13
Scheme overall - Agree	11
Discounted option - Replace flyover with a two-way structure - Comment	11
Other cost comment	9
Scheme overall - Agree with caveats	8
Hours of operation - Suggestion	6
Impacts - Agree	6
Impacts - Disagree	5
Installation of a 'bus gate' between Meadgate Avenue and Army & Navy roundabout - Agree	4
Benefits - Agree	4
Costs - Too expensive	3
Complementary Measures - Gt Baddow to City Centre Cycleway - Comment	2
Trial period - Suggestion	2
Discounted option - Full signalisation of roundabout - Comment	2
Installation of a 'bus gate' between Meadgate Avenue and Army & Navy roundabout - Agree with caveats	1
Benefits - Agree with caveats	1
Other Benefits	1
Stated 'No comment'	1
Total	832

Great Baddow to City Centre Cycle Route

Description of code	Number of responses
Scheme overall - Agree	17
Scheme overall - Suggestion	17
Scheme overall - Disagree	10
Dedicated cycle route between Great Baddow and Chelmsford City centre - Agree	7
Dedicated cycle route between Great Baddow and Chelmsford City centre - Suggestion	7
Scheme overall - Agree with caveats	6
Other	6
Benefits - disagree	5
Alternative proposal	5
Dedicated cycle route between Great Baddow and Chelmsford City centre - Disagree	4
Signed on-road cycle route in residential areas - Comments	4
Subway arrangements/subway cycle use - comments	4
Benefits - Agree	4
Impacts - Agree	3
Other impacts	3
Dedicated cycle route between Great Baddow and Chelmsford City centre - Agree with caveats	1
Conversion of footway to shared use south of Army & Navy roundabout - Disagree	1
Other cost comment	1
Stated 'No comment'	1
Total	106

Chelmer Village Way Cycling Route

Description of code	Number of responses
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Scheme overall - Suggestion	8
Scheme overall - Agree	7
Other	4
Scheme overall - Agree with caveats	3
Benefits - agree	3
Extension of unsegregated footway/cycleway - Suggestion	2
Improved signage of existing National Cycle Network Route 1 - Agree	2
Other cost comment	2
Extension of unsegregated footway/cycleway - Agree	1
Improved signage of existing National Cycle Network Route 1 - Agree with caveats	1
Improved signage of existing National Cycle Network Route 1 - Suggestion	1
Other Benefits	1
Total	35

Beehive Lane and Loftin Way Connections

Description of code	Number of responses
Scheme overall - Suggestion	10
Scheme overall - Agree	9
Other	6
Scheme overall - Disagree	5
Scheme overall - Agree with caveats	4
Other impacts	4
Stated 'No comment'	3
New cycle route from Beehive Lane to Loftin Way - Suggestion	2
Loftin Way to Baddow Road cycleway link - Agree with caveats	2
Alternative proposal	2
New cycle route from Beehive Lane to Loftin Way - Agree with caveats	1
Benefits - Agree with caveats	1
Costs - Too expensive	1
Total	50

Great Baddow High School Cycling Route

Description of code	Number of responses
Scheme overall - Suggestion	6
Scheme overall - Agree	3
Comments on proposed off-road, shared and segregated cycleways	3
Other	3
Scheme overall - Agree with caveats	2
Off-road link to school from residential areas - Agree with caveats	2
Conversion of footpath on Beehive Lane - Suggestion	1
Off-road link to school from residential areas - Agree	1
Off-road link to school from residential areas - Suggestion	1
Impacts - Disagree	1
Other cost comment	1
Alternative proposal	1
Total	25

City-wide Signage and Technology Improvements

Description of code	Number of responses
Scheme overall - Suggestion	18
Scheme overall - Agree	14
Scheme overall - Agree with caveats	6
Upgrading traffic monitoring and signal control - Agree	6
Traffic and travel information - Agree	5
Upgrading traffic monitoring and signal control - suggestion	5
Improving pedestrian/cycle signage - Suggestion	4
Traffic and travel information - Suggestion	3
Scheme overall - Disagree	2
Replacing directional signage - Suggestion	2
Improving pedestrian/cycle signage - Agree	2
Other	2
Removing signage - Agree	1
Removing signage - Suggestion	1
Benefits - Disagree	1
Impacts - Agree with caveats	1
Impacts - Disagree	1
Other impacts	1
Total	75

Comments in respect of the consultation

Description of code	Number of responses
Timing of consultation - Negative	7
Comments on the consultation - Negative	6
Further information needed	4
Materials - Negative	3
Promotion - Negative	3
Other	3
Materials - Positive	2
Events - Positive	1
Disagree with information provided	1
Total	30

14 Appendix B

The following table shows the responses to question 10 – “In addition to the proposals in these consultation documents, are there any other transport improvements you would like to see in Chelmsford?”

Description of code	Number of responses
Road - Network (infrastructure improvements)	116
Bus - cost	78
Congestion - general	74
Bus - services/provision	72
Parking	68
Safety - general	49
Road - routes and traffic flows	48
Impact of growth	46
Environment/air pollution	41
Signals (traffic lights, etc)	40
Signage/direction finding	36
Maintenance - roads	33
Other	31
Park & Ride - new location/provision	27
Cycling - other proposal	26
Pedestrian - safety	26
Cycling - safety	24
Public Transport	24
Encourage behavioural change/modal shift	22
Park & Ride - Existing	21
Cycling - facilities	20
Maintenance - quality walking/cycling routes	20
Cycling - cyclist behaviour	17
Bus - other proposal	17
Park & Ride - other proposal	17
Cycling - general	16
Bus - general	13
Stated 'No comment'	13
Pedestrian - other proposal	12
Bus - More focus on Buses	12
Cycling - more focus on cycling needed	11
Sustainable transport - General	11
Rail - other proposal	10
Car - other proposal	9
Cycling - Less focus on cycling needed	6
Bus - provision of passenger information	6
Tram - General	6
Car - general	5
Car - More focus on cars	5
Motorbikes - General	5
Connectivity between modes	5
Road user/congestion charge	5
Pedestrian - General	4
Pedestrian - more focus on pedestrians needed	4
Public Transport - more funding	4

Cycling - training for cyclists	3
Rail - access to station/rail use	3
Car - Less focus on cars	2
Bus - Less focus on Buses	2
Rail - cost	2
Motorbikes - facilities	2
Motorbikes - other proposal	2
Rail - general	1