

Chelmsford City Growth Package

Public Consultation Document
Volume 3 Chelmsford City Centre

July - August 2017

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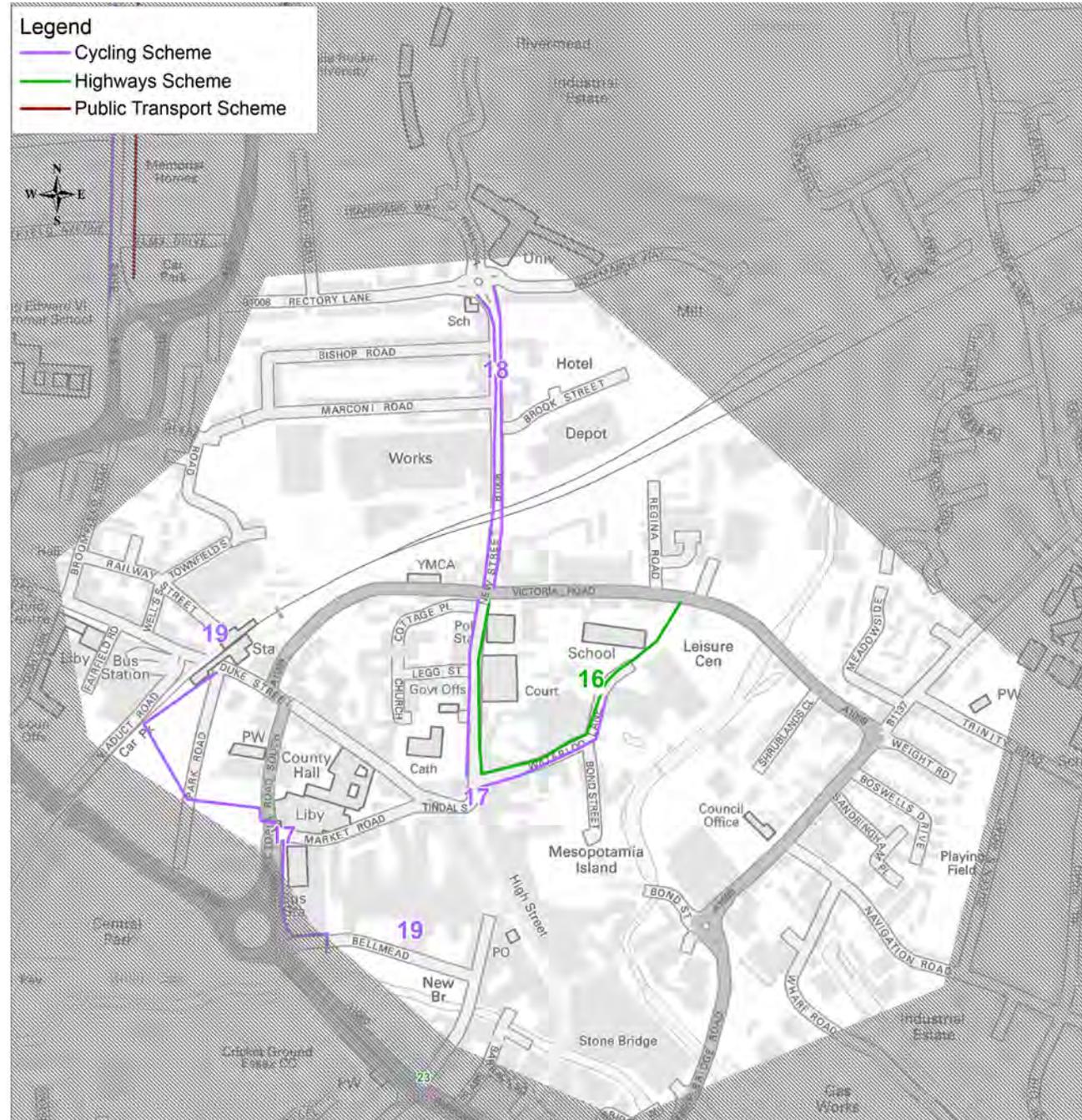
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Introduction

This volume presents proposals for the city centre as part of the Chelmsford City Growth Package. There are four schemes in total in this volume, which propose changes and improvements to cycleways and footways and direction of traffic flow, as well as to cycling connectivity and the implementation of crossings and additional parking provisions for people who cycle.

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Waterloo Lane Loop

Where is the scheme?

The scheme is in the city centre and runs from New Street at its junction with Victoria Road, through Waterloo Lane, and up to Victoria Road at the Riverside Ice and Leisure Centre junction with Victoria Road.



What is being proposed?

The city centre experiences a large number of through trips: Traffic uses New Street, Market Street and Duke Street to try to shorten their journey. This results in additional congestion in the city centre, particularly at junctions such as New Street with Victoria Road. It also reduces the quality of the environment within the city centre for pedestrians and shoppers.

The proposal is to create a one way 'loop' system via New Street from its junction with Victoria Road through Waterloo Lane, re-entering Victoria Road at the Riverside Ice and Leisure junction with Victoria Road. This would simplify traffic movements around the central area of the city, developing safer accesses to major sites on Victoria Road and improving traffic flow. As part of the proposal, we will take the opportunity to review the speed limit.

In order to achieve this:

1. New Street would be made one-way from the existing New Street / Victoria Road signalised junction along Waterloo Lane (this will tie in with the Riverside Development).
2. Tindal Square would be closed to motorised-traffic which would also provide opportunities for improvements to public realm and pedestrian facilities.
3. A new two-way link will be established past Riverside Ice and Leisure, connecting into a new signalised junction serving Victoria Road / Riverside Ice and Leisure / Riverside Retail Park priority junction.

To maintain the cycle link, a contraflow cycle lane on New Street and Waterloo Lane is proposed from Bond Street to provide improved access between the University and the city centre. This will link, through revisions to the signals, to cycling proposals on New Street north of the junction.

Complementary Schemes

Chelmsford City Council is in the process of re-developing the Riverside Ice and Leisure Centre which is subject to a separate planning application. It is intended that this will provide a new link from Waterloo Lane to a new signalised junction on Victoria Road.

The design of the leisure centre is a key development for the city and county. The County Council will work with the City Council to ensure the county's sustainable transport aspirations are achieved.

Chelmsford City Council has proposed that once Tindal Square has been closed to through traffic, it could be pedestrianised and improvements made to provide a new high quality public realm area.

The Waterloo Lane Loop provides links between the existing cycle network and other proposed schemes as part of this package such as New Street.

Benefits:

An improvement to journey times along Victoria Road is suggested by the traffic modelling for the proposed option. In particular there would be a significant reduction in delays experienced at the New Street junction with Victoria Road and at the junctions accessing the retail park and leisure centre.

Footway improvements would provide an overall benefit to pedestrians in the inner area of the city. The new traffic signal junction would provide safer crossing on all arms of the junction, improving pedestrian and cycle accessibility.

Facilitate the extension of the city centre retail and street-scape making it more attractive to new businesses.

Improve accessibility for cycling for local residents and provide additional dedicated and direct routes for commuters, school journeys and those accessing the University.

Impacts:

Large Vehicles: Some commercial vehicles would still have access to the High Street once Tindal Square is pedestrianised. This will be similar to the current restrictions on the High Street and include the area outside Shire Hall within the controlled area of the High Street.

Traffic: Due to the change to one-way on New Street and closure of Tindal Square, certain vehicle movements will no longer be permitted however access will be maintained as required.

Developer obligations: The County and City Councils will work with the developers to ensure any changes to original proposals align with both the development requirements and the county's sustainable transport plan for the area.

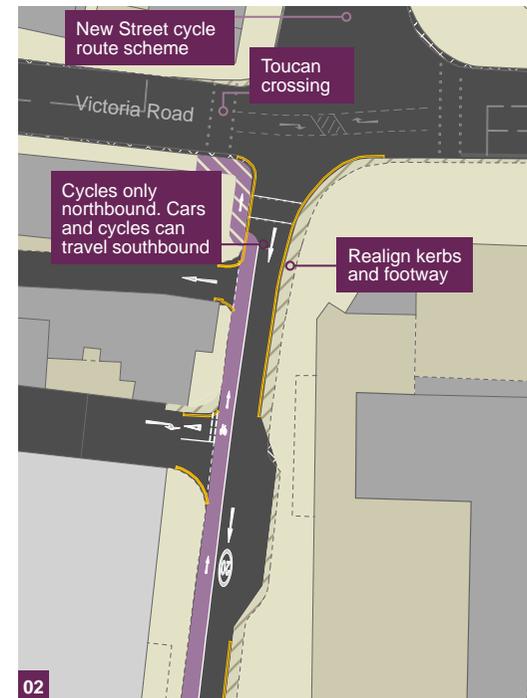
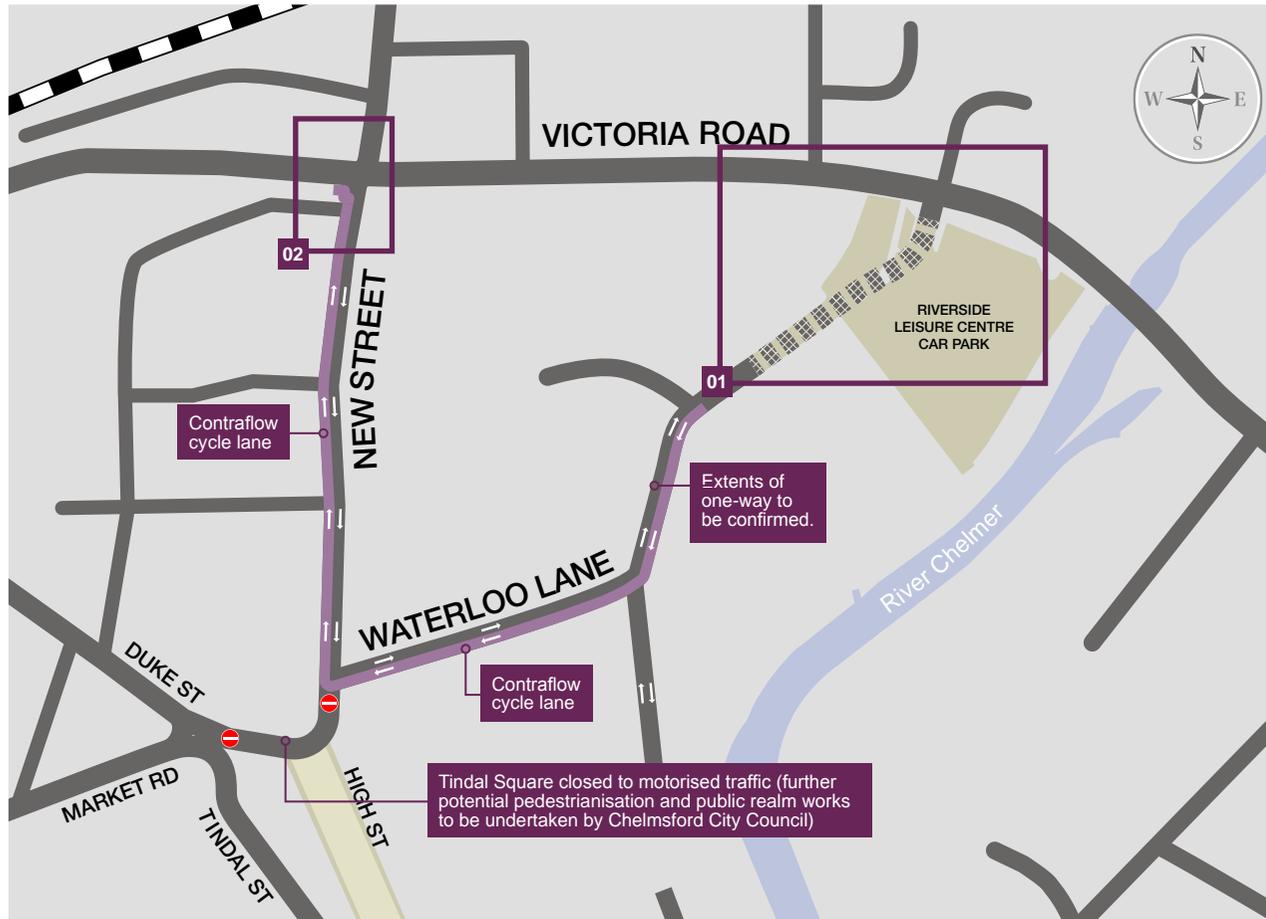
School: Cathedral Primary School will have now have through-traffic passing its entrance where previously the road was a dead-end. Through the design process, the County Council will look to promote substantial improvements to footways, cycleways and crossing points in the City Council's design proposals.



An example of an urban contraflow cycleway
Photo credit: Albert Cheung - City of London Corporation (c)

Cost estimate:
£1 million - £2 million

You said:
*improving journey
time reliability
should be a priority*



Chelmsford City Centre Cycling Connectivity

Where is the scheme?

This cycle scheme would provide access south to north across the city centre to the cycle parking by the railway station and the bus station.



What is being proposed?

Currently the cycling networks within the city do not provide access northbound across the city centre and the southbound routes are mostly on-road. Due to the pedestrianised High Street and one-way roads, connectivity across the city centre is poor and

people who cycle are required to make large diversions to the east or west. As a result, cycling is often less attractive to people as a transport option or people who cycle are tempted to make prohibited or unsafe choices.

Due to these constraints, the route option being proposed is to provide a two-way cycle route from the existing cycle network on Kings Head Walk, across Bellmead Park and along the existing footway to the west of the Market multi-storey carpark. There are some challenges for pedestrians and people who cycle who already use this route to cross the western exit from the car park and the bus entrance. We will need to adjust these entrances and exits to improve the crossing facilities for people who cycle and pedestrians. The existing zebra crossing on Victoria Road south will be upgraded to a tiger crossing to provide a suitable shared cycle and pedestrian facility. People who cycle will then be directed into Burgess Springs to join up with the existing off-road pedestrian and cycle route to the cycle parking by the railway station.



Benefits:

Extend cycling connectivity by providing a more direct route across the city centre for people who cycle northbound and formalises the southbound route.

Provide a new visible cycling route to encourage local cycling trips to transport hubs, schools and the main shopping centre as an alternative to car trips.

Improved health and wellbeing by encouraging a switch to cycling as a transport choice.

Close a perceived gap in the existing cycle network by providing connections to multiple routes and to the popular cycle hub at the railway station.

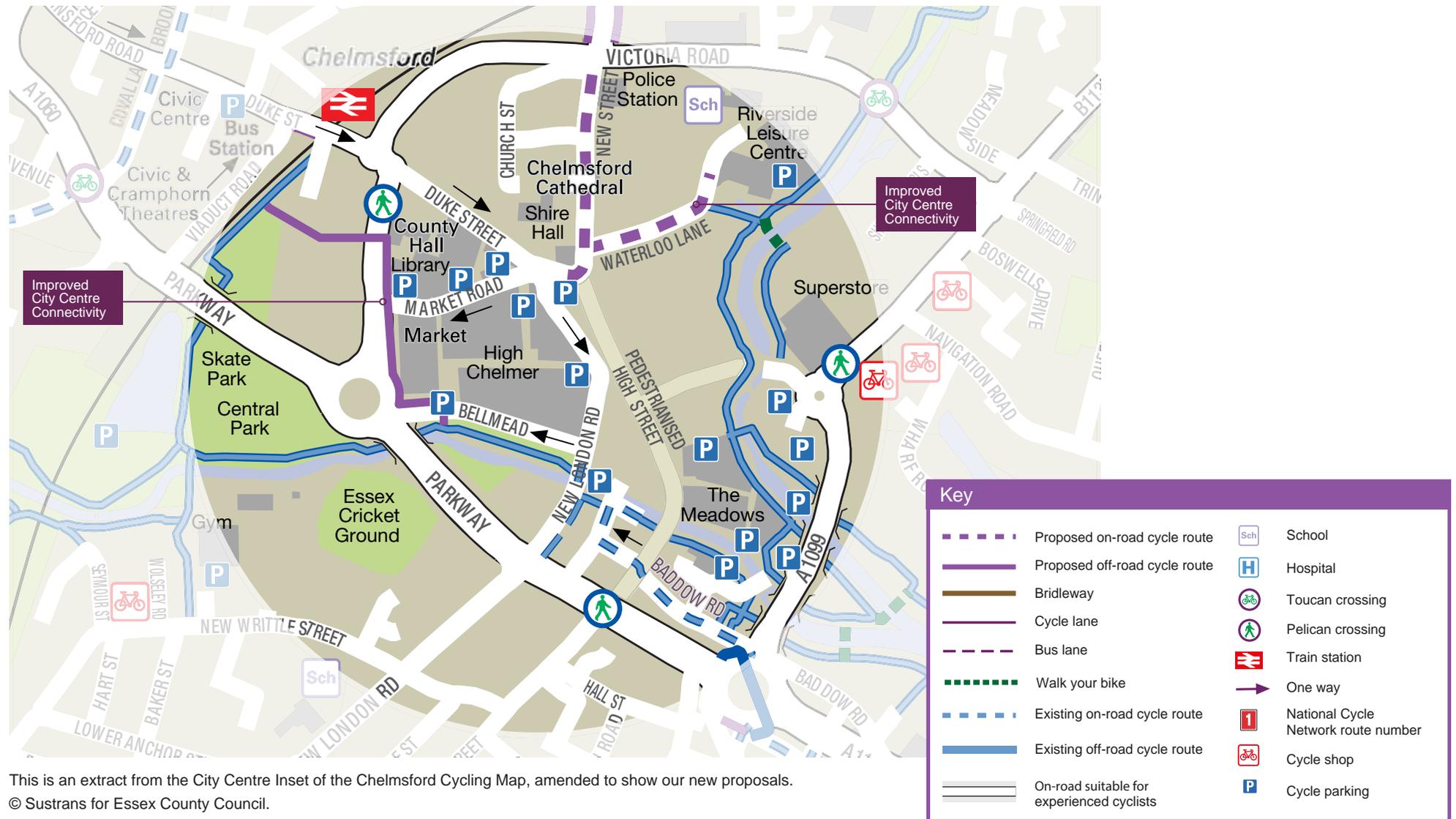
Impacts:

Deliverability: Challenges in providing safe crossing points past the car park exits and entrances need to be overcome. This may require the reconfiguration of these access points.

Traffic: The impact of implementing any changes to the crossing on Victoria Road South will be reviewed.

Cycle parking: The existing 1000 cycle parking spaces at the railway station are already oversubscribed. There are separate proposals to provide additional cycle parking.

Cost estimate:
Less than £500,000



New Street Cycle Route

Where is the scheme?

The proposed scheme runs between Anglia Ruskin University at Rectory Lane and Victoria Road. It will connect with other proposals identified for the Waterloo Lane loop scheme.



What is being proposed?

The existing on-road facility is advisory-only and is often blocked by parked cars. Additionally, there is no segregation for people who cycle. The proposal is to provide raised hybrid cycle tracks along both sides of New Street between Rectory Lane and Victoria Road.

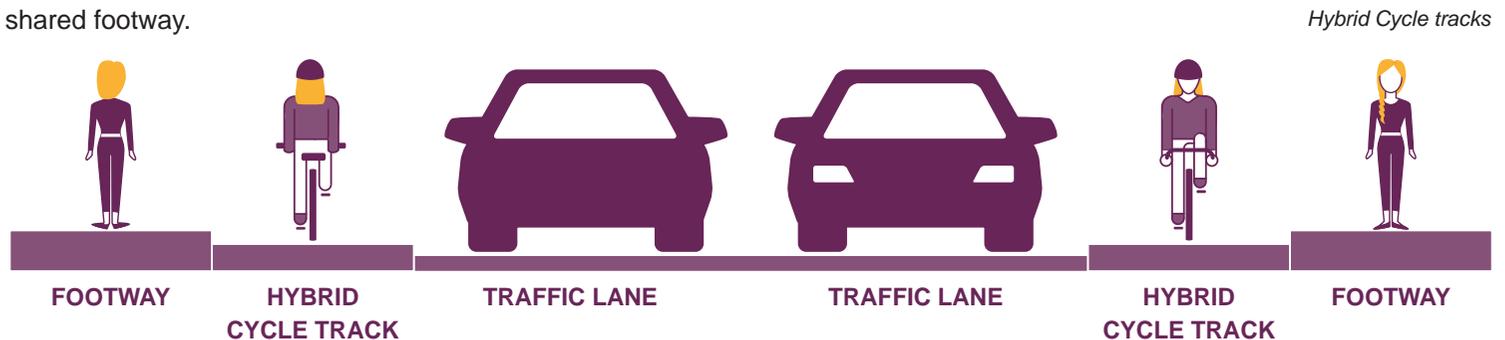
A raised hybrid cycle track is built next to the footway at a level that is above the carriageway but below the footway, providing greater definition for people who cycle and reduced conflict with pedestrians and vehicles.

In the short-term a developer-funded scheme will convert existing footway on the eastern side of New Street to a shared footway.

A further developer-funded toucan crossing is also proposed to be installed just to the north of the Network Rail bridge on New Street to provide a crossing facility for people who cycle and pedestrians travelling between Chelmsford Station and the New Street corridor. Along with the Northern Access Improvements project at the station, this will provide a much improved direct route for people who cycle and pedestrians to the railway station, the bus station and the cycle hub.

This scheme will form part of a package of cycle improvement proposals along Victoria Road, New Street, the Waterloo Lane loop and routes into the city centre.

You said: Introducing more segregated cycle routes could encourage you to cycle more frequently



Benefits:

Improving cycling infrastructure between the university, transport hubs and the city centre should encourage more people to cycle and help to reduce congestion at peak times. The raised hybrid cycle tracks will create a cycleway that has good effective width, while maintaining pedestrian and carriageway widths.

A visible, high-profile, high quality cycle route will improve cycle connections between the university and the city centre.

Improved health and wellbeing will be encouraged by creating attractive cycling options.

Enhance safety of the existing route by providing wide cycle tracks as opposed to the sub-standard on-road cycle tracks currently available to people who cycle.

Relieve issues with parking capacity in and around the University by encouraging an alternative mode of travel.

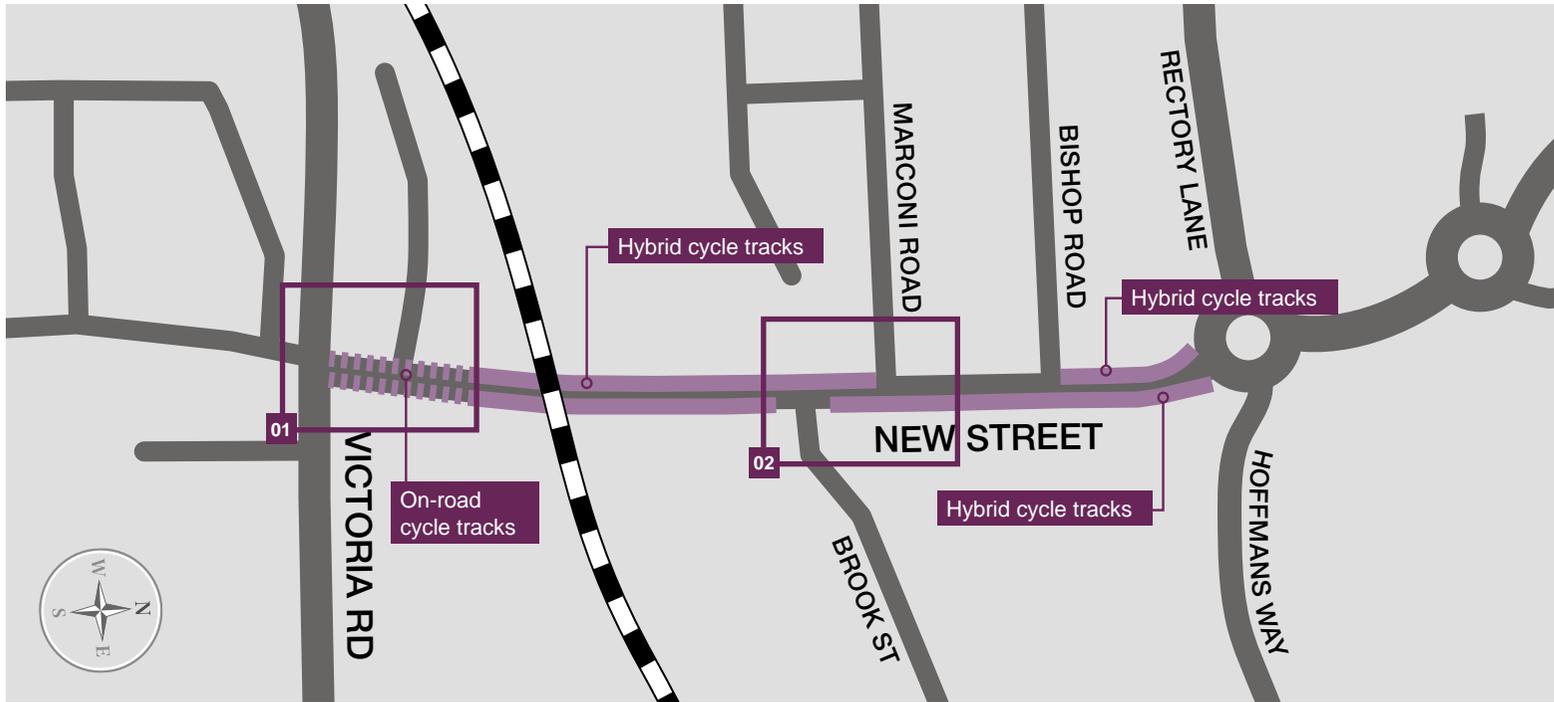
Create an important flagship cycle route, along with Waterloo Lane Loop proposals to the south, providing almost 1km of high quality cycle route on the approach to Chelmsford city centre and encouraging more people to use their bikes for a variety of journey types.

Impacts:

Traffic: An increase in the number of cycle movements will help to reduce congestion.

Cost estimate:

£500,000 - £1 million

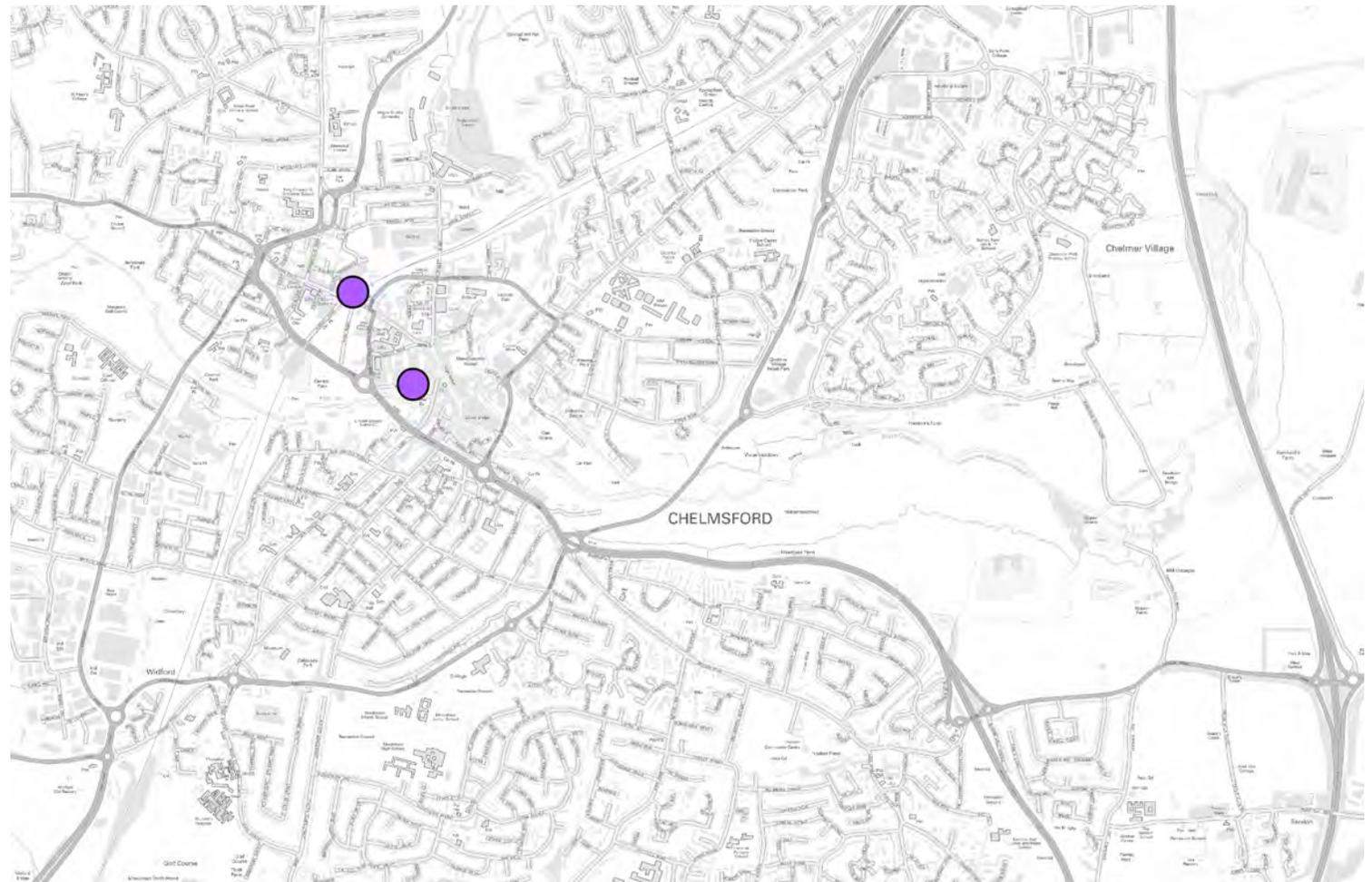


City Centre Cycle Parking

Where is the scheme?

The proposals are for additional cycle parking facilities within the city centre and an increase in cycle parking at the railway station. Provision for powered two wheelers will also be considered.

Possible locations for additional city centre cycle parking include in the vicinity of the rail station and either one or several locations across the city centre.



*You said: You want
to see improved
facilities for people who
cycle and pedestrians*

What is being proposed?

Additional cycle parking will provide high quality facilities for people who cycle travelling to the city centre and railway station. These will be at clearly identified locations which may also provide facilities for people who cycle to undertake minor repairs and access cycle information.

Locations may include:

- Extending the existing cycle parking at the railway station;
- Railway Street;
- Bell Meadow area;
- In and around Townfield multi-story car park; and
- Further spaces in surrounding streets.

There is also a proposal for cycle parking within the Tindal Square area to accommodate further cycles.

The additional cycle parking will support the separate proposals for improved cycle connectivity from all areas of Chelmsford to the city centre and the railway and bus stations.

Some specific locations have initially been proposed but an investigation will

be carried out to identify the optimum location(s) for the cycle parking.

The additional cycle parking together with the other complementary cycle scheme proposals will help encourage cycling for commuting and other peak hour journeys as well as for both local and leisure trips.

Benefits:

Encourage cycling into the city centre and reduce the number of short distance car journeys.

Provide increased cycle parking capacity to support the proposals for new cycle routes to and across the city encouraging greater use of cycling for a variety of trips.

Improved health and wellbeing will be encouraged by creating attractive cycling options.

Impacts:

Traffic: There are no anticipated adverse impacts on traffic.

Cost estimate: Less than £500,000



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