

Public Consultation on Braintree Integrated Transport Package (ITP)



Consultation open
from
24 September to
5 November 2018



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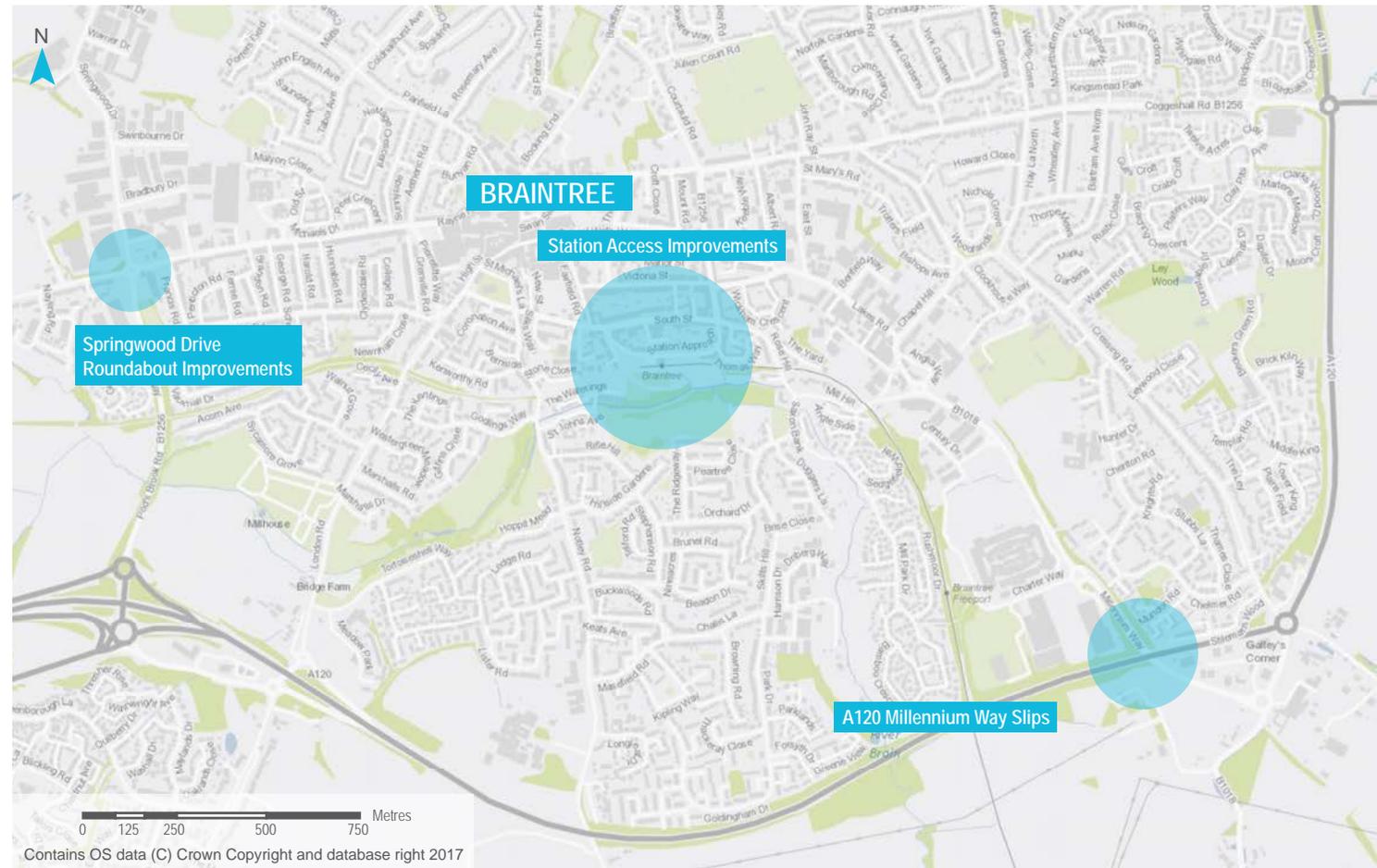
Station Approach west towards Braintree Rail Station

Introduction

The Braintree Integrated Transport Package (ITP) is a package of schemes aiming to improve access to Braintree Town Centre.

We are keen to hear your views on two of the key schemes proposed as part of the Braintree ITP – Springwood Drive Roundabout Improvements and Station Access Improvements - in advance of further detailed design work. We are also asking for views on the A120 Millennium Way Slips scheme, for which funding has been secured.

- **Springwood Drive Roundabout Improvements** (Springwood Drive / Rayne Road / Pod's Brook Road): Junction improvements to address traffic congestion and accommodate future growth
- **Station Access Improvements** (Station Approach / Rose Hill & South Street Junctions): Improvements to Station Approach to enhance accessibility and amenity for users of Braintree Station and local residents
- **A120 Millennium Way Slips:** creation of two new slip roads connecting Millennium Way (B1018) with the A120 to the south-east of Braintree.



Your feedback during the consultation period will provide the project team with valuable information about the potential impact and benefits of the proposals which will help inform final design and implementation.

Background

The Braintree ITP emerged from a study by Essex Highways in 2016 which looked at access to Braintree Town Centre from all directions and how this could be improved.

This study identified a large number of links and junctions operating over capacity at peak times and presented a comparative assessment of various options for intervention.

The options identified for further consideration in the study have been shortlisted further and a number of these put forward in a bid by Essex County Council to the South East Local Enterprise Partnership Growth Fund Round 3. Between 2016 – 2017 design work was undertaken to develop scheme options.

Building on the initial study in 2017 Essex County Council commissioned further work to evaluate current provision for various groups of users accessing Braintree Station. The Braintree Station Access Study looked at provision for rail and bus users, pedestrians, cyclists, taxi-users and those travelling by car using the local highway network. It recommended a number of possible measures to improve access to Braintree Station including a proposal to implement a one-way system, an on-street cycle route and improvements to the layout and design of the bus stop adjacent to the station.

In 2017, Essex County Council decided to take forward three options through to final design development as part of the Braintree ITP. In addition to improvements at Springwood Drive

Roundabout and Station Approach a number of Traffic Management Measures (TMM) were identified and shortlisted. Proposals taken forward in this area include:

- Replacement of outdated signs and provision of additional signage to facilitate safer and smoother movement of traffic in the town centre;
- Provision of a new taxi rank on Fairfield Road. Being close to the town centre market and bus station, the proposed location will aid accessibility within the town centre - particularly for less mobile user groups;
- Consideration of the potential for further pedestrianisation in the town centre.

Independently of the ITP, in 2017 Essex County Council also secured funding for creating two new slip roads connecting Millennium Way (B1018) with the A120 to the south-east of Braintree.



Springwood Drive Roundabout Improvements

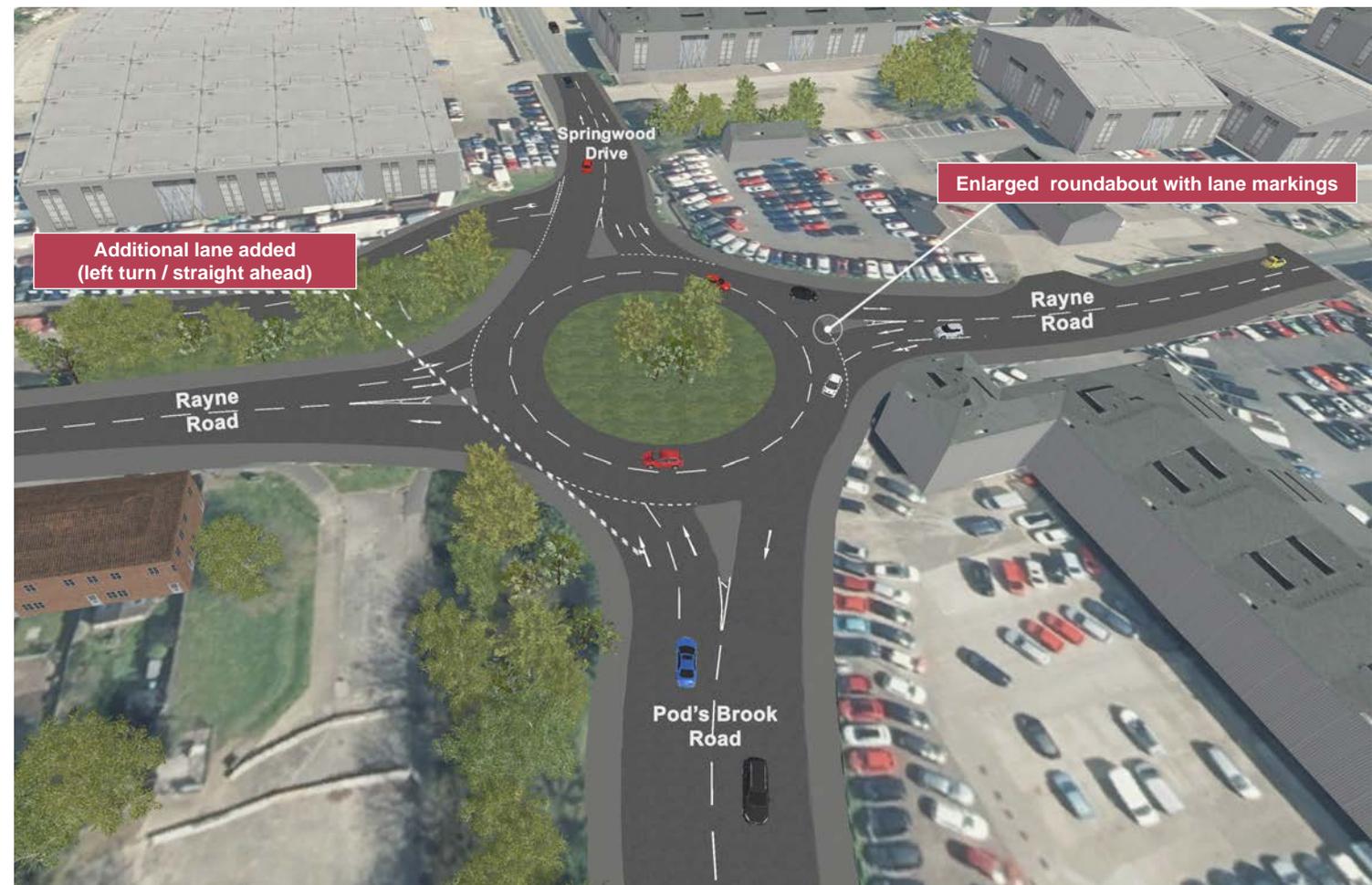
Traffic modelling has highlighted that this junction regularly operates over capacity during the afternoon peak period, when traffic queues on Rayne Road and Springwood Drive. Traffic from Springwood Industrial Estate moving into the town centre during the afternoon peak period via Springwood Drive also creates significant congestion. Traffic modelling shows that existing congestion issues are likely to worsen significantly in the long term without intervention. Rayne Road east and west in particular are also expected to see a significant growth in traffic.

The limited entry width on the Pod's Brook Road approach is another issue with the roundabout currently, with some evidence of vehicles mounting the kerb of the footway when turning left on to Rayne Road.

The improvements proposed to Springwood Drive Roundabout involve widening the roundabout and improving the layout in order to increase capacity. The scheme is designed to help resolve existing traffic congestion at Springwood Drive and accommodate future traffic growth.

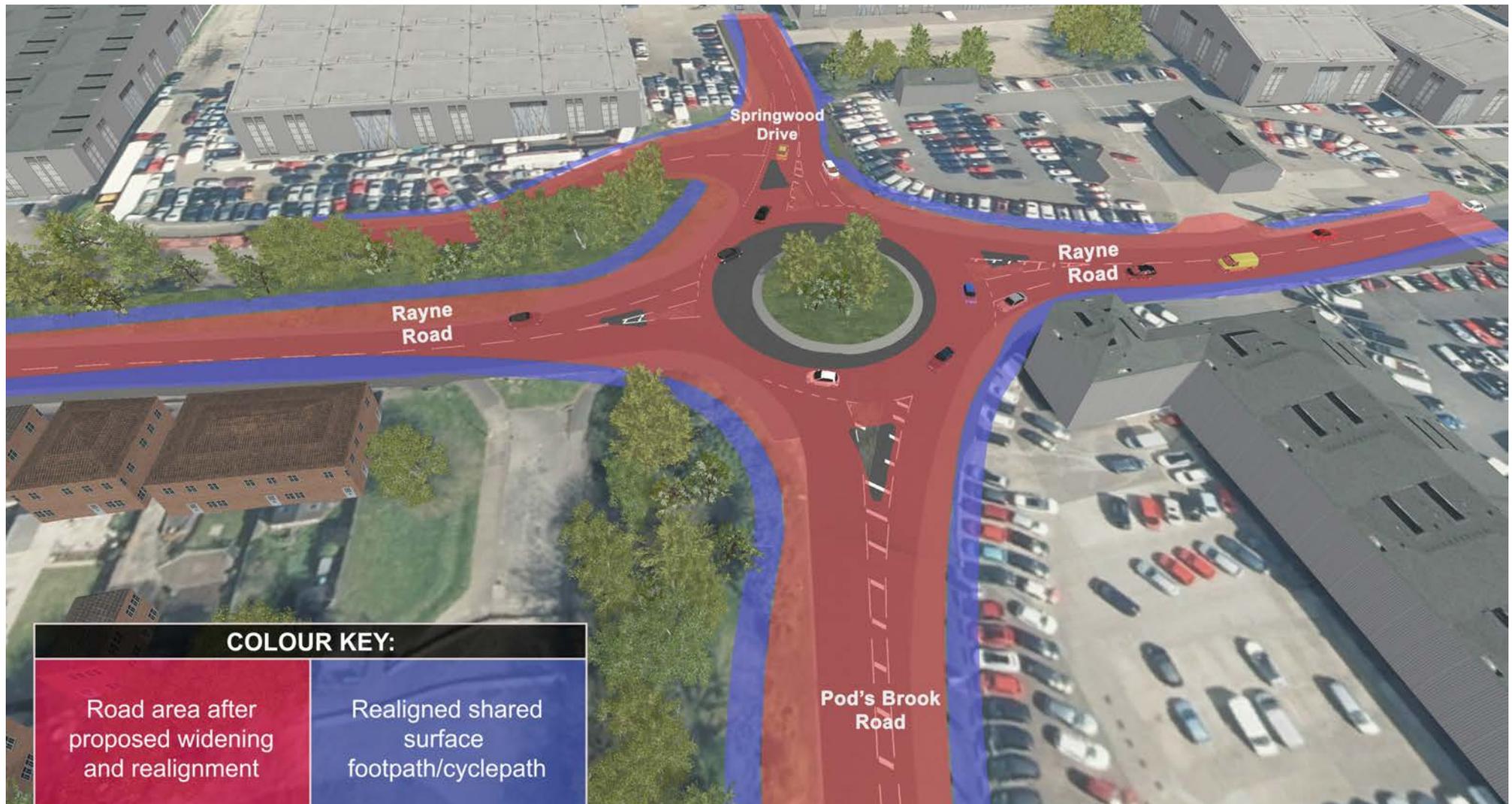
The proposals include:

- Enlarging the roundabout to improve capacity and accessibility
- Improving the geometry of the roundabout and adding lane markings to improve safety
- Adding an additional lane (dedicated left turn / straight ahead) on the southern approach to the roundabout (Pod's Brook Road)



Springwood Drive Roundabout Improvements

The diagram below illustrates the widening and geometry changes proposed for the roundabout. The red represents the road area while the blue represents the shared footway. All widening will take place within the highway boundary.



Braintree Station Access Improvements

Following from the recommendations of the Station Access Study, this scheme seeks to improve accessibility for all Braintree Station users and provide appropriate facilities for non-motorised users & local residents.

The Station Approach proposals include:

- Introduction of a one-way system from east to west along Station Approach to minimise conflict between road users (including buses, taxis and car park users)
- Additional non-motorised user access along Station Approach, including a contraflow cycle lane
- Rearrangement of the existing taxi rank in front of the station as an offline five bay layby
- Enhanced urban environment, including five design options for a new pedestrianised area (to replace the existing bus turning circle) and new bus stop facilities beside the station.



Changes to bus and taxi laybys outside Braintree Station



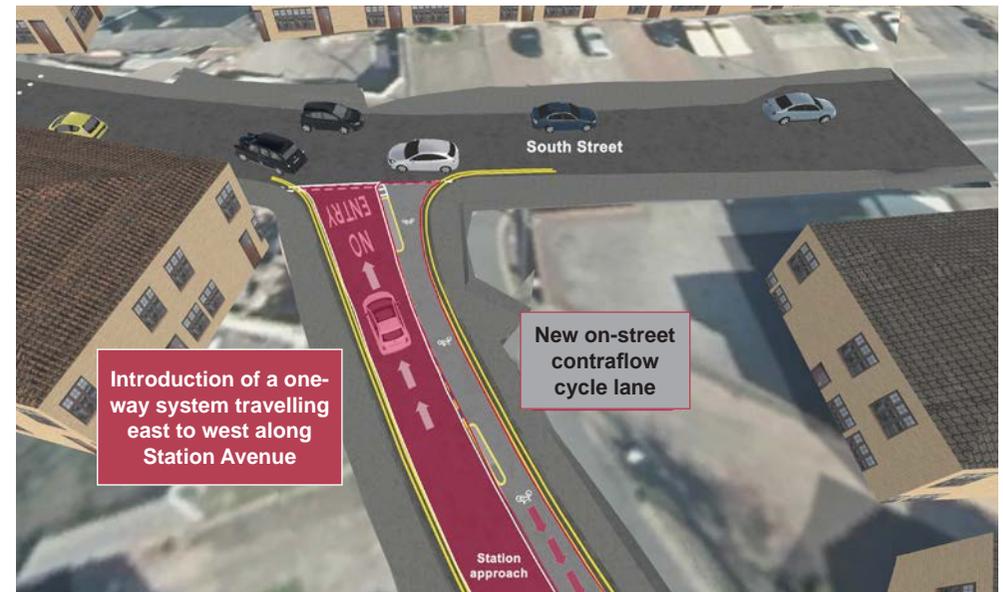
Changes to layout of parking area and bus layby on Station Approach

Braintree Station Access Improvements

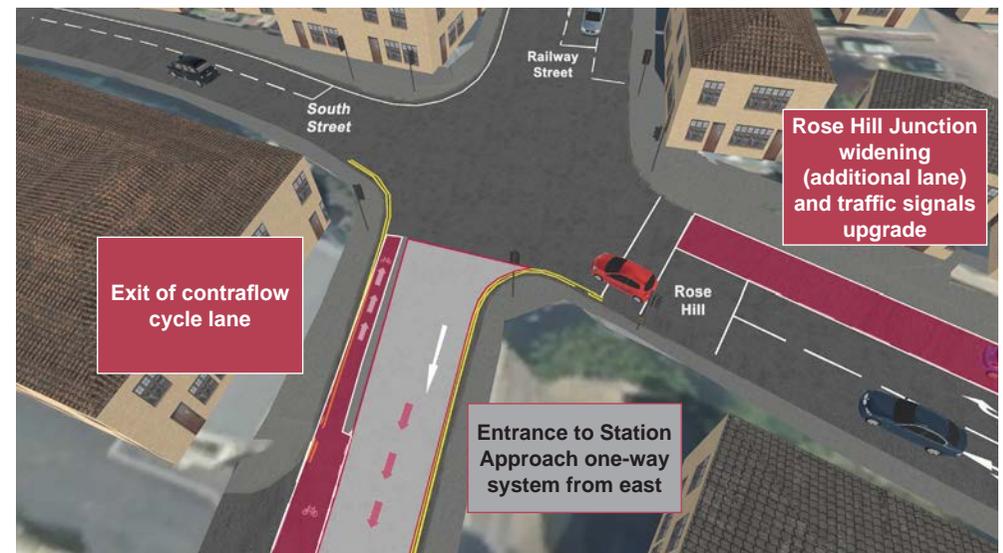
One-way system and contraflow on-street cycle lane

The introduction of a one-way system traveling east to west along Station Approach will improve traffic flow on the local road network. It also allows for the rearrangement of the existing taxi rank to be provided as an offline five bay layby. Modification of the existing signal arrangement at the eastern junction is required to accommodate the proposed one-way system and also the exit of cyclists from the contraflow cycle lane at this junction.

The proposal for the provision of a contraflow cycle lane running west to east along Station Approach will enhance cycling provision and access to the railway station from the centre of the town. At the South Street/Station Approach junction to the west various traffic calming measures are being considered to reduce risk to cyclists at the junction from the town centre.



Station Approach/ South Street Junction (West)



Station Approach/ South Street/Rose Hill Junction (East)

Braintree Station Access Improvements

Redesign options for bus layby

Five options have been designed for the layout of a new pedestrianised space in the area currently occupied by the bus layby between the rail station and the car park. All options include bicycle parking racks, seating and planting and are designed to make the space more accessible, comfortable and visually appealing for all users.

Option 1

This option includes a single bus shelter on the side closest to the station. There is a line of three bicycle racks behind this, at the back of the space, with planting running diagonally in front of these. A bench beside a foliage feature is located in the centre of the pedestrianised area towards the station.

Option 2

This option also includes a larger, single bus stop in the far corner of the space adjoining the road. A larger, single bicycle rack occupies the space behind, with a bench in front. A large tree stands in the centre away from the road, with further seating beyond this, closer to the station.

Option 3

This option also includes a larger, single bus stop in the far corner. Bicycle racks and planting are distributed throughout the rest of the space.

Option 4

This option includes four bicycle racks at the back of the area, adjacent to the railway. Two bus stops are set apart on the other side, nearest the road. Benches are dispersed throughout the central area accompanied by planting.

Option 5

This option includes 3 bicycle racks throughout the space in the centre, with seating and landscaping to the back of the area. Five benches provide seating along two edges, with landscaping behind.



Option 1

Braintree Station Access Improvements

Redesign options for bus layby



Option 2



Option 3



Option 4



Option 5

A120 Millennium Way Slips

This scheme involves the creation of two new slip roads connecting the B1018 (Millennium Way) with the A120. One slip road from the B1018 will allow entry to the A120 westbound, the other from the A120 providing an exit to the B1018 towards Braintree town centre. Associated changes include a dedicated lane on Millennium Way for traffic turning right on to the A120 westbound and the installation of traffic lights at this junction.

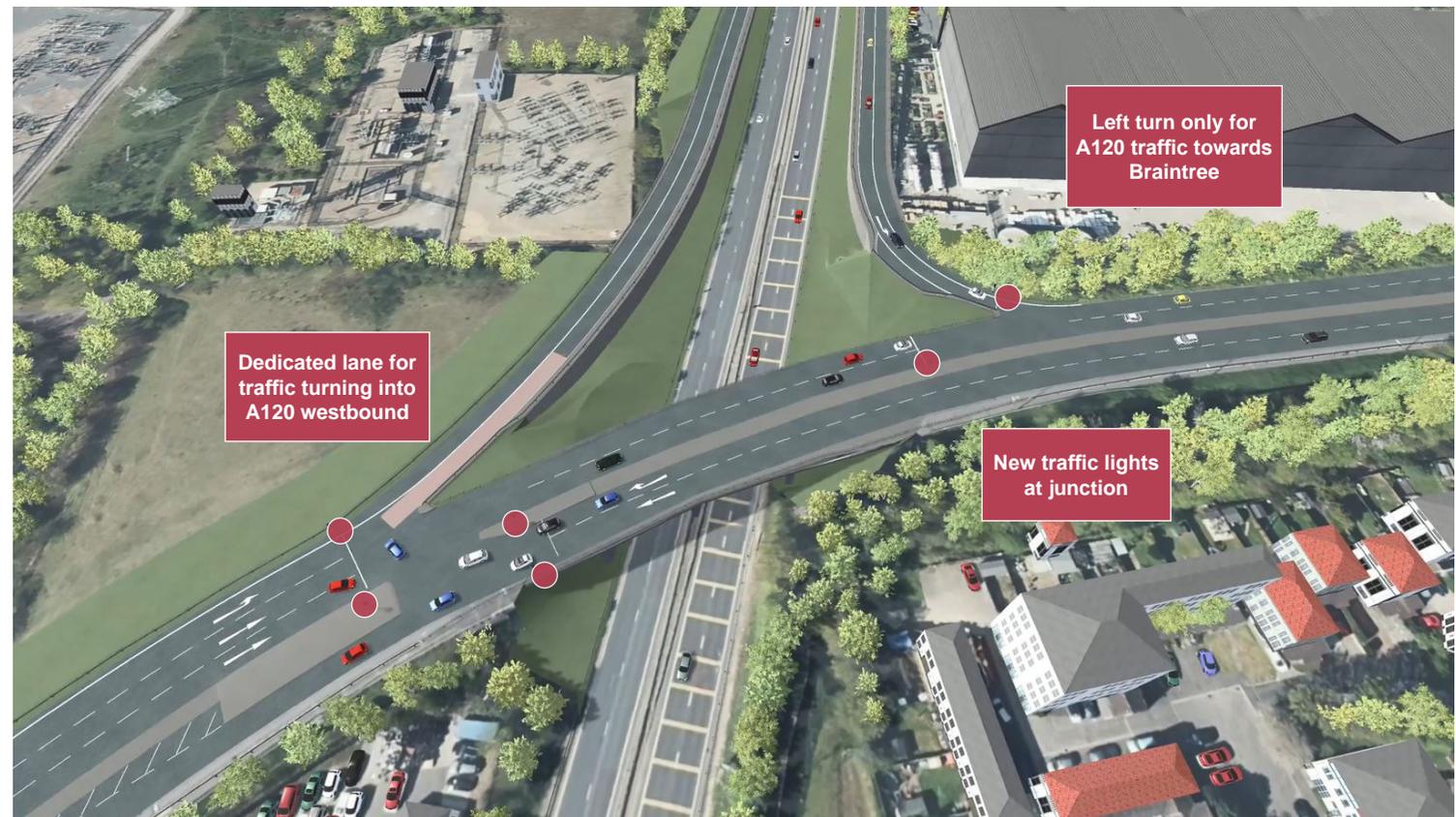
While not part of the Braintree ITP, the scheme is located to the south-east of Braintree and will also contribute to improving access to the town centre. We are therefore inviting you to view the plans for A120 Millennium Way Slips in conjunction with our public exhibitions.

In addition to providing improved access, the scheme is intended to help relieve congestion on the A120 at Galley's Corner and to accommodate future growth in the region. The A120 forms an east-west route linking the M11 and London Stansted Airport with the A12, Colchester and Harwich. Braintree is located half way along this corridor.

Funding for this scheme has been secured through the Department for Transport's National Productivity Investment Fund (NPIF) for the Local Road Network, with support from Highways England, Braintree District Council and Essex County Council.

For further information on this scheme, please visit the Millennium Way Slips web page:

www.essex.gov.uk/120millenniumway



A120 Millennium Way slip roads and associated changes to the B1018 (Millennium Way)

Further information

For further information on all three schemes please attend one of the consultation events at:

- **Braintree Town Hall: Saturday, 6 October, 10am-4pm**
- **Alec Hunter Academy: Friday, 12 October, 11am – 7pm**

Interactive visualisations of the proposals will be displayed at the events and staff will be on hand to provide information and answer any questions you may have.



Station Approach, Braintree

The Consultation Process

The consultation period will open for **six weeks, from Monday, 24 September to Monday, 5 November**. Once the consultation closes, we will analyse the responses and publish a report on the key findings from the consultation in Winter 2018.

How to respond

Your views are important to us. You can fill out your consultation response online at:

www.essex.gov.uk/braintreeitp

If you have any problems responding using the online feedback form, please contact the Essex County Council customer service team by telephone: 0345 603 7631.

What happens next?

Once the consultation has closed, feedback submitted will be analysed and presented in a Consultation Report later this year.

Towards the end of 2018 and in early 2019 we will continue to work towards the funding application for the Springwood Drive Roundabout and Station Access schemes through SELEP.

Further detailed design of these schemes will be undertaken in Spring/Summer 2019.

This information is issued by

Essex County Council

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If responding to this consultation, please only use the dedicated response channels included on page 12 of this document.

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