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Army and Navy – Van Diemans Road Update

January 2022

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Agenda

1. Welcome
2. Consultation option and feedback
3. Revised Van Diemans Road layout
4. Lady Lane junction options
5. Next steps
6. AOB

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Purpose of the meeting

- To provide an update on the proposed changes to the layout of Van Diemans following the public consultation and site visit with residents in September 2021
- To share options under consideration for the junction with Lady Lane
- To get your views on the above.

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Consultation option and feedback

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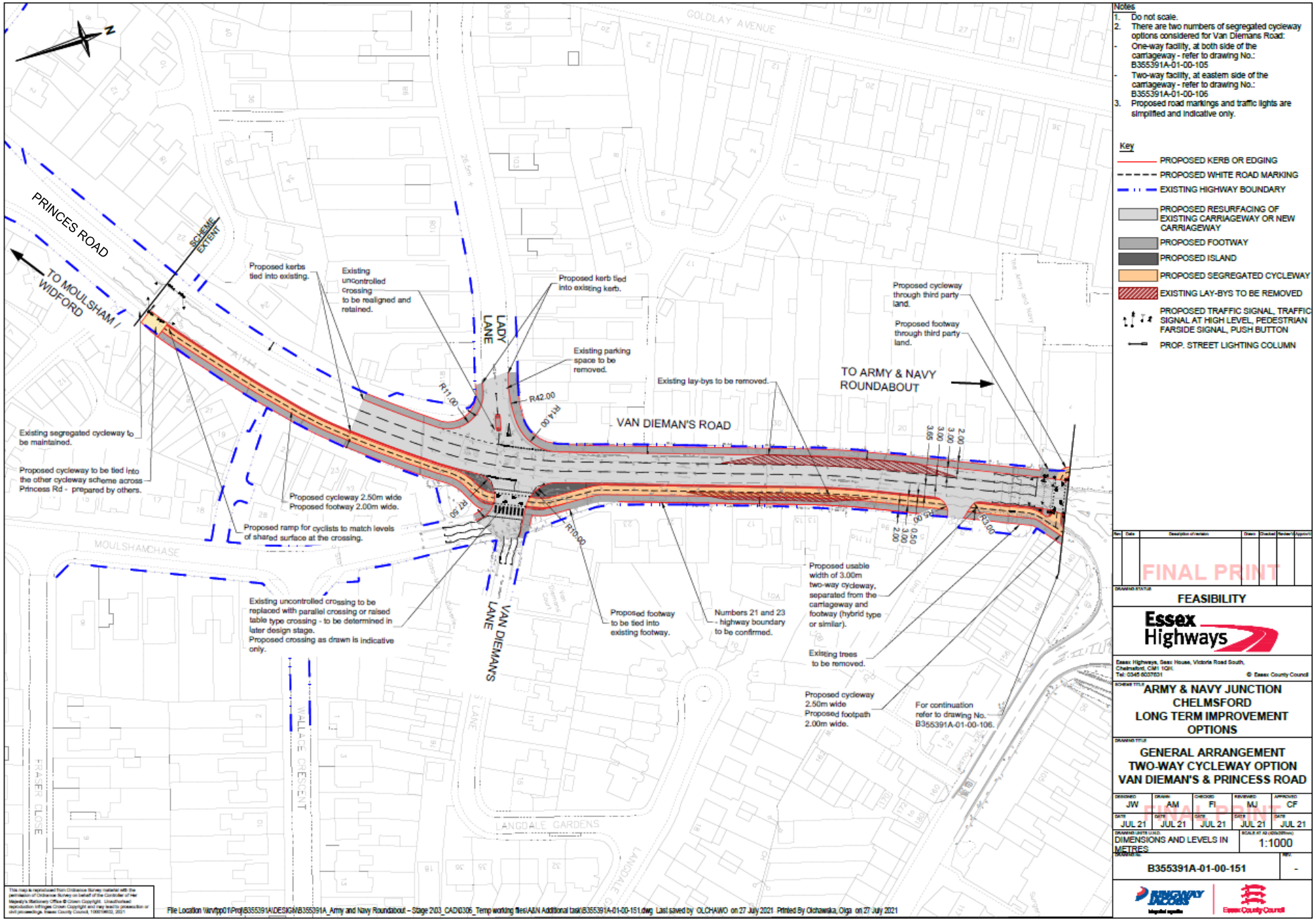
Van Diemans Road Consultation Option:

- Two northbound lanes for general traffic (approaching Army and Navy roundabout from Van Diemans Road)
- Two-way cycle track on eastern side of Van Diemans Road
- Proposed removal of permit parking bays on Van Diemans Road to accommodate cycle track and retain two northbound lanes for general traffic



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Public consultation – Feedback

- Concerns about the potential removal of parking bays in Van Diemans Road were raised in a number of responses to the public consultation survey

- Specific comments were made about access for residents and visitors, the absence of alternative parking options, safety concerns and other impacts for residents

- Van Diemans Road was among the most mentioned locations in consultation responses, with a number of comments about congestion and traffic flow, as well as resident parking

- Additional email correspondence was received from residents of Van Diemans Road who highlighted concerns about similar issues, as well as air quality, noise and the distance between properties and general traffic

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Site visit – Key takeaways

- Loss of parking laybys is a major concern – important for residents without off-street parking, deliveries and emergency access
- One lane of traffic northbound, with reallocation of road space for cycle lane, should be considered. As a result, changes to the junction of Lady Lane will be required so this should be improved if possible
- The existing shared cycle route – albeit sub-standard – is on the western side and so any new/improved cycle route should also be on the western side.
- Residential encroachment into highway land raised

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Revised Van Diemans Layout

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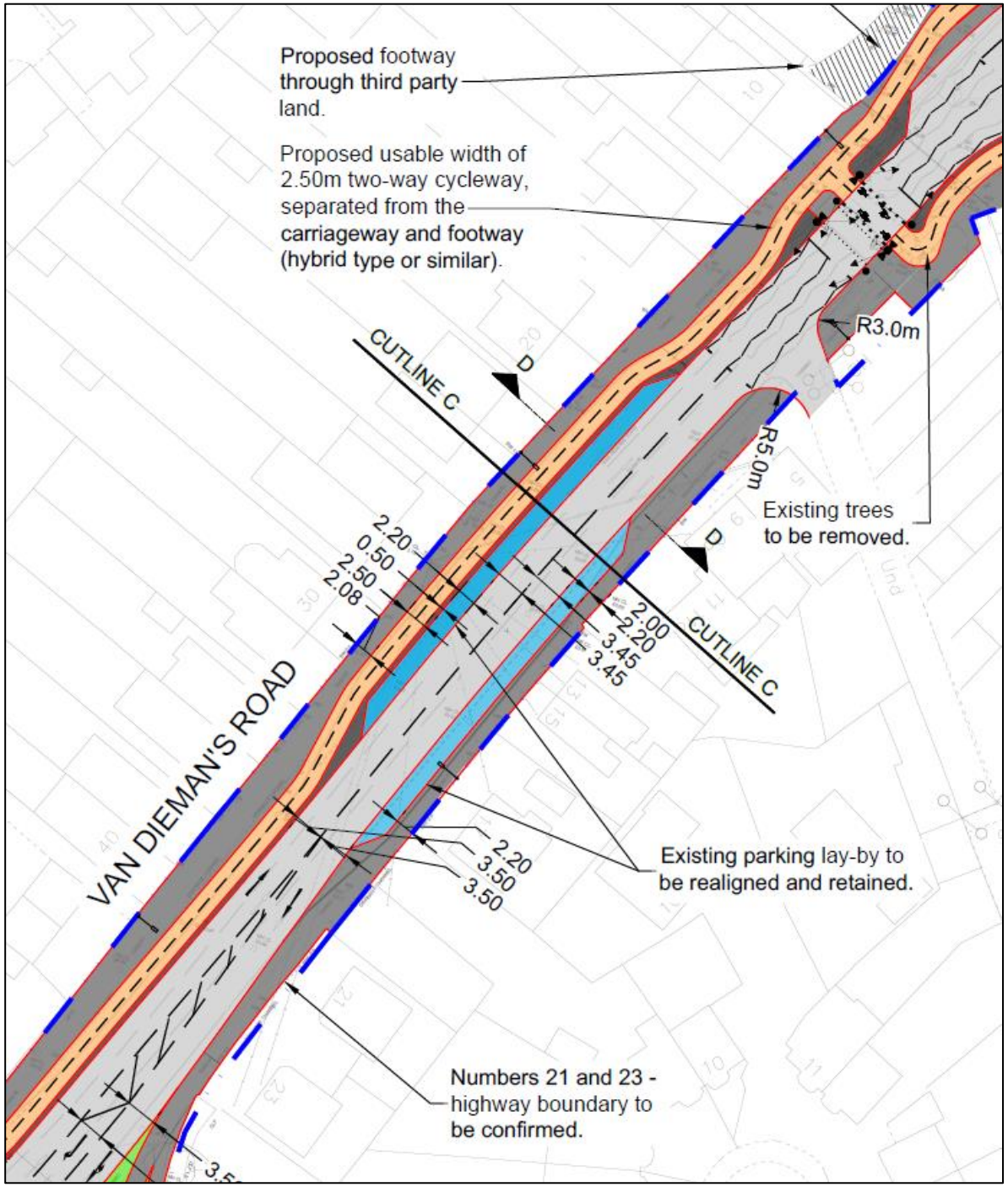
Van Diemans Road Revised Layout:

Following feedback received during the public consultation, we are now proposing a revised layout for Van Diemans Road.

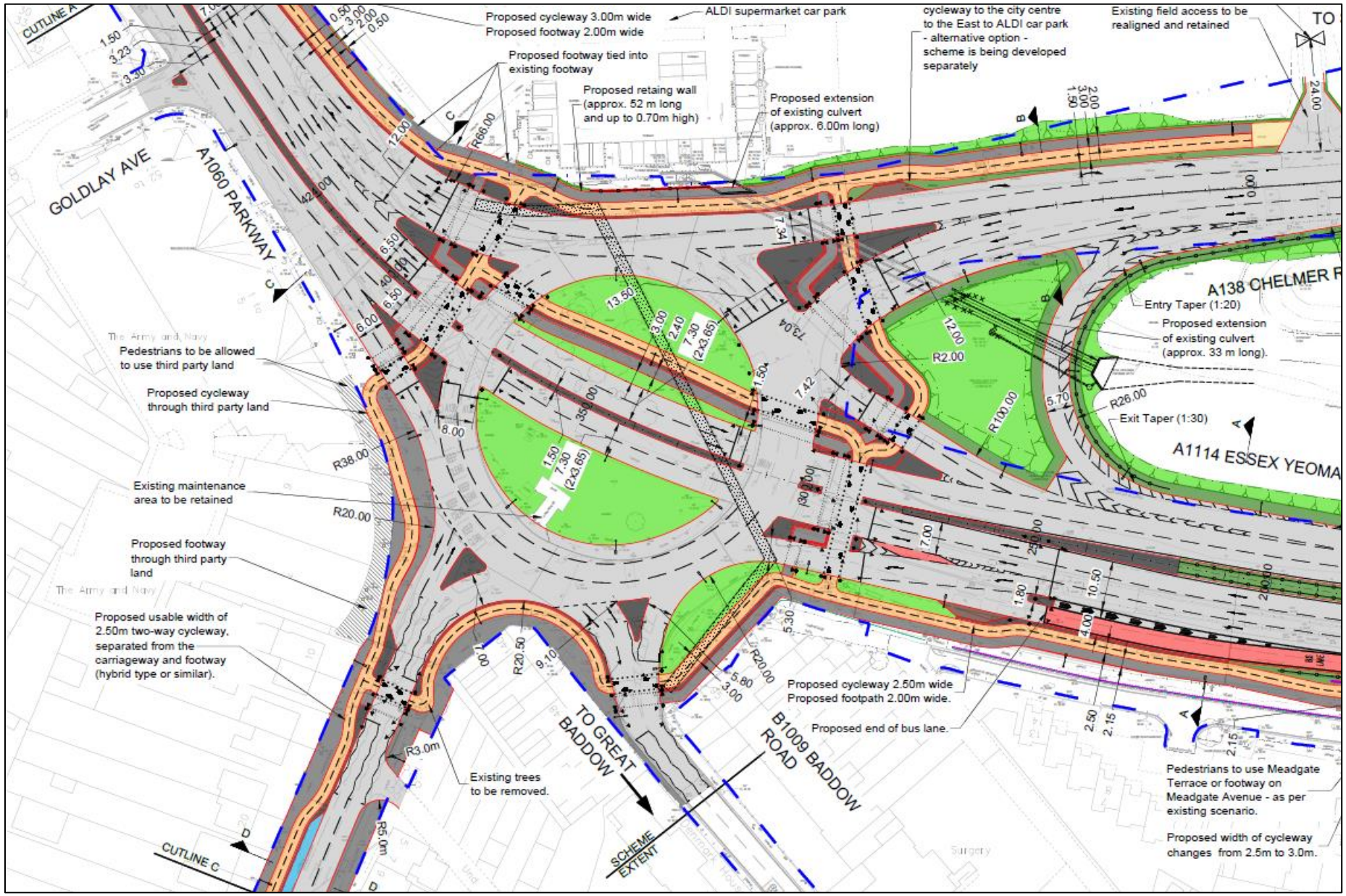
- One northbound lane for general traffic on Van Diemans Road (flaring to two at the Army and Navy junction)
- Two-way cycle track on western side of Van Diemans Road
- Parking bays on Van Diemans Road re-aligned but retained
- Crossing close to Army and Navy junction put back to its current position

The revised layout remains subject to road safety audit



Hamburger Roundabout Possible Junction Layout:

One northbound lane on Van Diemans Road (flaring to two lanes at the junction)



The revised layout remains subject to road safety audit

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Lady Lane Junction Options

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Lady Lane junction options - Background

- As a result of the revised changes to Van Diemans Road layout, revisions are required to the Lady Lane junction, so options for this are being considered.
- Although these options are not subject to further formal consultation, the project team are engaging residents on the options and will take feedback into consideration.
- The project team will also continue to share further information as it becomes available.
- No decisions have been made about the Lady Lane junction options at this stage.

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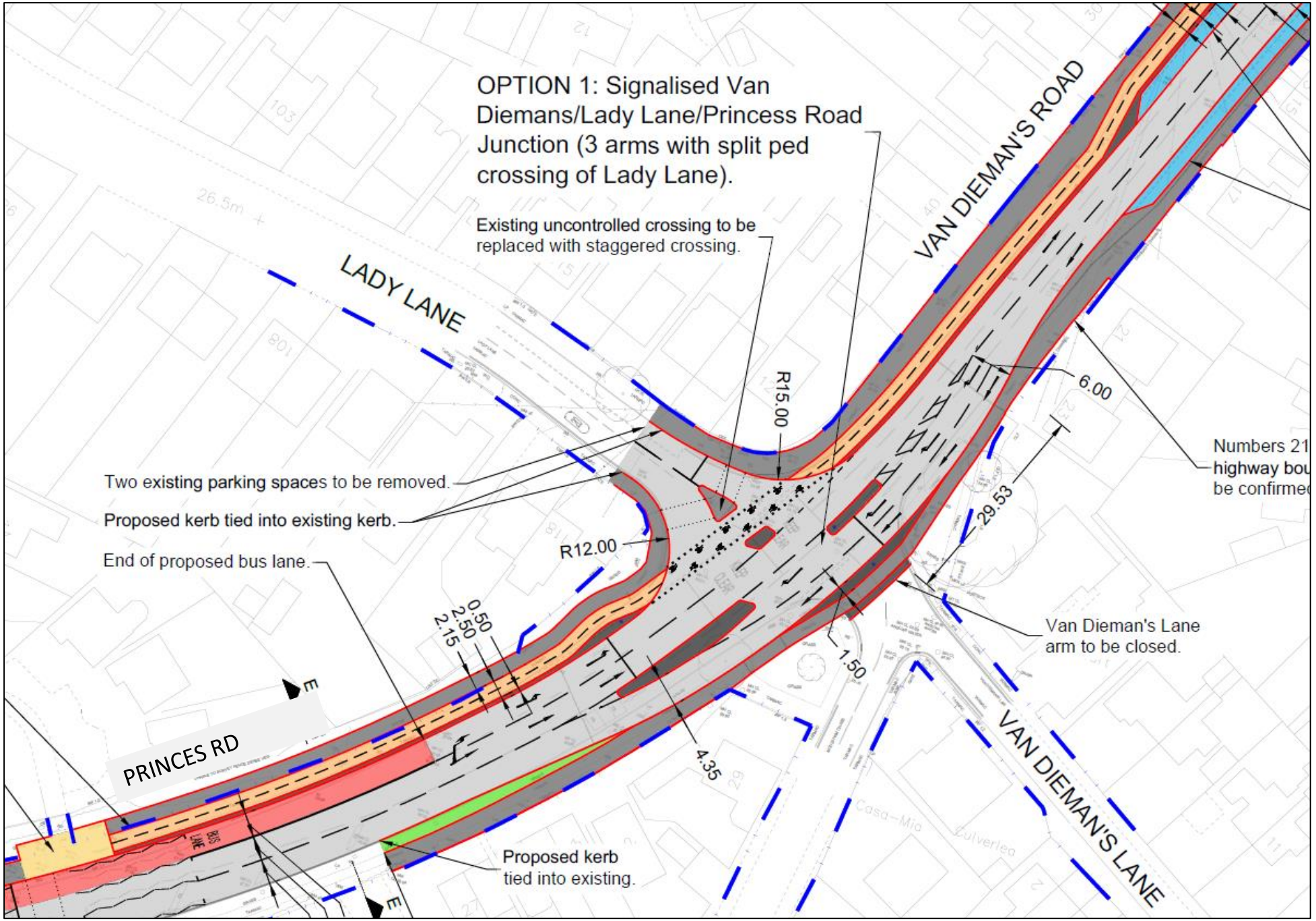
Lady Lane Junction Option 1:

One northbound lane for general traffic on Van Diemans Road and a signalised Lady Lane junction. Requires closure of Van Diemans Lane

The layout options are subject to road safety audit

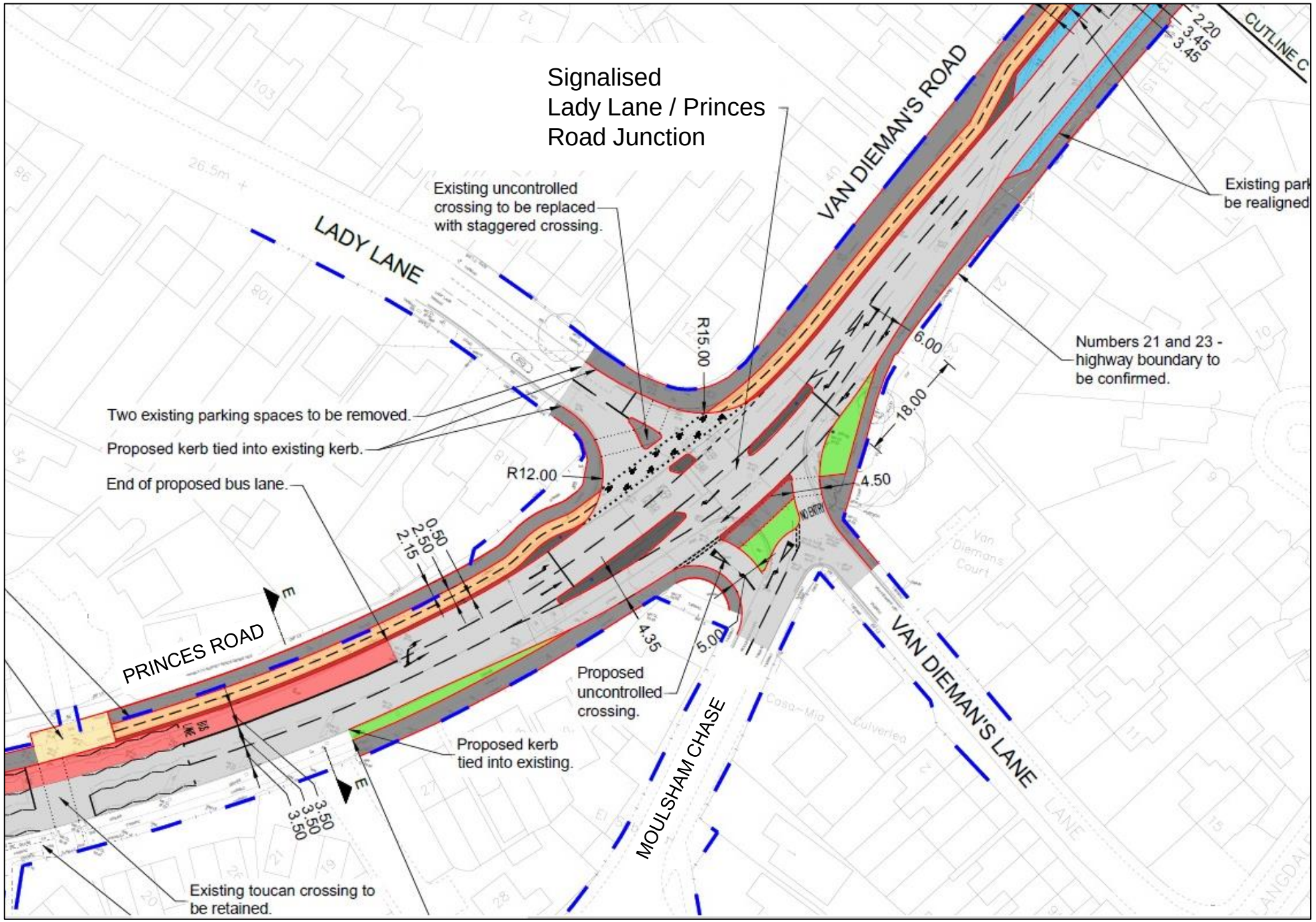


Lady Lane Junction Option 2:

One northbound lane for general traffic on Van Diemans Road and a signalised Lady Lane junction.

Traffic from Moulsham Chase/ Van Diemans Lane would be restricted to left-in and left-out movements.

The layout options are subject to road safety audit

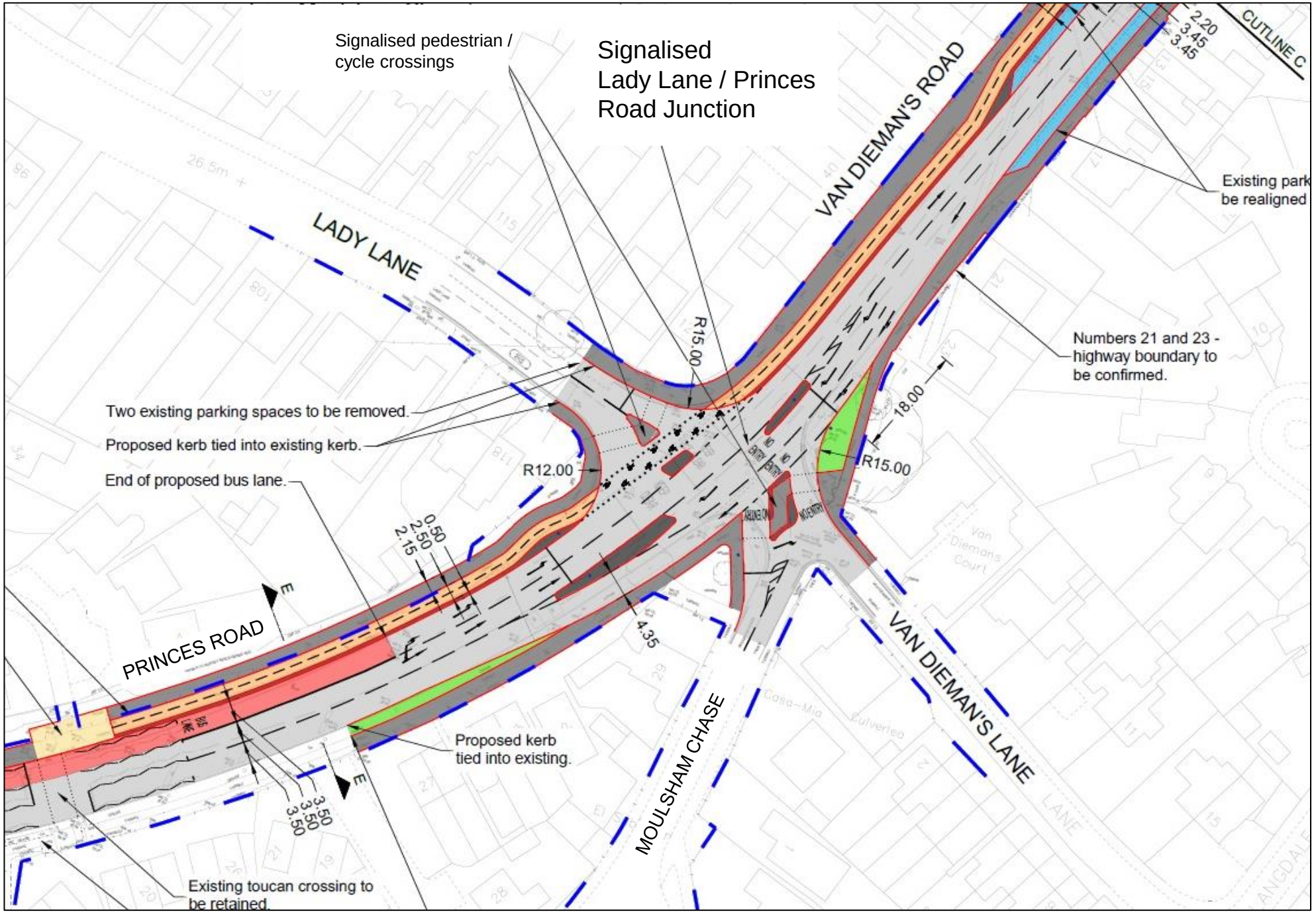


Lady Lane Junction Option 3:

One northbound lane for general traffic on Van Diemans Road and a signalised Lady Lane junction.

Traffic from Moulsham Chase/ Van Diemans Lane would be restricted to left-in and right-out movements.

The layout options are subject to road safety audit

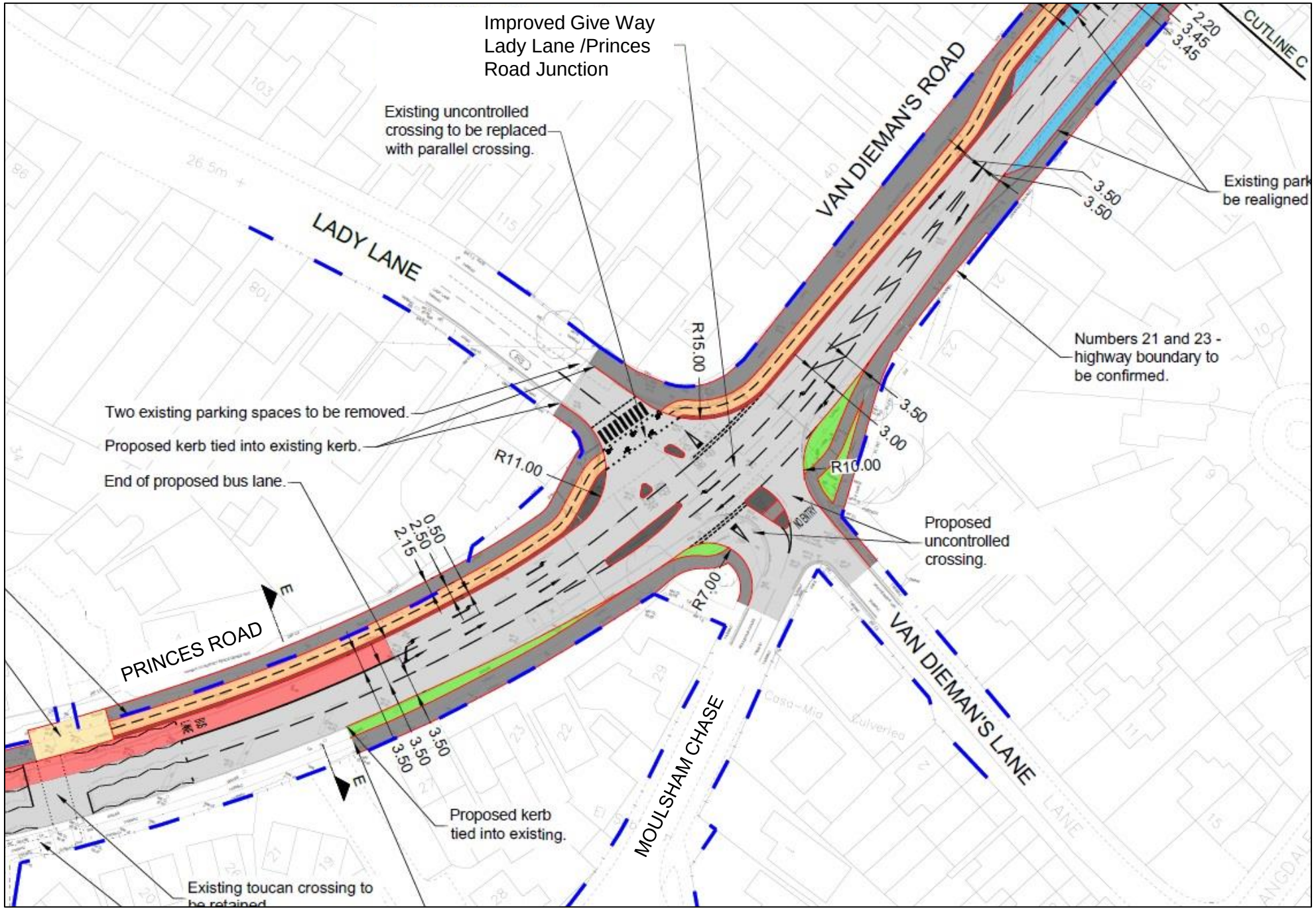


Lady Lane Junction Option 4:

One northbound lane for general traffic on Van Diemans Road and a give way Lady Lane junction.

Traffic movements from Moulsham Chase/Van Diemans Lane would be unrestricted.

The layout options are subject to road safety audit



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Lady Lane junction options: Key features

Note: Traffic modelling shows option 1 does not perform as well as the other options and it has not therefore been included in the table

Lady Lane junction option		Key features
4	Improved give way junction	• Parallel (zebra) crossing of Lady Lane, giving priority to pedestrians and cyclists • Waiting area for vehicles turning right into Lady Lane • Likely to improve safety compared to existing layout

2 & 3	Signalised junctions	• Signals would make it easier for motor vehicles to exit Lady Lane and Moulsham Chase/Van Diemans Lane
		• Some existing traffic movements would no longer be possible:
		  • Lady Lane to Moulsham Chase/Van Diemans Lane (and vice versa)
		  • Moulsham Chase/Van Diemans Lane to Van Diemans Road **OR** Moulsham Chase/Van Diemans Lane to Princes Road
		• Likely to improve safety compared to existing layout
		• Signalised pedestrian and cycle crossings of Lady Lane would result in more delay to active travellers than a 'parallel' crossing

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Traffic modelling results for ‘hamburger roundabout’ Army and Navy junction with one northbound lane for general traffic on Van Diemans Road

The average reduction in travel time through the junction at peak times for motorised vehicles remains virtually unchanged from the layout presented at the public consultation. On average, vehicles are still expected to experience a reduction in travel time of about 50% in the opening year of the scheme with the layouts modelled above.

		Give-Way Lady Lane/Van Diemans Road Junction				Signalised Lady Lane/Van Diemans Road Junction (left in / left out)			
Approach Arm	Time Period	Vehicles Passing Through Junction from Approach Arm (Vehs/hr)	Average Journey Time from start to end point (Minutes)	Change in vehicles from 'No Scheme' Scenario (%)	Change in average journey time from 'No Scheme' Scenario (Minutes)	Vehicles Passing Through Junction from Arm (Vehs/hr)	Average Journey Time from start to end point (Minutes)	Change in vehicles from 'No Scheme' Scenario (%)	Change in average journey time from 'No Scheme' Scenario (Minutes)
Parkway	AM	1322	**2**	-11%	**-1**	1285	**2**	-14%	**-1**
	PM	2292	**4**	21%	**-1**	2308	**4**	22%	**-1**
Chelmer Rd	AM	1877	**2**	54%	**-9**	1884	**2**	54%	**-9**
	PM	1104	**7**	-17%	**4**	1091	**7**	-18%	**5**
Essex Yeomanry Way	AM	1369	**3**	4%	**-10**	1364	**3**	4%	**-10**
	PM	1185	**3**	62%	**-12**	1175	**3**	60%	**-12**
Baddow Rd	AM	639	**8**	56%	**-5**	630	**8**	54%	**-5**
	PM	630	**3**	44%	**-10**	628	**3**	43%	**-10**
Van Diemans Rd	AM	634	**7**	-3%	**-2**	642	**6**	-2%	**-3**
	PM	889	**4**	70%	**-6**	889	**4**	70%	**-5**

Start and end points for journeys are Odeon Roundabout, Chelmer Road/Chelmer Village Way Roundabout , Essex Yeomanry Way Maldon Road slip roads, Baddow Road/Beehive Lane Roundabout and Princes Road/Waterson Vale Roundabout.

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Next Steps

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Next steps

- Finalise layout option for Van Diemans Road for Outline Business Case
- Continue to investigate Lady Lane junction options (e.g. road safety audit) – a preferred option does not need to be identified for OBC
- Continue to engage with residents and partners as Lady Lane junction options are developed

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Thank you

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