

## **Army and Navy Sustainable Transport Package - Van Diemens Road/Lady Lane update**

Virtual meetings were held between the Army and Navy Sustainable Transport Package project team and residents at lunchtime on Wednesday 2 November 2022 and during the evening of Thursday 3 November 2022.

The meetings were organised to update residents on the preferred option for a new layout for the Lady Lane junction after an initial four options were presented in January 2022. Although a preferred arrangement for the Lady Lane junction has now been chosen, we are still currently making amendments to elements of the design and comments from our engagement with residents will be considered. Our design work is expected to be completed in December 2022.

The following questions/comments were raised during the meetings.

### **Van Diemens Road/Lady Lane junction proposals –**

***Q: Will vehicles coming out of Van Diemens Lane be able to turn both left and right, as well as go straight over into Lady Lane, with the preferred give way arrangement? Can you still directly access Van Diemens Road from Langdale Gardens via Van Diemens Lane?***

A: Yes, all existing movements from Van Diemens Lane will be possible with the proposed give way arrangement. Drivers wanting to access Van Diemens Road from Langdale Gardens will also still be able to exit onto Van Diemens Road via Van Diemens Lane, as they do currently.

***Q: Has the proposed cycle lane on Van Diemens Road been moved since the public consultation?***

A: Yes, we have moved the proposed two-way cycle lane from the eastern side to the western side of Van Diemens Road. We had originally considered having it on the eastern side because there were fewer underground utilities and property frontages. However, it has been moved from the eastern side to the western side following previous feedback from residents who suggested it should be retained on the western side, where there are existing shared use facilities.

***Q: How will cyclists be able to cross Van Diemens Road/Princes Road to get to the Lady Lane side (from eastern to western side) with the preferred give way arrangement?***

A: The existing toucan crossing on Princes Road (north of the Waterson Vale roundabout) will be retained and the cycle route from Lady Lane will be improved.

***Q: Is there anything that can be done to deter people from cycling on the eastern side of Van Diemens Road?***

A: The designated cycle route will be much clearer because of the colouring and markings of the cycle lanes, which will create a more visible difference between the western and eastern

sides of Van Diemens Road. Because of the proposed removal of the subway, there will also be less motivation or desire for cyclists to cycle on the eastern side. To further discourage cycling on the eastern side, we will look at the possibility of installing end of route signage, so it is clear to cyclists they need to cross to the western side.

**Q: How will the proposed give way arrangement reduce rat running through Moulsham Chase?**

A: Because the key vehicle movements through the Army and Navy will be signalised with the proposed Hamburger Roundabout, journey times for drivers approaching the roundabout from Van Diemens Road will be reduced. This will make it quicker for drivers to stay on Van Diemens Road rather than use Moulsham Chase, where they will have to wait until there is a gap to pull out.

**Q: What is happening with the existing green space on the corner of Moulsham Chase?**

We have now identified the give way option as our preferred option for the Lady Lane junction. Based on our existing design, this would require the loss of a significant amount of the green space on the corner of Moulsham Chase to accommodate the proposed improved walking facilities on the eastern side of Van Diemens Road, including a new pedestrian refuge island at the junction with Van Diemens Lane. This island was included in our designs in response to a road safety audit to reduce the crossing distance between the southern and northern sides of the Van Diemens Lane, which currently exceeds the recommended distance for pedestrians to safely cross in one movement.

However, we are still refining and finalising our designs for Van Diemens Road and Lady Lane junction and, although a give way junction arrangement has been chosen for Lady Lane, there is still an opportunity to make changes to more detailed elements of our design. As part of this work, we will explore options to retain as much of the green space as possible following feedback from the resident affected. This feedback will also be set out to the project board before a formal decision is made on our final designs.

**Q: Can the pedestrian route be diverted around the edge of the Moulsham Chase/Van Diemens Lane junction to prevent pedestrians from crossing at the mouth of Van Diemens Road?**

A: This will be investigated as part of our ongoing design work. However, a key part of the Army and Navy Sustainable Transport Package project is to encourage as many people to make journeys via sustainable and active travel modes (walking, cycling and on buses) as possible. To do so, we need to ensure we are providing direct and safe pedestrian routes so this will need to be taken into consideration as part of the design.

**Q: When will residents find out about the approved final design for Van Diemens Road and the Lady Lane junction?**

A: We are currently in the process of finalising our designs for Van Diemens Road and Lady Lane and expect this work to be completed in December. Once a decision is made on the final designs, we will then make the final arrangement drawing available. This is likely to be in January 2023.

## **Hamburger Roundabout proposals for the Army and Navy junction –**

### ***Q: Are you confident the Hamburger Roundabout will be successful?***

A: Yes, we are confident that the Hamburger Roundabout will be a significant improvement on the existing situation at the junction because there will be greater control of the key vehicle movements through the signals. We will also have the ability to adjust signal timings if there are any arms of the roundabout which are causing more of a problem, so these can be prioritised.

As well as providing significant improvements for private vehicles, the proposed Hamburger Roundabout also includes significantly improved walking and cycling facilities at ground-level at the junction, replacing the current subway and creating attractive, safe and accessible routes. Optimised signal timings will help ensure pedestrians and cyclists can travel across the junction safely and more quickly, with improved average journey times through the junction at ground level. New bus lanes and bus priority measures will also be added on Parkway and the bus lane will be extended on Essex Yeomanry Way, improving average bus journey times through the junction.

The design has been developed based on transport modelling and we have monitored the junction during peak times, both pre COVID and post COVID, and considered the predicted future situation of the junction with different growth scenarios. Therefore, we are confident the models are representative of the existing and future situation.

### ***Q: Will every road have traffic signals on and off the Hamburger Roundabout?***

A: No, those which will be signalised are Parkway, Chelmer Road and Essex Yeomanry Way. Baddow Road and Van Diemens Road will not have traffic signals, but instead will have give-way lines. The large movement of traffic between Essex Yeomanry Way and Parkway will be removed from the circulatory, making it easier for drivers entering the roundabout from Baddow Road and Van Diemens Road. If all arms of the junction were signalised the layout would be less effective. The biggest movements need to be signalised, so it makes it easier for traffic on Baddow Road and Van Diemens Road to get out onto the junction. However, there will be signalised crossings on both of these roads which will be linked with the main junction so all arms of the junction would efficiently.

### ***Q: When carrying out your traffic surveys, what times has the traffic flow at the Army and Navy junction been monitored?***

A: The junction was monitored at peak times and our models have been based on these timings. Once built, the new Hamburger Roundabout will be constantly monitored, and we plan to install new cameras that will record and monitor all movements on each arm of the junction.

### ***Q: Drains in Moulsham Chase seem to drain at the Army and Navy junction, often rupturing causing significant damage to the road surface.***

A: Yes, there is a significant amount of draining into the junction from most of the southeast of Chelmsford. This will be looked into in the drainage design and this specific issue will be passed onto the drainage team.

***Q: Can planting be incorporated outside Evans Cycles between the shop front and road to help with safety and drainage?***

A: In the initial landscaping investigations, additional planting was looked at in that area, and this is something that will be considered by landscape team. We are also looking to ensure we have good paving for the cycle route to allow water to seep through the surface.

***Q: There seems to be great emphasis on the Hamburger Roundabout taking traffic into and out of the city centre but very little on traffic travelling across the viaduct. Why is this?***

A: All traffic movements have been looked at and it has been established that the biggest movements are from Parkway, Chelmer Road, and Essex Yeomanry Way. The junction needs to be designed to accommodate the big movements as controlling these big movements makes the other movements at the junction work more efficiently. All arms of the junction will see improvements in performance.

***Q: Why was no consideration given to a vehicle underpass since there is already a pedestrian subway there?***

A: Consideration was given to a vehicle underpass relatively early in the scheme. This was discounted as there is a medium pressure gas main underneath the junction which would have needed to be diverted, which would have made the option very complex and expensive. There were also concerns about flooding of an underpass. Like the two-way flyover, the option would have encouraged more traffic into the city centre, moving the problem from the Army and Navy junction to the Odeon Roundabout. It would have gone against our adopted Chelmsford Future Transport Network Strategy, which looks to support the Park and Rides, walking and cycling.