



Army and Navy Sustainable Transport Package

Promoter's Response

July 2022

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Introduction

The Army and Navy Sustainable Transport Package public consultation took place for eight weeks between August and October 2021. The purpose of the consultation was to support the identification of a preferred junction option, inform detailed design and highlight any points for us to consider before any final decisions were made about the Army and Navy Sustainable Transport Package.

We presented two junction layout options to the public - a Hamburger Roundabout option and Separate T-junctions option – alongside the proposed expansion of Sandon Park and Ride, a new Park and Ride at Widford (two site options) and various wider walking and cycling improvements. At this stage, we considered all proposals and options outlined as part of the Army and Navy Sustainable Transport Package were viable and no final decisions had been made.

Because of uncertainty caused by the ongoing COVID-19 situation, the consultation had a strong digital focus, including a virtual exhibition, complemented by more traditional approaches to make it as accessible as possible. These included a [consultation brochure](#) and [easy-read brochure](#), which were both available online and as hard copies. An audio read-through of the consultation materials was also recorded and distributed in partnership with local charity Chelmsford Talking Newspaper and we ran two face-to-face drop-in events in the city centre. Our approach to public consultation is set out in more detail in our Consultation Strategy.

In total, we received 850 responses, including 842 consultation survey responses, with the majority (76%) of those from residents of Chelmsford. As well as residents, we also had responses from other key stakeholders including town and parish councils, walking and cycling organisations and local businesses. The comments received have provided valuable insight into the public’s views about the proposed Army and Navy Sustainable Transport Package.

This document details our response to the main points raised in the consultation and sets out the next steps for the project.

Background

The Army and Navy junction is a critical part of the Chelmsford transport network and a vital gateway into and out of the city. The junction consists of a five-arm roundabout. Under normal circumstances, up to 70,000 vehicles a day use the junction and it is already operating significantly over capacity during morning and evening peak times. As a result, the junction suffers from severe congestion and delays, which impact on safety and resilience, productivity and the potential future growth of the city. It also results in a poor-quality environment for all road users.

The issues at the junction were compounded by the closure and removal of the previous flyover for safety reasons. The situation at the gateway is expected to become worse in the future unless we do something differently. We cannot keep building new roads and, instead, need to provide better options for people to travel, encouraging safer, greener and healthier ways of getting around the city, especially for shorter journeys, where we want walking or cycling to be the natural choice. Through the proposed Army and Navy Sustainable Transport Package, Essex County Council is seeking to do just that.

A dedicated Army and Navy Taskforce, made up of elected members of Essex County Council, Chelmsford City Council and Great Baddow Parish Council and the local MP, has been supporting us in driving forward the project and exploring options. The views of the community are very important to us, and we have held workshops and meetings with community groups, businesses, transport groups and local councillors as the project has developed, as well as regularly updating the wider public on progress.

Having explored and assessed a variety of potential improvements, residents, businesses, and other interested parties were encouraged to have their say on two remaining junction options and a wider package of sustainable transport measures as part of a public consultation.

The proposed Army and Navy Sustainable Transport Package, as consulted on, had four key elements:

- Two distinct new junction layout options (Hamburger Roundabout and Separate T-junctions)
- Improvement and expansion of Sandon Park and Ride
- A new Park and Ride site in Widford (two site options – London Road and Greenbury Way)
- Additional connectivity improvements across the walking and cycling networks

Survey

To capture people’s feedback on the proposals, a consultation survey was developed and included a mixture of both open and closed questions to assess levels of support for the different elements of the proposed sustainable transport package and gather feedback.

The consultation survey contained 22 questions regarding the proposed Army and Navy Sustainable Transport Package and was split into different sections focusing on each junction option, the proposed walking and cycling options and the Park and Ride proposals. Personal information and demographic questions were also included to improve our understanding of who had responded and to help ensure the continued development of our equality and diversity monitoring.

Following the conclusion of the consultation, we completed a full analysis of responses and a consultation report was written and published, outlining our findings. To analyse the qualitative feedback, an emergent coding approach was used, with every consultation response read and reoccurring themes and trends identified and detailed within the report.

Sample

In total, 850 responses to the consultation were received. These included:

- 839 online responses
- 4 written responses (three responses to the survey and one general response)
- 7 email responses (all general responses)

Of the 842 respondents who submitted an online or written survey response, 57% identified as male, 37% as female and less than 1% in another way. 4% preferred not to say and 2% did not answer the question.

Key findings and consultation report

The public consultation provided a valuable insight into the public’s views about the proposed Army and Navy Sustainable Transport Package, showing more than half of participants agreed the proposed package would have a positive impact on Chelmsford (18% strongly agree and 37% agree). 60% of respondents indicated they preferred the hamburger roundabout option, compared with 21% who preferred the separate T-junctions option. 18% indicated they were undecided or had no preference, while 1% did not answer the question. Almost half of respondents agreed the ‘proposed walking and cycling improvements would create a more coherent network for pedestrians and cyclists in Chelmsford’ (12% strongly agree and 35% agree), while a further 32% described their views on the statement as neutral.

In terms of qualitative feedback, a number of key themes and trends were identified and outlined in our public consultation reports. This promoter’s response details our response to these themes.

The full public consultation report can be found on the [project webpage](#).

Our response and actions

The following section sets out our response to key themes and points raised during the public consultation.

The issues have been split into the following sections::

- Junction options
- Walking, cycling and public transport
- Park and Ride
- Cost
- Environment and safety

It should be noted that the points relate to the key queries, issues or concerns raised in the consultation responses. We also received a number of more general statements and lots of positive feedback, which have all been read and acknowledged but we did not feel required a ‘response’.

Junction options

Theme of Issue/concern	Example comment	Essex County Council response
<p>How does the scheme ease traffic? (Hamburger Roundabout)</p>	<p><i>“I struggle to understand how any of the proposed options will improve traffic flow and assume that you don't consider that to be a priority.”</i></p>	<p>The Hamburger Roundabout would allow traffic to travel through the centre between Essex Yeomanry Way and Parkway. A larger number of vehicles travel between these two arms of the junction, particularly at peak times. By removing this traffic from the circulatory, it makes it easier for traffic from other arms to enter the junction. Traffic signals would be in place to manage traffic flows and priority, improving journey times.</p> <p>Our traffic modelling showed journeys with the Hamburger Roundabout would be 49% quicker on average for motorised vehicles and 24% quicker for buses.</p> <p>We also need to provide better options for people to travel, encouraging safer, greener and healthier ways of getting around the city, especially for shorter journeys where we want walking or cycling to be the natural choice. Improved walking and cycling facilities at the junction, including fully segregated cycle lanes and direct crossings, could help encourage a switch to more sustainable modes, with our modelling showing 35% quicker average journey times for cyclists, and 11% quicker average journey times for people walking at ground level.</p> <p>The Chelmsford Future Transport Network Strategy sets the approach to the city’s transport network to provide real choice. Through a zonal approach, it prioritises specific modes of transport in different areas of Chelmsford, with an increasing focus on</p>

		<p>sustainable travel towards the city centre. The Army and Navy junction is on the border of the central and mid zones, meaning any scheme should focus on sustainable travel measures such as walking, cycling and buses. In addition to our local vision and strategy, the Government has also made it very clear that future transport schemes must include sustainable measures to achieve a successful business case and secure funding. This point has been reiterated by the Department for Transport specifically in relation to the Army and Navy project.</p> <p>We have worked hard to develop junction proposals which would provide a long-term and sustainable solution which is an asset to the city and improves journeys for everyone.</p>
<p>How does the scheme ease traffic? (T-Junction)</p>	<p><i>“Removal of journey options will only create more traffic congestion and further deteriorate situation at Odeon Roundabout or Wood Street Roundabout.”</i></p>	<p>The proposed traffic signal timings would help manage traffic flows, enhancing journey times. There would also be a significant increase in the number of traffic lanes, providing additional capacity. Our traffic modelling showed journeys with the Separate T-Junctions would be 7% quicker on average for motorised vehicles and also slightly quicker, at 0.2%, for buses.</p> <p>While the new layout would mean no U-turns would be possible at the junction and no direct turns could be made from Baddow Road to Essex Yeomanry Way or Chelmer Road and Van Diemens Road to Baddow Road, the number of vehicles making these movements are relatively low and our modelling did not show this would have a significantly detrimental impact on congestion elsewhere in the city centre.</p> <p>We also need to provide better options for people to travel, encouraging safer, greener and healthier ways of getting around the city, especially for shorter journeys where we want walking or cycling to be the natural choice. Improved walking and cycling facilities at the junction, including fully segregated cycle lanes and direct crossings, would also help encourage a switch to more sustainable modes, with our modelling showing 22% quicker average journey times for cyclists, and 4% quicker average journey times for people walking at ground level.</p> <p>The Chelmsford Future Transport Network Strategy sets the approach to the city’s transport network to provide real choice. Through a zonal approach, it prioritises specific modes of transport in different areas of Chelmsford, with an increasing focus on sustainable travel towards the city centre. The Army and Navy junction is on the border of the central and mid zones, meaning any scheme should focus on sustainable travel measures such as walking, cycling and buses. In addition to our local vision and strategy, the Government has also made it very clear that future transport schemes must include sustainable measures in order to achieve a successful business case and secure funding. This point has been reiterated by the Department for Transport specifically in relation to the Army and Navy project.</p>

		We have worked hard to develop junction proposals which would provide a long-term and sustainable solution that is an asset to the city and improves journeys for everyone.
The scheme looks too confusing (Hamburger roundabout)	<i>“I think it looks very confusing and hectic and can foresee several accidents, especially for cyclists and people who will be unfamiliar with the area.”</i>	Hamburger roundabouts are a standard form of junction in the UK. Any new junction is accompanied with ‘new layout ahead’ signs, which help drivers recognise the need to take additional care while they get used to the junction. However, we do not envisage any problem with people being able to understand the permanent signage because it is only the straight-ahead movements between Essex Yeomanry Way and Parkway which use the hamburger. All other movements use the roundabout as normal. All options are subject to the Road Safety Audit process and any significant issues identified will be addressed during the next stage of design.
The scheme looks too confusing (T-junction)	<i>“I think the separate T junctions would be very confusing and chaotic and would not be of benefit to all travellers.”</i>	Although the Separate T-Junctions option would represent quite a radical change from the current junction layout, the designs of the two junctions are relatively straight forward and signage and road markings would make it clear which lanes to use, so we are confident drivers would quickly adjust to the new layout. Any new junction is accompanied with ‘new layout ahead’ signs, which help drivers recognise the need to take additional care while they become used to the junction. All options are subject to the Road Safety Audit process and any significant issues identified will be addressed during the next stage of design.
Traffic signals need updating	<i>“A well sequenced set of traffic lights installed at ALL junctions coming into the roundabout, and in use ALL the time, is the most important update that the roundabout requires.”</i>	Both proposed junction options are signalised, allowing us to manage traffic flows and priority at the junction. The traffic signals would be in operation 24 hours a day (as opposed to only at certain times, as currently) and are fundamental to the operation of the two proposed junction layout options. If required, we could also refine and optimise signal timings in the future to give additional priority to certain movements or users of the junction.
Suggestion of specific slip roads	<i>“There definitely needs to be a few lanes like the slip road next to Aldi up to Chelmer Village on each side where possible.”</i> <i>“It would be further improved by a slip lane from Baddow Road to Van Diemens Road, and another slip lane from Van Diemens Road to Parkway.”</i>	In the designs, left-turn lanes have been provided where appropriate and beneficial within the constraints of the layout of the junction. The existing left-turn slip road on Parkway was constructed as a planning condition ahead of the opening of the Aldi store. With the Hamburger Roundabout option, to retain the slip road with segregated pedestrian and cyclist crossings which comply with the latest Department for Transport guidance would have been detrimental to the overall performance of the junction. The slip road was not retained as part of the Separate T-Junctions design because the option involves a total redesign of the area to create two completely new junctions, with the new junction between Parkway and

		<p>Chelmer Road a significant distance from where the two roads currently join. A slip road would have had limited benefit because the junction already catered well for that movement, with two dedicated lanes for vehicles turning left from Parkway onto Chelmer Road.</p> <p>With both junction options, a new left-turn slip road would be included on the Chelmer Road approach to the junction, allowing vehicles to turn left onto Essex Yeomanry Way.</p> <p>There is limited space available to accommodate additional slip roads between other arms of the junction.</p>
<p>Cars should be prevented from entering the Army and Navy roundabout from the Baddow Road entrance</p>	<p><i>“Both options will work much better if the Baddow Road entrance prevented cars from entering the army and navy as planned years ago.”</i></p>	<p>One-way operation of Baddow Road at peak times, with only buses and cyclists heading into the city centre, was previously considered by Essex County Council, but was not taken forward due to a lack of public support. There are currently no plans to reconsider this.</p>
<p>Why was a two-way flyover discounted?</p>	<p><i>“The most efficient solution is a two-lane flyover replacing the one removed, yet this seems to have been completely dismissed.”</i></p>	<p>A two-way flyover was ruled out in January 2021. Design standards have changed significantly since the previous Army and Navy flyover was first built in 1978. A modern standard two-way flyover would, therefore, be much bigger than the previous flyover and would take up considerably more space.</p> <p>It would be the worst option for increasing city centre traffic and congestion and would not support the Park and Ride or walking and cycling aspirations of our adopted Chelmsford Future Transport Network Strategy as well, when compared with the other options.</p> <p>The flyover would also have the largest noise impact and the longest and most disruptive construction programme, which would have the biggest impact on the local economy.</p>
<p>How will disruption during construction be managed?</p>	<p><i>“I hope there is a good plan in place for dealing with all the construction traffic which will be needed to construct either scheme. The local area will soon become overwhelmed with the additional local traffic making life miserable for all of us living in the local area.”</i></p>	<p>The duration of the construction programme for the final junction scheme will be dependent on which of the remaining options is progressed. It would, therefore, vary slightly between the two options; however, it would be expected to be about 18 to 24 months.</p> <p>To create the additional Park and Ride capacity needed to meet the predicted increase in demand during construction and to help minimise disruption, it is hoped Sandon Park and Ride site could be expanded in advance of the works at the junction. We will also ensure all construction works are carefully coordinated and sequenced to avoid clashing with any other major works in the area wherever possible.</p>

		<p>A detailed construction programme and traffic management plan will be produced once a contractor for the scheme is appointed. However, it is currently anticipated the majority of the works would take place under lane closures, with at least one lane remaining open on all arms of the junction during daytime hours for the majority of the construction programme. Any works requiring full road closures would likely be carried out overnight.</p>
<p>The Separate T-junctions option does not accommodate all movements</p>	<p><i>“Removal of journey options will only create more traffic congestion and further deteriorate situation at Odeon Roundabout or Wood Street Roundabout.”</i></p>	<p>The Separate T-Junctions option would mean no U-turns would be possible at the junction and no direct turns could be made from Baddow Road to Essex Yeomanry Way or Chelmer Road and Van Diemans Road to Baddow Road. These movements would instead be made by using alternative routes, such as performing a U-turn at the Odeon roundabout.</p> <p>While this is an obvious disadvantage of the Separate T-Junctions option, the number of vehicles making these movements is relatively low.</p>
<p>Removal of permit parking bays on Van Diemans Road</p>	<p><i>“For the residents of Van Diemans Road, the removal of all parking lay-bys - when there are no other options - will adversely impact their quality of life.”</i></p>	<p>We proposed removing the permit parking bays in Van Diemans Road to help provide the space needed to create significantly enhanced walking and cycling facilities on the approach to the Army and Navy junction. This initially included a proposed new two-way segregated cycleway on the eastern side of Van Diemans Road, between the existing toucan crossing on Princes Road and the Army and Navy junction, providing connectivity with the existing cycling network. To ensure there was the necessary space to create these new facilities, widen the existing footway on the eastern side and maintain two lanes for general traffic on the approach to the Army and Navy junction, we proposed to remove the existing permit parking bays on both the eastern and western side of Van Diemans Road, with all access to properties and driveways maintained. We said we would work with those currently without any other parking to find appropriate alternative options.</p> <p>However, following feedback from residents and responses to the public consultation, a revised layout has now been designed and proposed for Van Diemans Road. Under the latest proposals, there would be one northbound lane for general traffic (flaring to two at the Army and Navy junction) and a two-way cycleway on the western side of Van Diemans Road, with the existing permit parking bays on Van Diemans re-aligned but retained. The revised proposals would enable walking and cycling improvements to be made, while slight amendments to the design of the hamburger roundabout and changes to signal timings mean there would still be good peak period journey time improvements for private vehicles on Van Diemans Road.</p>
<p>Detrimental impact of proposals on businesses</p>	<p><i>“The proposals will discourage visitors to Chelmsford, and I expect that footfall in</i></p>	<p>We do not believe our proposals would have a negative impact on footfall in the city centre and visitors to Chelmsford. Our traffic modelling shows both junction options would result in journey time</p>

and footfall in the city centre	<i>the shops will suffer as a result. People are cash rich and time poor.”</i>	improvements for all modes of transport, which would encourage more people to travel into the city centre. Combined with Park and Ride capacity improvements and improved walking and cycling facilities, people would also have much better travel options available to them.
Suggestion of building a tramway	<i>“These sorts of schemes only have a short-term impact. Building a tramway, like Manchester’ would be more sustainable. Faster, cleaner etc.”</i>	A tram was ruled out in the very early stages of our optioneering because of the significant cost and impacts on the built environment. Chelmsford is a very different city to Manchester and a tram would not be an appropriate solution to meet the objectives set for this project. We would also be very unlikely to secure the funding required.

Walking, Cycling and Public Transport

Theme of issue/concern	Example comment	Essex County Council response
Removal of the subway		
<p>Removing the existing subway and having pedestrian crossings at ground level will have a detrimental impact on traffic</p> <p>Why can a footbridge or underpass not be introduced instead?</p>	<p><i>“When will you learn it’s the pedestrian crossings having a knock-on effect to traffic hold ups!! Subways or footbridge are needed!!...”</i></p>	<p>To encourage more people to walk and cycle in Chelmsford, we need to provide high quality facilities that are attractive and accessible to everyone.</p> <p>If we were to include a subway or overbridge, the space required for the ramps would not allow us to provide the vastly improved ground level walking and cycling facilities that we are proposing for both options. To create a subway to comply with the latest Department for Transport design guidance (LTN 1/20), we would also be required to ensure we maximise natural light and keep the approaches straight and at the same level as the natural ground, providing splayed wingwalls and openings. This is unlikely to be achievable at the junction. In addition, given the location of the flood plain and the underground utilities at the junction, any new subway would be very complex and expensive to construct.</p> <p>We also know many people feel unsafe using subways, especially at night and during the winter months, and that ramps can be difficult for people to negotiate. By not building a subway, it allows us to provide the best quality ground level facilities we can – fully segregated walking and cycling routes which are wide, attractive and available to all users.</p> <p>Our traffic modelling shows both junction layout options would improve average journey times for private vehicles.</p>
<p>Removing the subway will be more dangerous for pedestrians</p>	<p><i>“I am concerned about the proposed removal of the pedestrian underpass. I feel safer walking in an</i></p>	<p>While we recognise some people may feel safer walking away from traffic, we also know many people feel unsafe using subways, especially at night, and that ramps can be difficult for people to negotiate. By not building a subway, it allows us to provide the best quality ground level facilities we can, creating walking</p>

	<p><i>underpass than when crossing a main road.”</i></p>	<p>and cycling routes which are wide, attractive and available to all users. This includes fully segregated cycle lanes and direct crossings, in line with the Department for Transport’s latest guidance.</p> <p>Road safety is uppermost in our minds, and we are working closely with the road safety team to make sure the junction is as safe as possible.</p> <p>By signalling the junction and introducing much-improved ground level walking and cycling facilities, we ensure pedestrians and cyclists can travel across the junction safely and quickly, while also significantly changing the overall look and feel of the junction, allowing us greater control of traffic, slowing drivers down and making pedestrians and cyclists feel safer.</p> <p>Investing in all of these facilities will create a more coherent network for pedestrians and cyclists, helping encourage more people to walk and cycle into the city centre and reducing car journeys, which has significant economic, social, health and environmental benefits.</p>
<p>Removal of the subway will increase journey times for pedestrians/cyclists</p>	<p><i>“The loss of the pedestrian underpass is a disincentive for those of us willing to walk due to the extra distance and time taken to transverse all the crossings.”</i></p>	<p>To encourage more people to walk and cycle in Chelmsford, we need to provide high quality facilities which are attractive and accessible to everyone.</p> <p>We know many people feel unsafe using subways, especially at night and during the winter months, and that ramps can be difficult for people to negotiate. While we want pedestrian and cyclist journey times through the junction to be as quick as possible, we also have to balance this with the perception of increased safety at ground level. We believe our proposals strike that balance, creating walking and cycling routes which are wide, attractive and available to all users. This includes fully segregated cycle lanes and direct crossings, in line with the Department for Transport’s latest guidance.</p> <p>Both options would enable quicker and safer journeys for cyclists, reducing average peak period journey times through the junction by 22% with the Separate T-Junctions option and 35% with the Hamburger Roundabout option.</p> <p>Walking through the junction at ground level would be about 4% quicker on average with the Separate T-Junctions and about 11% quicker with the Hamburger Roundabout option.</p> <p>With the Separate T-Junctions option, average walking times would generally be slighter slower compared to those where the subway is currently used, while with the Hamburger Roundabout, average walking times would be similar to those where the subway is currently used.</p>
<p>Too much focus on walking and cycling, which are not a</p>	<p><i>“Sustainable travel is an illusion when it relies on walking and cycling to a</i></p>	<p>The Chelmsford Future Transport Network Strategy sets the approach to the city’s transport network to provide real choice. Through a zonal approach, it prioritises specific modes of transport in different</p>

<p>realistic travel alternative for some people and certain journeys</p>	<p><i>large extent. The council has ignored the fact that we have an ageing population!”</i></p>	<p>areas of Chelmsford, with an increasing focus on sustainable travel towards the city centre. The Army and Navy junction is on the border of the central and mid zones, meaning any scheme should focus on sustainable travel measures such as walking, cycling and buses.</p> <p>In addition to our local vision and strategy, the Government has also made it very clear that future transport schemes must include sustainable measures in order to achieve a successful business case and secure funding. This point has been reiterated by the Department for Transport specifically in relation to the Army and Navy project.</p> <p>We recognise not everyone is physically able to walk or cycle and also that it is not possible for longer distance trips. Therefore, this project is about making improvements for all modes of transport and increasing people’s travel options.</p> <p>By encouraging those who can walk or cycle to do so, we can not only improve people’s health and wellbeing, but also free up capacity on the roads for those people whose journeys to have to be made by car.</p>
<p>Bus services</p>		
<p>Bus lane improvements</p>	<p><i>“This project presents a good opportunity to consider installing bus lanes along Parkway.”</i></p>	<p>New bus lanes and bus priority measures are proposed in both directions on Parkway, while maintaining two lanes for general traffic. The eastbound bus lane in the Hamburger Roundabout option would end with a bus gate just prior to the Aldi/B&M turning, while the bus lane in the Separate T-Junctions option would continue close to the first of the two new T-Junctions.</p> <p>Existing measures would also be maintained on Essex Yeomanry Way and into the junction as part of both junction options, giving buses priority over general traffic.</p>
<p>Need for cheaper and better bus services</p>	<p><i>“Unfortunately, we need to travel by car unless you provide a much cheaper and more regular bus service.”</i></p>	<p>We recognise the need to ensure bus services are convenient, reliable and affordable. While the majority of bus services are run commercially, we work closely with the county’s bus operators. We are currently reviewing the whole bus network and have sought views from residents, businesses and city, borough and district councils in Essex to identify opportunities for improvements.</p> <p>The Government has also been very clear about its aim for more people to travel by bus and to improve and reform services, as outlined in its Bus Back Better national bus strategy.</p> <p>As part of the Army and Navy Sustainable Transport Package, we are also proposing bus priority measures which will support bus services, improving journey times and reliability, ultimately making them more attractive. New bus lanes and bus priority measures are proposed in both directions on Parkway, while</p>

		<p>maintaining two lanes for general traffic. The eastbound bus lane in the Hamburger Roundabout option would end with a bus gate just prior to the Aldi/B&M turning, while the bus lane in the Separate T-Junctions option would continue close to the first of the two new T-Junctions. Existing measures would also be maintained on Essex Yeomanry Way and into the junction as part of both junction options, giving buses priority over general traffic.</p>
Walking, cycling and accessibility		
<p>Walking and cycling improvements not needed</p>	<p><i>“People can already walk and cycle but don’t, it is a waste of space and money.”</i></p>	<p>The Chelmsford Future Transport Network Strategy sets the approach to the city’s transport network to provide real choice. Through a zonal approach, it prioritises specific modes of transport in different areas of Chelmsford, with an increasing focus on sustainable travel towards the city centre. The Army and Navy junction is on the border of the central and mid zones, meaning any scheme should focus on sustainable travel measures such as walking, cycling and buses.</p> <p>In addition to our local vision and strategy, the Government has also made it very clear that future transport schemes must include sustainable measures in order to achieve a successful business case and secure funding. This point has been reiterated by the Department for Transport specifically in relation to the Army and Navy project.</p> <p>As part of the Army and Navy Sustainable Transport Package, we, therefore, need to not only improve journeys for private vehicles, but also provide better options for people to travel, encouraging safer, greener and healthier ways of getting around the city, especially for shorter journeys where we want walking or cycling to be the natural choice. While people can already choose to walk or cycle through the junction, there are existing barriers, such as poor connectivity through the junction, which put many people off. By creating walking and cycling routes which are wide, attractive and available to all users, we aim to encourage many more people to walk and cycle, which can not only improve their health and wellbeing, but also free up capacity on the roads for those people whose journeys to have to be made by car.</p>
<p>Pedestrians and cyclists are being prioritised over motorists</p>	<p><i>“As a crucial junction for road-going vehicles into and out of Chelmsford, the Army and Navy junction should prioritise road-going vehicles in its design.”</i></p>	<p>The Army and Navy Sustainable Transport Package is an unmissable opportunity to not only re-design the Army and Navy junction, but also provide better options for people to travel in Chelmsford and encourage safer, greener, and healthier ways of getting around the city. By delivering a comprehensive package of measures which encourage increased walking, cycling and Park and Ride travel, alongside an improved Army and Navy junction, we can provide a long-term and sustainable solution, improving journeys for everyone. This includes motorised vehicles, with our traffic modelling showing both junction options would result in a significant reduction in average journey times for private vehicles.</p>

		<p>Of course, we recognise walking and cycling is not possible for longer distance trips and this project is about making improvements for all modes of transport and increasing people’s travel options. By encouraging those who can walk or cycle to do so, we can not only improve people’s health and wellbeing, but also free up capacity on the roads for those people whose journeys to have to be made by car.</p> <p>It is always a difficult balance in making improvements to benefit different modes of travel but, overall, we believe both junction options would provide a good balance for all users.</p>
<p>Motorists are being prioritised over pedestrians and cyclists</p>	<p><i>“Significant priority continues to be given to private motorised transport. This does not go far enough to encourage active transport and the use of public transport.”</i></p>	<p>Delivering improvements for pedestrians, cyclists and passenger transport services is a vital part of the proposed Army and Navy Sustainable Transport Package, in line with the Chelmsford Future Transport Network Strategy.</p> <p>To encourage more people to walk and cycle in Chelmsford, we recognise we need to provide high quality facilities which are attractive and accessible to everyone. Our proposals include significantly improved walking and cycling facilities at ground-level at the junction, replacing the current subway and creating attractive, safe and accessible routes. This includes fully segregated cycle lanes and direct crossings, in line with Department for Transport’s latest guidance (LTN 1/20). We are also proposing wider walking and cycling connectivity improvements on the approaches to and from the junction.</p> <p>It is always a difficult balance in making improvements to benefit different modes of travel but, overall, we believe both junction options would provide a good balance for all users.</p>
<p>Walking and cycling measures need to go further</p>	<p><i>“Wider improvements required across the whole city to enable much more coherent and safer cycling routes. Just the changes proposed in the two options do not seem to introduce any significant changes.”</i></p> <p><i>“I’m glad you are thinking about cycling but you need to ensure that after crossing the army and navy safely you can continue your journey safely on</i></p>	<p>As well as providing significantly improved walking and cycling facilities at ground-level at the Army and Navy junction, we are proposing wider walking and cycling connectivity improvements on the approaches to and from the junction, providing connections into both existing walking and cycling routes, as well as proposed future routes. These additional connectivity improvements include proposed new pedestrian and cycling facilities on Baddow Road, a new cycle route through Meadgate, a fully segregated two-way cycle route on Van Diemens Road and a new segregated cycleway into the city centre via the River Chelmer route. By delivering these improvements, we can address the issue of poor connectivity through the Army and Navy junction, which puts many people off from walking or cycling.</p> <p>While we recognise further walking and cycling improvements are still needed in Chelmsford, we cannot address all of these as part of this project and have to be realistic about both the likely funding available and the size and geographical boundaries of the project.</p>

	<i>designated cycle paths.”</i>	Walking and cycling improvements are also being delivered through other projects in Chelmsford, such as our Active Travel Fund and Market Road/Tindal Square schemes, and we will continue to explore potential further opportunities as part of other emerging schemes.
Walking and cycling routes need to be fully segregated from traffic	<i>“Please keep pedestrians and cyclists completely separate from vehicles.”</i>	The proposed walking and cycling routes to and through the Army and Navy junction are all fully segregated. Where pedestrians and cyclists need to cross roads, the crossings have been designed to be as direct as possible and are fully compliant with the Department for Transport’s latest guidance (LTN 1/20).
Additional cycle storage is required	<i>“Provision of secure cycle storage also needs to be made within Chelmsford town centre.”</i>	Cycle storage in the city centre is outside the scope of this project, however we recognise the importance of secure cycle storage in helping encourage more people to consider cycling as an alternative to driving. Additional cycle storage has recently been provided by Chelmsford City Council through its Chelmsford Smart Hangar Scheme and we will continue to work with our partners to ensure adequate cycle parking is available. High quality and secure cycle lockers are also proposed at our Park and Ride sites as part of the Army and Navy Sustainable Transport Package, enabling people to use our Park and Choose service (option to take the bus, walk or cycle to complete your journey).
Better signage is needed for visitors with walking routes identified	<i>“Better signage for visitors to area with walking routes identified would be good.”</i>	Existing pedestrian and cyclist signage will be reviewed and any opportunities for potential improvements will be considered as part of the detailed design stage of the project.
Cycling improvements should be made in advance of the wider redesign of the junction	<i>“The proposed new segregated cycle route into the city centre should be implemented as soon as possible to encourage modal shift before reconstruction of the junction.”</i>	Funding for the Army and Navy Sustainable Package is being sought from the Government’s Major Road Network programme and, if successful, will be funded as a single project. This makes early delivery of specific elements at the junction (such as the proposed cycling improvements), ahead of the other main works, more difficult. However, it may be possible to deliver the cycling improvements earlier in the construction programme. The planned phasing of the construction works will be developed in detail by the contractor upon contract award. Other cycling routes into the city centre are being considered separately and might be delivered before the Army and Navy improvements, but those passing through the Army and Navy junction must be delivered as part of the Army and Navy Sustainable Transport Package.
Additional suggested	<i>“I’d like to see a direct dedicated off-road cycle route</i>	As part of the Army and Navy Sustainable Transport Package, we are proposing significantly improved walking and cycling facilities at ground-level at the

<p>cycling improvements</p>	<p><i>from the Sandon P&R to the Army and Navy please, to help get more people onto bikes and out of their cars.”</i></p> <p><i>“A completely off-road cycle route from Great Baddow into Chelmsford.”</i></p> <p><i>“Chelmer Village needs a better cycle path into the town centre as currently it is not too fit for purpose.”</i></p> <p><i>“The Princes Road shared path is in a terrible state and barely rideable.”</i></p> <p><i>“Currently there are very limited connections for cyclists between Army and Navy and the city centre and Moulsham.”</i></p> <p><i>“Continuous cycle lane along Parkway to town centre via Odeon roundabout, please.”</i></p>	<p>Army and Navy junction, as well as wider walking and cycling connectivity improvements on the approaches to and from the junction.</p> <p>While we recognise further walking and cycling improvements are still needed in Chelmsford, we cannot address all of these as part of this project and have to be realistic about both the likely funding available and the size and geographical boundaries of the project.</p> <p>Walking and cycling improvements are also being delivered through other projects in Chelmsford, such as our Active Travel Fund and Market Road/Tindal Square schemes.</p> <p>Feedback received as part of this consultation has been noted and we will continue to explore potential further cycling connectivity improvements as part of other emerging schemes.</p>
<p>Lack of consideration of accessibility and those unable to walk or cycle</p>	<p><i>“No consideration for those who can't walk or cycle due to age and health, especially as no suitable public transport...”</i></p> <p><i>“Many surgery users will have mobility issues and walking won't be viable. I would encourage all to remember that walking or cycling are not viable alternatives for all users or journeys.”</i></p>	<p>We recognise not everyone is physically able to walk or cycle and also that these are not possible for longer distance trips. This project is about making improvements for all modes of transport and increasing people’s travel options.</p> <p>By encouraging those who can walk or cycle to do so, we can not only improve people’s health and wellbeing, but also free up capacity on the roads for those people whose journeys to have to be made by car.</p> <p>As part of both junction options, we are also looking to improve accessibility by proposing fully segregated, ground level walking and cycling routes that are wide, attractive and available to all users. In contrast, a new pedestrian subway would require significant ramps and would be more difficult to negotiate.</p>

Park and Ride

Theme of issue/concern	Example comments	Essex County Council response
<p>Is there demand for a new park and ride? (Widford)</p>	<p><i>“I am not sure how much demand there will be for the park and ride at Widford.”</i></p>	<p>A new Park and Ride in Widford has been a long-standing aspiration for both Essex County Council and Chelmsford City Council and was proposed as part of the Army and Navy Sustainable Transport Package to provide greater travel options and enable sustainable growth of the city.</p> <p>Modelling of future Park and Ride demand showed there would be demand for a new Park and Ride in Widford, particularly for drivers approaching from the west and south of Chelmsford.</p> <p>For the London Road site, our modelling showed the site would be 76% full in the opening year (2026), based on pre-2020 level of use by concession holders, and 100% full by 2041, with any additional demand being met by available spaces at the Sandon Park and Ride site.</p> <p>For the Greenbury Way site, our modelling showed the site would be up to about 73% full in the opening year (2026) and 95% full by 2041, based on pre-2020 level of use by concession holders.</p>
<p>Would a new Widford Park and Ride increase congestion?</p>	<p><i>“A site at Widford would dramatically increase the traffic on an already heavily congested Westway...”</i></p> <p><i>“The congestion on this road (London Road) in the rush hours can last for hours so extra traffic would make this lot worse.”</i></p>	<p>Although there would be some increase in traffic and journey times for motorised vehicles in the vicinity of the proposed new Park and Ride sites, our modelling does not show any notably detrimental impacts on the wider network and prospective Park and Ride users themselves would also benefit from journey time savings because buses would have priority over general traffic at various stages of the journey into the city centre.</p> <p>For the London Road site, our modelling showed the introduction of a new Park and Ride access junction would result in increased peak period journey times of about 20 seconds per vehicle in the vicinity of the junction in 2041. Changes in traffic at Widford Roundabout, combined with improvements to provide better priority for Park and Ride users, would increase average journey times by about 2 to 5 seconds per vehicle at the roundabout.</p> <p>For the London Road site, our modelling showed the introduction of a new Park and Ride access junction would result in increased peak period journey times of about 5 seconds per vehicle in the vicinity of the junction in 2041. Changes in traffic movements at Widford Roundabout, combined with physical improvements, would improve average journey times through the junction by about 1 to 2 seconds per vehicle.</p>
<p>Loss of green space</p>	<p><i>“More of our limited countryside put to</i></p>	<p>We recognise that building a new Park and Ride site in Widford would result in loss of green space,</p>

	<p><i>concrete monstrosities.”</i></p>	<p>particularly with the potential London Road site. The purpose of a Park and Ride service is to reduce traffic in the city centre, which helps improve the environment in the city centre area.</p> <p>Environmental constraints were identified for the Widford Park and Ride sites ahead of the public consultation and, if a Widford Park and Ride was taken forward, an environmental appraisal of the potential environmental impacts would be used to help inform the decision on a preferred site. A further environmental assessment would also be undertaken once a preferred site was identified with the aim of minimising environmental impacts.</p>
<p>Negative impact of London Road site (Widford) on residents</p>	<p><i>“A Park & Ride on London Road would be detrimental to myself and the other residents of London Road.”</i></p>	<p>Any major scheme will always have some impact and we recognise a new Park and Ride site in London Road would have an effect on a small number of residents who live in the area. As part of the current design shared at public consultation, we proposed a dedicated turning facility within the Park and Ride site to enable vehicles, including residents and businesses on London Road, to promptly turn around and exit northbound towards the city centre following the proposed removal of the existing cross-over area on London Road, which we recognise could cause some inconvenience.</p> <p>If the proposals for a new Park and Ride in Widford were taken forward and London Road was the chosen site, we would look to further mitigate the impacts during detailed design of the scheme, including potential measures to reduce the visual and noise impacts.</p> <p>It is important to point out there would also be some positive impacts and benefits of a London Road site for residents. For example, the scheme would reduce speeds on Three Mile Hill and there would be an overall reduction in vehicle trips north of the site because of people using the Park and Ride as an alternative to travelling into the city centre by car. Residents would also have access to a high quality and frequent bus service into the city centre and benefit from improved walking and cycling facilities in the vicinity of the site.</p>
<p>Safety impacts of London Road site for school pupils accessing a playing field</p>	<p><i>“My overriding concern though is that of safety and I am sure you are aware that children walk from Widford Lodge School several times per day to play sport on the field adjacent to the proposed London Road site.”</i></p>	<p>We have been made aware of pupils and staff from Widford Lodge regularly walking between the school and a playing field next to the proposed London Road site and discussed our proposals with the school during the public consultation and listened to concerns.</p> <p>Safety is of critical importance to us and if proposals for a new Park and Ride at the London Road site were taken forward, we would include a fully signalised and segregated crossing across the mouth of the site access junction in our designs. We would also work closely with the road safety team and seek to engage further with the school.</p>

<p>Is there sufficient demand for expansion of Sandon Park and Ride?</p>	<p><i>“If the expansion can be justified in a post Covid-19 world. No point in expanding it if usage will not increase due to fears of catching Covid-19 or more commuters working from home.”</i></p>	<p>Although passenger numbers significantly decreased as a result of the pandemic, we expect usage to recover in time. We have already assessed our proposals based on a number of different scenarios. This includes using initial factors set by the Department for Transport (DfT) based on the likely impacts of the pandemic on traffic and the economy. We are expecting updated guidance from the DfT and, if required, will update our assessment accordingly.</p> <p>Based on our current modelling, the Sandon Park and Ride site would be expected to run at between 72% and 87% occupancy in 2041 (depending on which junction and Widford Park and Ride site option is chosen).</p>
<p>Improvements at the junction should be prioritised over expansion of Sandon Park and Ride</p>	<p><i>“I would get the junction sorted first as further delay is frustrating.”</i></p>	<p>In line with the Chelmsford Future Transport Network Strategy, bus travel will play a key role in reducing travel demand in the city and we must continue to encourage people to use sustainable alternatives to driving. In addition to our local vision and strategy, the Government has made it very clear that future transport schemes must include sustainable measures in order to achieve a successful business case and secure funding. This point has been reiterated by the Department for Transport specifically in relation to the Army and Navy project.</p> <p>The Government has also been very clear about its aim for more people to travel by bus and to improve and reform services, as outlined in its Bus Back Better national bus strategy. A full bus can remove up to 40 cars from the road network, helping reduce congestion and carbon emissions. The important role buses can play in reducing transport emissions is supported in the Government’s Transport Decarbonisation plan (Decarbonising transport: a better, greener Britain).</p> <p>Therefore, increasing overall Park and Ride capacity in Chelmsford is a key part of the Army and Navy Sustainable Transport Package and will help reduce traffic heading into the city centre and using the Army and Navy junction. All elements of the proposed package will be funded as a single project and the inclusion of the expansion of Sandon Park and Ride will not have a detrimental on the overall timescales for progressing the project and delivering improvements at the Army and Navy junction.</p> <p>In terms of the construction programme, it is hoped that initial works at the Sandon Park and Ride site can begin before improvements at the Army and Navy junction so that additional capacity is available to meet the predicted increase in demand during construction and help minimise disruption.</p>
<p>Park and Ride timetable changes</p>	<p><i>“I would suggest exploring an earlier timetable to support commuters into London.”</i></p>	<p>Changes to the Park and Ride timetable are not part of this project but could be considered by the council in the future.</p>

<p>Could a new Park and Ride be built at Boreham Interchange?</p>	<p><i>“Would have liked a park and ride at Boreham interchange side of Chelmsford as well.”</i></p>	<p>A potential new Park and Ride in Boreham was investigated early in the project. However, it was ruled out in favour of Widford. Boreham Interchange is already a very congested junction and adding additional vehicles travelling to and from a new Park Ride site would make the situation worse. It was, therefore, considered the junctions on the approaches to Sandon and the potential Widford sites were much better suited to accommodating additional traffic.</p>
<p>Electric vehicle charging points at Park and Ride sites</p>	<p><i>“Are there enough EV charge points? Presumably with a park and ride many people would be parked there all day as they go to work, this means any car charging will likely be there all day, preventing others from using it.”</i></p>	<p>The number of electric vehicle charging spaces planned for the Park and Ride sites would represent a significant increase compared with current facilities at our existing Park and Ride sites, and we believe they are sufficient.</p> <p>The number of electric vehicle charging spaces included in our pre-consultation designs were:</p> <ul style="list-style-type: none"> • 161 at Sandon Park and Ride • 103 at Widford Park and Ride (either site) <p>If our Park and Ride proposals are taken forward, the proposed site layout and facilities would be reviewed and refined during detailed design. The sites have also been designed to enable electric charging facilities to potentially be expanded to include further spaces in the future if there is additional demand.</p>
<p>Widford Park and Ride suggestions</p>		
<p>Improving bus priority and access into the city centre from Widford</p>	<p><i>“Better access for buses into town bus lanes accessing junctions completely and not stopping halfway down roads...”</i></p>	<p>As part of the London Road site option, a new bus lane and bus gate are proposed on the northbound A414 London Road from the new Park and Ride access junction to approximately 100m south of Widford Roundabout, giving buses priority over other traffic.</p> <p>As part of the Greenbury Way option, a new bus lane and bus gate are proposed on the eastbound A414 Greenbury Way on the approach to Widford Roundabout, giving buses priority over other traffic.</p> <p>If a new Park and Ride in Widford was progressed then the need for wider improvements to bus lanes into and out of the city centre would also be assessed. However, we believe there are already sufficient bus priority measures to ensure Park and Ride services provide an attractive alternative to private car trips.</p>
<p>New Park and Ride should be developed with sustainability in mind</p>	<p><i>“Should be made as sustainable as possible and should have as many trees as possible and ecological enhancements that make it an attractive feature.”</i></p>	<p>Environmental constraints were identified for the Widford Park and Ride sites ahead of the public consultation and, if a Widford Park and Ride was taken forward, an environmental appraisal of the potential environmental impacts would be used to help inform the decision on a preferred site. A further environmental assessment would also be undertaken once a preferred site was identified and as part of the detailed design stage, with the aim of minimising environmental impacts and exploring opportunities for ecological enhancements.</p>

		Our Park and Ride proposals have also been designed with sustainability in mind and include various features to encourage sustainable travel, including proposed new cycle lockers for overnight bike storage, electric vehicle spaces, and crossings and direct cycleway/footway connections.
Electric cycle/scooter options should be provided	<i>“Perhaps electric cycle hire could be envisaged.”</i>	<p>As part of our Safer Greener Healthier campaign, we are working with TIER Mobility on electric (e) scooter trials in areas of Essex, including Chelmsford. The Government’s Department for Transport (DfT) has made orders that only the designated hire scooters are legal for the trial period and in the trial areas. The Government will take the final decisions on the results of the trials and determine whether e-scooters can be legalised for wider use, but criteria will include how many people use them, safe use and benefits in replacing car journeys.</p> <p>Depending on the outcome of the trials and any decisions from Government, we may consider including e-scooters as a further option at the Park and Ride sites for people to complete their journeys.</p> <p>There are not currently any plans for an electric bike hire scheme at our Park and Ride sites, but this could be considered in the future.</p>
More affordable ticket pricing	<i>“I am concerned nobody is talking about committing to capping the price increases of the park and ride as part of this full package of the Sustainable Transport Package. Keeping the cost at the right level is critical to encouraging people to use it.”</i>	Park and Ride ticket pricing is not part of this project but is regularly monitored and reviewed to help ensure the service is attractive.
Sandon Park and Ride expansion suggestions		
More affordable ticket pricing	<i>“If people are to be encouraged to use the site, then you need to make it financially beneficial for them to use it. I currently don't use it because of the costs.”</i>	Park and Ride ticket pricing is not part of this project but is regularly monitored and reviewed to help ensure the service is attractive.
Park and cycle option	<i>“If expanding the site, please also include a Park & Cycle option as</i>	A Park and Pedal service is already available at Sandon Park and Ride, with bike racks and cycle lockers available at the site. As part of our expansion proposals, we are planning to install further high quality and secure cycle lockers to help us grow our

	<i>well as just Park and bus Ride.”</i>	Park and Choose service (option to take the bus, walk or cycle to complete your journey). We are also proposing various pedestrian and cyclist improvements throughout the site, including crossings.
Weather protection for park and ride	<i>“A large car park where people are expected to walk from their vehicle to a waiting point should have covered walkways across the site.”</i>	We are not proposing covered walkways as part of our proposals, although waiting areas would be covered and the site layout has been designed to relocate the terminal building to the centre of the site to make it equidistance from the parking spaces and reduce walking distances.
Increase in the number of buses	<i>“If expanding the number of parking spaces then the frequency and number of buses will also need to increase.”</i>	The number and frequency of buses operating at the Park and Ride site would be progressively increased as demand grows.

Cost

Theme of issue/concern	Example	Essex County Council’s response
The junction proposals are a waste of money	<i>“Total waste of time and money. Leave it as it is!”</i>	<p>The proposed Army and Navy Sustainable Transport Package has been assessed against Government criteria and would deliver significant economic benefits, improve average journey times through the Army and Navy junction for all modes of transport and provide people with better travel options in Chelmsford, helping to encourage safer, greener, and healthier ways of getting around the city.</p> <p>Funding for the project is being pursued from the Government's Major Road Network programme, and the Department for Transport (DfT) will consider the value for money of the scheme when reviewing our business case.</p>
Cheap options chosen	<i>“The ideas you have proposed are a cheap option and one that will undoubtedly cause confusion, which will most certainly lead to accidents, and will not ease the amount of traffic that passes through it...”</i>	<p>Since the project began, we have considered and investigated a series of potential junction options to help identify the right long-term solution for Chelmsford. We carried out early work to reduce a number of ideas to five initial options, which were shared with the public in November 2019. These options were then evaluated to look at the effects on congestion, journey times, the economy and use of sustainable modes of transport, as well as environmental and construction impacts. During the various stages of the assessment process, we ruled out lower performing options, with the cheapest of the five initial options (minor road layout improvements) being the first to be discounted. Having carried out extensive assessment, we were left with the two best overall performing options, which we then consulted</p>

		on. While cost is of course a consideration, it has never been the only driver.
Park and Ride improvements are a waste of money	<p><i>“A complete waste of council money.” (Widford Park and Ride)</i></p> <p><i>“What a waste of money. Nothing wrong with facilities at current site.” (Sandon Park and Ride)</i></p>	<p>In line with the Chelmsford Future Transport Network Strategy, bus travel will play a key role in reducing travel demand in the city and we must continue to encourage people to use sustainable alternatives to driving. In addition to our local vision and strategy, the Government has made it very clear that future transport schemes must include sustainable measures in order to achieve a successful business case and secure funding. This point has been reiterated by the Department for Transport specifically in relation to the Army and Navy project.</p> <p>The Government has also been very clear about its aim for more people to travel by bus and to improve and reform services, as outlined in its Bus Back Better national bus strategy. A full bus can remove up to 40 cars from the road network, helping reduce congestion and carbon emissions. The important role buses can play in reducing transport emissions is supported in the Government’s Transport Decarbonisation plan (Decarbonising transport: a better, greener Britain).</p> <p>Therefore, increasing overall Park and Ride capacity in Chelmsford is a key part of the Army and Navy Sustainable Transport Package and will help meet increased demand in the future and encourage people to consider it as an alternative to travelling by car, reducing traffic heading into the city centre.</p> <p>Funding for the project is being pursued from the Government’s Major Road Network programme, and the Department for Transport (DfT) will consider the value for money of the scheme when reviewing our business case.</p>

Environment and safety

Theme of issue/concern	Example	Essex County Council’s response
Need to incorporate greenery in junction design	<i>“Green spaces and separation need to be significant in the design, giving sound and visual screening as well as some environmental benefit.”</i>	<p>Detailed landscaping proposals will be developed as part of the detailed design stage. We will also continue to explore how we can minimise and mitigate environmental impacts, including opportunities for replanting in the area and potential ecological enhancements. Overall, there will be a biodiversity ‘net gain’ target, with habitat compensation either on or off the site of the scheme.</p> <p>In terms of noise, our initial assessment prior to consultation showed changes in noise levels would be likely to be experienced throughout our study area, although the change in levels would generally be minor or negligible (+ or – 2.9dBA). Some homes would be likely to experience a minor noise increase from increased traffic flows/speeds, while other</p>

		<p>properties would be expected to experience a minor noise decrease. Further assessment will be carried out and, if required, potential mitigation measures will be considered.</p>
<p>How does this scheme fit in with the climate crisis?</p>	<p><i>“I personally feel these options do not go far enough in addressing the climate emergency and making public transport and cycling/walking the options of choice.”</i></p>	<p>In line with the Chelmsford Future Transport Network Strategy, Government policy, our Safer, Greener, Healthier campaign and recommendations from the Essex Climate Action Commission, sustainable travel forms a vital part of the proposed Army and Navy Sustainable Transport Package. We recognise we need to provide better options for people to travel, encouraging safer, greener and healthier ways of getting around the city, especially for shorter journeys where we want walking or cycling to be the natural choice. That is why we are not only proposing a redesigned layout at the Army and Navy junction, but also wider walking and cycling improvements, bus priority measures and Park and Ride capacity improvements.</p> <p>We have worked hard to develop junction proposals which would provide a long-term and sustainable solution, improving journeys for everyone. It is always a difficult balance in making improvements to benefit different modes of travel but, overall, we believe our proposals would provide a good balance for all users.</p> <p>In terms of carbon emissions, our environmental assessment ahead of the public consultation showed the junction options would result in an increase in greenhouse gases of 0.03 million tonnes (MtCO_{2e}) over 60 years (0.003% of total surface transport emissions in the wider Essex area) with the Hamburger Roundabout option and of 0.05 million tonnes (MtCO_{2e}) over 60 years (0.005% of total surface transport emissions in the wider Essex area) with the Separate T-junctions, although this could potentially be lower in the future with parking strategy changes, vehicles switching to more efficient fuels or changing travel behaviours.</p>
<p>Increased congestion on Baddow Road will reduce air quality</p>	<p><i>“It is likely to lead to increased congestion on Baddow Road, reduced air quality and make sustainable options less attractive due to the potential volume of traffic.”</i></p>	<p>Both options would improve the flow of traffic through the junction, reducing average journey times for private vehicles, as well as providing significant journey time improvements for walking, cycling and buses. Forecast traffic flows and journey times for different arms of the junction, including Baddow Road, are available in the pre-consultation Local Junction Modelling Results on our website.</p> <p>While annual mean nitrogen dioxide (NO₂) concentrations are predicted to increase at a small number of properties and decrease at a small number of properties within the Air Quality Management Area between the Army and Navy and the Odeon Roundabout, no exceedances of the annual mean nitrogen dioxide (NO₂) Air Quality Objectives (threshold levels set to protect human health) are predicted at sensitive receptors (areas where the occupants are more susceptible to adverse effects of</p>

		<p>exposure to air pollutants) within the AQMA or wider study area for the opening year (2026) of the scheme.</p> <p>Further air quality assessment will take place ahead of submission of a planning application for the final scheme.</p>
<p>How will flooding on Van Diemens Road be mitigated against?</p>	<p><i>“Van Diemens Road regularly floods. I see nothing mentioned to tackle this problem. I have witnessed, and have video evidence of, several cars which have broken down trying to pass through the water.”</i></p>	<p>We are aware of previous surface water flooding issues in Van Diemens Road and elsewhere at the junction following heavy rainfall. As part of the project, we will be upgrading the surface water drainage system in accordance with the latest standards. This will be considered in more detail as part of the detailed design stage of the project.</p>
<p>How will general user safety be ensured around the junction?</p>	<p><i>“The proposal to have more traffic lights and pedestrians is terrifying! This is a dangerous part of town for drivers. Add pedestrians to this and there will be serious accidents.”</i></p>	<p>Road safety is at the forefront of our minds, and we are working closely with the road safety team to make sure the junction is as safe as possible.</p> <p>By signalling the junction and introducing much-improved ground level walking and cycling facilities, we ensure pedestrians and cyclists can travel across the junction safely, while also significantly changing the overall look and feel of the junction, allowing us greater control of traffic, slowing drivers down and making pedestrians and cyclists feel safer.</p>
<p>Concerns about proposed zebra crossing on Baddow Road approach to the junction</p>	<p><i>“I have a huge concern about the proposed zebra crossing at the entrance to Baddow Road on the Hamburger Junction. In short I think this is a death trap.”</i></p>	<p>Road safety is at the forefront of our minds, and we are working closely with the road safety team to make sure the junction is as safe as possible.</p> <p>Having considered feedback about the proposed zebra crossing on the Baddow Road arm of the junction and concerns about the visibility and safety of the crossing, we have now revised our proposals to include a signalised crossing in this location, with signal timings linked in with the rest of the junction.</p> <p>Our latest modelling shows this is also expected to reduce bus and car journey times on Baddow Road by reducing the frequency at which motorised vehicles are required to stop while still providing regular 'green time' to allow pedestrians and cyclists to cross safely.</p>

Latest progress and next steps

Following initial analysis of responses to the public consultation and having considered both public feedback and the latest option assessment analysis, in December 2021 the Army and Navy Task Force recommended the Hamburger Roundabout as the preferred junction option. In March 2022, a formal decision was then made by Essex County Council’s Cabinet to approve the Hamburger Roundabout as a preferred option. The decision came after public consultation results showed the majority of respondents favoured the Hamburger Roundabout option. Latest analysis also showed it performed better from a business case and performance perspective, with good average journey time improvements for pedestrians, cyclists, buses and motorised vehicles.

A decision was also made at that stage to include a 500-space expansion of the existing Chelmer Valley Park and Ride, instead of the previously proposed new Park and Ride site in Widford, because of the significant construction costs and greater financial risks with operating any new Park and Ride site, particularly following the impacts of the COVID-19 pandemic.

Having considered feedback from the consultation and published our consultation report, the project team has been working hard to prepare the robust evidence needed to secure funding and support the business case for the project. Based on the feedback received, we have also been exploring whether any design improvements can be made to account for the comments received and enhance our proposals further. As outlined earlier in this document, this has included revised proposals for Van Diemens Road and changes to the proposed crossing on the Baddow Road arm of the junction.

We expect to submit an outline business case for the proposed Army and Navy Sustainable Transport Package to the Department for Transport in October 2022.

Based on the current programme, which assumes the necessary land can be obtained through negotiations with the owners, we then hope to submit a planning application in spring/summer 2023, with construction currently anticipated to start in early 2025.