



Army and Navy Sustainable Transport Package
Chelmer Valley Park and Ride

Public Consultation Report

June 2023

Executive summary

The Army and Navy Sustainable Transport Package provides an opportunity to not only re-design the Army and Navy junction – a crucial gateway to Chelmsford – but also increase park and ride capacity in the city and provide better travel options. This includes the proposed expansion of the existing Chelmer Valley Park and Ride.

Although passenger numbers dropped following the COVID-19 pandemic, use of our park and ride sites is increasing and significant growth is planned, which is expected to increase demand in the future.

Since we did not consult about the proposed expansion of Chelmer Valley Park and Ride when we consulted on the wider Army and Navy Sustainable Transport Package in 2021, we held a second consultation to provide the opportunity for members of the public to specifically comment on the new proposals. These would see expansion of the Chelmer Valley Park and Ride site to the east and slightly to the north of the existing site, providing a total of approximately 1,500 total parking spaces.

The six-week consultation ran from Monday 30 January 2023 to Sunday 12 March 2023. As part of this, we created an information brochure and visualisations of the park and ride proposals and ran two in-person drop-in events in the city where people could find out more about the proposals and talk to the project team.

To capture feedback, we created an online survey, receiving 401 responses, with a further seven email responses and one written response. These included views from key organisations, including Chelmsford City Council, parish and town councils, Chelmsford Business Improvement District and various businesses.

The consultation results showed a good level of support for the expansion of the Chelmer Valley site as part of Essex County Council's long-term strategy for transport in Chelmsford. 60% of respondents to our online survey supported the expansion (30% strongly support and 30% support), while a further 20% described their view as 'neutral'. 20% said they were opposed to the expansion (15% strongly opposed and 5% opposed). Support was also evident in the qualitative feedback we received.

Other notable comments included suggestions to improve the proposed design of the expanded site and the park and ride service more generally, including creating new walking and cycling connections, extending opening hours, increasing the frequency of buses, reversing the existing outbound bus lane on Essex Regiment Way and reinstating the Broomfield Hospital shuttle bus service.

A number of people referred to the fact that the Chelmer Valley site was not currently near capacity and, therefore, questioned the demand for the expansion, particularly following the impact of the pandemic on travel behaviours and working patterns. Concerns were also raised about the loss of countryside, the impact of additional traffic travelling to and from the site, and potential rat running through Little Waltham.

Overall, the consultation provided a valuable insight into people's views about the proposed expansion and the feedback has been used to help in finalising the design ahead of the submission of a planning application, which is expected later this year.

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1. Introduction

The Army and Navy Sustainable Transport Package is an unmissable opportunity to re-design the Army and Navy junction – a crucial gateway to Chelmsford – while also providing better options for people to travel and encouraging safer, greener, and healthier ways of travelling in and around the city.

Through the package, we can increase park and ride capacity in Chelmsford, which is a crucial part of our vision and strategy for the city, helping to provide a quick and easy way into the centre, reducing the number of cars on the road network, plus cutting congestion and carbon emissions.

We consulted on the overall Army and Navy Sustainable Transport Package in 2021, when it included proposals for the expansion of Sandon Park and Ride, as well as a new Park and Ride site to the west of Chelmsford, in Widford. However, in March 2022, we announced that a proposed new site in Widford would not be pursued as part of the package because of significant construction costs and greater financial risks for operating a new park and ride site. Instead, an expansion of the existing Chelmer Valley Park and Ride is now included in the proposals, as well as the proposed expansion of the existing Sandon Park and Ride site.

Although passenger numbers dropped following the COVID-19 pandemic, use of our park and ride sites is increasing again. With significant growth planned, including in the north Chelmsford area and the Braintree district, demand for park and ride is forecast to continue to increase so it is important we ensure there is enough capacity in the future.

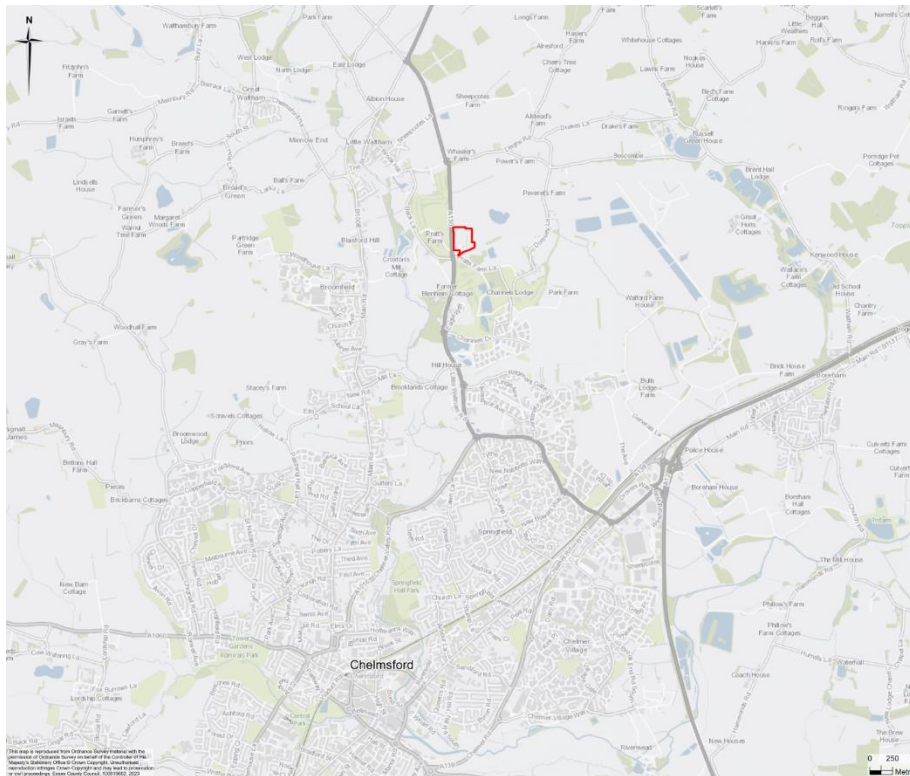


Figure 1: Chelmer Valley Park and Ride location plan

Since we did not consult about the proposed expansion of Chelmer Valley Park and Ride previously, we held this second consultation to provide the opportunity for members of the public to comment on the new proposals.

The Chelmer Valley Park and Ride is located off the A130 Essex Regiment Way (figure 1). The proposals would see expansion of the site to the east and slightly to the north of the existing site (as shown in figure 2). The expanded site would have approximately 1,500 total parking spaces, including designated electric vehicle, disabled and parent and child spaces. The clockwise one-way system in the car park would be maintained and expanded, and there would be various pedestrian and cyclist routes throughout the site. Based on the modelling carried out for the Army and Navy Sustainable Transport Package, the expanded Chelmer Valley Park and Ride site would be expected to run at about 90% occupancy by 2041, thereby catering for demand well into the future.



Figure 2: Visualisation of proposed Chelmer Valley Park and Ride expansion

2. Methodology

The latest public consultation ran for six weeks, from Monday 30 January 2023 to Sunday 12 March 2023. This was a non-statutory opportunity for feedback on the proposals for the expansion of the Chelmer Valley Park and Ride site as part of the Army and Navy Sustainable Transport Package.

2.1 Methods of responding

We had three official channels for submitting responses to the consultation.

- **Online survey:** Available on the Essex County Council consultation portal and via the scheme webpage.

- **Freepost address:** Details were included in the consultation brochure and on the webpage and enabled people to send in paper copies of the response form (at the back of the consultation brochure) or their own written responses without charge.
- **Email address:** Details of the project email address featured in the consultation brochure and on the website.

2.2 Survey

To capture feedback on the proposals, a consultation survey included a mixture of questions to assess levels of support for the expansion and allow wider feedback (see appendix A for a copy of the consultation survey).

The consultation survey contained three questions regarding the expansion of Chelmer Valley Park and Ride, with both quantitative and qualitative data gathered from a range of closed and open-ended questions to gauge support for the expansion and provide a better understanding of opinions about the proposals. There were no character limits for open questions, allowing respondents to answer as comprehensively as they liked. We also asked questions about the consultation itself to gather feedback about how respondents found out about the consultation and how helpful the information we provided had been.

We included personal information and demographic questions to improve our understanding of who had responded and determine whether we were capturing views from equality and diversity groups. If so, to ensure we respond to those views accordingly, and if not, so we can look to better engage those groups going forward. This will ensure the continued development of our equality and diversity monitoring. Where personal information was requested, we made clear the information provided was confidential, would be protected in line with our responsibilities under the GDPR (General Data Protection Regulation) and would be used solely for the purposes of the consultation.

2.3 Consultation materials

A consultation brochure (see appendix B) provided information about the background to the project, why expansion of Chelmer Valley Park and Ride was now being proposed as part of the Army and Navy Sustainable Transport Package and detailing how and where the site would be expanded. It also included a copy of the consultation survey. The brochure was available to view and download on the project webpage, printed copies were available at in-person events and available upon request or to collect from the Chelmer Valley Park and Ride site, County Hall, Chelmsford Library and Braintree Library to help ensure those without internet access or who are uncomfortable online were not excluded.

Visualisations of the proposed expansion provided a clear picture of our plans for the site. One image simply showed an aerial view of the site after the expansion (figure 3), while the other was highlighted and labelled to show key features, including proposed electric vehicle, parent and child and disabled spaces, footways and

cycleways and cycle lockers (figure 4). The visualisations were used on the scheme webpage, within the consultation brochure and across communication channels to help promote the consultation.



Figure 3: Visualisation showing the Chelmer Valley Park and Ride site after the proposed expansion



Figure 4: Visualisation showing the key features of the expanded site

2.4 Consultation events

We hosted two in-person consultation events to enable people to find out more about the proposals and ask the project team questions. The events took place on the following dates:

- Thursday 9 February 2023 - 10am to 4pm
- Saturday 25 February 2023 - 10am to 3pm

The drop-in events took place in a central location in High Chelmer Shopping Centre in Chelmsford.

Printed copies of our consultation brochure were available for people to read and take away. In total, 165 people visited the stall during the two events (53 attendees at the first event and 112 attendees at the second event).

2.5 Other engagement

We held briefing sessions with partners in advance of the public consultation to update them on the proposals, share the consultation plan and request support in promoting the consultation and encouraging participation. Briefings included sessions with local councillors (Chelmsford City Council and Essex County Council), as well as a session with local businesses, organisations and community groups.

2.6 Analysing the data

Responses to closed questions were calculated to produce quantitative data, such as percentages. To analyse the qualitative feedback, which was received from the survey, via email and written responses, we used an emergent coding approach and created a code framework. We read every consultation response and identified reoccurring themes and trends. We corrected grammar and spelling in some comments. This report covers the key themes and outcomes from the qualitative responses, as well as the quantitative data from the survey.

2.7 Promotion of the consultation

We used a variety of different communications channels to publicise the consultation as widely as possible and encourage people to participate by completing the consultation survey or attending one of the events. A summary of the channels can be found below.

2.7.1 Our channels

Project webpage – The [project webpage](#) was the main landing page for all communications and signposted visitors to the consultation survey. We updated this with information about the expansion proposals, consultation dates, events, and other key information. The consultation brochure could be viewed and downloaded.

Press releases – We issued a press release at the start of the consultation and again towards the end of the consultation period as a reminder (see appendix D). Articles were also included in hyperlocal magazines, such as the City Times.

Project e-newsletter – We issued three editions of the Army and Navy Sustainable Transport Package e-newsletter during the public consultation (see appendix E). The e-newsletters went to approximately 2,000 people who had specifically subscribed to receive the latest updates on the project and provided an opportunity to highlight key features of the proposals, encourage people to participate in the consultation and to remind them about the consultation events.

Letters – Letters were sent by post to approximately 50 residents and businesses within the vicinity of the Chelmer Valley Park and Ride site, advising them of the consultation and signposting to the scheme webpage for more information.

Leaflet drop – A5 flyers promoting the consultation were distributed to people at the Chelmer Valley Park and Ride site and in the city centre during the consultation.

Other e-newsletters – Content about the public consultation featured in the Essex Highways email newsletter (appendix F), which went to approximately 9,700 people who had subscribed to receive the latest Essex Highways news. Articles were also included in the Your Essex and Transport and Travel newsletters.

Emails to stakeholders – Emails went to various stakeholders at the consultation launch, as well as during the consultation itself, to encourage completion of the survey and request support in sharing information about the consultation. Emails notified people about upcoming events and reminded them ahead of the end of the consultation.

Social media – We posted content on the Essex County Council and Essex Highways social media accounts, including the Major Transport Projects Facebook page (see Appendix G). These posts focused on encouraging participation in the consultation and the consultation events, together with outlining the reason for the planned expansion. Content included visualisations of the proposals and photographs of the current site. We also boosted posts for a wider audience and reach. In total, posts on the Major Transport Projects Facebook page (including both organic and boosted posts) reached almost 90,000 people during the consultation period.

Posters – To help promote the consultation, we designed a poster (see appendix H), which included a QR code for quick access to the consultation survey. The poster was displayed in the terminal building at Chelmer Valley Park and Ride site, on the Park and Ride buses, at Chelmsford Library, County Hall and High Chelmer Shopping Centre.

Digital screen – An advert for the consultation was displayed on the digital screen inside the terminal building at Chelmer Valley Park and Ride site.

Media advertising – We booked advertising with Essex Live/Essex Chronicle. This included two half page adverts and a full-page advertorial in the Essex Chronicle, setting out the details of the proposed expansion, why it is needed and a reminder of what else is proposed as part of the Army and Navy Sustainable Transport Package. We also had digital and social media advertising with Essex Live. The online article had more than 3,300 page views and, in total, the advertising resulted in more than 5,000 clicks through to the project webpage.

2.7.2 Partner channels

We contacted various partners and stakeholders in advance of the consultation for support in promoting the consultation via their channels. The partners who helped publicise the consultation included:

Chelmsford City Council - Chelmsford City Council helped promote the consultation via its social media channels, specifically retweeting Essex County Council posts, and also posting on its Chelmsford Business account page. The council also shared content on the 'Chelmsford City Council - Economic Development' Facebook page and on the Chelmsford for business' private Facebook group.

One Chelmsford – One Chelmsford/Chelmsford For You (Chelmsford Business Improvement District) promoted the consultation on its social media channels. It also emailed city centre businesses, and included the consultation on its Chelmsford For You podcast.

Federation of Small Businesses - The Federation of Small Businesses (FSB) promoted the consultation on its social media, retweeting Essex County Council's post on the Essex FSB Twitter page. It also included the consultation in its local weekly FSB newsletter.

Anglia Ruskin University - Anglia Ruskin University helped to promote the consultation to students and staff by sharing the information and the link to the survey on its intranet. The university's student union promoted the consultation on its Instagram account and displayed the poster on its noticeboard and digital displays on campus. In addition, it sent out emails.

Parish councils - Local parish councils featured the consultation on their websites, promoted it via their social media channels and displayed our poster on their noticeboards.

3. Data Analysis and Interpretation

This section presents the results from the online and paper consultation responses. This includes a summary of who responded, and analysis of the main themes and issues raised in the responses.

3.1 Sample

In total, there were 409 responses to the consultation. These included:

- 401 online survey responses
- 1 written survey response
- 7 email responses (3 of which provided more tailored answers to the survey questions)

It should be noted this is a self-selecting sample, made up of those who have chosen to respond, and is, therefore, a non-scientific sample. Therefore, responses provide an insight into the concerns, themes and issues surrounding proposals, although this may be

skewed towards a particular viewpoint and thus should not be considered a fully representative sample of the population.

As part of the public consultation, we encouraged interested stakeholders to provide a formal response. The organisations which responded included Chelmsford City Council, Little Waltham Parish Council, Great Notley Parish Council, Broomfield Parish Council, The Belsteads School, Great Dunmow Town Council, Chelmsford Taxi Association, Black Notley Parish Council, Chelmsford Business Improvement District (BID) and Ptarmigan Chelmsford A Ltd (a member of the Chelmsford Garden Community Consortium of developers).

3.2 Response maps

A heat map (figure 5) shows the locations of the respondents to the survey, based on the postcodes given. The areas where greater numbers of responses were received are shown in yellow and orange, centred around Chelmsford and, to a lesser extent, Braintree, with smaller numbers shown in green and blue.

In the areas around Braintree and Chelmsford there were more responses. Specifically, as shown in figure 6, we received responses from people in Great Dunmow, Great Notley, Halstead, Maldon, Hatfield Peverel, Rayne and Witham.

In Chelmsford, as shown in figure 7, there was a relatively even distribution of responses from across the city and neighbouring villages, including Springfield, Broomfield, the Walthams, Great Baddow, Writtle and Widford.

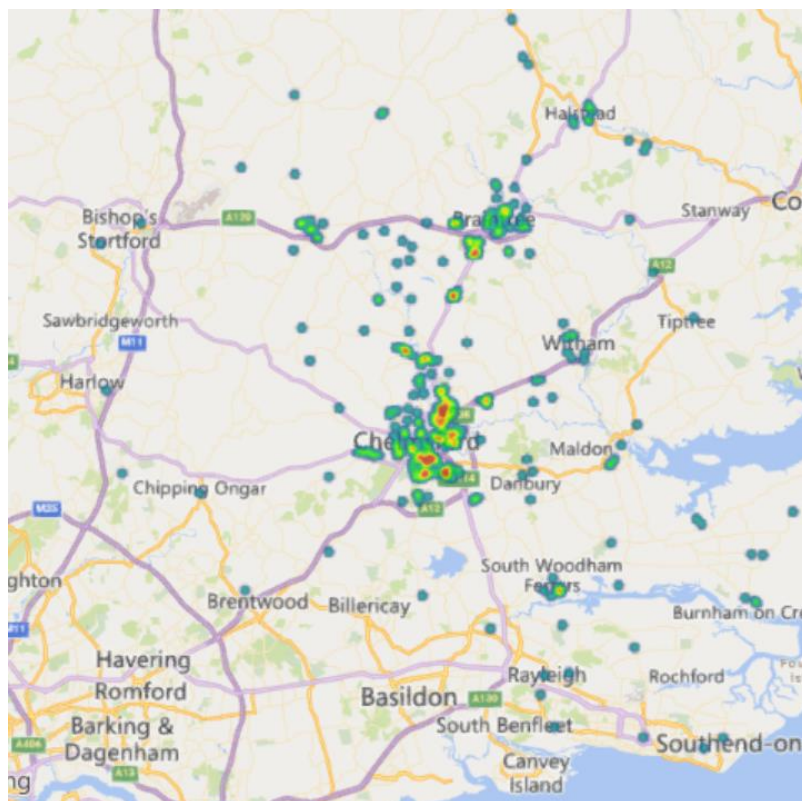


Figure 5: Heat map showing response locations across Essex

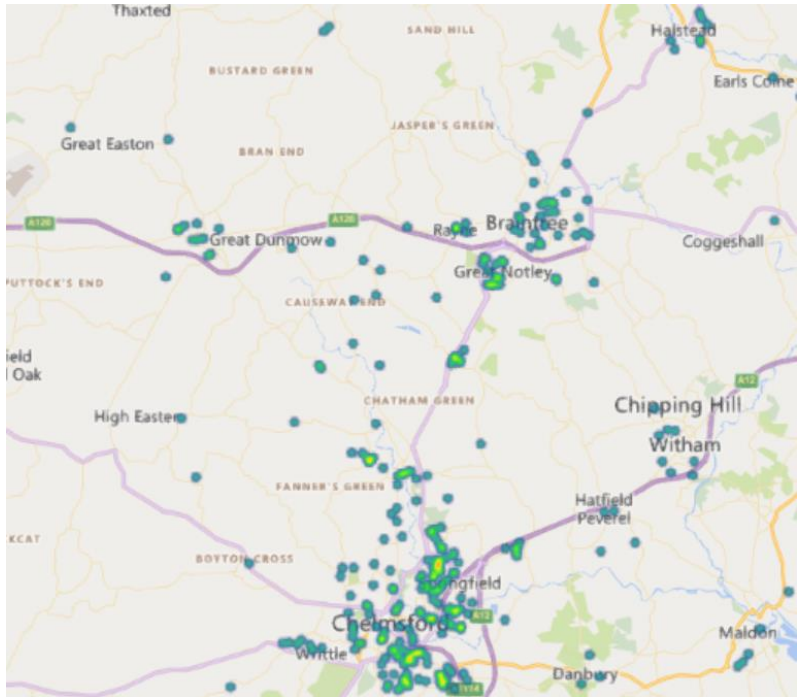


Figure 6: Heat maps showing responses around Chelmsford and Braintree

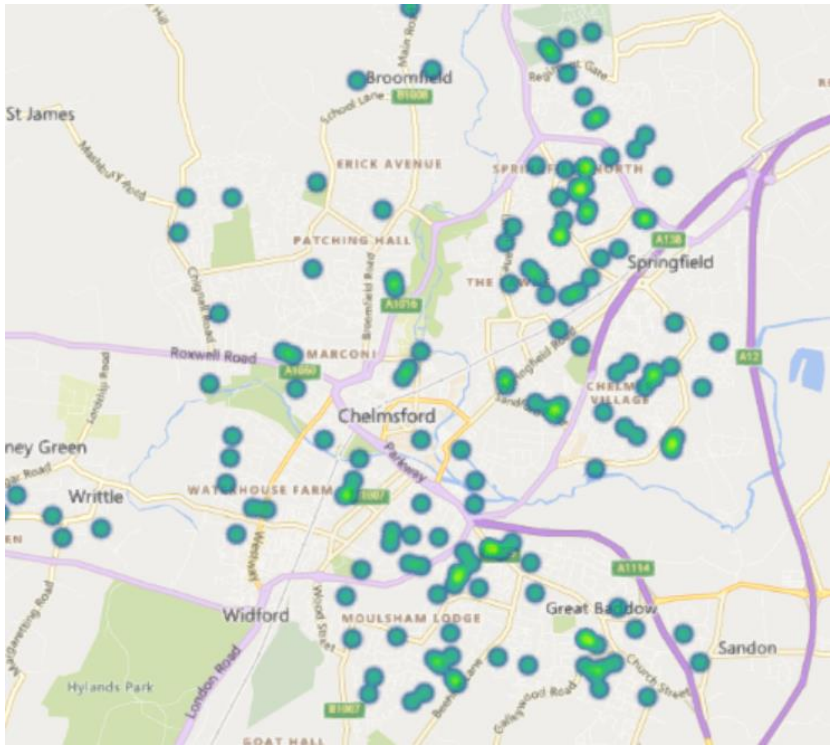


Figure 7: Heatmap showing responses from Chelmsford and neighbouring villages

3.3 Respondent data

3.3.1 Demographics

Most respondents gave their age, with only 5% not answering this question (table 1). There were more responses from the 65+ age range (39%) than any other age group, followed by the 55 – 64 age range (21%) and 45 – 54 age range (17%). The least number of responses came from the younger age groups, with 1% from the 18 – 24 age range and 5% from the 25 – 34 age group.

Table 1: Age of respondents

Option	Total Percent
18 – 24	1%
25 – 34	5%
35 – 44	12%
45 - 54	17%
55 - 64	21%
65+	39%
Prefer not to say	5%

A higher percentage of people who responded to the consultation survey indicated they were male (52%), with slightly less female (41%) (table 2). Only five respondents did not answer this question.

Table 2: Gender of respondents

Option	Total Percent
Female	41%
Male	52%
Non-binary	<1%
Prefer not to say	4%
Prefer to self-describe	2%

Most respondents indicated their ethnic group (table 3), with 8% not answering this question. A large majority identified as English/ Welsh/ Scottish/ Northern Irish/ British (87%).

Table 3: Ethnic groups of respondents

Option	Percentage
Prefer not to say	8%
White	
English/Welsh/Scottish/Northern Irish/British	87%
Irish	<1%
Gypsy/Irish Traveller	0%
Any other white background	2%

Mixed/multiple ethnic origins	
White and Black Caribbean	<1%
White and Black African	0%
White and Asian	0%
Any other mixed/multiple ethnic background	1%
Asian/Asian British	
Indian	<1%
Pakistani	0%
Bangladeshi	<1%
Chinese	<1%
Any other Asian background	0%
Black/African/Caribbean/Black British	
African	<1%
Caribbean	<1%
Any other Black/African/Caribbean background	0%
Other ethnic group	
Arab	<1%
Any other ethnic group	1%

Respondents were asked to indicate whether they considered themselves to have a health condition, disability or impairment (table 4). The majority (64%) indicated they had no impairment. However, some indicated they had a physical impairment (11%), followed by hearing impairment/deaf (7%). 7% indicated they would prefer not to say.

Table 4: Health condition, disability, or impairment

Option	Total Percent
No impairment	64%
Hearing impairment/deaf	7%
Visual impairment/blind	2%
Deafblind	0%
Mental health needs	3%
Physical impairment	11%
Learning difficulties/disabilities	1%
Autism spectrum disorder	1%
Prefer not to say	7%
Other	4%

3.3.2 Respondent category

We asked respondents to best describes themselves, and therefore their likely interest in the project, from a series of options (table 5). The vast majority of people answered this question. As shown in the table, the majority of people described themselves as residents of the Chelmsford area (44% indicated they lived in the Chelmsford area and a further

19% indicated they both lived and worked in the Chelmsford area). 22% indicated they were someone who visited the Chelmsford area and 11% said they worked in the area. A small percentage indicated they were responding on behalf of a business or organisation, either based within Chelmsford (1%) or outside the area (1%).

Table 5: What best describes the respondent

Option	Total Percent
Someone who lives in the Chelmsford area	44%
Someone who works in the Chelmsford area	11%
Someone who lives and works in the Chelmsford area	19%
Someone who visits the Chelmsford area	22%
Someone responding on behalf of a business or organisation in the Chelmsford area	1%
Someone responding on behalf of a business or organisation outside the Chelmsford area, but which operates in the area	1%
Other	2%

3.3.3 Most commonly used mode of travel

Respondents were asked their most common mode of transport when travelling into Chelmsford city centre (table 6). The majority of people (51%) selected 'Car, van or lorry', followed by the Park and ride (20%). A number of responses also came from those who indicated they walk into the city centre (11%) and get a bus (10%).

Table 6: Mode of transport most commonly used when travelling into Chelmsford city centre

Option	Total Percent
Bicycle	3%
Walk	11%
Bus	10%
Park and ride bus	20%
Train	1%
Motorcycle or moped	1%
Taxi	<1%
Car, van or lorry	51%
Other	2%
Not applicable	1%

3.3.4 Emails

The eight email responses we received included responses from Chelmsford City Council, Ptarmigan Chelmsford A Ltd, Broomfield Parish Council, Great Notley Parish Council and Little Waltham Parish Council.

Three respondents via email noted what best described themselves, with one 'responding on behalf of a business or organisation outside the Chelmsford area, but which operates in the area', one 'responding on behalf of a business or organisation in the Chelmsford area', and one 'someone who lives in the Chelmsford area'.

Two respondents noted the mode of transport they most commonly used when travelling into Chelmsford city centre, with one responding 'car, van or lorry' and one responding 'bus'.

3.4 Chelmer Valley Park and Ride

We asked a series of questions relating specifically to the expansion of Chelmer Valley Park and Ride.

Firstly, we asked if respondents currently used the Chelmer Valley Park and Ride (table 7). A large majority of people indicated they currently used the Chelmer Valley Park and Ride (80%), in comparison to a much smaller percentage who said they did not (20%).

Table 7: Current users of Chelmer Valley Park and Ride

Option	Total Percent
Yes	80%
No	20%

We asked respondents to indicate their level of support for the proposed expansion of Chelmer Valley Park and Ride, specifically as part of Essex County Council's long-term strategy for transport in Chelmsford (table 8). There was a good level of support for the expansion, with 60% supportive (30% strongly support and 30% support) and a further 20% describing their view as 'neutral'. 20% said they were opposed (15% strongly opposed and 5% opposed).

Table 8: Support level for the proposed expansion

Option	Total Percent
Strongly Support	30%
Support	30%
Neutral	20%
Oppose	5%
Strongly Oppose	15%

Of the email responses received, two specifically indicated they 'opposed' the proposed expansion of Chelmer Valley Park and Ride, with one indicating they 'strongly supported' the expansion. Others did not specify.

Comments about Chelmer Valley Park and Ride expansion

With our first open-ended questions, respondents were given an opportunity to comment specifically on the proposals to expand Chelmer Valley Park and Ride as part of the Army and Navy Sustainable Transport Package. This helped to steer comments towards the proposed expansion, as opposed to other elements of the package, and gave people a chance to outline and explain their views about the proposals. The comments provided were themed and have been summarised below. Examples have been chosen to illustrate the key themes and issues that arose.

Of the 283 comments, over two thirds (196 comments) expressed general views specifically about the Chelmer Valley Park and Ride site and the expansion proposals. A large number referred to travel to and from the Chelmer Valley site (126 comments), while others commented about elements of the existing Park and Ride service more generally (62 comments) and traffic related matters (59 comments). Other notable themes included the specific traffic impacts of the Chelmer Valley Park and Ride (38 comments), the environmental impacts of the expansion proposals (32 comments) and other suggested locations for park and ride sites (30 comments).

General comments about Chelmer Valley site and proposals

A large number of respondents commented generally on the expansion proposals and/or the current Chelmer Valley Park and Ride site (196 comments). This included a number who specifically expressed support for the proposals (32 comments), as well as others who were opposed (23 comments). Other comments included observations the Chelmer Valley site was currently underused (31 comments) and questions about future demand (5 comments). In contrast, there were a number of comments about housing developments (15 comments), including some suggesting this growth emphasised the need to expand the Park and Ride site. Other feedback included comments on the impacts on the economy and local businesses (12 comments) and concerns about the cost of the scheme (28 comments). There were also various ideas to improve the site or proposed site design (17 comments), including suggestions of a multi-storey car park.

CV001 - Supports expansion of site:

"It's very positive news that the expansion is being planned..."

"...I agree that there is a need for expansion in order to future proof travelling into the city of Chelmsford..."

"Expansion of existing park and ride seems like a much better option compared to creating a new one."

“Seems like a very good idea as Chelmsford's city centre roads get very clogged up at peak times...”

CV002 - Against expansion of site:

“No doubt it would mean the loss of even more agricultural land so even allowing for an eventual increase of numbers using it I still oppose it.”

“...I cannot see an expansion of the existing facility as being necessary...”

“...I note there is no mention whatsoever as to how additional traffic using the Park and Ride will not then cut through a village with many Grade 2 listed buildings and which is also a conservation area. Until this concern is addressed I would strongly oppose any expansion.”

CV004 - Chelmer Park and Ride is currently underused:

“It doesn't seem overly used at present, which may be due to people still working from home, so unsure if such expansion is necessary.”

“When passing Chelmer Valley, it is usually carrying multiple hundred spaces available and not full...”

“I don't believe the number of users will increase again. I used Chelmer Park and Ride twice daily for 5 years before I retired and it was never at more than half capacity. Since Covid it rarely has 200 cars there (even when it's used for a car boot sale on Saturdays). It is on my route to my home and I see the number of spaces on the board every day...”

C004 - Doubts about future demand:

“Has current use recovered to pre-covid levels. Is the modelling of demand thought to be reliable? Trains remain quiet compared to 2019.”

“I doubt that the underlying research, to support this proposal, has any credibility or accuracy...”

“...I am not sure that the increase in use forecast is correct.”

G006 - Comments relating to housing/developments:

“It makes sense to expand the park and ride given the proposed building in the area.”

“On the basis of the North East Chelmsford Garden community development I can't see that you can't not expand in view of the plans to build so many homes over the coming years.”

"I avoid the area of the Chelmer Valley Park and Ride like the plague. Since the extension of building homes in Beaulieu Park, the congestion in this particular area is intolerable. I do not see how extending the parking at Chelmer Valley will help."

G005 – Economic impacts/impact on local businesses:

"How does this fit with shops disappearing from the city centre and moving to business parks outside of the city centre, all of which are not served by public transport."

"I suspect that this scheme will kill profitable business in the town, as similar schemes have done in other large towns. I am a mature person and, like many other in my age group, would not be prepared to carry my shopping, either weekly or at Christmas or holidays when amounts are extensive, onto a bus then drag into my car in a large carpark."

CV011 - Money better spent elsewhere/wasting money:

"...with a lot of space available, why are we wasting money on expanding it?"

"...I may be wrong but expanding a park & ride I personally, as a resident of over 5 years, have never seen full is a mismanagement of money when it comes to solving the ever-increasing traffic issues in the city."

"The finance would be better spent addressing the issues across the city..."

CV014 - Suggestions to improve the site/site design:

"Bus station facilities should also be expanded. Very small waiting area, particularly in winter when cold and wet outside, often end up soaked by the time the bus arrives. Limited toilet facilities, and no provision for drinks/snacks."

"Has consideration been given to using less land by way of a multi storey car park? It seems like a waste of a natural area (huge area of concrete) or introducing covers to the car park with solar panels on? It seems quite wasteful to dedicate all that land just to individual cars like that."

"It is important that adequate toilets, safe waiting rooms, lighting and electric charging points are included."

Travel to and from the Chelmer Valley site

A number of respondents commented specifically about travel to and from the Chelmer Valley site. This included comments in terms of accessing the site via different modes of transport, particularly suggested improvements needed for those walking or cycling (15 comments), as well as travel to and from the site on the Park and Ride buses themselves. Notably, this included comments about suggested improvements to the bus service, such as the frequency and number of buses in use (27 comments), as well as suggested new

Park and Ride stops (11 comments) and bus lane improvements (10 comments). A significant number of people specifically referenced the Broomfield Hospital shuttle bus service, largely commenting on its importance and the need for it to be reinstated (34 comments).

TT007 - Cycle/pedestrian improvements needed:

“The proposal shows pedestrian and cycle links to the proposed new development, but ped/cycle links are needed to nearby Little Waltham, Broomfield Hospital and Broomfield Village, to include safe crossing points on Essex Regiment Way. These facilities would encourage/facilitate access to the Park and Ride for more of the local community.”

“Improve the cycle infrastructure from Park and Ride to city centre via creation of cycle path to link up to Chelmer Valley cycle path (bunny walks) from Back Lane, Mill lane area, Beaulieu Park. It can be done if convincing a small number of landowners to sell a small amount of land. Also, a dedicated cycle path to the new proposed Beaulieu railway station.”

“Our school is an SEMH school and we use the park and ride service frequently. We need this service to get into the town and would like a safer footpath to access the park and ride service.”

TT003 - Bus lane improvement needed:

“...On all my trips so far over the last 18months on the Chelmer Valley Park and Ride I have never seen a problem with traffic congestion going outbound from Chelmsford in either the AM or PM peak, but the traffic is always (every AM trip I've taken) queuing back on the A131 Essex Regiment Way from the Channel Drive to Pratts Farm roundabout. The buses are caught in this traffic and last week I timed the delay at about 8-9minutes. I would strongly suggest reversing the central bus lane on this section of the route to make a notable difference on the journey time reliability for the service...”

“Need to develop the route to give a priority bus lane all the way into city centre...”

“...need to increase/improve the bus lane provision into and out of the city centre.”

“Run buses more frequently and extend the time in the evening when the buses run.”

“It already takes too long to get from the Chelmer Valley Park and Ride into Chelmsford, and back again.”

“Must be quick and efficient to get into city centre. Bus currently gets stuck in traffic. If going to expand, more needs to be done to ensure buses get into centre quickly.”

TT008 – Need for Park and Ride bus service improvements:

“There needs to be full bus lanes the entire trip. More cars parking should mean more buses laid on (because of increased number of passengers), but I don't see the journey time into and out of the city improving. Also, I quite often use the Park and Ride on days I need to work in London. But the Park and Ride frequency in the evening is poor. Getting back from London at 7pm / 7:30pm / 8pm isn't late. But waiting ages for a bus means I've ended up having to get a taxi from the station to the Park and Ride...”

“More buses, so do not have to wait, and/or be crammed onto a really busy bus, which is not pleasant.”

“...I would like to use public transport to get to work, but the service would need to be more frequent for this to be effective”.

TT004 - Suggestions for new stops for Park and Ride bus service:

“...My only negative point about using the park and ride is the lack of bus stops in the town to get back again. There are only two and both round the edge of the city so not easy to access for someone with mobility issues.”

“Due to the shopping areas being split over 3 retail parks - town centre, Springfield and Marconi a car is needed. They are too far apart to walk. Why doesn't the park and ride travel a circuit covering all three areas?”

“...In due course there may be a need to also provide peak time commuter shuttle bus services to the new Springfield railway station.”

TT01 - Broomfield Hospital shuttle bus/link with hospital needed:

“Please reinstate the Broomfield Hospital Shuttle Bus. As a resident of Bradwell on Sea who often has to attend Broomfield Hospital, a door-to-door bus trip involves over two and a half hours, three buses and a lot of angst about missing connections, on both legs of the journey. I am therefore obliged to use a car. To drive to the Chelmer Valley Park is such a valuable resource and avoids trying to park in the undersized car park at Broomfield. People come from many distant/remote places to Broomfield, and the impression is most unwelcoming.”

“...reinstate hospital service to support parking at an increasingly busy service.”

“I found the Hospital shuttle to Broomfield very useful indeed and I cannot understand why it was discontinued. Parking at Broomfield is appalling and this bus service was well used.”

Wider Park and Ride service comments

A number of respondents commented more generally about elements of the existing Park and Ride service in Chelmsford. This included comments about the current pricing (30 comments), general support for Park and Ride services as a mode of transport (16 comments), particularly in helping reduce congestion, and concerns about operating times (5 comments).

Other feedback related to the need for improved connectivity and integration with other transport services and key destinations (4 comments), accessibility concerns (4 comments), and suggestions more advertising of the Park and Ride sites was needed (4 comments).

OPR004 – Concerns about current/future Park and Ride pricing:

“Parking/bus fares should be as low as practical to encourage use and feasibility is needed to consider charging for central Chelmsford access by private car.”

“Why can’t the charges be per parked car, rather than per person? Currently there is no incentive to share cars to and from the park and ride.”

“It’s a great idea and I would use the park and rides more if the cost was a lot lower...”

OPR001 – General support for Park and Rides

“...Encouraging all drivers including myself not to drive in, but to use a much more convenient park and ride scheme, has to be the most sensible option.”

“...Park and ride is a sensible method of reducing traffic flow through the city.”

“We strongly believe in offering passengers the best experience, especially in Park & Rides as they are a mechanism to get city centres and town centres rid of congestion...”

OPR002 – Concerns about Park and Ride operating times:

“...Currently it does not operate on Sundays and the last service bus is 9.00pm in the evening. For anyone travelling to London on a Sunday or returning after 9.00pm the service is useless. Make the service fit for purpose then a lot more local people would use it and make the expansion worthwhile.”

“It needs to start and finish later to make it more viable”.

“Please could it be open later and on Sundays”.

OPR003 – Better integration with key destinations:

“...I also think that all P+R sites should service major hubs such as but not exclusively Broomfield Hospital and for this to be co-ordinated to further reduce town centre through traffic thereby promoting cleaner, greener travel options and creating a better town centre environment.”

“It’s a very good idea that is needed and should have a bus route to the new station at Beaulieu.”

“The Chelmer Valley Park and ride is very well placed to further contribute to the reduction of peak time traffic around North Chelmsford by offering a peak time shuttle bus service serving Broomfield Hospital and the Chelmer Valley High School. Sadly, this does not appear to be included within the strategy. In due course there may be a need to also provide peak time commuter shuttle bus services to the new Springfield railway station.”

GTR007 – Accessibility/mobility concerns about Park and Ride service:

“...You cannot get off a bus and return in approximately the same area meaning it is a poor service for those who find mobility difficult...”

“...My only negative point about using the park and ride, is the lack of bus stops in the town to get back again. There are only two and both round the edge of the city so not easy to access for someone with mobility issues...”

“Can you explain what access to the city centre this scheme will offer for the physically disabled and elderly.”

OPR005 – Advertising of Park and Ride:

“...It should be promoted better than before, so those not living in the area are aware it exists.”

“Possibly needs a lot more soft advertising/awareness...”

“...feel there should be better signage about the availability of the Park and Ride along the route from Braintree and on the Essex Regiment Way to encourage visitors and commuters to use it more...”

General traffic, road and transport-related comments

A number of respondents commented in general terms about traffic, road and transport-related matters, highlighting current congestion and journey time issues (13 comments), the condition of roads in the area (13 comments), and concerns about public transport provision (13 comments).

GTR003 - Current issues with traffic in Chelmsford:

“Seems like a very good idea as Chelmsford's city centre roads get very clogged up at peak times...”

“The traffic in Chelmsford (especially approaching Broomfield) is appalling and completely unpredictable. It can take over an hour to take what is usually a 20minutes journey.”

“Chelmsford is awful to attempt to drive around...”

GTR014 - Road conditions:

“...how about repairing the dangerous potholes and consider road users for a change?”

“...spend the money and better projects such as building a flyover at the army and navy round about and repairing the potholes...”

“...The roads are potholed, worn out and road marking completely worn out...”

GTR004 - Public transport issues:

“Public transport is too expensive, not frequent enough and routes are terrible.”

“I do not feel safe on public transport in Chelmsford. It is not reliable, clean or enjoyable in any way...”

Traffic impacts of Chelmer Valley expansion

A number of respondents commented more specifically about the impacts they felt the proposed expansion would have on traffic. Feedback was given about current traffic levels in the vicinity of the site (10 comments), while there was a notable split in opinion in terms of the impact the proposals would have on traffic and congestion. Some people suggested the proposals would provide a welcome help in reducing traffic in Chelmsford (7 comments), but others suggested the scheme would not improve traffic issues in the city centre (6 comments) and some even said they felt the expansion would increase traffic, particularly in the vicinity of the Park and Ride site (6 comments). There were also concerns raised about the impacts of construction of the expansion on traffic and the Park and Ride service (3 comments).

TI005 - Comments on current traffic near Chelmer Valley site:

“It's not going to alleviate all the traffic from the school runs which is the main issue at key times of the day in and around the park and ride area.”

"I think there needs to be better access to it from the Braintree A131 approach. The improvements at the roundabout onto Essex Regiment Way still means there is too much traffic to bother going along to the Park and Ride."

"...I mainly walk into town but when I drive I have now started to use Springfield Road as the Chelmer Valley Road route is a nightmare with the new road markings, especially the Springfield Hospital roundabout. It needs arrows in the road to make sure cars turn left when approaching the town centre. The next roundabout on also needs arrows to make sure cars turn left towards Broomfield Road when leaving the town centre...."

TI003 - Reducing traffic is welcomed:

"...Anything to reduce car use into the city is very welcome."

"Anything that reduces traffic to the centre of the city is to be welcome..."

"...Anything that helps contribute to cutting traffic and fumes is helpful to everyone."

TI001 - Won't improve traffic issues in the city centre:

"...congestion in this particular area is intolerable. I do not see how extending the parking at Chelmer Valley will help..."

"...does nothing to solve the problem of overcrowding / road overload / lack of buses for people who live in the city centre."

"I fail to see how expanding the Chelmer Valley Park and Ride which is some miles north of Chelmsford will have any impact on traffic using the Army & Navy roundabout at the southern end of the city centre..."

TI002 - Proposals will increase traffic:

"I feel that long term it could have a detrimental effect on traffic congestion along Regiment Way and surrounding areas and that access in and out of it and a bypass to avoid it would be beneficial. There are already complaints on social media about access out of the food area along there, at peak times. This would have heavy use at peak times too."

"If such proposals go ahead, then the surrounding road infrastructure also needs to be sufficient in order to cope with an increase in traffic volume."

"Increased traffic flow needs careful consideration so as not to impact current residents."

OP003 – Concerns about impact on traffic/service during construction period:

“...good thing provided the proposed construction doesn't interfere with the service running.”

“Please ensure minimal disruption to existing users during construction.”

“Essex regiment way is always congested. Adding bus lanes didn't help. I can't imagine how bad they'll get while work is being carried out. Especially as the work in Boreham interchange is still ongoing.”

Environmental impacts of Chelmer Valley proposals

Several respondents made comments expressing their views on the environmental impacts of the expansion. These included concerns about the loss of countryside and other environmental concerns (18 comments), as well as suggestions for ways to make the expansion more environmentally friendly (12 comments). These included creating a multi storey car park to minimise the site footprint and potential ideas to generate energy.

EI003 - Environment damage concerns:

“...Too much of our beautiful Essex countryside is being dug up within the Chelmsford and Braintree districts. I oppose the extension.”

“I would want an environmental impact study to confirm the expansion was not damaging any rarer animals' or plants' habitat...”

“Protect Chelmsford and reuse empty units on industrial estates instead of building on land...”

EI002 – Environmental ideas:

“...Please widen the hedges for wildlife...”

“Has consideration been given to using less land by way of a multi storey car park? It seems like a waste of a natural area (huge area of concrete) or introducing covers to the car park with solar panels on?...”

“Please include canopies over the new car parking area covered with solar panels. It would provide energy for electric charging and be a sustainable use of the current green space. This policy to cover new car parking with solar panelled canopies has been legislated for in France and this country should show the same approach to renewable energy.”

“...Could a multi-storey building be built instead with solar panels on the roof or even wind turbines?”

Other locations for Park and Ride sites

Various respondents commented about other potential locations for Park and Ride sites in the Chelmsford area. These included comments about support for a new Park and Ride site in Widford which was previously part of the Army and Navy Sustainable Transport Package (14 comments). Other people commented more generally about the need for a third Park and Ride site in Chelmsford or suggested potential locations for a third site (8 comments).

OL002 – Support for previous Widford Park and Ride proposals:

“...I feel that the proposed Widford Park and Ride is something that the council should keep under consideration, the road past Hylands House is a major artery into the city and with a Park and Ride in place here, congestion could, again, be significantly reduced.”

“Good idea. Pity you scrapped the Widford P&R.”

“...I feel a site on Widford side of town makes more sense than expanding this one.”

OL001 – Need for a third Park and Ride site:

“Can have another one in Galleywood on the green bit between A12 and Galleywood.”

“We need a Park and Ride near the Galleywood junction with A12. Traffic into city slows cars and buses.”

“With the extra housing in Hatfield Peverel, Witham and Maldon etc a park and ride is needed off the A12 north of Chelmsford.”

Other locations

Some respondents referred to other specific locations within their responses, in particular the Army and Navy junction (12 comments), with a number questioning how the Park and Ride expansion would benefit the junction, which was the initial focus of the Army and Navy Sustainable Transport Package project.

Others mentioned Broomfield Hospital (9 comments) and the need for a shuttle service, while some referred to areas neighbouring the Chelmer Valley Park and Ride site, including Little Waltham (8 comments), including concerns about increased rat running through the village. There were also comments relating to other areas, most notably in relation to the wider Army and Navy Sustainable Transport Package.

L004 - Army and Navy junction:

"It looks like it probably needs to be expanded but will not solve any of the traffic problems around the Army and Navy, along parkway and from Springfield - so this needs to be addressed."

"Chelmer Valley is not anywhere near the Army and Navy. The funds should be spent on walking and cycling improvements in and around the Army and Navy."

"...Where I live, traveling to either park and ride is a journey that takes me through the Army and Navy roundabout which is hardly practical for me."

L001 - Broomfield Hospital:

"...It MUST have a regular and direct bus service (again) to Broomfield Hospital and back."

"...The only comment I have is that I wish the Park and Ride would go to Broomfield Hospital again..."

"A good idea and would use it especially for a link to Broomfield hospital..."

L003 - Little Waltham:

"I wish it were safer to cycle along Essex Regiment Way. I would be able once again to cycle to Sainsburys from Little Waltham as I used to before the roadside cycle lanes were replaced by bus lanes..."

"I live in Little Waltham. We already suffer rat running with cars either taking a short cut to/from the Broomfield Road side to Channels or avoiding the bypass due to congestion..."

"...the roundabout junction is heavily used as a cut through Little Waltham due to the heavy traffic on Regiment Way and Broomfield Road and with the housing developments taking place this will only increase..."

L012 - Other locations:

"I am fortunate to be able to commute and visit city by bike but am still impacted by the A & N congestion as cars race through Great Baddow and Moulsham Lodge residential streets avoiding the A & N queues."

"...Would be much better to spend the money on large car park at the new Beaulieu station so that the traffic does not come into the former areas."

"...At times I can't even drive home along Moulsham Chase because the road is blocked with cars bypassing the Princes Road. This problem has been ignored..."

Comments on wider Army and Navy Sustainable Transport Package

Again, while this consultation was specially about the Chelmer Valley Park and Ride proposals, a small number of respondents commented on the wider Army and Navy Sustainable Transport Package. These included comments about proposals for the Army and Navy junction (6 comments), the loss of the previous flyover at the junction and the need for a replacement (3 comments).

OP001 - Comments on proposals for Army and Navy junction:

“...What sense is there in improving the Army and Navy junction to make it easier to get into town while at the same time expanding the park and service...”

“...the redesign of Army and Navy with multiple controlled crossing for pedestrians will considerably slow the flow of traffic...”

“...The expansion of the Chelmer Valley Park and Ride is not a solution to the problems on the Army and Navy...”

OP002 – Flyover comments:

“With the loss of the flyover, traffic into the city is congested for most of the day...”

“Do not bother with it and spend the money and better projects such as building a flyover at the army and navy roundabout...”

“...Unless money is spent at the Army and Navy and a two-way flyover it will always be a problem...”

Email responses

Of the small number of consultation response received by email, there were a number of similar themes to the feedback received via our online survey. Notable themes included support for the expansion (2 comments), comments relating to housing and development (5 comments), and reference to the Broomfield Hospital shuttle service (3 comments). As with survey responses, there were some respondents who questioned the demand for the expansion (2 comments), concerns about the traffic impacts on the proposed expansion (2 comments) and suggestions the Park and Ride operating times should be extended (2 comments).

CV001 - Supports expansion of site:

“... supportive of the proposal to safeguard land for the expansion of the Chelmer Valley Park & Ride as part of the Army and Navy Sustainable Transport Package as set out in the ECC Public Consultation Brochure. Strategic Policy S9 – Infrastructure Requirements of the Chelmsford Local Plan sets out the need for new development to be supported by sustainable modes of transport to serve its needs, including walking, cycling and public transport modes. The policy

specifically identifies the safeguarding of land for the expansion of the Chelmer Valley Park & Ride as one such measure; this also forms a key requirement of Policy SG6 – Strategic Growth Site 6 – North-East Chelmsford, which governs the allocation of land for a high-quality, comprehensively-planned, new sustainable Garden Community in North-East Chelmsford (the Chelmsford Garden Community).”

“...the status of the B1008 as a PR1 should be reduced and interventions made to reduce through traffic and encourage sustainable transport for the local communities. The Council therefore strongly supports the expansion.”

G006 – Comments relating to housing/developments

“...Chelmsford Garden Community residents will use express, limited stop park and ride bus services to the city centre, they will not increase the demand for the provision of car parking spaces at Chelmer Valley Park and Ride facility...”

“The Development Framework Document for the Chelmsford Garden Community that has been approved by the Chelmsford City Council imposes challenging mode share targets on the Chelmsford Garden Community (i.e. 60% of trips by active and sustainable travel beyond the cordon of the development). For that reason, access to Park and Ride Bus Services will be actively encouraged and facilitated for Chelmsford Garden Community residents with the provision of walking and cycling routes, and through the provision of local bus services, and actively discouraged by car with the provision of restricted vehicular access.”

TT001 – Broomfield Hospital shuttle bus/link with hospital needed

“...A shuttle service from the Park and Ride to the Hospital used to operate until Covid. It needs to be re-instated to relieve pressure on the B1008. This may require additional parking spaces to be provided... - with the expansion of the Park and Ride and particularly park and peddle, the proposal for a direct cycle route from the Park and Ride to Broomfield Hospital becomes even more strategically important...”

“Remarkably, no reference is made to the withdrawal of the previous Shuttle Service or the absence of any proposal to mitigate this obvious need. This need should be met by a Park & Ride service operating from the current site and be accompanied by a proposal for a cross-valley link between the junction at Newland Grove on Essex Regiment Way and the Broomfield Hospital Approach Road junction, B1008. This link need only be single track with passing bays and be shared, only by emergency services, adding an express access option for ambulances for the Health Authority...”

“...One of the issues we looked at was relieving car travel to Broomfield Hospital by using the Chelmer Park and Ride. There is a bus service between the Park and Ride and the hospital but the last bus back is at 1840 that is of no use to patients’ visitors leaving the hospital at 2000, when visiting ends, or the Hospital Staff who

finish their shift at that time. Expansion of the Chelmer Park and Ride will enlarge the footfall and give opportunity to enlarge the bus service. I suggest the extension of bus services to include travel from Broomfield Hospital up to 2030 would benefit the general area and provide a service to the hospital..."

C004 - Doubts about future demand:

"There is no acknowledgement or appreciation of, nor discussion about, the extent to which the demand for park and ride services will return or the influence that blended/ flexible working patterns and practices have been permanently embedded in workplace culture."

"The proposition may well be consistent with its Chelmsford Future Transport Network Strategy, its Safer, Greener, Healthier agenda, and its wider desire to influence the behaviours of people travelling into the city centre but the 'need' for the expansion of the Chelmer Valley Park and Ride at this time has, simply, not been demonstrated."

TI002 - Proposals will increase traffic:

"...The Parish Council question what plans are in place to mitigate the impact of additional traffic that may 'rat run' through the village centre of Little Waltham to access the park and ride especially traffic emanating from the Blasford Hill area and would hope to see such measures within the planning application in due course..."

"The County Council fails to explain the ability (or otherwise) of the A130, Essex Regiment Way north of Pratts Farm Roundabout (or the junction itself) to accommodate such an increase in traffic in the context of the proposed Chelmsford North East Bypass."

OPR002 - Concerns about Park and Ride operating times or needs extended

"...as usage continues to recover after Covid, opening times should be reviewed to consider longer opening times, particularly when the Hospital shuttle bus is re-introduced..."

"...Having considered the proposals the only comments that the Parish Council would like to make is that it would welcome extended opening hours of the facility for example later in the evening during weekdays and on Sundays..."

3.5 Consultation feedback

Respondents were asked to answer a series of questions relating specifically to the public consultation itself to help us evaluate the effectiveness of the exercise, gather feedback about our approach and identify potential improvements for the future.

Firstly, they were asked to indicate how they heard about the public consultation (table 9). The largest proportion of people found out about the consultation either by social media (31%) or our email newsletter (31%), followed by email (19%).

Table 9: How respondents found out about the consultation

Option	Total Percent
Social media	31%
Email newsletter	31%
Online	9%
Email	19%
Radio	<1%
Poster	2%
Flyer	2%
Word of mouth	5%
Newspaper advert	<1%
Newspaper article	2%
Other	5%

To help us evaluate the materials we produced as part of the consultation, respondents were asked to indicate how helpful they found the information we had provided (table 10). The majority of people found the information we provided helpful (44% fairly helpful and 30% very helpful), while a further 19% found it neither helpful nor unhelpful. 5% said they found the information unhelpful and 2% very unhelpful.

Table 10: Helpfulness of the information provided

Option	Total Percent
Very helpful	30%
Fairly helpful	44%
Neither helpful nor unhelpful	19%
Fairly unhelpful	5%
Very unhelpful	2%

Of the email responses received, three responded to the survey question on the helpfulness of the information provided as part of this public consultation. Two respondents indicated it was 'fairly unhelpful' and another indicated it was 'very helpful'. Of those three respondents, one indicated they heard about the public consultation 'online', another by 'email', and the other through a 'communication received directly from Essex County Council'.

Respondents were encouraged to comment about the public consultation. From 144 comments, 19 simply confirmed they had no further comments. Of those who did comment on the consultation, a number felt decisions about the expansion had already

been made or emphasised the importance that feedback was properly considered (41 comments). Some respondents made positive comments about the consultation (12 comments), in particular regarding the opportunity for residents to comment, while others made negative comments about the consultation (10 comments) or questioned whether it had been promoted widely enough (8 comments).

While the question was focused on the consultation, some feedback again referred to the Chelmer Valley Park and Ride proposals. These included further comments about the need to reinstate the Broomfield Hospital shuttle bus (10 comments), suggestions the expansion was a waste of money (8 comments) and various questions about the project (7 comments).

C005 - Decisions are already made/must consider feedback:

“No, unless you are going to ignore the comments already made...”

“Only a feeling that perhaps this is just something that needs to be seen to be being done but will have little or no impact to what is planned.”

“It seems these public consultations are sent out after the 'event' as the plans have already been approved by the local authorities..... So the consultation is irrelevant and I doubt these answers are ever read!!..... Or indeed acted upon.”

C001 - Positive comments about the consultation:

“Yes. It's one of the most effective ways of getting 'buy in' from the city's residents. Our buy in is more important when you consider the proposed expansion of the city.”

“A good idea to canvass views from residents...”

“Pleased it is happening...”

C002 - Negative comments about the consultation:

“...I can only assume the consultation is part of a rubber-stamping exercise to say consultation took place.”

“...I have no confidence in public consultation.”

“...waste of time and money.”

C013 - Promotional issues/ poor promotion:

“Not well publicised in advance.”

“How will you reach those aged 10 - 18, as they are your future users and beneficiaries?”

“More promotion needed to be done, flyers to households would've been a good idea ...”

TT001 - Broomfield Hospital shuttle bus/link with hospital needed:

“This may not be relevant, but I would like Essex County Council to consider re-instating the hospital service at some time - it was a big mistake dropping it.”

“... in order to make the expansion viable to residents of Chelmer Village and other relevant areas of Chelmsford, the direct bus service to and from Broomfield Hospital is an absolute essential please.”

“The regular route to and from Broomfield Hospital must re-start now and not wait for the expansion. With the cost of living and NHS crippled, this is needed urgently please.”

CV011 - Money better spend elsewhere/wasting money:

“Pointless waste of money.”

“...Please desist from wasting vital public funds on other folly projects.”

“The funds should be spent on walking and cycling improvements in and around the A&N.”

G004 – Questions:

“...Are the numbers using the park and ride really going to increase? Are you going to charge for parking and then the bus ride to town is free (like in other areas)? What if it goes ahead but you just don't get the numbers anticipated using it? What happens to the space then?”

“I would be interested if there are any plans to have buses to and from Park and Ride that allow the use of shopping carts or other means of getting large/ bulky or heavy items from point of purchase to the car.”

“...Is it really true that the Park and Ride expansion is sustainable and helps to address the global climate emergency? I would like this to be backed up with evidence. The expansion is enabling 50% more people to travel to the Park and Ride by car. Isn't it likely that the net effect is an overall increase in vehicle CO2 due to the Park and Ride expansion?”

4. Conclusion

The consultation provided a valuable insight into views about the proposed expansion of Chelmer Valley Park and Ride site as part of the Army and Navy Sustainable Transport Package. The feedback received has been used to help in amending and finalising the design of proposals ahead of the submission of a planning application later this year.

The consultation results showed a good level of support for the expansion of the Chelmer Valley site as part of Essex County Council's long-term strategy for transport in Chelmsford. Some 60% of respondents to our online survey indicated they supported the expansion (30% strongly support and 30% support), while a further 20% described their view as 'neutral'. 20% said they were opposed to the expansion (15% strongly opposed and 5% opposed).

Of the comments made about the proposals, a number of respondents specifically expressed support for the Chelmer Valley proposals, while there was also general support for Park and Rides as a way of improving travel choices and reducing traffic congestion in Chelmsford. Some respondents expressed their support for a third Park and Ride site in Chelmsford, including at Widford, as previously proposed as part of the Army and Navy Sustainable Transport Package.

Other respondents indicated they were against the expansion of Chelmer Valley, with concerns raised about the loss of countryside, the impact of additional traffic travelling to and from the site, and potential rat running through Little Waltham. A number of people suggested the site was currently under-used and, therefore, questioned the demand for the expansion, particularly following the impact of the pandemic on people's travel and working patterns. Others said the expansion would not help in tackling congestion in the city centre, particularly at the Army and Navy junction, while some were concerned about the impact the construction works for the expansion would have on traffic.

A number of suggestions were made to improve the Chelmer Valley site and the proposed design of the site as part of the expansion. These included the need for a larger waiting area and improved customer facilities, as well as design ideas such as covering parking spaces with solar panel canopies or having a multi storey car park design to limit the footprint of the site and the land required for the expansion. Others suggested improved walking and cycling connections to the site were needed from Little Waltham, Broomfield Hospital, Broomfield village, the new Beaulieu Park Station and the city centre.

Comments were also made about the Park and Ride service more generally. In particular, several respondents expressed strong views that the Broomfield Hospital shuttle bus should be reinstated. Other suggested improvements to the service included more frequent buses, cheaper fares, extended operating hours, additional stops and pick up points, reversing the existing bus lane on Essex Regiment Way from outbound to inbound and even a new priority bus lane all the way into the city centre to improve journey times and service reliability.

5. Appendices

Appendix A – Consultation survey

SAFER GREENER HEALTHIER

Transforming travel in Essex

Chelmer Valley Park and Ride expansion

Overview

Park and Ride remains a crucial part of our vision and strategy for Chelmsford, as outlined in the [Chelmsford Future Transport Network Strategy](#).

It provides a quick and easy way to travel into the city centre and reduces the number of cars on the city's road network, helping reduce congestion and carbon emissions.

Although passenger numbers have dropped following the COVID-19 pandemic, use of our Park and Ride sites is increasing again and we expect passenger numbers to recover over time.

There is also significant growth planned, including in the north Chelmsford area and the Braintree district. Therefore, demand for Park and Ride services is forecasted to increase in the future and we need to ensure there is enough capacity to meet this future demand.

The proposed expansion of Chelmer Valley Park and Ride is not about providing for current demand, but providing for the future.

Through the [Army and Navy Sustainable Transport Package](#), we have an opportunity to increase Park and Ride capacity in Chelmsford, as well as redesign the Army and Navy junction and make much-needed walking and cycling improvements, providing better options for people to travel and encouraging safer, greener, and healthier ways of getting around the city.

As part of the package, we are proposing to expand the existing Chelmer Valley Park and Ride site and this public consultation is an opportunity for you to have your say specifically on those plans. To take part, please complete our [online consultation survey](#).

Our proposals

When we consulted on the Army and Navy Sustainable Transport Package in 2021, we were proposing a new Park and Ride site to the west of Chelmsford, in Widford. However, in March 2022, we announced we would not be taking those plans forward as part of the package because of the significant construction costs and greater financial risks with operating a new Park and Ride site.

We are now proposing to include the expansion of the existing Chelmer Valley Park and Ride, as well as continuing with the proposed expansion of the existing Sandon Park and Ride site.

This would increase overall Park and Ride capacity in Chelmsford to meet the predicted increase in future demand because of planned growth and help reduce traffic heading into the city.

Closes 12 Mar 2023

Opened 30 Jan 2023

Contact

armyandnavy@essexhighways.org

Expansion of the Chelmer Valley Park and Ride site, which is located off the A130 Essex Regiment Way, would be made to the east and slightly to the north of the existing site.

The expanded site would have approximately 1,500 total parking spaces, including designated electric vehicle, disabled and parent and child spaces.

The clockwise one-way system in the car park would be maintained and expanded, and there would be various pedestrian and cyclist improvements throughout the site.

Based on the modelling carried out for the Army and Navy Sustainable Transport Package, the expanded Chelmer Valley Park and Ride site would be expected to run at about 90% occupancy in 2041.



Find out more and have your say

More information about the proposed expansion of Chelmer Valley Park and Ride is available in our [public consultation brochure](#).

Printed copies of the brochure are available from the following locations:

- Chelmer Valley Park and Ride site, Pratts Farm Lane, Little Waltham, Chelmsford, Essex, CM3 3PR
- Main reception at County Hall, Market Road, Chelmsford, Essex, CM1 1QH
- Chelmsford Library, Market Road, Chelmsford, Essex, CM1 1QH
- Braintree Library, Fairfield Road, Braintree, Essex, CM7 3YL

We will also be holding two drop-in consultation events at High Chelmer Shopping Centre in Chelmsford (outside Next) on the following dates:

- Thursday 9 February 2023 (10am - 4pm)
- Saturday 25 February 2023 (10am - 3pm)

Members of our project team will be available to talk through the proposals and help answer any questions you may have.

The quickest and easiest way to tell us what you think of our proposals to expand Chelmer Valley Park and Ride is by completing our short online consultation survey using the link below.

Alternatively, you can complete the survey at the back of our consultation brochure and return it by email to armyandnavy@essexhighways.org or by freepost to the following address (please note the address is case sensitive):
FREEPOST ESSEX HIGHWAYS ENGAGEMENT TEAM

Have your say

[Online Consultation Survey](#) >

SAFER GREENER HEALTHIER

Transforming travel in Essex

Chelmer Valley Park and Ride expansion

Page 1 of 7



Closes 12 Mar 2023

This service needs [cookies enabled](#).

How we use your data

This survey is for you to provide information to be used by the Army and Navy Sustainable Transport Package project team. Under the General Data Protection Regulation (GDPR) we have a legal duty to protect any information we collect from you. The information will only be used for the purposes of this project and will not be kept longer than is necessary to do so, up to a maximum of five years. We share this information with our partners Jacobs, and Ringway Jacobs but we will not share your personal details with any other agency unless we have concerns that you or another individual may be at risk of harm or if it is required by law. We do not collect personal information for commercial purposes.

If you would like to find out more about how Essex County Council uses personal data, please go to www.essex.gov.uk/privacy or call 03457 430 430. Essex County Council has a Data Protection Officer who makes sure we respect your rights and follow the law. If you have any concerns or questions about how we look after your personal information, please contact the Data Protection Officer at DPO@essex.gov.uk or by calling 03457 430 430 and asking to speak to the Data Protection Officer.

[Save and come back later...](#)[Continue >](#)

SAFER GREENER HEALTHIER

Transforming travel in Essex

Chelmer Valley Park and Ride expansion

Page 2 of 7



Closes 12 Mar 2023

This service needs [cookies enabled](#).

Personal information

Thank you for taking the time to complete this survey. Any personal information you provide is confidential and will be used solely for monitoring purposes.

1. What is your full name?

Name (Required)

2. What is your postcode?

Postcode (Required)

3. What is your email address?

Email

4. Are you happy to be contacted by email about the Army and Navy Sustainable Transport Package in the future?

- Yes
- No

5. Which of the following best describes you?

(Required)

-- Please Select --

6. Which mode of transport do you most commonly use when travelling into Chelmsford city centre?

(Required)

- Bicycle
- Walk
- Bus
- Park and ride bus
- Train
- Motorcycle or moped
- Taxi
- Car, van or lorry
- Other
- Not applicable

If other, please specify.

7. If you are responding on behalf of a business or organisation, what is the name of the business or organisation?

Business or organisation

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Transforming travel in Essex

Chelmer Valley Park and Ride expansion

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Closes 12 Mar 2023

This service needs [cookies enabled](#).

Chelmer Valley Park and Ride expansion

8. Do you currently use the Chelmer Valley Park and Ride?

(Required)

- Yes
- No

9. To what extent do you support the proposed expansion of Chelmer Valley Park and Ride as part of Essex County Council's long-term strategy for transport in Chelmsford?

[Click here to find out more about the Essex County Council long-term strategy for transport in Chelmsford](#)

(Required)

- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose

10. Do you have any comments about our proposals to expand Chelmer Valley Park and Ride?

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Transforming travel in Essex

Chelmer Valley Park and Ride expansion

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Closes 12 Mar 2023

This service needs [cookies enabled](#).

Consultation feedback

11. How did you hear about this public consultation?

- Social media
- Email newsletter
- Online
- Email
- Radio
- Poster
- Flyer
- Word of mouth
- Newspaper advert
- Newspaper article
- Other

If you selected 'Other', please specify.

12. How helpful was the information we provided to you as part of this public consultation?

- Very helpful
- Fairly helpful
- Neither helpful nor unhelpful
- Fairly unhelpful
- Very unhelpful

13. Do you have any comments about the public consultation?

[< Back](#)

[« First](#)

[Save and come back later...](#)

[Continue >](#)

SAFER GREENER HEALTHIER

Transforming travel in Essex

Chelmer Valley Park and Ride expansion

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Closes 12 Mar 2023

This service needs [cookies enabled](#).

About you

We are requesting the following information for monitoring purposes and to help us assess whether the consultation has reached a representative section of the community. The information you supply is confidential and will not be collated with any information which makes you identifiable. You are not obliged to answer any of the questions and if you choose not to answer the questions it will not affect your participation.

14. Which age group do you belong to?

- Under 18
- 18 - 24
- 25 - 34
- 35 - 44
- 45 - 54
- 55 - 64
- 65+
- Prefer not to say

15. To which gender identity do you most identify?

- Female
- Male
- Non-binary
- Prefer not to say
- Prefer to self-describe

If you selected 'Prefer to self-describe', please specify

16. To which of these ethnic groups do you consider you belong?

White

- English/Welsh/Scottish/Northern Irish/British
- Irish
- Gypsy/Irish Traveller
- Any other white background

If you selected 'Any other white background', please describe.

Mixed/multiple ethnic origins

- White and Black Caribbean
- White and Black African
- White and Asian
- Any other mixed/multiple ethnic background

If you selected 'Any other mixed/multiple ethnic background', please describe.

Asian/Asian British

- Indian
- Pakistani
- Bangladeshi
- Chinese
- Any other Asian background

If you selected 'Any other Asian background', please describe.

Black/African/Caribbean/Black British

- African
- Caribbean
- Any other Black/African/Caribbean background

If you selected 'Any other Black/African/Caribbean background', please describe.

Other ethnic group

- Arab
- Any other ethnic group

If you selected 'Any other ethnic group', please describe.

Prefer not to say

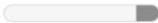
- Prefer not to say

17. Do you consider yourself to have a health condition, disability or impairment? Please tick all that apply.

- No impairment
- Hearing impairment/deaf
- Visual impairment/blind
- Deafblind
- Mental health needs
- Physical impairment
- Learning difficulties/disabilities
- Autism spectrum disorder
- Prefer not to say
- Other

If you selected 'Other', please specify.

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Closes 12 Mar 2023

Almost done...

You are about to submit your response. By clicking 'Submit Response' you give us permission to analyse and include your response in our results. After you click Submit, you will no longer be able to go back and change any of your answers.

If you provide an email address you will be sent a receipt and a link to a PDF copy of your response.

Email address

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Submit Response

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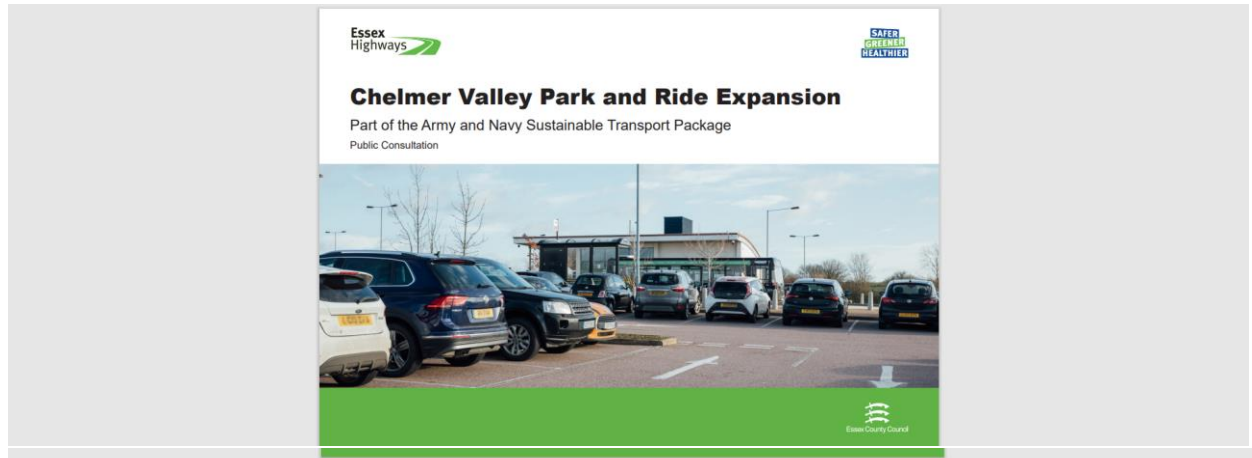
Your response has been submitted

Your response ID is XXXX-XXXX-XXXX-X. Please have this ID available if you need to contact us about your response.

A receipt for your response has been emailed to you from the address essexcc@mail1.citizenspace.com with the subject "Response received - Response ID: XXXX-XXXX-XXXX-X". If it doesn't appear in your inbox within a couple of minutes, please check your "spam" or "junk" folder.

Thank you for your response.

Appendix B – Brochure



Chelmer Valley Park and Ride Expansion Part of the Army and Navy Sustainable Transport Package Public Consultation Brochure

Contents

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4	The strategic need for Park and Ride	10
5	Chelmer Valley Park and Ride expansion	12
6	Consultation events	14
7	Next steps	15
8	Have your say	16
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Chelmer Valley Park and Ride Expansion Part of the Army and Navy Sustainable Transport Package Public Consultation Brochure

Introduction

Park and Ride remains a crucial part of Essex County Council's vision and strategy for Chelmsford, as outlined in the [Chelmsford Future Transport Network Strategy](#).

It provides a quick and easy way to travel into the city centre and reduces the number of cars on the city's road network, helping reduce congestion and carbon emissions.

Although passenger numbers have dropped following the COVID-19 pandemic, use of our Park and Ride sites is increasing again and we expect passenger numbers to recover over time.

There is also significant growth planned, including in the north Chelmsford area and the Braintree district. Therefore, demand for Park and Ride services is forecasted to increase in the future and we need to ensure there is enough capacity to meet this future demand.

Through the [Army and Navy Sustainable Transport Package](#), we have an opportunity to increase Park and Ride capacity in Chelmsford, as well as redesign the Army and Navy junction and make much-needed walking and cycling improvements, providing better options for people to travel and encouraging safer, greener, and healthier ways of getting around the city.

As part of the package, we are now proposing to expand the existing Chelmer Valley Park and Ride site and are running a public consultation to provide an opportunity for you to have your say specifically on those plans.

We launched the consultation on Monday 30 January 2023 and it will run until Sunday 12 March 2023.

This brochure sets out our proposals for Chelmer Valley Park and Ride and the next steps for the Army and Navy Sustainable Transport Package.



Background

Chelmer Valley Park and Ride

The proposed expansion of Chelmer Valley Park and Ride is an important part of the Army and Navy Sustainable Transport Package – a package of measures developed to improve journeys through the city's Army and Navy junction and help provide better transport options in Chelmsford. When we originally consulted on the Army and Navy Sustainable Transport Package in 2021, it included a proposed new Park and Ride to the west of Chelmsford in Wilford, with two potential site options considered. However, in March 2022, we announced we would not be taking those plans forward as part of the package because of the significant construction costs and greater financial risks with operating a new Park and Ride site, particularly following the impacts of the COVID-19 pandemic. Essex County Council would still like to develop a new Park and Ride site to the west of Chelmsford and hope to be able to take that forward as part of a different project in the future.

We are now proposing to include the expansion of Chelmer Valley Park and Ride as part of the package, as well as continuing with our proposals to expand Sandon Park and Ride. With significant growth planned to the north of Chelmsford, it was always anticipated that Chelmer Valley Park and Ride would require expansion in the future and land for the expansion was safeguarded within Chelmsford City Council's Local Plan (a document which sets out planning policies and guides future development). The removal of a new Wilford Park and Ride from the package provided the opportunity to fund this expansion.

The expansion is not about providing for current demand, but providing for the future. This public consultation focuses specifically on the proposed expansion of Chelmer Valley Park and Ride and is the chance for you to have your say on that particular element of the package.

Army and Navy Sustainable Transport Package

The Army and Navy Sustainable Transport Package is an unmissable opportunity to re-design the Army and Navy junction – a crucial gateway to Chelmsford – while also providing better options for people to travel and encouraging safer, greener, and healthier ways of getting around the city. By delivering a comprehensive package of measures which encourage increased walking, cycling, bus 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. A dedicated Army and Navy Task Force, made up of elected members of Essex County Council, Chelmsford City Council and Great Basildon Parish Council and the local MP has been supporting us in driving forward the project and lobbying for funding.

Having thoroughly assessed a number of potential junction layouts and sustainable

transport improvements, we asked you to help shape the package by taking part in our public consultation in 2021. In March 2022, Essex County Council's Cabinet formally approved a Hamburger Roundabout (a roundabout with a road through the centre of it) as the preferred option for the Army and Navy junction. The decision came after the public consultation showed the majority of respondents favoured the Hamburger Roundabout option.

In October 2022, we submitted an Outline Business Case to the Department for Transport (DfT) for the proposed Army and Navy Sustainable Transport Package – the next stage of the bidding process for Major Road Network (MRN) funding. We are currently awaiting a decision from the DfT. If the Outline Business Case is approved, the next step will be to work towards submission of planning applications for the different elements of the package.

For more information about the Army and Navy Sustainable Transport Package, please visit www.essex.gov.uk/armyandnavy

What is the Army and Navy Sustainable Transport Package?

The proposed Army and Navy Sustainable Transport Package includes:

- A new Hamburger Roundabout junction (open at the Army and Navy junction)
- Expansion of Sandon Park and Ride
- Expansion of Chelmer Valley Park and Ride
- Walking and cycling improvements at the Army and Navy and on the approaches to and from the junction
- Extension of Essex 'voluntary' Way bus lane
- Improved bus priority on Parkway

Chelmsford Future Transport Strategy

Vision

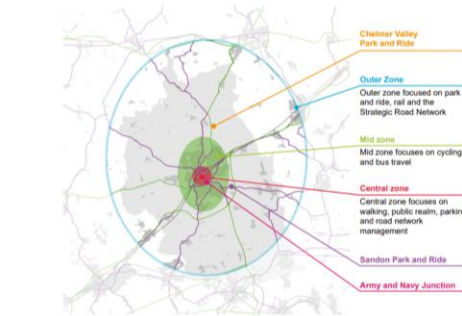
The vision for Chelmsford is to have a transport system which is best in class, offering enhanced connectivity, access and choice to residents, commuters, visitors and businesses.

Strategy

With the vision in mind, the Chelmsford Future Transport Network Strategy sets the approach to the city's transport network to give people real choice in the way they travel, helping keep the city moving, improve people's health and wellbeing, protect the environment and support economic growth.

It focuses on the type of journey – short, medium and long distance – and, through a zonal approach, 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 must include sustainable travel measures such as walking, cycling and buses. Chelmer Valley Park and Ride is located in the outer zone as part of the strategy to encourage people travelling into Chelmsford from outside of the city to use Park and Ride as an alternative to driving, helping reduce traffic on the city's roads.



The strategic need for Park and Ride

Park and Ride passenger numbers have fallen since the COVID-19 pandemic. However, usage is beginning to recover and Park and Ride remains a crucial part of Essex County Council's vision and strategy to provide an attractive alternative means of transport into the city centre. This is in line with the council's Chelmsford Future Transport Strategy and its Safer, Greener, Healthier agenda.

Park and Ride expansion will also provide potential opportunities for further sustainable transport improvements in Chelmsford in the future.

The adopted Chelmsford Local Plan outlines 6,579 new homes in and around Chelmsford, including the proposed Chelmsford Garden Community in north-east Chelmsford. In addition, the Local Plan sets out 50,000 square metres (approx) of office space and 13,000 sqm of food retail floorspace. There are also additional large development sites proposed in the Braintree district, such as Great Nolley,

Towerlands and Parfield. As a result, a large increase in demand for Park and Ride services is expected in the coming Local Plan periods (up to 2036) and beyond. The forecast demand can only be accommodated by increasing the number of parking spaces at the existing Park and Ride sites.

In recognition of this, the proposed expansion of Park and Ride is a key element of Chelmsford City Council's vision for Chelmsford. The city council's Chelmsford Local Plan (published in August 2022) outlines the need to rethink how we all move around to help address the global climate emergency. It emphasises the need for a much stronger emphasis on sustainable transport and ensuring people have a meaningful choice to park the most appropriate transport for their different types of journey. Park and Ride is an important part of this.



Chelmer Valley Park and Ride expansion



Description:

We are proposing an upgrade and approximately 500-space expansion of the existing Chelmer Valley Park and Ride. Expansion of the site, which is located on the A130 Essex Regiment Way, would be made to the east and slightly to the north of the existing site. Construction works at Chelmer Valley are expected to take about seven months and would be phased, with specific areas of the site closed in turn to ensure the Park and Ride service remains open throughout. The expanded site would be expected to run at about 90% occupancy in 2041.

Impacts:

The expansion of Chelmer Valley Park and Ride would reduce the number of car trips in the city centre by about 104,000 per year (based on the 2041 forecast). Changes in traffic movements are not expected to have any significant impact on the Praetis Farm Lane Roundabout because users of the Park and Ride would generally have already been passing through the junction. We are undertaking environmental studies and assessments to assess the environmental impact of the proposed extension of Chelmer Valley Park and Ride site. Mitigation and enhancement measures will be proposed to offset any adverse effects, including archaeological mitigation feedback and a detailed landscape and environmental planning scheme.

Key features:

- Approximately 1,500 total parking spaces, including designated electric vehicle (EV) and parent and child spaces
- Customised one-way system in car park maintained and expanded
- Various pedestrian and cyclist improvements throughout the site, including crossings and direct cycleway/footway connections between the terminal building, expanded area of the site and proposed new Chelmsford Garden Community development
- Additional new cycle locks to promote cycling between the Park and Ride, new bus stops and cycle racks in the vicinity of the site and the city centre
- We will explore potential sustainable energy options within the revised Park and Ride site.

Consultation events

Please have your say on the proposed expansion of Chelmer Valley Park and Ride as part of the Army and Navy Sustainable Transport Package by completing our online consultation survey via www.essex.gov.uk/armyandnavy.

Drop-in events

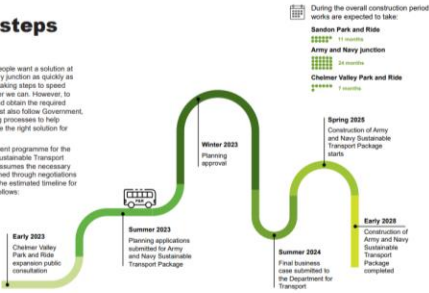
Members of our project team will be available to answer your questions and provide you with information about the proposals at High Chelmer Shopping Centre in Chelmsford (outside Next) on:

- Thursday 9th February 2023 10am - 4pm
- Saturday 25th February 2023 10am - 3pm

There is no need to sign up, so you can pop by at the best time to suit you.

Next steps

We understand people want a solution at the Army and Navy junction as quickly as possible and are taking steps to speed things up wherever we can. However, to secure funding and obtain the required approvals, we must also follow Government, legal and planning processes to help ensure we achieve the right solution for Chelmsford.



Have your say

We want to hear your thoughts on our proposals for the expansion of the Chelmer Valley Park and Ride. Your views are very important to us and this public consultation is an opportunity to help us refine the proposals for the expansion before we submit a planning application.



Consultation survey

This survey is for you to provide information to be used by the Army and Navy Sustainable Transport Package project. Under the General Data Protection Regulation (GDPR), we have a legal duty to protect any information we collect from you.



Personal information

Thank you for taking the time to complete this survey. Any personal information you provide is confidential and will be used solely for monitoring purposes.

Survey questions 1-7 regarding personal information, including full name, postcode, email address, and mode of transport used.

Chelmer Valley Park and Ride expansion

Survey questions 8 and 9 regarding current use of the park and ride and support for the expansion.

For more information about Essex County Council's long-term strategy for transport in Chelmsford, please see pages 8-11.

Consultation feedback

Survey questions 10-13 regarding comments on proposals and feedback on the consultation process.

About you

We are requesting the following information for monitoring purposes and to help us assess whether the consultation has reached a representative section of the community. The information you supply is confidential and will not be collated with any information which makes you identifiable. You are not obliged to answer any of the questions and if you choose not to answer the questions it will not affect your participation.

14. Which age group do you belong to?

- Under 18
- 18 - 24
- 25 - 34
- 35 - 44
- 45 - 54
- 55 - 64
- 65+
- Prefer not to say

15. To which gender identity do you most identify?

- Female
- Male
- Non-binary
- Prefer not to say
- Prefer to self-describe (please state)

16. To which of these ethnic groups do you consider you belong?

- White**
- English/Welsh/Scottish/Northern Irish/British
 - Irish
 - Gypsy/Traveller

Any other white background, please describe

Mixed/multiple ethnic origins

- White and Black Caribbean
- White and Black African
- White and Asian

Any other Mixed/Multiple ethnic background, please describe

Asian/Asian British

- Indian
- Pakistani
- Bangladeshi
- Chinese

Any other Asian background, please describe

Black/African/Caribbean/Black British

- African
- Caribbean

Any other Black/African/Caribbean background, please describe

Other ethnic group

- Arab

Any other ethnic group, please describe

Prefer not to say

17. Do you consider yourself to have a health condition, disability or impairment? Please tick all that apply.

- No impairment
- Hearing impairment/deaf
- Visual impairment/blind
- Deafblind
- Mental health needs
- Physical impairment
- Learning difficulties/disabilities
- Autism spectrum disorder
- Prefer not to say
- If other, please specify

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This information is issued by Essex County Council.

You can keep up to date with the latest updates on the Army and Navy Sustainable transport Package and subscribe to the project e-newsletters at:



You can contact us about this project in the following ways:
Email - armyandnavy@essexhighways.org
Post - FREEPOST ESSEX HIGHWAYS ENGAGEMENT TEAM

Essex_CC

essexcountycouncil

The information contained in this document can be translated and/or made available in alternative formats upon request.
Published January 2023




SAFER GREENER HEALTHIER



Appendix C – Project webpage

Essex County Council


Search... MENU



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Welcome to the Highways Section Information Centre

Home - Status/Close - Reports/Status - Contact/Status - Army and Navy Sustainable Transport Package



Army and Navy Sustainable Transport Package

About the junction

The Army and Navy junction in Chelmsford is a key gateway into and out of the city and was being used by up to 70,000 vehicles a day and 12 buses an hour prior to the COVID-19 pandemic.

The junction consists of a five-arm roundabout, which until 2019 had a tidal flyover that carried one-way traffic (cars only) to and from the A136/A114 over the roundabout.

The junction is already over capacity during the morning and evening peak times. As a result, it suffers from severe congestion and bus passengers, pedestrians, cyclists and drivers regularly experience delays. This also results in it being a poor-quality environment for all road users.

The situation is expected to get worse in the future unless we do something differently.

To begin to solve the problem, we should keep building new roads, but need to instead 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.

The Army and Navy Sustainable Transport Package is an opportunity to do just that and we are working very hard to develop a long-term and sustainable solution that is an asset to the city and improves journeys for everyone.

Key facts about the junction

- Each day, up to 70,000 vehicles use the junction (pre-COVID but post-flyover removal). About 30,000 vehicles a day used the flyover prior to its closure.
- A significant number of journeys to work in Chelmsford are made by private vehicle but are less than 5km in length.
- If everyone in Chelmsford were to switch just two of their journeys to work (including to the train station) each week to sustainable modes, this would remove 385,000 trips from the network.

Army and Navy Sustainable Transport Package

The Army and Navy Sustainable Transport Package is an unrivalled opportunity to re-design the Army and Navy junction – a crucial gateway to Chelmsford – while also providing better options for people to travel and encouraging safer, greener, and healthier ways of getting around the city.

By delivering a comprehensive package of measures that encourage increased walking, cycling and Park and Ride travel, alongside an expanded Army and Navy junction, we can provide a long-term and sustainable solution, improving journeys for everyone.

The proposed Army and Navy Sustainable Transport Package includes:

- A new Hamburger Roundabout (a roundabout with a road through the centre of it) junction layout
- Walking and cycling improvements of the Army and Navy and on the approaches to and from the junction
- A 350-space expansion of Sardon Park and Ride
- A 300-space expansion of Chelmer Valley Park and Ride
- Extension of the Essex Yeomanry Way bus lane
- Improved bus priority on Parkway

In October 2022, Essex County Council submitted an Outline Business Case to the Department for Transport (DfT) for the proposed package – the next stage of the bidding process for Major Road Network (MRN) funding. The £8million project is also progressing with grant funding by the county council and Chelmsford City Council.

Hamburger Roundabout

Following our public consultation about the proposed Army and Navy Sustainable Transport Package, the Army and Navy Task Force recommended the Hamburger Roundabout as the preferred junction option in December 2021. In March 2022, Essex County Council's Cabinet formally approved the Hamburger Roundabout as a preferred option. The decision came after 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.

Reimagining the look of a hamburger, this type of roundabout has a main road running through it. Traffic would be able to travel straight through the centre of the junction between Essex Yeomanry Way and Parkway. Other movements would be made using the roundabout, with traffic signals used to manage flow and priority. The roundabout would predominantly have three lanes around the circle, while there would be two lanes in each direction on the street through the middle of central island between Parkway and Essex Yeomanry Way. A left-turn slip road would be created between Chelmer Road and Essex Yeomanry Way.

The proposed design includes significantly improved walking and cycling facilities at ground-level at the junction, replacing the current subway and creating attractive, wide and accessible routes. Fully segregated cycle lanes and direct crossings are proposed, in line with Department for Transport's latest guidance. Optimised signal timings would help ensure pedestrians and cyclists can travel across the junction safely and quickly. New bus lanes and bus priority measures would be added on Parkway and the bus lane would be extended on Essex Yeomanry Way.


Following additional refinements to planned signal timings, alongside post-consultation design changes, we have been able to enhance estimated journey time improvements for the majority of modes of transport travelling through the junction.

The latest modelled journey time improvements for the Hamburger Roundabout are:


- Average Journey times for cyclists will be 44% quicker
- Bus journey times will be about 6% faster on average
- Journeys will be 53% quicker on average for motorised vehicles
- Walking through the junction at ground level will be about 13% quicker

The series of visualisations below show you how the junction would look and work from the perspectives of different users, using estimated future traffic levels of morning and evening peak times and our pre-consultation design. The videos allow you to experience realistic journeys through the junction as a pedestrian, cyclist and bus passenger.


The overview video also describes how it would work, highlighting key features and summarising the journey time improvements for different transport users*




watch on [video](#)



watch on [video](#)



watch on [video](#)



watch on [video](#)


*The visualisations were based on the latest designs prior to the public consultation in August 2021. The statistics were updated in March 2022 to reflect the revised predicted journey time improvements following post-consultation design changes and refinement to traffic signal timings. However, the design changes are not shown in the visualisations. There have been further slight changes to the journey times estimates following our latest traffic modelling.

Concept images

(Hover over images to pause carousel)

Note: The Army and Navy junction (Hamburger Roundabout) and Sardon Park and Ride visualisations were based on our latest designs prior to the public consultation in August 2021. They do not, therefore, reflect any design changes made since that time. We are currently in the process of updating the visualisations ahead of submitting planning applications for the different elements of the package.

Sardon Park and Ride expansion



- Temporary building and cycle racks
- Disabled access junction
- New lane, sitting area and parking bay
- Footbridge
- Cycleway
- Cycleway
- Cycleway
- Disabled parking spaces
- Disabled parking spaces
- Cycleway access

Open the image in a popup window

Revised layout proposed for Van Diemens Road

Following feedback during the public consultation in 2021, a revised layout is now proposed for Van Diemens Road.



Revised layout proposed for Van Diemens Road

Following feedback during the public consultation in 2021, a revised layout is now proposed for Van Diemens Road.

Under the option included in the consultation, a two-way segregated cycleway was proposed on the eastern side of Van Diemens Road and the existing lanes for general traffic were to be maintained (notably, with two lanes northbound on the approach to the Army and Navy Junction). To provide space to accommodate this, it was proposed that existing permit parking bays on Van Diemens Road would be removed.

However, following concerns raised during the consultation and a site visit with residents and the local Essex County Council member in September 2021, a revised layout of Van Diemens Road is now proposed. Additionally, in response to the site visit with residents and the proposed revised layout of Van Diemens Road, we are proposing improvements to the Lady Lane junction as part of the scheme.

Under the latest proposals for Van Diemens Road, 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 Diemens Road, with the existing permit parking bays on Van Diemens Road realigned but retained.

The revised proposals would enable walking and cycling improvements to be made, while there would still be peak period journey time reductions on Van Diemens Road and an overall reduction in queuing, even with the removal of one of the northbound lanes, because of the significant capacity improvement at the junction with the roundabout. Traffic modelling has shown that in the opening year of the scheme traffic approaching the Army and Navy Junction will experience journey time savings of 57% in the morning peak and 23% in the evening peak.

Although the revised Van Diemens Road layout and potential Lady Lane junction options are not part of any further formal consultation, the project team have continued to engage residents and partners as the options/proposals have been assessed and refined. Virtual meetings were held with residents in January and November 2022. The presentations and lists of the questions raised during the meetings can be found in the documents section of this page.

Having assessed four main options, an improved give way arrangement was agreed as the preferred option for the Lady Lane junction in September 2022. Final amendments to elements of the designs for Van Diemens Road and the Lady Lane junction are still being made, but we hope to finalise the designs in early 2023.

Sandon Park and Ride expansion

We are proposing an upgrade and approximate 350-space expansion of the existing Sandon Park and Ride site to meet increased future demand. Expansion would be made to the west of the existing site.

Key features:

- Approximately 1,760 total parking spaces, including designated electric vehicle and parent and child spaces
- New main access road and clockwise one-way system in car park
- New large bus turning area to accommodate additional buses and future growth in demand
- Various pedestrian and cyclist improvements throughout the site, including crossings
- High quality and secure cycle lockers for overnight bike storage to enable Park and Ride to take the bus, walk or cycle to complete your journey
- Bus lane extension on Essex Yeomanry Way, including the on-slip from Haddon Road, to give Park and Ride buses greater priority

Chelmer Valley Park and Ride expansion

We are proposing a 500-space expansion of the existing Chelmer Valley Park and Ride site to meet a forecast increase in future demand, which we originally consulted on the Army and Navy Sustainable Transport Package. It included a proposed new Park and Ride to the west of Chelmsford in Wilford. However, in March 2022, we announced we would not be taking those sites forward as part of the Army and Navy Sustainable Transport Package because of the significant construction costs and greater financial risks with operating a new Park and Ride site.

With significant growth planned to the north of Chelmsford and in the Braintree district, it was always anticipated that Chelmer Valley Park and Ride would require expansion in the future, so the removal of a new Wilford Park and Ride from the package provided an opportunity to fund the Chelmer Valley expansion.

Expansion would be made to the east and slightly to the north of the existing site.

Key features:

- Approximately 1,500 total parking spaces, including designated electric vehicle and parent and child spaces
- Clockwise one-way system in car park maintained and expanded
- Various pedestrian and cyclist improvements throughout the site, including crossings and direct cycleway/footway connections between the terminal building, expanded areas of the site and proposed new Chelmsford Garden Community development
- Additional new cycle lockers to promote cycling between the Park and Ride, new housing areas in the vicinity of the site and the city centre

Wider walking and cycling improvements

Wider walking and cycling network connectivity improvements are also proposed on the approaches to the Army and Navy Junction. These include:

- New pedestrian and cycling facilities on Baddow Road, including new crossings on Baddow Road and Meadgate Avenue
- New cycle route through Meadgate linking to a new cycleway alongside Essex Yeomanry Way, providing an improved route from Great Baddow
- Fully segregated two-way cycle route on western side of Van Diemens Road
- New segregated cycleway into the city centre via the River Chelmer route, tying in with the proposed shared use cycleway/footway to the city centre to be created as part of Chelmer Waterside Access Road scheme
- Connection to existing Chelmer Road to Chelmer Village cycle route

Benefits of the scheme

Supporting growth

- Creates economic and job creation opportunities by improving journey times at the junction for all users
- Direct increase in UK GDP valued at £32m
- Expanded Park and Ride services in the highest areas of growth
- Improved connectivity between the key regional centre and employment in Chelmsford with the wider area, in particular South Essex and Maldon, and the Strategic Road Network via the A12

Safer, Greener, Healthier travel

- More than 13,000 square metres of new and upgraded crossings and segregated lanes for cyclists and pedestrians at the junction
- Improved average journey times for pedestrians (11% faster) and cyclists (44% faster)
- An expected 50% increase in walking and 60% increase in cycling
- 444 metres of new dedicated bus lanes, resulting in a 40% reduction in bus journey times
- 34% increase in Park and Ride patronage by 2041
- More people walking and cycling would result in health benefits, such as reduced illness and increased life expectancy, valued at £13.4m
- Through a reduction in congestion and providing more sustainable travel alternatives, the scheme is expected to reduce carbon emissions by 914,000 tonnes over 40 years

Improved journeys for motorised vehicles

- Reduced congestion, improved journey times and improved journey time reliability at the junction
- 33% improvement in average journey times through the junction for private vehicles
- User benefits of £90.7m and journey time reliability savings of £8.4m

Next steps

Having considered consultation feedback and identified a preferred junction option, we are also exploring whether any design improvements can be made to enhance our proposals further.

Based on the current programme, which assumes the necessary land can be obtained through negotiations with the owners, we hope to submit planning applications for the various elements of the Army and Navy Sustainable Package in summer 2023 and submit a final business case to the Department for Transport in Summer 2024. Construction of the package is scheduled to start in Spring 2023 and be completed in early 2028. The sequencing of the construction of the different elements of the package is yet to be agreed.

We understand people want a solution as quickly as possible and are taking steps to speed things up wherever we can. However, we must also follow Government, legal and planning processes and ensure we achieve the right solution for Chelmsford.

Task Force

A dedicated Army and Navy Taskforce, made up of local representatives and elected members of the Parish, City and County Councils, has been established to drive forward a longer-term solution for the Army and Navy junction and to lobby Government for funding.

The Taskforce is an advisory body, which, in partnership with Essex Highways, is assisting the decision-making process in considering the future of the Army and Navy junction and the immediate transport network.

Members meet on a regular basis to provide feedback and insight to help shape the options being developed and progressed.

The Taskforce has raised the Army and Navy scheme with the Secretary of State for Transport and the Department for Transport. The Department's priorities for the scheme are:

1. Securing the productivity of Chelmsford
2. Managing congestion at peak times
3. Incorporating the scheme into the wider transport vision for Chelmsford

Alongside these priorities, the Department for Transport has stressed the importance of sustainable transport infrastructure. Minutes of the Army and Navy Task Force meetings are available in the documents section at the bottom of this page.

Engagement with partners

Community partners have played a vital role in helping shape the future of the Army and Navy junction and will continue to do so as the project develops.

In March 2020, representatives from various groups were invited to attend workshops about the Army and Navy junction. Three events were held - one for businesses, one for transport groups and one for local community groups.

The purpose of these events was to provide an early opportunity for a variety of key audiences to find out more about the background and objectives for the scheme, to discuss the principles and priorities that must be considered and share their knowledge and experiences of the junction.

The feedback captured from these sessions was used to help inform the development of initial options for a long-term solution.

Further workshops with key partners were scheduled for March 2020 but were cancelled as a result of the COVID-19 outbreak. A written update was sent to partners involved and can be found in the documents section at the bottom of the page.

Further briefing sessions took place virtually in January 2021 and July 2021 and allowed the project team to update partners on the latest progress with the project, the options being taken forward and our plans for public consultation.

Separate briefing sessions also took place in July 2021 to outline our Park and Ride proposals and again in March 2022 after a preferred option had been agreed. The latter also provided an opportunity to update partners on the revised package of measures proposed as part of the project. The presentation slides for the briefing held in March 2022 can be found in the documents section of this webpage.

Removal of the flyover

The Army and Navy flyover was a feature of the Chelmsford skyline for more than 40 years and its removal was a crucial step in a new era for transport in the city.

Removal of the flyover

The Army and Navy Flyover was a feature of the Chelmsford skyline for more than 40 years and its removal was a crucial step in a new era for transport in the city.

The flyover was the subject of a number of closures during summer 2018 after movement of a supporting column following record high temperatures. Having been safely reopened, it was closed again in July 2019 after similar defects were identified.

On 16 September 2019, it was confirmed that the flyover would be closed permanently on safety grounds following the recommendation of a detailed engineering report, which revealed new defects within the concrete foundations.

The flyover was successfully removed in 2020. The project started in February 2020 and the steel and concrete structure was taken down section by section before being transported away for dismantling and recycling.

Works to remove the flyover itself were completed in mid-March 2020, with follow-on activity to close off the crossover areas and make the site safe finished in April 2020.

A video of the historic project has since been added to the Essex Record Office digital archive.



Vision and strategy

The vision for Chelmsford is to have a transport system which is best in class, offering enhanced connectivity, access and choice to residents, commuters, visitors and businesses.

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 prioritise sustainable travel measures such as walking, cycling and buses.

Public consultation

Having thoroughly assessed a number of potential junction layouts and sustainable transport improvements, we asked you to help shape the final scheme by taking part in our public consultation in 2021.

The eight-week public consultation was open from Monday, 9 August 2021 until Sunday, 3 October 2021.

The proposals we consulted on included:

- Two junction options – a Humberger Roundabout (a roundabout with a road through the centre of it) and Separate T-junctions
- A 350-space expansion of Sandon Park and Ride
- A new Park and Ride site in Wilsford (two site options were considered)
- Wider connectivity improvements across the walking and cycling networks

As part of the consultation, we produced a consultation brochure and easy read brochure setting out our proposals. These can be found below.

Thank you to everyone who attended our consultation events and participated in the public consultation. We analysed your responses to the consultation and published a consultation report in March 2022. The consultation report and a promoter's response, which sets out Essex County Council's response to the key themes raised during the consultation, can be found in the documents section of this page.

We consulted separately on the proposed expansion of Chelmer Valley Park and Ride between 30 January 2023 and 12 March 2023. This was carried out separately because this element of the scheme was added to the Army and Navy Sustainable Transport Package after the original consultation had taken place.

This consultation provided the public with an opportunity to comment specifically on the proposals for Chelmer Valley Park and Ride before a planning application is submitted. As part of the consultation, we produced a consultation brochure and this can be found below.

Thank you to everyone who took part in the consultation. We are currently reviewing the feedback received to help shape our final proposals and will publish a public consultation report soon.

Full Version

Public consultation brochure - PDF(4.5mb)

Audio read through narrated by Chelmsford Talking Newspaper - MP3(30mb)

0:00 / 54:15

Easy Read

Easy read public consultation brochure - PDF(2.8mb)

Audio easy read read through from Chelmsford Talking Newspaper - MP3(14.5mb)

0:00 / 15:53

Questions and Answers

Select a question to reveal/hide the answer:

Army and Navy Sustainable Transport Package

Reveal / Hide of Answers

1. Why do the proposals include sustainable transport measures, such as walking, cycling and Park and Ride improvements?
2. There is a clear strategy to try and encourage more people to walk and cycle but not everyone can do that. What about people travelling too far to walk or cycle or those physically unable to do so?
3. Has the impact of the COVID-19 pandemic, e.g. changing travel behaviours, been taken into account in assessing the proposals for the Army and Navy junction?
4. When will the final scheme at the Army and Navy Junction be constructed?
5. How long will the final scheme take to build and what will be done to minimise disruption, particularly given the various other schemes expected to be constructed at a similar time, e.g. the Chelmsford North East Bypass and A12 improvements?
6. Why can the project not progress more quickly?
7. How is the project being funded?
8. Why did it take for the flyover to be closed before a solution at the junction was progressed?
9. Will the COVID-19 pandemic impact on the prioritisation of the project?
10. How can I be kept informed about the project?
11. Why can't the money be spent fixing potholes instead?

Junction proposals

Reveal / Hide of Answers

1. Why did you only consult on two junction options?
2. Why is the humberger roundabout the preferred option and best solution for Chelmsford?
3. In your assessment of the proposals for the junction based on comparisons with the situation at the junction when the previous flyover was open or the scenario since the flyover was closed?
4. Do you need to purchase any residential properties (through either negotiations or a compulsory purchase order)?
5. Why are you proposing to remove the left-turn slip road from Parkway to Chelmer Road?
6. What bus priority measures are planned and what impact would they have on road space for general traffic?
7. Would taxis and private hire vehicles be able to use the proposed new bus lanes?
8. Why is there still lots of queuing traffic in the junction visualisations?
9. Why are there jolty movements by cars and some late or incorrect lane changes by vehicles in the visualisations?
10. Why are there no lorries or other heavy goods vehicles in the visualisations?
11. Why was the enlarged roundabout option ruled out ahead of public consultation?
12. Why was the two-way flyover option ruled out?
13. Was another tidal flyover considered? Why was it discounted?
14. Why can't you encourage as many vehicle trips into the city centre as possible? Shouldn't that be the aim?
15. Was a vehicle underpass or tunnel considered? Why was it discounted?
16. Why are you now proposing to reduce Van Diemens Road to one lane in each direction?
17. Why do the visualisations not reflect the design changes which were made following the public consultation?

Park and Ride

Revised / Hide all Answers

1. What Park and Ride Improvements are assessed?
2. Given the impact of the COVID-19 pandemic on the current usage of passenger transport, including Park and Ride services, why is so much activity being given to bus?
3. Why are you proposing to expand Sandon Park and Ride ahead of construction of the new junction at the Army and Navy?
4. What will happen to the art installation and wind turbine at Sandon Park and Ride once the site is expanded and redesigned?
5. What bus priority measures, if any, are proposed as part of the proposed new Sandon park and Ride?
6. Would there be e-scooters available at the Park and Ride sites?
7. Why are you no longer progressing a proposed new Park and Ride in Wilford?
8. How would expanding Chelmer Valley Park and Ride improve the situation at the Army and Navy junction?
9. Will the Broomfield Hospital shuttle service from Chelmer Valley Park and Ride be reintroduced?
10. Are there any proposals to extend the opening hours for the Park and Ride as part of the expansion proposals?
11. Why are you now proposing to expand Chelmer Valley Park and Ride?
12. Is there enough demand to justify expanding Chelmer Valley Park and Ride?

Walking and cycling improvements

Revised / Hide all Answers

1. What pedestrian and cyclist improvements are planned?
2. Why is a new cycle route not proposed across the floodplain as part of the project?
3. Why don't the proposals include a subway for pedestrians and cyclists, in addition to the ground level facilities?

Planning and background

Revised / Hide all Answers

1. What is the vision for transport in Chelmsford?
2. Have proposed housing developments in the area been taken into consideration when assessing the options?
3. Given the issues at the Army and Navy junction, why was planning consent granted for the A&E store?
4. Why were improvements not made to the Army and Navy junction when the new Chelmer Viaduct was constructed, in particular a slip road from Chelmer Road to Essex Yeomanry Way?

If you have questions about the project, please email amyandnavy@essexhighways.org

Newsletters

- 16/10/21 - Army and Navy Newsletter December 2021
- 16/07/21 - Army and Navy Newsletter March 2022
- 09/06/21 - Army and Navy Newsletter May 2022
- 30/09/21 - Army and Navy Newsletter September 2022
- 30/05/21 - Army and Navy Newsletter January 2023
- 08/02/21 - Army and Navy Newsletter February 2023

Documents

- Chelmer Valley Park and Ride Consultation Brochure - PDF (3.34KB)
- Army and Navy Sustainable Transport Package - Van Diemens Road resident meetings presentation (November 2021) - PDF (2.24MB)
- Army and Navy Sustainable Transport Package - Van Diemens Road resident meetings questions and answers (November 2022) - PDF (54.44KB)
- Van Diemens Road design drawing (November 2022) - PDF (1.24MB)
- Army and Navy Sustainable Transport Package - Local Junction Modelling Results - 13/09/22 - PDF (18.54KB)
- Army and Navy Sustainable Transport Package - Partner briefing slides (March 2022) - PDF (5.54MB)
- Army and Navy Sustainable Transport Package - Cycling routes briefing slides (March 2022) - PDF (3.34MB)
- Army and Navy Sustainable Transport Package - Promotional Response - PDF (6.49KB)
- Army and Navy Sustainable Transport Package - Public Consultation Report - PDF (4.04MB)
- Army and Navy Sustainable Transport Package - Van Diemens Road resident meetings presentation (January 2022) - PDF (2.14MB)
- Army and Navy Sustainable Transport Package - Van Diemens Road resident meetings questions and answers (January 2022) - PDF (55.06KB)
- Army and Navy Sustainable Transport Package - Local Junction Modelling Results - 10/08/21 - PDF (18.26KB)
- Meeting Minutes 15/10/2018 - PDF (178.26KB)
- Meeting Minutes 04/02/2019 - PDF (200.39KB)
- Meeting Minutes 04/02/2019 - PDF (148.49KB)
- Meeting Minutes 13/08/2019 - PDF (141.26KB)
- Meeting Minutes 15/01/2019 - PDF (14.76KB)
- Meeting Minutes 22/01/2019 - PDF (106.76KB)
- Meeting Minutes 28/01/2019 - PDF (99.26KB)
- Meeting Minutes 28/01/2019 - PDF (133.02KB)
- Meeting Minutes 04/12/2019 - PDF (103.14KB)
- Meeting Minutes 22/01/2021 - PDF (123.45KB)
- Meeting Minutes 08/04/2021 - PDF (41.44KB)
- Meeting Minutes 04/08/2021 - PDF (48.56KB)
- Meeting Minutes 02/02/2021 - PDF (203.86KB)
- Wilford Park and Ride site locations plan - PDF (4.34MB)
- Wilford Park and Ride (London Road slip) design drawing - PDF (2.02MB)
- Van Diemens Road design drawing (August 2021) - PDF (1.04MB)
- Workshop information slides - PDF (1.84MB)
- Stakeholder update - April 2020 - PDF (2.64MB)
- Army and Navy Junction Improvements - Public Information Brochure - PDF (11.74MB)

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Have your say on proposed expansion of Chelmer Valley Park and Ride



A public consultation has been launched about proposals to expand the existing Chelmer Valley Park and Ride site.

The 500-space expansion, which is planned as part of Essex County Council's Army and Navy Sustainable Transport Package, is needed to help accommodate a forecast increase in Park and Ride demand in the future.

Passenger numbers are increasing again following the COVID-19 pandemic and there is significant growth planned, including in the north Chelmsford area and the Braintree district.

Therefore, it was always anticipated Chelmer Valley Park and Ride would need expansion in the future and land for the expansion was safeguarded in the Chelmsford Local Plan.

Under the proposals, the expansion would be made to the east and slightly to the north of the existing site, which is located off the A130 Essex Regiment Way.

Once expanded, it would have approximately 1,500 parking spaces in total, including designated electric vehicle, disabled and parent and child spaces.

Various pedestrian and cyclist improvements would be made throughout the site and additional new cycle lockers would also be provided to promote cycling between the Park and Ride, new housing areas and the city centre.

A public consultation about the proposed expansion was launched today (Monday 30 January 2023) and is open for six weeks, closing on Sunday 12 March 2023.

Cllr Lesley Wagland OBE, Essex County Council's Cabinet Member for Economic Renewal, Infrastructure and Planning, said: "Park and Ride remains a crucial part of our strategy to encourage people travelling into Chelmsford from outside of the city to use an alternative means of transport than driving.

"It offers a quick and easy way to travel into the city centre and reduces the number of cars on the city's roads, helping reduce congestion and improve air quality.

"Although Park and Ride passenger numbers have fallen since the pandemic and many people's working patterns have changed, use of our Park and Ride sites is growing and we expect demand to increase significantly in the future because of planned growth in the area.

"By expanding Chelmer Valley Park and Ride, we can ensure there is enough capacity to meet this future demand.

For more about the [Chelmer Valley Park and Ride proposals and complete the short consultation survey click here](#).

Last updated 30 January 2023

Don't forget to have your say on the proposed expansion of Chelmer Valley Park and Ride

Time is running out to respond to a public consultation about plans to help meet future Park and Ride demand and reduce traffic in Chelmsford.

The public are being reminded to have their say on proposals to expand Chelmer Valley Park and Ride.

Hundreds of people have already shared their views on the proposed 500-space expansion, which is planned as part of Essex County Council's Army and Navy Sustainable Transport Package.

With less than three weeks until the council's public consultation closes on Sunday 12 March, residents and visitors are being encouraged to take part.

Park and Ride passenger numbers are growing again following the COVID-19 pandemic and there is significant growth planned in the north Chelmsford area and the Braintree district, which means there is forecast to be an increase in future Park and Ride demand.

Under the proposals, the expansion would be made to the east and slightly to the north of the existing Chelmer Valley Park and Ride site, which is located off the A130 Essex Regiment Way.

A final drop-in public consultation event is being held at High Chelmer Shopping Centre in Chelmsford from 10am until 3pm on Saturday (25 February) to enable the public to meet the project team and ask any questions.

Cllr Lesley Wagland OBE, Essex County Council Cabinet Member for Economic Renewal, Infrastructure and Planning, said: "The proposed expansion of Chelmer Valley Park and Ride is an important part of the Army and Navy Sustainable Transport Package and our wider strategy for Chelmsford.

"Park and Ride helps manage the number of cars on the city's roads, reducing congestion and improving air quality.

"Through the expansion of the Chelmer Valley site, we will be able to meet future demand and help encourage safer, greener and healthier travel.

"We want to hear people's views, so please take the opportunity to provide your feedback before the public consultation closes."

To find out more about the Chelmer Valley Park and Ride proposals and complete the short consultation survey, please visit www.essex.gov.uk/armyandnavy.

[Back](#)

Appendix E - Project e-newsletters

 Essex County Council

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Army and Navy Sustainable Transport Package latest news

Have your say on proposed expansion of Chelmer Valley Park and Ride



A public consultation has been launched about proposals to expand the existing Chelmer Valley Park and Ride site.

The 500-space expansion, which is planned as part of the [Army and Navy Sustainable Transport Package](#), is needed to help accommodate a forecasted increase in Park and Ride demand in the future.

The [public consultation](#), which is open until Sunday 12 March, is your opportunity to comment on the proposals and help shape the final scheme before planning applications for the different elements of the package are submitted in the summer.

The quickest way to have your say is by completing our [short online consultation survey](#).

Printed versions of our consultation brochure are also available from the Chelmer Valley Park and Ride site, County Hall in Chelmsford and both Chelmsford and Braintree libraries.

Why does Chelmer Valley Park and Ride need to be expanded?



Park and Ride remains a crucial part of [Essex County Council's strategy](#) to provide an attractive alternative means of transport for people travelling into Chelmsford from outside the city.

It offers a quick and easy way to travel into the city centre and reduces the number of cars on the city's roads, helping reduce congestion and improve air quality.

Passenger numbers are increasing again following the COVID-19 pandemic and there is significant growth planned, including in the north Chelmsford area and the Braintree district.

Therefore, it was always anticipated Chelmer Valley Park and Ride would need expansion in the future and land for the expansion was safeguarded in the Chelmsford Local Plan.

In March last year, when Essex County Council decided not to take forward proposals for a new Park and Ride site in Widford as part of the [Army and Navy Sustainable Transport Package](#), it provided an opportunity to fund the Chelmer Valley Park and Ride expansion.

What are the plans for the expansion of Chelmer Valley Park and Ride?



Under the current proposals, expansion would be made to the east and slightly to the north of the existing Chelmer Valley Park and Ride site.

Once expanded, the site would have approximately 1,500 parking spaces in total, including designated electric vehicle, disabled and parent and child spaces.

The existing clockwise one-way system in the car park would be maintained and expanded, while various improvements for pedestrians and cyclists would be made throughout the site, including crossings and direct cycleway/footway connections between the terminal building, the expanded area of the site and the [proposed new Chelmsford Garden Community development](#).

Additional new cycle lockers would also be provided to promote cycling between the Park and Ride, new housing areas and the city centre.

Construction works are expected to take about seven months and would be phased, with specific areas of the site closed in turn to ensure the Park and Ride service remains open throughout.

Find out more at our drop-in consultation events



As part of the consultation, we are hosting two [drop-in consultation events](#) to provide an opportunity to meet the project team and ask any questions.

The events will take place at High Chelmer Shopping Centre (outside Next) in Chelmsford from 10am to 4pm on Thursday 9 February 2023 and 10am to 3pm on Saturday 25 February 2023.

There is no need to book so just pop by at a time to suit you.

Alternatively, you can contact the project team by [email](#).

Next steps for the Army and Navy Sustainable Transport Package



We are continuing to progress the [Army and Navy Sustainable Transport Package](#) as quickly as possible and are working hard to achieve the best solution for Chelmsford.

In October 2022, Essex County Council submitted an Outline Business Case to the Department for Transport (DfT) for the proposed package - the next stage of the bidding process for Major Road Network (MRN) funding to build the scheme.

We are currently awaiting a decision from the DfT. If the Outline Business Case is approved, the next step will be to work towards submission of planning applications for the different elements of the package.

As well as the expansion of Chelmer Valley Park and Ride, the proposed Army and Navy Sustainable Transport Package includes a new hamburger roundabout layout (a new roundabout with a road through the centre of it) at the Army and Navy junction. It also includes improved sustainable and active travel provision, with bus priority measures and walking and cycling improvements at the junction itself and on the approaches to and from the roundabout, and a 350-space expansion of Sandon Park and Ride.

More information about the latest proposals is available on our [project webpage](#).

Based on the current programme, planning applications are expected to be submitted in the summer. Construction of the package will be phased and is scheduled to start in Spring 2025 and be completed in early 2028.

Army and Navy Sustainable Transport Package latest news

Don't forget! Chelmer Valley Park and Ride consultation drop-in events



We will be hosting the first of two drop-in events tomorrow as part of our public consultation about the proposed expansion of Chelmer Valley Park and Ride.

The 500-space expansion, which is planned as part of the [Army and Navy Sustainable Transport Package](#), is needed to help accommodate a forecast increase in future Park and Ride demand.

To give people the opportunity to speak to us about the plans, we are holding two drop-in consultation events.

The first is taking place at High Chelmer Shopping Centre in Chelmsford tomorrow (Thursday 9 February).

Members of our project team will be available from 10am to 4pm (outside Next) to talk through the proposals and answer any questions you may have.

A further drop-in event is being held at High Chelmer Shopping Centre from 10am to 3pm on Saturday 25 February.

More information about the proposals and the wider package is available on the [Army and Navy Sustainable Transport Package webpage](#).



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Army and Navy Sustainable Transport Package latest news

Don't forget to have your say on the proposed expansion of Chelmer Valley Park and Ride



There are just over two weeks left to have your say on the proposed expansion of Chelmer Valley Park and Ride.

Hundreds of people have already shared their views on the proposed 500-space expansion, which is planned as part of the [Army and Navy Sustainable Transport Package](#).

With our public consultation closing on Sunday 12 March, we are reminding Chelmsford residents and visitors to take part.

Under our proposals, Chelmer Valley Park and Ride would be expanded to the east and slightly to the north of the existing site, which is located off the A130 Essex Regiment Way.

The expansion is proposed to meet a forecast increase in demand in the future because of planned growth to the north of Chelmsford.

The quickest way to have your say is by completing our [short online consultation survey](#).

Printed copies of our consultation brochure are also available from the Chelmer Valley Park and Ride site, County Hall in Chelmsford and both Chelmsford and Braintree libraries.

Come and meet our project team at tomorrow's drop-in consultation event

As part of the consultation, we are hosting a final drop-in consultation event in Chelmsford tomorrow (Saturday 25 February).

The event, which is taking place from 10am until 3pm at High Chelmer Shopping Centre (outside Next), will provide another opportunity to meet the project team, learn more about the proposed expansion and ask any questions.

There is no need to book, so just pop by at a time that suits you.

Alternatively, you can contact the project team by [email](#).

Your Chelmer Valley Park and Ride questions answered



Thank you to everyone who has provided feedback on our proposals for Chelmer Valley Park and Ride so far.

We have received a number of comments and questions about the proposed expansion and are pleased to be able to share answers to a number of them below.

Chelmer Valley Park and Ride is not close to capacity. Why are you proposing to expand it?

The proposed expansion of Chelmer Valley Park and Ride is not about providing for current demand but providing for the future.

Although Park and Ride passenger numbers have fallen since the COVID-19 pandemic, usership has recovered significantly over the past year and we expect that upward trend to continue based on the latest available data.

The adopted Chelmsford Local Plan outlines 9,579 new homes in and around Chelmsford, including the proposed Chelmsford Garden Community in north-east Chelmsford. There are also additional large development sites proposed in the Braintree district, such as Great Notley, Towerlands and Panfield. As a result, a large increase in demand for Park and Ride services is expected in the coming Local Plan periods (up to 2036) and beyond.

That forecast demand can only be accommodated by increasing the number of parking spaces at the existing Park and Ride sites and, therefore, it forms an important part of the Army and Navy Sustainable Transport Package.

Based on the modelling carried out for the Army and Navy Sustainable Transport Package, the expanded Chelmer Valley Park and Ride site would be expected to run at about 90% occupancy in 2041.

Why has the expansion of Chelmer Valley Park and Ride been proposed instead of a new Park and Ride at Widford?

It was always anticipated that Chelmer Valley Park and Ride would require expansion in the future and land for the expansion was safeguarded within Chelmsford City Council's Local Plan.

When we consulted on the Army and Navy Sustainable Transport Package in 2021, we were proposing a new Park and Ride site to the west of Chelmsford, in Widford. However, in March 2022, we announced we would not be taking those plans forward as part of the package because of the significant construction costs and greater financial risks with operating a new Park and Ride site.

The removal of a new Widford Park and Ride from the package provided the opportunity to fund an expansion of Chelmer Valley Park and Ride instead.

How would expanding Chelmer Valley Park and Ride improve the situation at the Army and Navy junction?

The proposed Chelmer Valley Park and Ride expansion would increase overall Park and Ride capacity in Chelmsford to help meet a forecast increase in future demand because of planned growth.

Although it would not have as significant an impact at the Army and Navy junction as the expansion of Sandon Park and Ride, it would help reduce traffic and congestion in the wider city centre area.

It also supports Essex County Council's wider strategy to encourage people travelling into Chelmsford from outside of the city to use an alternative means of transport than driving, as set out in the [Chelmsford Future Transport Network Strategy](#).

Will the Broomfield Hospital shuttle service be reintroduced?

The shuttle bus service was funded by Broomfield Hospital but was suspended in March 2020. We are currently in talks with the hospital about if/when the service will resume.

Are there any proposals to extend the opening hours for the Park and Ride?

There are no changes planned to the Park and Ride service as part of the proposed expansion. Current opening hours are 6.30am to 9.30pm. The service level is constantly monitored, however, there are currently no plans to change the opening hours.

Why can't the money be spent fixing potholes instead?

Funding to construct the Army and Navy Sustainable Transport Package has yet to be secured but is being pursued from the Government's Major Road Network (MRN) programme. In October 2022, Essex County Council submitted an Outline Business Case to the Department for Transport (DfT) for the proposed package – the next stage of the bidding process – and we are currently awaiting a decision from the DfT.

MRN funding is only available for enhancement schemes on the country's busiest and most economically important local authority 'A' roads and there is very specific eligibility criteria. Road maintenance schemes, such as pothole repairs, would not be eligible for the funding.

Earlier this month, Essex County Council announced the [budget for 2023/24 for highway and footway repair and maintenance would receive increased investment of £9 million](#).

Potholes and other highway maintenance issues can be [reported online](#).

Our website also contains a series of [questions and answers](#) about the wider Army and Navy Sustainable Transport Package and the various elements of our proposals.

If you cannot find the question or answer you are looking for, you can also [email the project team](#) and we will come back to you as quickly as we can.



County Hall Market Road Chelmsford CM1 1QH
For details of how we process your personal data, please see our [privacy notice](#).

Essex Highways latest news

Last chance to have your say on proposed expansion of Chelmer Valley Park and Ride



Time is running out to have your say on the proposed 500-space expansion of Chelmer Valley Park and Ride, which is planned as part of the [Army and Navy Sustainable Transport Package](#).

The expansion is proposed to help accommodate a forecast increase in Park and Ride demand in the future because of significant growth planned to the north of Chelmsford and in the Braintree district.

Park and Ride remains a crucial part of Essex County Council's strategy for transport in Chelmsford, providing an attractive alternative to driving for people travelling into Chelmsford from outside the city.

The consultation is open until Sunday 12 March and the quickest way to have your say is by completing our [short online consultation survey](#).

For more information on the wider Army and Navy Sustainable Transport Package, visit the [scheme webpage](#).


Appendix G - Social media

Essex Highways - Major Transport Projects
Published by Gareth Burton · 9 February · 🌐

Don't forget our Army and Navy Sustainable Transport Package team are hosting a drop-in consultation event at High Chelmer Shopping Centre in Chelmsford today about the proposed expansion of Chelmer Valley Park and Ride.

The team will be available from 10am until 4pm to discuss the Chelmer Valley proposals with you and answer your questions.

The 500-space expansion is an important part of the Army and Navy Sustainable Transport Package and supports Essex County Council's ... See more




Essex Highways - Major Transport Projects
Published by Gareth Burton · 30 January · 🌐

We would like your feedback on our proposals to expand Chelmer Valley Park and Ride to help meet a forecast increase in demand in the future.

The 500-space expansion is planned as part of the Army and Navy Sustainable Transport Package and would support our strategy to encourage people travelling into Chelmsford from outside of the city to use an alternative means of transport than driving.

With significant growth planned north of Chelmsford and in the Braintree district, ... See more



CONSULTATIONS.ESSEX.GOV.UK
Chelmer Valley Park and Ride expansion - Essex County Council - Citizen Space [Learn more](#)



Have your say on the proposed expansion of Chelmer Valley Park and Ride

Part of the Army and Navy Sustainable Transport Package

Our proposals would:

- Meet the future demand expected because of planned growth north of Chelmsford
- Provide more people with a quick and easy way to travel into Chelmsford
- Help manage the number of vehicles using roads in the city centre, reducing congestion and carbon emissions
- Improve the site for current and future users, including additional cycle lockers and electrical vehicle spaces, and better walking and cycling connections



To find out more and complete our short survey, scan the QR code or visit:

www.essex.gov.uk/armyandnavy

Consultation closes on Sunday 12 March 2023

