

Army and Navy Workshop – Community Groups

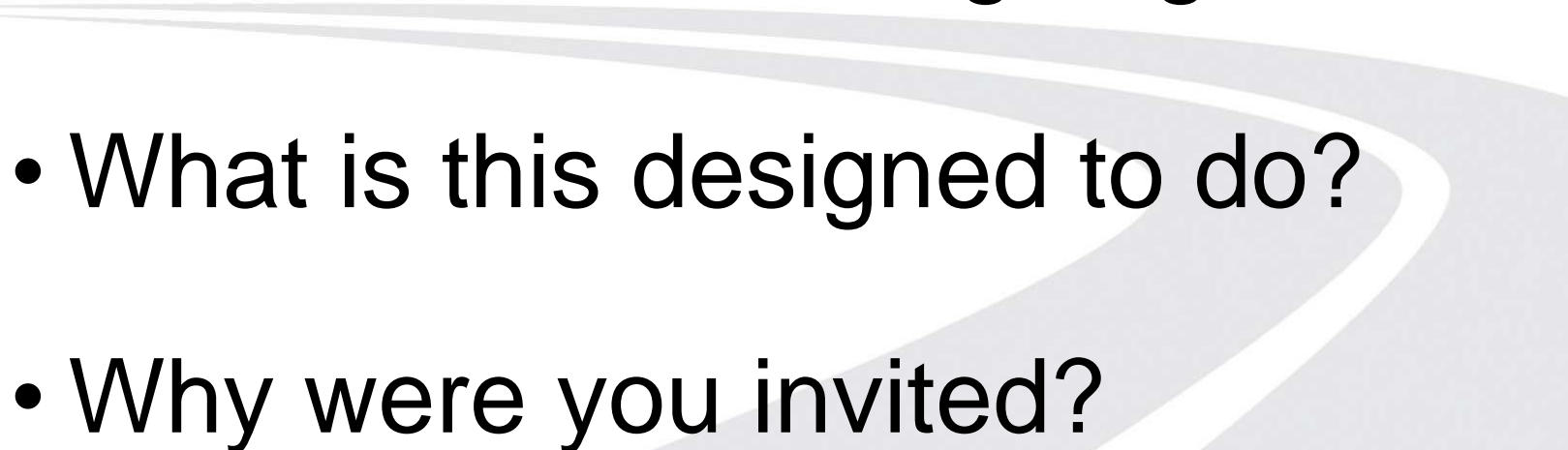
13th March 2019



Agenda

Welcome and Introductions	18:30 – 18:40
1. Background and Overall Programme	18:40 – 18:45
2. Group Discussion #1 – Your experiences at the junction	18:45 – 19:10
3. Where we are currently	19:10 – 19:15
3. Identified Problems and Objectives	19:15 – 19:30
4. Group Discussion #2 – Objectives	19:30 – 19:55
5. Group Discussion #3 – Potential Solutions	19:55 – 20:25
6. Next Steps and Close	20:25 – 20:30

Welcome and introduction

- Introduction and purpose of today's workshop
 - How is the session going to run?
 - What is this designed to do?
 - Why were you invited?
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Background & Overall Programme

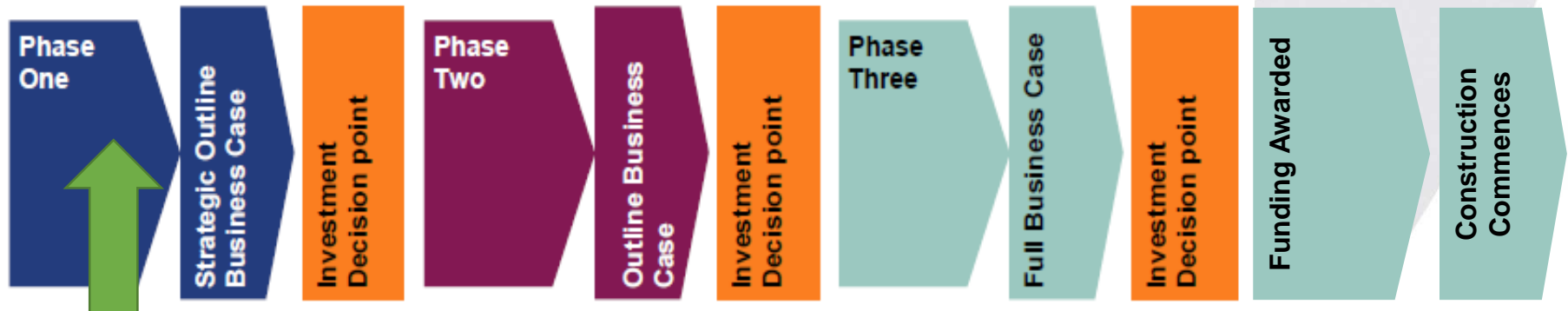


Recent history

- Chelmsford Future Transport Network identified the need for long term solutions (February 2017)
- Chelmsford City Growth Package Consultation (August 2017)
- Structural concerns of the flyover – prompted the forming of the Army and Navy Task Force Summer/Autumn 2018

Key Stages in Developing a Major Schemes Business Case

- Phase 1: Strategic Outline Business Case (Autumn 2019)
- Phase 2: Outline Business Case (Spring 2021)
- Phase 3: Final Business Case (Spring 2023)
- Funding Awarded (2023)
- Construction Commences (2023-2025)
- *N.B. Indicative timescales which will be subject to change depending on the solution(s) identified and the requirement for land / CPO.*



We are here

Group Discussion - Your experiences at the Army & Navy Junction



Group Feedback



Where we are currently



Where we are currently

- Taskforce established to drive the project forward and lobby for funding
- Looking at funding opportunities
- Following Department for Transport (DfT)'s Transport Appraisal Process. Through this we have:
 - Identified the problems through analysis of, including but not limited to, the datasets below:
 - Traffic data (turning counts; continuous counters)
 - Collision data
 - Impacts of the flyover closure in September / October 2018
 - Origins and Destinations of trips using the Army & Navy junction
 - Public Transport
 - The following were also reviewed:
 - Cycle Network
 - Pedestrian Links
 - Structural Condition of the existing flyover
 - This has culminated in the identification of a range of issues and as per the DfT process, a range of objectives to address these have been developed.
- Undertaking engagement workshops with representatives from businesses, transport groups and community groups.

Objectives

- Provide enhanced connectivity for communities within and beyond Chelmsford to support and promote sustainable housing, economic growth and regeneration both now and in the future
- Offer inclusive, attractive, and safe active travel measures (walking and cycling) across an improved and comprehensive network to encourage increased use
- Improve safety and the perception of safety for all users on the Chelmsford City network to enhance and promote a safe travelling environment
- Positively manage resilience and journey time reliability improving journey times for passenger transport services travelling into/out of the City Centre Core
- Actively manage resilience and journey time reliability for private transport trips within the core urban area of Chelmsford and in particular management of through trips
- Manage environmental conditions (Air Quality and Noise)
- Where possible increase the attractiveness of the gateway into the City Centre through design and public realm enhancements

These objectives are in line with National, County and Chelmsford Future Transport policies.

Identified Problems



The junction is congested. How much capacity is left?

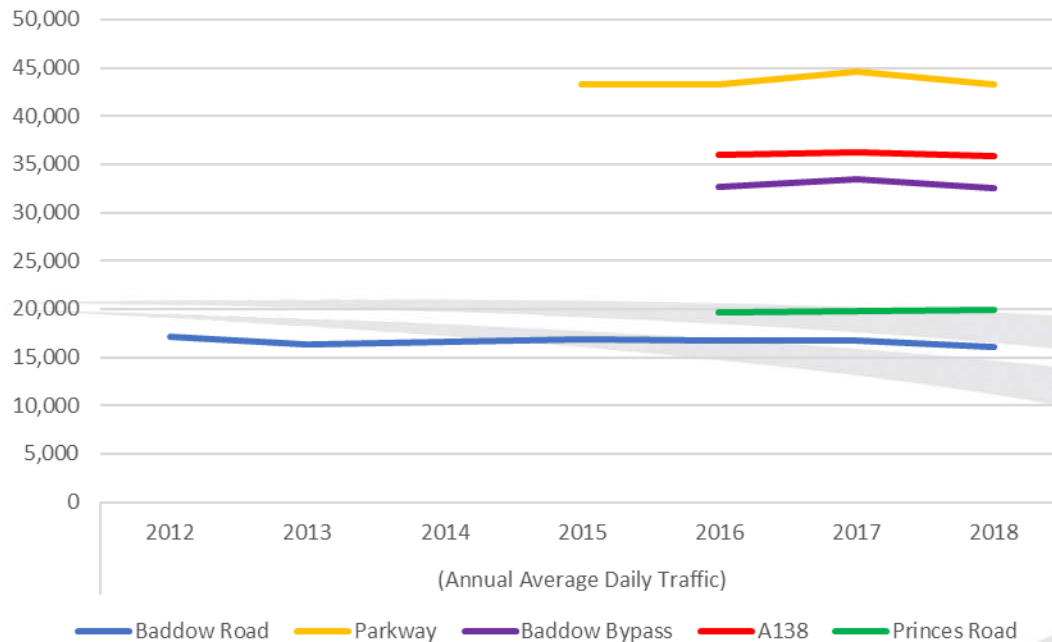
Not much!

The junction is operating at **97%** in the AM peak
operating at **95%** in the PM peak

Once over 90%, the network is considered to have minimal resilience to cope with incidents

The junction is notoriously busy. How is this changing? What % growth in traffic has been experienced at the Army & Navy?

Change in AADT traffic flow at the Army & Navy



If we look at AADT on all approaches, there is **none!**

AADT constant over last few years on all approaches

However, drilling in closer to the Baddow Bypass data, reveals some growth in the eastbound PM peak hour but more significant growth in the PM peak period, indicative of **peak spreading**

The peak spreading is more pronounced in the westbound AM peak period

In the AM peak – what are the top 3 origins for trips using the A&N junction?

1. A130
2. Springfield / Chelmer Valley
3. Great Baddow

In the AM peak – what area of Chelmsford has the highest proportion of trips travelling to it from A&N approaches?

City Centre

How many buses use the Army & Navy junction?

A large number of buses use the junction but are unable to access the flyover, hence services are significantly affected by any congestion at the junction, causing well known unreliability.

217 buses in the AM peak 3 hour period* ...

**72 buses/
hour (AM
peak)**

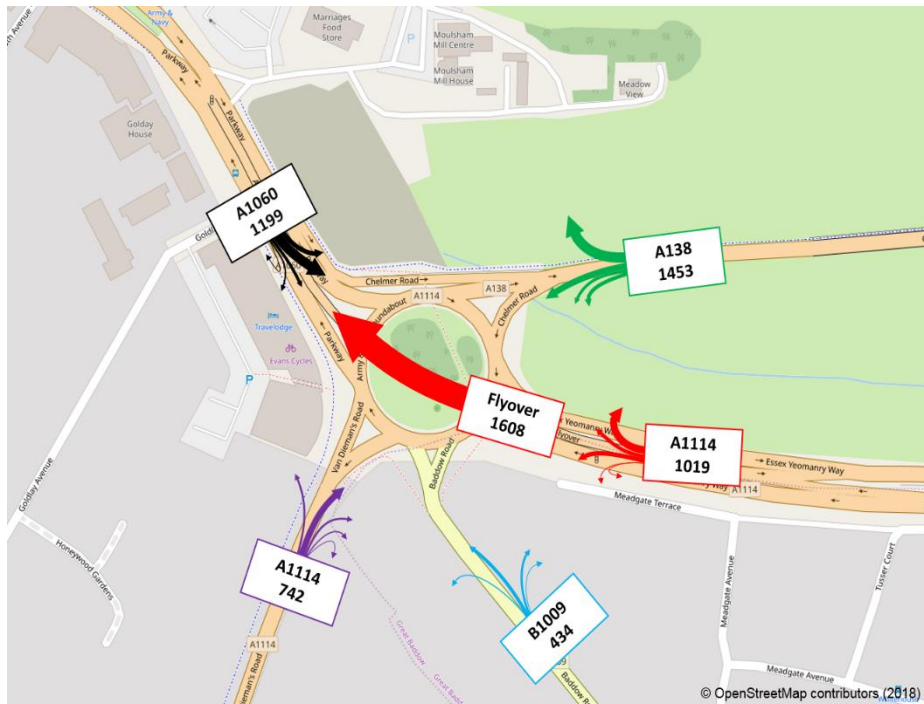
Services are significantly affected by any congestion at the junction, causing well known unreliability.

*Based on the AM peak period (07:00-10:00) timetabled bus frequency

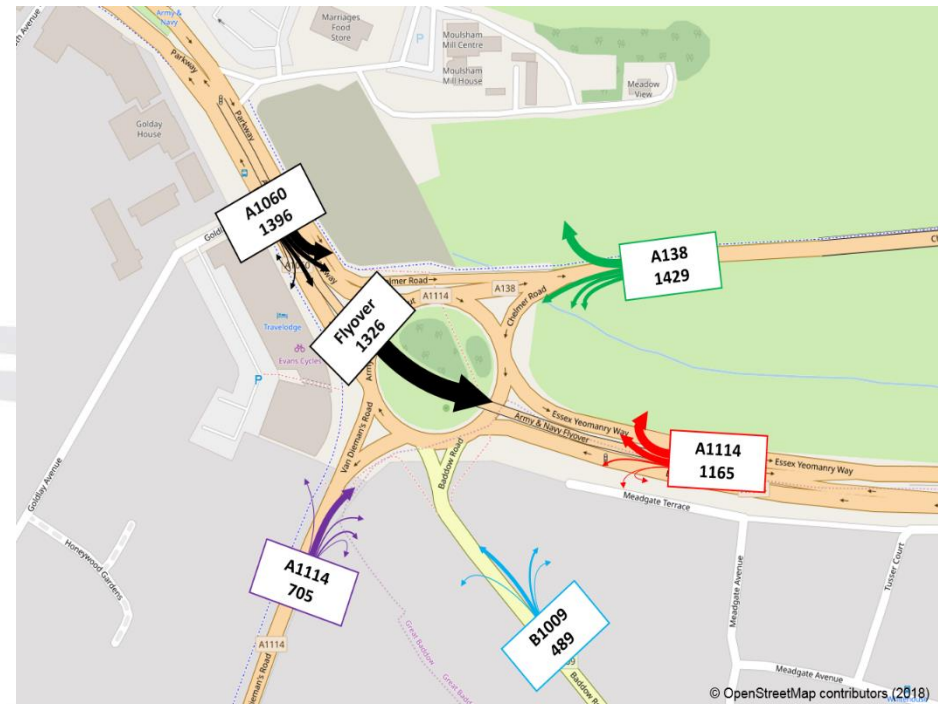
Turning Movements

- Approximately 6,500 vehicles using the junction in the AM and PM peak hours. Of these, c. 1,500 use the flyover

AM Peak



PM Peak



- Large right turn movements from A1114 Essex Yeomanry Way and Chelmer Road
- c.60,000 vehicles per day use the junction, c.10,000 of which use the flyover

Collisions

- During the period from 2011 to 2018 there were a total of 80 collisions around the junction: 1 of which was fatal, 9 serious and 70 classed as slight
- Most collisions around the roundabout were attributed to drivers failing to look properly, following too closely and misjudging another driver's path or speed
- Number of collisions in relation to number of vehicles using the junction is relatively low.
- However, when they do occur, they often cause significant knock on effects on the network due to lack of resilience.



Cycling and Walking

- There is no continuous cycle route across the Army & Navy
- Narrow subways between Parkway/Chelmer Road and Essex Yeomanry Way/ Baddow Road
- Toucan crossing on Parkway, puffin crossing on Van Diemens Road
- Shared use footpaths on northern side of junction have been widened and improved
- Cycle and pedestrian infrastructure between the junction and the City Centre are higher quality



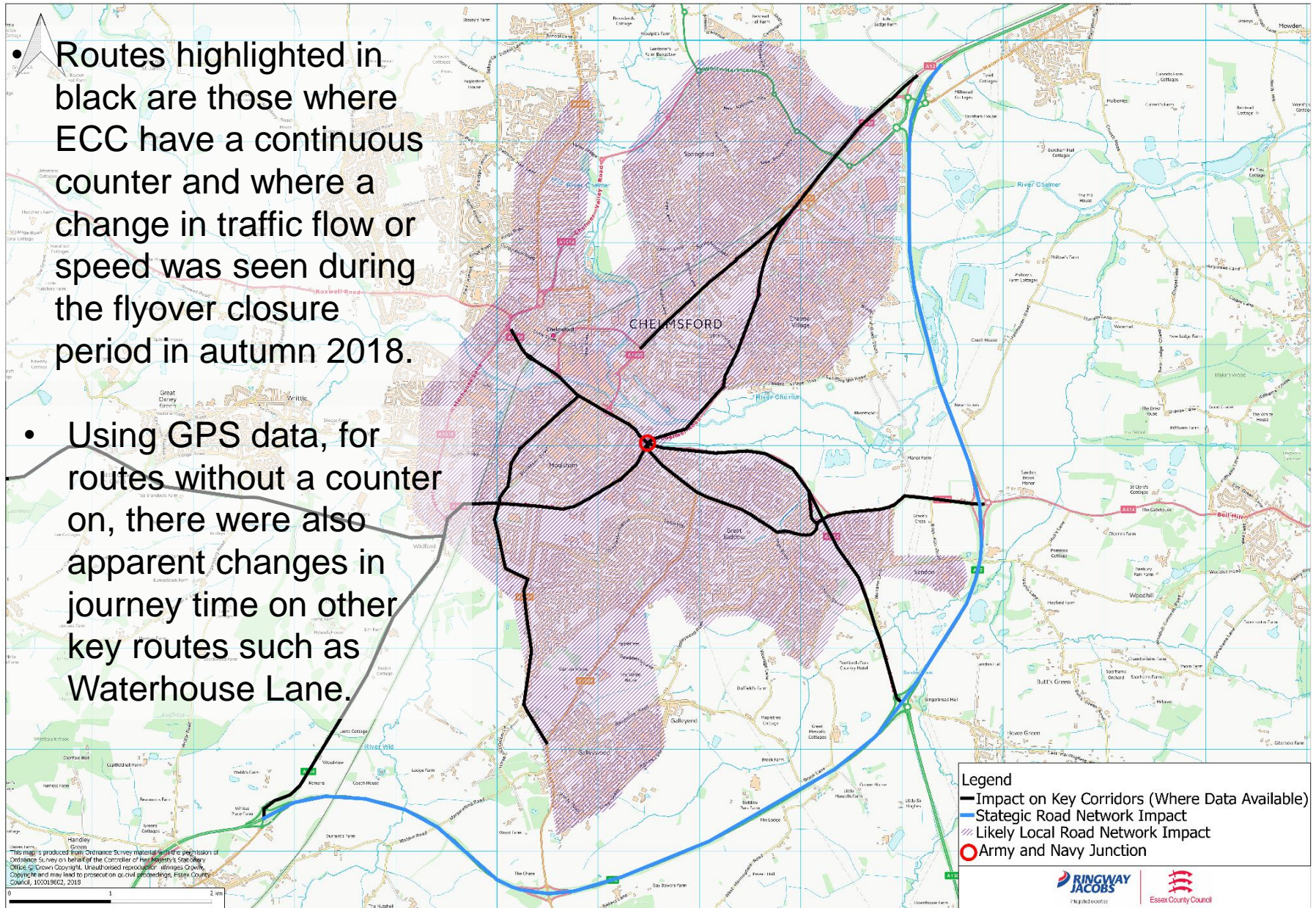
Existing flyover - approaching end of functional life

- The structure is in poor condition, with a 2015 Principal Inspection scoring the structure in the poor category
- Further structural inspections carried out in 2018 (Essex Highways and Independent)
- It will require permanent closure if not repaired/replaced in line with a long-term solution
- Requires significant annual maintenance costs for Essex County Council
- It was temporarily shut-off to public use 15 times in 2018, as well as being closed for over a month during repairs



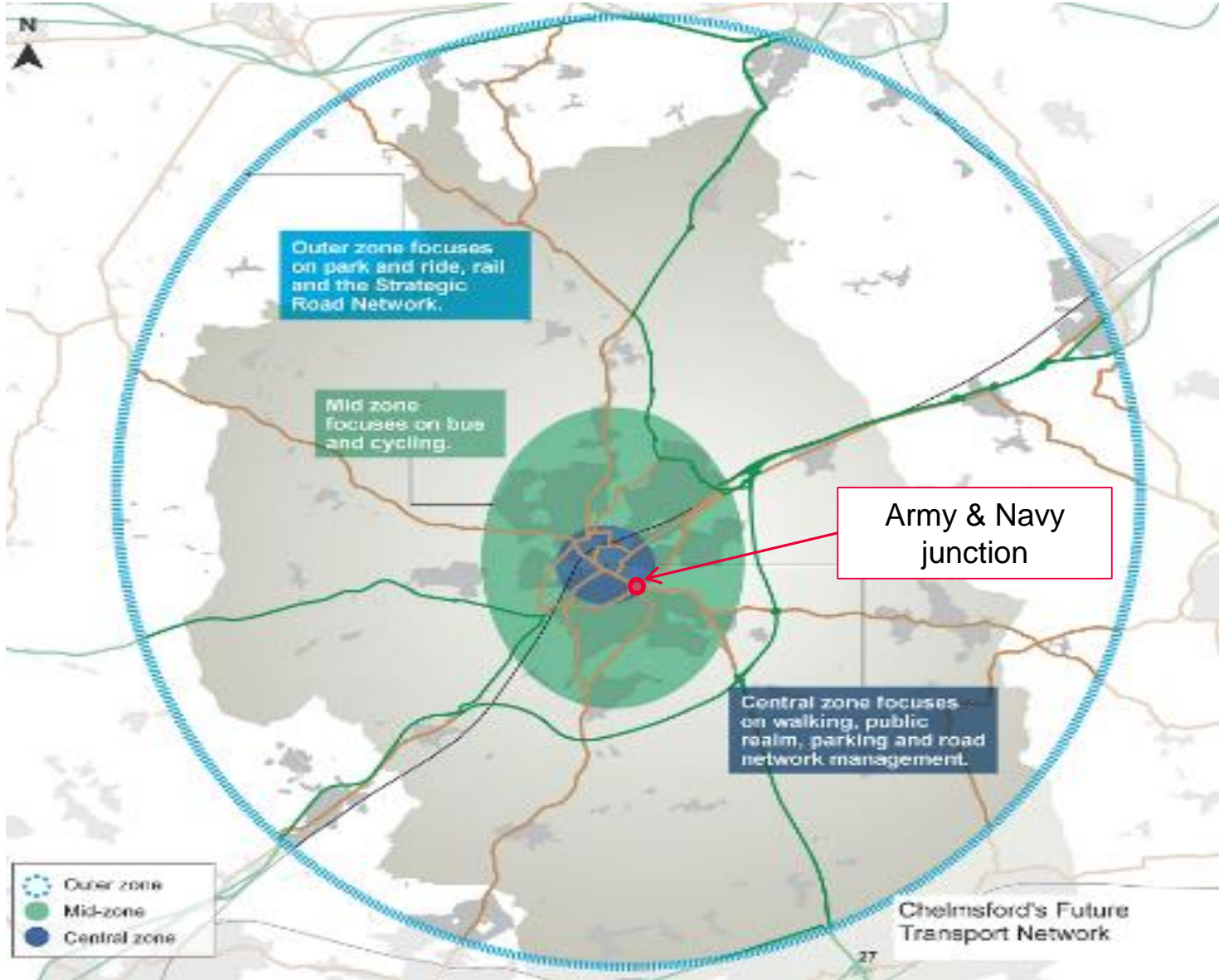
Impact of Army & Navy Closures

- Routes highlighted in black are those where ECC have a continuous counter and where a change in traffic flow or speed was seen during the flyover closure period in autumn 2018.
- Using GPS data, for routes without a counter on, there were also apparent changes in journey time on other key routes such as Waterhouse Lane.



Objectives

(Chelmsford Future Transport Network Strategy – Approach



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Group Discussion - Objectives



Group Feedback



Group Discussion - Potential Ideas

Representatives to suggest any potential solutions they believe should be considered



Group Feedback

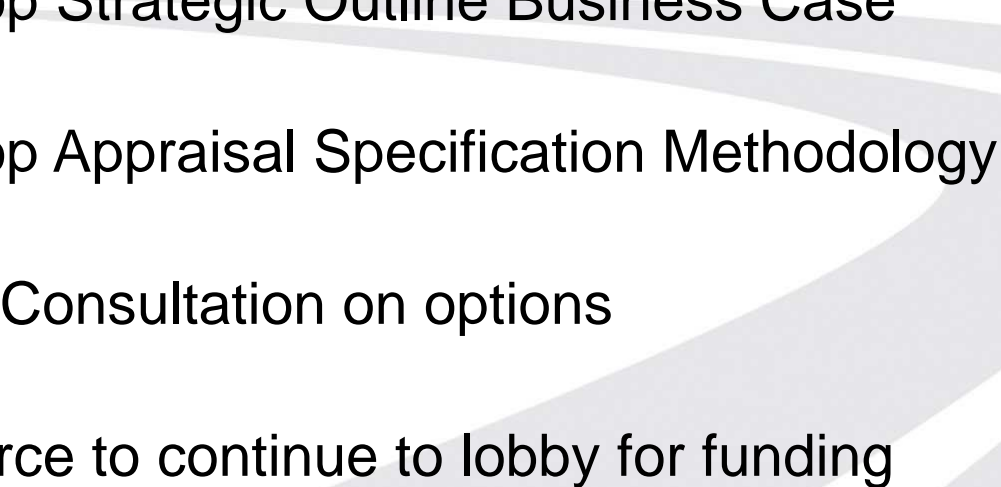


Next Steps

<https://www.essex.gov.uk/armyandnavy>



Next Steps

- Compile long list of options
 - Undertake initial sift using EAST
 - Develop and Assess potential options
 - Develop Strategic Outline Business Case
 - Develop Appraisal Specification Methodology
 - Public Consultation on options
 - Taskforce to continue to lobby for funding
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Thank you for your time

