

**CHELMSFORD CITY GROWTH PACKAGE – RESPONSE BY BROOMFIELD PARISH
COUNCIL AND NEIGHBOURHOOD PLAN STEERING GROUP**

1) Mr Michael Letch (Clerk to Broomfield Parish Council)				
2) CM1 7AH				
3) clerk@broomfieldessex.co.uk				
4) I am completing this questionnaire on behalf of Broomfield Parish Council and Broomfield Neighbourhood Plan Steering Group. The Council represents the people of Broomfield Parish. The views are based on consultation with parishioners over many years – through the Parish Plan (2005), Village Design Statement (2012) and most recently the Neighbourhood Plan Residents Questionnaire (April/May 2017)				
5) What mode of travel do you use most regularly when travelling in and around Chelmsford?				
Please see the statistics attached to this form - from our Neighbourhood Plan Residents' Questionnaire in April/May this year – 493 responses (from over 800 individuals).				
6) Please tell us how much you agree with the following statements:				
a) Something needs to be done to improve traffic and congestion in Chelmsford (<i>select one box</i>)				
STRONGLY AGREE	Agree	Neutral or undecided	Disagree	Strongly disagree
b) We need more transport options in Chelmsford (<i>select one box</i>)				
STRONGLY AGREE	Agree	Neutral or undecided	Disagree	Strongly disagree
c) I regularly experience congestion when travelling in and around Chelmsford (<i>select one box</i>)				
STRONGLY AGREE	Agree	Neutral or undecided	Disagree	Strongly disagree
d) More focus needs to be given to improve cycling provisions in Chelmsford (<i>select one box</i>)				
STRONGLY AGREE	Agree	Neutral or undecided	Disagree	Strongly disagree
e) More focus needs to be given to improve walking options in Chelmsford (<i>select one box</i>)				
STRONGLY AGREE	Agree	Neutral or undecided	Disagree	Strongly disagree
f) Public transport needs greater priority over private vehicles to improve journey times for public transport passengers (<i>select one box</i>)				
STRONGLY AGREE	Agree	Neutral or undecided	Disagree	Strongly disagree
g) Signage needs to be improved in Chelmsford so that drivers have better information about their				

route (select one box)				
Strongly agree	AGREE	Neutral or undecided	Disagree	Strongly disagree
h) We need to do more to encourage people to cycle, walk or use public transport rather than use private vehicles (select one box)				
STRONGLY AGREE	Agree	Neutral or undecided	Disagree	Strongly disagree
i) Better enforcement (e.g. camera enforcement) is needed to ensure bus lanes are used correctly (select one box)				
Strongly agree	Agree	NEUTRAL OR UNDECIDED	Disagree	Strongly disagree
j) Where they obstruct traffic flow (and particularly in peak periods), vehicles should be encouraged to park elsewhere (select one box)				
Strongly agree	Agree	NEUTRAL OR UNDECIDED	Disagree	Strongly disagree
7) Which areas of Chelmsford are you most interested in seeing improvements made as part of the Chelmsford City Growth Package (select all that are appropriate)				
North YES	West	City Centre	Parkway Corridor	Southern & Eastern
Citywide signage & technology improvements				
8) Do you have any comments or feedback about any of the schemes? Please comment separately on each scheme. If you require additional space please ensure that you use the format below in your response:				
a) Title of Scheme: Great Waltham to City Centre Cycle Route				
b) Comment: We broadly support this scheme, the northern part of which follows the route proposed in our VDS. However, the weaker part of the scheme is Section 1 – the ‘link’ between Goulton Road and the City Centre. Section 1 (Goulton Road south-west towards Melbourne) does have value for residents of the Melbourne area to link with the Hospital, but it is not the obvious route to the City Centre If cyclists from the City Centre are to use this route, it is inadequate to send them along Skerry Rise, further to the west, to join Patching Hall/ School Lanes. There must be a direct cycle route from the end of the off-road cycle path at Valley Bridge to Goulton Road. See our comments below (Q.10) for details of how to complete this ‘missing link’. Please contact us at the Parish Office so that we can arrange to meet you and show this route on				

the ground.

Environmental impact:

The Parish Council and the County Council have agreed (most recently in 2015) that the section from the north end of Goulton Road around the Church Green Conservation area and churchyard must reflect the sensitive landscape surroundings of this area. In 2014 and 2015, it was agreed following site visits with engineers that:

- The section adjoining Night Pasture and Broomfield Hall would be lighted only by means of reflectors in the surface of the path
- This section would not exceed 2.5 m wide and would be surfaced in buff, to blend with the land surface.

Once the cycle path approaches the alleyway alongside the Chelmer Valley High School (CVHS) fence, the route becomes less sensitive and can be lighted in the normal way (though it will need to be widened to allow proper segregation of pedestrians/dogs from cyclists on this narrow, well-used footpath). We are happy to walk the route again with engineers to describe these specific factors in more detail.

The County Council may be aware of the complication caused by land ownership issues around the churchyard. The churchyard is now likely to be extended northwards and enclosed with a fence, in which case the cycle path can simply follow its boundary. Subject to continued agreement on the landscape issues above, the Parish Council will continue to liaise with the Parochial Church Council (PCC) to resolve any remaining difficulties.

Finally, we would want to stress the value of this route for school students attending CVHS. Our proposed addition would add a section that will also be useful for children attending Broomfield Primary School.

c) Title of Scheme: **Essex Regiment Way Crossing**

d) Comment:

We also support the idea of a crossing at this location to re-establish the bridle path that was severed by Essex Regiment Way and enable cyclists to access Mill Lane more safely.

However, we do not believe the additional cost of providing a bridge or subway at this point is appropriate. This should be considered in the future further north, nearer to the Park and Ride, with a new cycle path linking the Park and Ride with Croxton's Mill Lane and so directly with Broomfield Hospital. Investment in a bridge/subway near the Park and Ride would also:

- Enable commuters to park at the P&R and then walk (or cycle) the short distance to Broomfield Hospital

- Provide a route for residents of the Channels estate and the proposed 6,000 dwellings at NE Chelmsford to access the Hospital.

The disadvantages with investing in bridge/subway near Mill Lane are:

- Whilst a very attractive route, Mill Lane is not an ideal route for all cyclists due to the steep rise at the eastern end
- Even before the construction of Greater Beaulieu Park, it is very heavily used for recreational purposes (e.g. dog-walking) which could create a conflict with rapid cycling
- The western end of Mill Lane is not well connected; cyclists still have to negotiate a very narrow, dangerous section of Main Road in order to access the Hospital CVHS (the use of the alleyway between Glebe Crescent and Main Road is problematic due to limited visibility on the bend of Main Road).

We therefore feel a dedicated east/west cycle route further north is needed, where investment in a subway or bridge would indeed be merited.

We therefore believe a refuge or pegasus signalised crossing would be more appropriate at the crossing point indicated in this scheme.

e) Title of Scheme: **Broomfield Road Corridor**

f) Comment:

We welcome the emphasis on improving cycling on Broomfield Road and Main Road, Broomfield but we have grave concerns about the measures proposed and those omitted:

- There is already a dedicated cycle path parallel to Broomfield Road, behind the Avenues. The problem is that it stops at Valley Bridge. The funding priority should therefore be to extend this cycle path northwards, rather than to duplicate it by improving cycle lanes on Broomfield Road. A small amount of funding could be used to remove the chicanes at the end of 5th, 6th and 7th Avenues of the existing cycle path, as these are unnecessary and may deter some cyclists from using the path.
- Any re-organisation of bus stops should be considered very carefully and in consultation with the communities they serve. They should only be moved in they increase the attraction of bus travel. Buses have an important role as 'mobile traffic calmers'. Moving them purely to increase traffic flow for private vehicles risks increasing the attraction of the Corridor for cars, in preference to encouraging them to use Essex Regiment Way/Chelmer valley Road where peak time congestion is less (see Report on the Transport Impact of Local plan Preferred Spatial Option).
- The scheme therefore does nothing for the north part of the Corridor, in Broomfield Parish. Rather, the priority for the Corridor must be securing a cycle path from Valley Bridge

to Broomfield Hospital – this is currently the ‘weak link’ for the whole Corridor. Please see below (Q.10) for our proposed remedy.

9) To guide us in delivering the £15 million Chelmsford City Growth Package, please tell us which three schemes you’d most like to see prioritised (full scheme list on p12-13, but for detailed information about the schemes please see the relevant volumes)

1) Great Waltham to City Centre Cycle Route

2) Essex Regiment Way Crossing

3) Alternative Broomfield Corridor (see Q.10 below)

10) In addition to the proposals in these consultation documents, are there any other transport improvements you would like to see in Chelmsford?

A) Cycle Paths

We have updated the cycle proposals in Annex Two of our VDS in the light of your proposals, to ensure that the Great Waltham Route and the Broomfield Corridor schemes align better.

First, we would like to see a full assessment of the scope for creating a hybrid cycle track (as illustrated on page 7) along the length of Main Road (as advocated in the ‘Broomfield Corridor Study’). This would have some advantages compared to an off-road route in terms of perceived personal security in the hours of darkness.

Second, we have drawn up an off-road cycle path from Goulton Road in the north to Valley Bridge in the south in 2 sections:

Section 1:

Goulton Road to Roselawn Farm (junction of Main Road/Roselawn Fields), mostly on ECC or other publically-owned land.

Adjoining the Primary School playing field, then running behind the houses on the west side of Main Road, to a toucan crossing opposite Roselawn Farm.

Section 2:

Roselawn Farm towards Valley Bridge.

Roselawn Fields, Gibson Vale, new cycle path along the eastern edge of the settlement boundary to Valley Bridge.

Additionally, 2 very short links from Gibson Vale into the new Days Garage development and then in to the northern end of Velacotts would also link these areas into this cycle path.

We are keen to walk these routes with you and discuss them further.

B) Other Measures

The 'Broomfield Corridor and Access to Broomfield Hospital Study' was produced for the County Council in 2007. It makes important recommendations to restrict through traffic on Broomfield Road/Main Road which have never been implemented.

Paragraph 9.3, Community Focal Areas, proposes that interventions should be made at 3 points, including Broomfield village centre, aimed at:

'..shifting the perception of users away from being a through route for traffic towards the concept of the highway being a space to be shared by all users. The kind of measures to be considered could include:

- Speed reductions
- Wider footways
- Narrower carriageways
- Surfacing materials
- On street parking laybys
- Environmental improvements through urban landscaping.'

Specific measures of this type are also proposed in Annex One of the Broomfield VDS.

The recent Report on the Transport Impact of Local Plan Preferred Spatial Option underlined the extent of congestion on the B1008 Main Road Broomfield and showed that it is significantly worse than on the A130 Essex Regiment Way (which was originally built to relieve congestion in the Broomfield Corridor).

We would therefore like to see transport improvements in Main Road to implement the 'Broomfield Corridor Study' and discourage through traffic.