



# Access Appraisal

**SJ and CM Norris  
Brentwood Park and Ride  
August 2013**

DRAFT



**SJ and CM Norris**  
Brentwood Park and Ride  
August 2013



**Quality Assurance**

Site name: Brentwood Park and Ride

Client name: SJ and CM Norris

Type of report: Access Appraisal





## **Table of Contents**

<b>1</b>	<b>INTRODUCTION</b> .....	<b>1</b>
	Brief .....	1
	Background .....	1
<b>2</b>	<b>NATIONAL AND LOCAL POLICY</b> .....	<b>2</b>
	National Policy .....	2
	Local Transport Policy .....	3
<b>3</b>	<b>SITE ASSESSMENT</b> .....	<b>5</b>
	Existing Information .....	5
	Access Options .....	5
<b>4</b>	<b>FURTHER WORK REQUIRED</b> .....	<b>7</b>
<b>5</b>	<b>SUMMARY AND CONCLUSIONS</b> .....	<b>8</b>
	Summary .....	8
	Conclusions .....	8

## **Appendices**

**Appendix 1**      **Site Location**

**Appendix 2**      **Potential Access Solution**



# 1 INTRODUCTION

## Brief

- 1.1 Journey Transport Planning Ltd has been instructed by SJ and CJ Norris to provide an Access Appraisal with respect to investigating the potential for a Park and Ride to the north of the A023 Chelmsford Road, Shenfield. The site is shown in **Appendix 1**.

## Background

- 1.2 This appraisal specifically investigates the following aspects with respect to the provision of access to the site for the purposes of a Park and Ride facility for Shenfield Rail Station:
- Current policy with respect to the provision of access from the A1023 and the A12;
  - Required design standards for access;
  - Investigation of options for access;
  - Provision of a preferred access arrangement for discussion with the ECC, the Highway Authority and the Highways Agency; and
  - Provision of a summary of the outcome of the discussions and a consideration of any further work that may be required to support the case for access



## 2 NATIONAL AND LOCAL POLICY

### National Policy

- 2.1 Relevant policy guidance relating to new development, and transport and land use planning is set out at national and local levels in the following documents:
- the National Planning Policy Framework;
  - DfT Circular 02/2007
  - the DfT Transport Assessment Guidelines.
- 2.2 These documents set the context in which the proposals have been assessed.

### The National Planning Policy Framework (NPPF)

- 2.3 The current National Planning Policy Framework (NPPF, Mar 2012) supersedes all previous Planning Policy Statements (PPS) and Planning Policy Guidance (PPG), within which the government sets out its core principles for the planning system in England.

### Promoting Sustainable Transport

- 2.4 Whilst not prescriptive, the current National Planning Policy with regards to transport, Section 4 of the National Planning Policy Framework – Promoting sustainable transport, considers that 'transport policies have an important role to play in facilitating sustainable development' and also in 'contributing to wider sustainability and health objectives'. Wherein the transport system needs to be 'balanced in favour of sustainable transport modes, giving people a real choice about how they travel'.
- 2.5 The NPPF therefore considers that Local Plans through Land Use Planning should support a pattern of development which facilitates the use of sustainable modes of transport and development should be located so as to minimise the need to travel. Furthermore, planning policies should aim for a balance of land uses within an area which will encourage people to 'minimise journey lengths for employment, shopping, leisure, education and other activities'.
- 2.6 Notwithstanding, the NPPF recommends that developments should only be prevented or refused on transport grounds where the residual impacts of development are severe.

- 2.7 It is considered that a suitably located Park and Ride facility, with associated infrastructure and services, promotes and supports the objectives of the policy as set out in the NPPF.

### Local Transport Policy

- 2.8 Local transport policy is set out in the Essex County Council Local Transport Plan 2011 (LTP) which provides the strategic framework for the development of transport infrastructure in Essex.
- 2.9 The LTP provides specific policy for the promotion of Park and Ride in appropriate locations and sets out under Policy 3: Network and Congestion Resilience that ECC will:

*Work “in partnership with the Essex district councils to improve the management of parking within urban areas, including the possible development of Park & Ride facilities to remove traffic from congested corridors”*

- 2.10 The LTP also recognises that:

*“Local bus services play a key role in providing good connectivity. The Council’s Passenger Transport Strategy will identify a network of ‘Core Bus Routes’ (see Policy 4 – Public Transport), which will include those routes serving rail and bus stations, large employment sites/areas, new residential/commercial/business developments, town centres and strategic Park and Ride sites.”*

- 2.11 The LTP also highlights the Park and Ride Strategy in terms of its commitment to developing Park and Ride in towns across Essex, particularly in its four major centres whilst that the plan is an evolving strategy and needs to take account of such changes as the opening of Crossrail, due in 2018, which will result in Brentwood and Shenfield stations are likely to become increasingly important, with Shenfield being the terminus for Crossrail services from central London and beyond.
- 2.12 It is clear that with the increased attractiveness of Shenfield Station, a strategy to accommodate the increase in usage needs to be developed and Park and Ride should be a central part of that strategy.

### Development Management Policy

- 2.1 ECC sets out in their publication Development Management Policies (DMP) Feb 2011 that access to development sites should be considered against the Essex Functional Route Hierarchy
- 2.2 The A1023 Chelmsford Road is defined by the Highway Authority as a Main Distributor Route and given its location is within a defined settlement area and as such is governed by Policy DM2 of the

**SJ and CM Norris**  
Brentwood Park and Ride  
August 2013



DMP which states that where access is permitted they should be kept to a minimum and designed in accordance with current standards.

## 3 Site Assessment

### Existing Information

- 3.1 The proposal site is directly to the north of the A1023 Chelmsford Road in Shenfield and is bordered by the A12 to the north. The site location is shown in **Appendix 1**.
- 3.2 The site is well connected to the local road network and in turn to the strategic road network via the Mountnessing Interchange.

### Access Options

- 3.3 A number of potential options for access have been considered and are set out below:
- Option 1 - Entry only from the A12 on slip with exit only onto the A1023.
  - Option 2 - Direct access from the Mountnessing Interchange
  - Option 3 - Priority junction access from the A1023
  - Option 4 - Signalised access from the A1023
  - Option 5 - Roundabout access from the A1023

#### Option 1 - Access Via A12 On-Slip

- 3.4 This option has been examined as it potential offers minimal disruption to through traffic whilst at the same time allowing full access to the site. All trips would utilise the existing roundabout to make any necessary turning movements.
- 3.5 Initial discussions with ECC indicate that they would not favour this option due to potential safety issues associated with the use of the A12 on slip where vehicles are accelerating to join moving mainline traffic. Notwithstanding it is considered there may be scope for such a proposal as there are precedents in the County e.g. A120/A1232 at Colchester where the on-slip to the A120 from the roundabout also provides access to an industrial and development area via a diverge taper from the on slip. In view of this it is considered that whilst not the preferred option, option 1 should be retained for further investigation as necessary.

#### Option 2 – Access from A12 Roundabout

- 3.6 Whilst this option would be the most straightforward and legible solution there is insufficient space at the interchange to accommodate an additional arm in to the site without compromising highway safety. This option has not been taken any further.



#### Option 3 – Priority Junction

- 3.7 An assessment of the site frontage onto the A1023 indicates that there is the potential to implement a priority junction with visibility achievable to standard in both directions. Given the requirement to ensure the passage of through traffic on the A1023 is not compromised, a left out only arrangement has been considered. This would result in right turners from the site utilising the roundabout to head toward Brentwood from the site. In any event it this movement is unlikely to be significant given the likely origin of traffic being from the north and north east.
- 3.8 A preliminary design arrangement is held in **Appendix 2**.

#### Option 4- Signal Junction

- 3.9 This option has been considered in the event the Highway Authority decree a greater level of control is required at the junction. Such an arrangement could be accommodated however it would be likely to have an impact on the passage of through traffic on the A1023

#### Option 5 – Roundabout Access from Chelmsford Road

- 3.10 The provision of a roundabout access to the site has been considered and whilst technically feasible, it is not considered necessary in terms of capacity or highway operation and as such would represent an overdesign in the context of the facility being provided although it is recognised that it provides the best solution in overall operational terms as it caters for all movements with minimal impact on the operation of the A1023. This option could be developed further if required.

#### Preferred Option

- 3.11 As set out above, Option 3, a limited movement priority junction represents currently the best option in terms of accommodating the required movements whilst maintaining the function of the A1023.



## 4 Further Work Required

- 4.1 Given the development aspirations for the site a level of further work will be required to demonstrate that the access can satisfactorily accommodate the proposals and offset any concerns the highway Authority may have.
- 4.2 Discussions with ECC indicate that the following further work will be required to satisfactorily demonstrate that an access to a Park and Ride proposal can be accommodated on the site.
- 4.3 TBC

## 5 SUMMARY AND CONCLUSIONS

### Summary

- 5.1 This appraisal has been provided to demonstrate the potential for access to a site to the south west of the Mountnessing Interchange with the purpose of promoting a Park and Ride facility on the site.
- 5.2 An option evaluation indicates the preferred option offering the best compromise between function, operation, safety and cost would be Option 3 a limited movement priority junction.
- 5.3 The option evaluation recognises that alternative access options could be implemented and as such have not been fully discounted at this stage and could be taken forward for further evaluation if required.
- 5.4 In taking forward any of the options further work would be required to demonstrate the suitability of the access proposals.

### Conclusions

- 5.5 This appraisal demonstrates, notwithstanding the potential policy objection, that an access from the site can be achieved in accordance with current standards providing access to a Park and Ride facility.