



Essex County Council

Highways &
Transportation Group



COLCHESTER



TRANSPORT FOR COLCHESTER



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1. EXECUTIVE SUMMARY

Transport for Colchester is the result of many months of work between Essex County Council and Colchester Borough Council. The work was initiated following concerns that the impact major development will have on the existing transport network in the coming years. At present there is significant congestion on certain key roads during the morning and evening peaks and at certain times at the weekends. The aim of the document is to develop an efficient, effective and sustainable integrated multi-modal transport network with identified measures in place by 2011 to accommodate the transport needs of Colchester until.

The plan recognises that whilst there is an overarching need to encourage the use of sustainable modes of transport through the provision of improved walking, cycling, bus and train facilities to reduce congestion and the rate of traffic growth, there remains the need to facilitate essential journeys by car in and around the Borough.

This plan is based on a holistic approach with measures identified for each mode of transport as well as looking at future aspirations for parking in the borough and reducing unnecessary through traffic in the town centre. The measures identified are achievable, although some will require extensive feasibility work. The only exception to this is rail where both authorities are reliant on another partner to deliver improvements.

The key to the plan is the creation and development of a robust road and road user hierarchy that informs investment in road improvements, to provide a network that encourages the appropriate type, volume and speed of traffic for the specified functions of each road. This will require some new road links in the network, especially in the south of the town and major improvements to the A133 corridor. This would allow the introduction of bus priority corridors that would link to proposed park and ride sites.

The plan sees the creation of a network of Quality Bus Partnerships with quality infrastructure and a high quality multi modal interchange within the town centre. Increasing rail movements at stations at the edge of town will relieve pressure at Colchester North and encourage further modal shift. This will require a complete review of car parking provision as well as ensuring that stations are fully accessible by bus, cycle and walking.

All these measures will allow the introduction of the Historic Core Concept where entry to the town centre by motor vehicle will be limited to essential traffic and through routes across the historic core will be discouraged, except for greener modes.

These 'hard' measures will be supported by 'soft' policy measures designed to reduce demand by the promotion of alternative modes through education and publicity. These include the Safer Journeys to School initiative, introduction of Travel Plans and flexible working.

Transport for Colchester will need to be driven forward by multi-tasked teams combining transportation with other disciplines. Both the Borough Council and County Council will commit dedicated staff resources to these teams to co-ordinate all existing and future projects that contribute to the plan. Substantial investment in transport infrastructure projects is also required with initial estimates in the region of £150 million. This is a mixture of capital and revenue support. There is no magic bullet solution and a fully integrated approach is required.

2. INTRODUCTION

2.1 Vision for Colchester

To ensure that Colchester becomes the prestige town in the east of England.
(Colchester's Strategic Plan)

To make Essex a better place to live and work. *(The Essex Approach)*

2.2 Aim

To develop an efficient, effective and sustainable integrated multi-modal transport network for Colchester.

2.3 Objectives

Strategic Objectives

- To develop a long term plan governing strategic transportation movements in the town
- To underpin the corporate priorities of Colchester Borough's strategic plan, in particular to:
 - To promote economic prosperity and tackle deprivation
 - To ensure the quality of life expected of a prestige town
 - To be the cleanest and greenest borough in the country
- To complement the Essex Approach in particular to get Essex moving again, tackling road congestion and improving public transport

Specific Objectives

- Accommodate in a sustainable way the transport demands of the Community Strategy (Colchester 2020) and the Development Plan
- Develop a new Hierarchy for all roads and road users
- Take active measures to reduce and minimise existing congestion and to deal with the impact of projected growth.
- Reduce levels of traffic in Historic Core Zone
- Provide choice of transport mode for both long and short journeys
- Obtain funding for transport improvements and ensure that sufficient funding is available to maintain the transport network
- Identify and develop high quality key transport interchanges including a prestige functional central bus interchange within the town centre
- Develop a plan of implementation

2.4 Time scale

Measures identified within this document to be put in place by 2011, aimed to accommodate the transport needs of Colchester until at least 2020.

3. THE CHALLENGES

3.1 Background

Colchester is the County's oldest and most historic town. It is also undergoing extensive development and large-scale investment is planned in a number of regeneration projects over the next ten years.

Key developments include:

- 6,000 new homes being built in the 4 regeneration areas – Cuckoo Farm, Colchester Garrison, Hythe and St Botolph's Quarter
- a new urban village at the old garrison and a re-birth of the old harbour area
- another 5,000 homes which will have been built between 1998 and 2010
- 6,000 new jobs in regeneration areas and, 5,000 existing jobs retained at the new garrison
- a new research park at Essex University
- a new Visual Arts Facility which will attract half a million visitors a year
- a new community stadium
- an additional 350,000 square feet of retail space

3.2 Transportation Challenge

- 3.2.1 Perhaps the biggest challenge to Colchester is traffic growth and the dominance of the car as the main mode of travel. This reflects current usage patterns and will be exacerbated by the amount of new development that is expected.
- 3.2.2 Over the last 10 years modal split in Colchester has changed so that more journeys are now made by car and people are travelling greater distances to reach places of employment, leisure facilities, retail areas, educational establishments and other generators of demand. Colchester has become less self-contained and this too presents a planning challenge in terms of how best to provide and plan for transportation services and infrastructure.
- 3.2.3 Colchester currently suffers from congestion along the main access routes during the peak and at other times of the day as a result of any disruptions to the network caused by road works, accidents or other emergencies. This has a cost to business in terms of delayed deliveries and lost working hours and could be affecting the attractiveness of the town as a place to live and work. While this is difficult to quantify in overall terms, there is a clear economic disadvantage to the town.
- 3.2.4 Thus, while Colchester is poised to realise its potential as a regional, county and local centre, to do so fully it needs to address the long term consequences of development for the town's transport network. It can then take advantage of the excellent opportunity this ongoing development represents to create a modern, effective, efficient and sustainable transportation system.

3.3 Projected Traffic Growth

3.3.1 Dealing with traffic growth created by the ongoing development programme is the major challenge for Colchester's transportation strategy. Projections indicate that:

- Traffic levels in Colchester will grow by between 22% (low figure) and 36% (high figure) by 2011 if no action is taken. (Figures taken from Essex LTP).
- With the current Colchester population of 156,000, some 307,000 car journeys are generated per day (based on national occupancy and traffic generation figures).
- Given the above journey generation figures, this would increase by between approximately 68,000 and 111,000 journeys per day.

3.3.2 Additional traffic will also be created if Colchester's aspirations to increase employment and tourism throughout the borough are realised. It is clear that this level of projected growth cannot be supported within Colchester's existing transport network. Therefore it is necessary to tackle the root of the problem and introduce not only hard measures such as infrastructure improvements to enhance transport corridors but also soft policy measures affecting travel choice and lifestyle, promotion of non-car modes and demand management tools that will reduce traffic growth.

3.4 Developing the way forward

In considering how to address the way forward, an *Integrated Transport Network* approach for Colchester has been adopted. In doing so, the following factors have been taken into account.

3.4.1 Colchester's 'New Transport Strategy, July 2001'

Colchester's 'New Transport Strategy, July 2001', sets out the Policies for transport in Colchester, with a five-year implementation programme to 2005. This is included in the current Local Transport Plan and has been used as the basis for developing Transport for Colchester.

3.4.2 Need for long term planning

Planning is required now to address the issues raised by large-scale development and regeneration of the town and take account of the needs of the outlying rural areas to 2010 and beyond. An approach is needed which treats the causes of transport problems rather than simply treating the symptoms such as congestion, accidents and pollution with the resultant impact on residents, i.e. a strategy that addresses the underlying problem of traffic growth.

3.4.3 Development of an Overview - What will the Borough of Colchester be like in 2020?

Map 1 gives an indication of the scale of changes expected in Colchester over the next 20 years, the opportunities this will bring and some of the challenges to be faced.

3.4.4 Recognition of the need to reduce traffic congestion and traffic growth

The impact of traffic congestion on the economic and environmental viability of Colchester is such that the issue cannot be ignored. The demand for greater car travel is forecast to continue to increase. This plan needs to mitigate against the adverse effects of this by positively managing the traffic network and promoting the use of sustainable modes of transport.

Ongoing education and dialogue with transport users, linked with measures to reduce demand, may offer an opportunity to address underlying attitudes towards travel choice, allowing a greater than expected modal shift over the long term.

The following factors are important pointers to this end.

- Walking is already the most important mode for the shortest trips and with safer, attractive facilities can be greatly improved upon. Colchester has the highest number of people who walk to work at 10%.
- Cycling is a viable option for many trips around the town as shown by the fact that the modal share for cycling to work is relatively high (4%) compared to the rest of the county and this could be increased if properly prioritised, resourced and promoted.
- Colchester already has the highest bus modal share for travel to work in the county (6%). The attractiveness of public transport as the travel mode of first choice can be substantially increased through improved service quality, reliability, journey times, infrastructure and reducing congestion along public transport corridors.
- Park & Ride schemes aimed directly at commuters (including rail users) and long stay shoppers can also be used to reduce traffic pressure within the town centre, especially through the Historic Core.
- The road network will still have to cater for high levels of private car traffic in the future and a robust road network will provide the backbone of any measures undertaken.
- It is essential that journeys by all modes can be made in an efficient and safe way.
- The provision of multi-modal travel information, including journey planning, real-time passenger transport and congestion information and car park guidance, will assist decision-making on when and how to travel, making more efficient use of available capacity within the overall transport network.

3.4.5 Transport Planning Mechanisms

The need for congestion relief is now receiving higher priority, accepting that road space is a valuable and limited resource, which has to be distributed with full consideration for the implications and effects for all user groups.

Traffic growth and traffic congestion can be accommodated, mitigated against or influenced by a variety of interventions. A balance needs to be found between:

'Hard' engineering measures designed to improve movement by all traffic or selectively to improve movement by particular mode or to restrict access by mode

and

'Soft' policy based measures designed to reduce demand by the promotion of alternative modes through education and publicity.

- Congestion charges

While the initial impact of congestion charges in London does appear to have had a positive impact on traffic levels, study of the longer term effects will be necessary before a firm judgement can be made about the suitability of such a regime in a relatively small town, such as Colchester.

- Work place charging

Charging for work place parking is similarly untested as a method of controlling traffic growth. For this reason neither measure has been built into this strategy, but both should be investigated as longer-term tools (complemented by attractive alternatives) for reducing congestion should other measures fail to impact.

- Improved Traffic Management and Information Technology

Technology has an increasing role to play in providing information and keeping the network moving. The availability of more sophisticated traffic management techniques can be implemented to use the road space more effectively and help move traffic through bottlenecks and give priority to selected modes of transport.

- Travel Plans

Travel Plans agreed with all major employers and developers to promote the use of more sustainable forms of transport through use of information, and promotional techniques, including targets for percentage of workforce/residents making use of public transport and controls on parking allocations.

- Safer Journeys to School

The Safer Journeys to School Programme addressing the effect of the school run on peak period travel.

- Flexible working

Options to be promoted include the development of home and remote working, extending the permitted working day or spreading the working week over fewer days. Over the last 10 years home working in Colchester has grown from 4% to over 9%.

- Changing transport habits

Nationally it has been realised that changing transport habits is not simple. The adoption of a 'holistic' approach is necessary for looking at:

- the quality of the whole journey, including the quality of any interchange.
- how people get information on travel and cost options.
- the way people view travel time.

4. THE SOLUTIONS

4.1 *Implementation Plan*

4.1.1 A holistic approach

The implementation plan is presented by travel mode. However it cannot be stressed strongly enough that the strategy has been designed as a whole, with the mix of measures contributing to the overall effect. It is not suitable for a 'cherry pick' approach, since individual measures may on their own produce unbalanced and counterproductive results.

4.1.2 Layout

The schemes and measures needed to implement the strategy for Colchester are illustrated in the maps that accompany this report and explanatory notes for each mode of transport are detailed in this section. The current town is shown as the base plan with the major regeneration and development areas. Overlay maps show the hierarchy for each mode of transport.

Map 1 - Base Map, Colchester network with regeneration and Development areas

Map 2 - Road hierarchy and major improvement schemes

Map 3 – High quality bus network

Map 4 - Rail improvements

Map 5 - Walking and cycling routes

Map 6 – Town Centre Proposals

Map 7 – Parking Strategy

Map 8 – Rural Access proposals

5. THE MAPS AND EXPLANATORY NOTES

5.1 Colchester Base Network - *Map 1*

The map illustrates all the major development sites within the town (sites that have more than 50 units). These include the four main regeneration areas.

- North Colchester (incorporating Cuckoo Farm and Severalls areas)
- East Colchester (including Hythe, Colne Harbour and Greenstead areas)
- St Botolph's Quarter (including east town centre redevelopment)
- Garrison re-development

The Local Plan anticipates a further 11,000 homes in Colchester Borough covering the period 1996 to 2011. The four regeneration sites will contribute 6,000 of these homes within the plan period, which highlights the importance of not purely focusing on these sites when considering future transportation needs.

In addition to these major development sites there may be windfall sites which are sites not foreseen in the Local Plan. These include the potential for hundreds of additional homes if the redevelopment of the Woods factory site off of B1508 Bergholt Road goes ahead and the further expansion of the Colchester District Hospital. Both of these sites require urgent consideration of the transportation impact on the existing road network and how they impact on Transport for Colchester.

5.2 Road Hierarchy including major improvement schemes- *Map 2*

The majority of congestion problems in Colchester are occurring on certain key roads, which cannot accommodate the competing traffic demands placed on them. This is particularly apparent during the morning and evening peak periods and at certain times at the weekends.

Information from a variety of sources has been collated to assess the present day capacity problems with the road network, and the expected problem locations over the next decade. There is a need for an up to date integrated transport model for Colchester to allow detailed investigation in the long term. Table 1 establishes a congestion concern hierarchy.

Table 1 – Hierarchy of current and predicted congestion problem locations in Colchester
(This has been determined using available models and professional judgement)

How serious is the congestion?	Present day problem locations	2013 problem locations
Volume exceeds capacity	A133 Cymbeline Way A133 Colne Bank Avenue A133 Clinghoe Hill A134 Station Approach Brook Street A1124 Lexden Road North Station Road – northbound	A133 Cymbeline Way A133 Colne Bank Avenue A133 Clinghoe Hill A134 Station Approach Brook Street A1124 Lexden Road North Station Road – northbound A134 from Southway to Colne Causeway A1124 Ipswich Road – entire length A133 Cowdray Avenue A134 Northern Approach (if unallocated sites approved)
Volume approaching capacity	A134 from Southway to Colne Causeway A1124 Ipswich Road A133 Cowdray Avenue	A134 Westway A134 Balkerne Hill Approaches to Southway from the south A133 St Andrews Avenue

5.2.1 Establishing Colchester’s road hierarchy

As far back as 1963, The Ministry of Transport published a report by Colin Buchanan entitled ‘Traffic in towns – a study of the long-term problems of traffic in urban areas’. The report demonstrated that if urban areas are to function efficiently and provide an acceptable living and working environment, then land use, transport, highway and traffic developments have to be planned and managed together as part of the same process. It advocates that this control can come from a clear hierarchy of roads. This philosophy is still applicable today and with ever increasing levels of car ownership, it is even more necessary.

The hierarchy of roads shown in this report at table 2 is adapted from one given in ‘Transport in the Urban Environment’ (1997) by the Institution of Highways and Transportation.

The **hierarchy of roads** indicates where we should concentrate our efforts and resources to deal with the highest volumes of motor-traffic, providing **high capacity, safer, free flowing routes (30 or 40 mph speed limits** are envisaged except on the A12 which will have national speed limit).

All roads not listed on the hierarchy would be termed **access roads** where the predominant activities would be walking, cycling, access to properties and slow moving vehicles. **20 mile per hour speed limits** will be established on these routes where appropriate.

5.2.2 Principal Distributor Network

An attractive principal distributor network is required to provide for the distribution of goods, and for through traffic movements. This will comprise:

- **Major improvements to the A133 corridor to allow this road to be promoted as an inner relief road/access corridor**

To the south of Colchester options are more limited. Southway and Westway are already suffering from capacity problems. These roads create community severance problems and it is not recommended they be promoted as Principal distributors. Therefore

- **To the south west of the town the proposed Western Bypass will provide an outer relief road from A12 Stanway to Warren Lane. Land may be required by the Highway Authority to secure the implementation of this route**
- **It is proposed that the feasibility of developing a western/southern bypass route be investigated. This could include a combination of providing new links and upgrading existing links from the western bypass to east Colchester. This would provide a complete southern outer relief road. This is not identified in the current Local Plan**

To the North of Colchester there are the A12 and A120 Trunk Roads, which are currently under capacity. The London to Ipswich Multi Modal Study (LoIS), which reported on 4 December 2002, recommended the upgrade of the A12 between M25 and Ipswich to dual 3 lane carriageway by 2016. It also recommended the dualling of the A120 between Hare Green and Harwich. These roads are in a class of their own, and are shown on map 2 as primary distributor roads.

The implementation of this high quality network would allow the introduction of public transport corridors and restrictions on movements near the town centre. In the longer term it will allow consideration to be given to downgrading the priority given to motorists along Southway.

5.2.3 Key Requirement

An integrated transport model would be required to test these proposals and determine the reassignment on the network. It is considered that it will contribute to addressing the capacity problems outlined in the earlier table 1 above. The model will take time to assemble and calibrate and is regarded as a useful tool in the medium term.

Table 2.0	Road Hierarchy – roads for motor vehicles					
Functions	Public Transport Corridor Shown on map by red and green dots	Local Distributors Shown on map by an orange line		District Distributors Shown on map by a red line	Principal Distributors Shown on map by a green line	Primary Distributors Shown on map by a blue line
	North – Northern Approaches, segregated bus lane/North Station Rd/North Hill South – Butt Road/Layer Road/Head Street East – Military Rd/Recreation Rd link East – East Hill/Greenstead Road West – London Road/Lexden Road	Lexden Road Bergholt Road Harwich Road St Johns Road Avon Way London Road Straight Road Severalls Lane	New Garrison link Military Road Southway East/West link Rd to Northern Approach Halstead Road Brook Street	Northern Approach Ipswich Road Maldon Road Mersea Road Westway Balcerne Hill	A133 – entire length Western Bypass Southern Bypass – proposed new route	A12 A120
Predominant Activities	Priority corridor for buses, taxis and motorcycles Use of highway by frontages Delivery of goods and servicing of premises	Vehicle movements near beginning or end of all journeys Public transport services		Principal and Primary Network All through traffic between different parts of the urban area	Medium/long distance traffic to Principal & Primary network No additional frontage access	Fast moving long distance through traffic No frontages access
Pedestrian Movement	Careful consideration of opportunities for crossing especially to/from bus stops. Uncontrolled and controlled crossings may be considered	Careful consideration of opportunities for crossing. Uncontrolled and controlled crossings may be considered		Minimise pedestrian activity with positive measures for their safety. Only controlled crossings should be considered	None – vertical segregation between vehicles and pedestrians, wherever possible	None - vertical segregation between vehicles and pedestrians
Cycling	Shared use of area available to public transport vehicles, if possible	Assisted by provision of on-carriageway cycle lanes if possible		On-carriageway cycle lanes, and help in turning right should be provided, if alternative cycle routes are not available	Segregated off carriageway cycle facilities or alternative routes should be provided	Segregated off carriageway cycle facilities or alternative routes should be provided
On Street Parking	Considered if space is available	Appreciable, if space not provided off the highway		Some, depending on traffic flow conditions	None	None
Heavy Goods Vehicle Activity	Only for delivery of goods and services	Only to serve frontage premises and reach nearby access roads		Movement between different parts of the urban area	Suitable for all through movements	Suitable for all through movements
Vehicle Access to Individual Properties	No restrictions	Some to frontage premises and sites		No additional accesses, apart from sites generating vehicle flows at levels similar to those on local distributors	No additional accesses apart from sites of national traffic importance, with purpose-designed access	None
Local Vehicular Movement	Some	Predominant		Some, according to spacing of junctions	Little – junctions spacing should preclude local movements	Very little - junctions spacing should preclude local movements
Through Vehicular Movement	None	None		Significant role for medium distance traffic	Medium/long distance traffic	Predominant role for long distance traffic
Vehicle Operating Speeds and Speed Limits	Subject to 30 miles/h limit but layout should discourage speed	Subject to 30 miles/h limit but layout should discourage speed		Subject to 30 or 40 miles/h limit within the urban area	More than 40 miles/h depending on geometric constraints	Unrestricted

5.3 Bus Priority Routes - *Map 3*

The Colchester Road Passenger Transport Plan

Two journey types have been addressed based on the origin, the destination and purpose of the journeys.

1. Travelling to and from Colchester – for relatively long stays within the town
2. Internal journeys originating and terminating within Colchester - the need for local access, work and amenities

Through traffic would be expected to use the Principal distributor network.

5.3.1 Travelling to and from Colchester

A number of measures can be adopted to reduce the need to use the car for journeys into central Colchester by:

5.3.1/1 Park & Ride

This would see the construction of three park and ride sites on the key approach roads to Colchester from the north, west and east, linked to the town centre by frequent high quality bus services (offering a minimum 10 minute frequency) running down prioritised corridors.

The corridors are:

- The north to south bus priority corridor would assist the North Colchester P&R route, and other local and longer distance buses in the area. It is planned that it would have stops at the General Hospital and Colchester North Station.
- The west to east bus priority corridor would not need much work as it would run from the Stanway area down the A12, A133 Cymbeline Way/Colne Bank Avenue to link with the North to South Corridor.
- The east to west routes can only be improved in the long term, after the A133 has been upgraded. The Park and Ride site could be located at a site adjacent to the A133 served by a route along the A133, new infrastructure at the University, Greenstead Road and East Hill. The inclusion of parking at a facility in the east Colchester area will be dependent on the viability of the Cuckoo Farm (north Colchester) site. However it is also proposed that there will be a park and train facility in the short to medium term with improved parking at stations along the Clacton Line.

The smaller southern catchment area will be served by the park and walk sites at Butt Road and Flagstaff Road and better access to existing bus services.

The success of Park & Ride and Train and Ride would be linked with the ongoing reduction of long stay parking availability within the town centre. Fare prices would be aimed at being attractive compared to car park charges. Drivers would still be able to use their car to come to Colchester, but would no longer have to enter the

town centre (Sites located to intercept main access corridors North, East and West of town - see map). Long stay coach parking facilities for the predicted increase in tourist travel could be incorporated into these facilities. However provision needs to be made within the new town centre interchange for setting down and picking up of coach passengers.

5.3.1/2

Creation of Inter-urban Quality Coach Partnerships

High speed, high quality links along key corridors will allow an alternative to car journeys between town centres for interurban travel. The principal interurban routes concerned are shown below

- A) Proposed 'Essex Interlink' Express Coach and Interurban quality bus routes
1. Colchester – Stansted (Quality Coach Corridor)
 2. Colchester – Harwich
 3. Colchester – Clacton
 4. Colchester – Ipswich
 5. Colchester – Halstead
 6. Colchester – Braintree
 7. Colchester – Maldon
- B) Possible 'Essex Interlink' routes for further consideration
1. Colchester - Chelmsford
 2. Colchester - London
 3. Colchester - Norwich

5.3.2

Journeys within Colchester

Focusing on reducing the need to rely on short private car journeys for residents of the town.

In addition to the bus priority corridors outlined to serve the Park and Ride sites it is considered that three further corridors are required to improve bus travel in Colchester. These are as follows:

- South to North bus priority corridor could be along B1026 Layer Road/Butt Road, linking in with the evolving traffic management plans for the Historic Core Zone. This would be essential to take advantage of the public transport service improvements from the Garrison development.
- The West to East bus priority corridor to serve the Park and Ride does not require bus priority infrastructure as the buses will run along high quality links. However an additional corridor is required to serve residential development in the west of the town and the large number of educational premises which are heavily reliant on bus travel. This would run along A1124 London Road/Lexden Road.
- The redevelopment at the Hythe will require serving by a high quality bus service. An important potential new link in East Colchester is from Colne Causeway at Hythe, due west to Recreation Road, and giving a new bus-corridor route into the town centre via Military Road. The short 'missing link' at Hythe is a route that has already been improved for walkers and cyclists.

This link should be upgraded and made available for buses, but not for all traffic.

5.3.2/1 **Quality Bus Partnerships**

Reducing demand for private car use would require the creation of a network of Quality Bus Partnerships, (QBP) allowing access from and between existing and planned residential and business centres to the town centre.

This network would be based on the upgrading of existing bus services, and the establishment of new services through S106 agreements. Improvements in infrastructure, including the acceptance of some Passenger Transport prioritised routes, would be essential. Similarly investment in high quality vehicle and information systems (including telematics) would all play their part. Revenue support of services into the evenings and at weekends would be needed to allow the adoption of 'car free' lifestyles as an option to those living and working inside the town.

One aim would be to improve access to local rail connections and encourage the use of sustainable transport trips for this purpose. The proposed routes for QBPs in Colchester are outlined below:

1. Monkwick – Town Centre
2. St Michaels – Town Centre
3. ***Shrub End – Town Centre***
4. Fiveways – Town Centre
5. ***Stanway/Lexden – Town Centre***
6. West Bergholt – Town Centre
7. Mile End – Town Centre
8. ***General Hospital – Town Centre***
9. ***North Station – Town Centre***
10. ***Highwoods – Town Centre***
11. Magdalen Wood – Town Centre
12. Parsons Heath – Town Centre
13. ***Greenstead – Town Centre***
14. ***University – Town Centre***
15. Rowhedge – Town Centre
16. Old Heath – Town Centre

Bold/Italic entries indicate those routes making use of the 'bus priority routes' outlined in the Colchester Road Hierarchy and would be given priority for development. However new developments (such as the Colchester Northern Approach) will generate the need for additional high quality bus services and will therefore be added to the list as they occur.

5.3.2/2 **Bus interchange**

An associated **high quality multi-modal interchange and travel information site within the town centre** to facilitate through journeys is needed. To improve modal interchange and promote a whole journey approach, this should include facilities for taxis. It is proposed that the current bus station in Queen Street will be redeveloped as part of the St Botolph's Quarter regeneration. A new site for a modern interchange is being sought, possibly at Osborne Street, with integration into the St Botolph's Quarter and Historic Core Zone schemes.

5.3.2/3 **Bus infrastructure**

In conjunction with the development of Quality Bus Partnership routes there will need to be a step change in the quality of local bus service infrastructure to bring this into line with the requirements of the Road Transport Passenger Strategy.

These include

- Provision for low floor access
- Improved passenger shelters with secure seating and lighting
- Improved, comprehensive and easy to understand service information
- Bus telematics

5.3.3 **Market Segregation**

In addition to the two main types of journeys identified, it is possible to address more specific needs by developing schemes for individual demand sectors, to make public transport attractive for more trip types including rural areas.

Examples

- Schools/colleges – through **Quality School Bus Contracts** allowing for option to carry non entitled pupils and development of Safer Journeys to School programmes
- Health – tying in services to allow easy connections to reach major health service centres through the central interchange where necessary and by improved information on public transport availability at designated health centres
- Assist those unable to make use of commercial transport services, through the development of improved flexible and comprehensive **Community Transport** services
- Lifestyle approach – possibility of adopting a less car dependant lifestyle. This includes the recognition of the role of taxis in allowing Passenger Transport to match car journey flexibility and make connections to other modes, via Quality Taxi Partnerships and use of bus lanes by taxis and Public Hire Vehicles.

5.4 **Rail Improvements - Map 4**

Rail is a key component of the transportation network in Colchester. Local authorities can directly affect issues such as road access to the stations and ensuring links to new development. However, most of the work on improving stations and service levels is dependent on the Strategic Rail Authority (SRA), Network Rail, the Train Operating Companies (TOCs) or the local bus companies. Strong partnerships with joint aims and objectives will have to be formed if this component of the strategy is to be delivered

A key issue to be addressed over the next 10 years is the capacity on the main line between Colchester and London. This will become an increasing problem as populations increase not only in Colchester but all the way along the line and more

people use the train for commuting. Therefore, the proposals in LoIS to enhance the capacity of the line between Colchester and Shenfield are welcomed.

The main objectives of this element of the strategy are to increase the use of rail in accessing the town centre and thus helping to reduce traffic on approach roads. Also to encourage access to the rail stations by alternative means of transport such as walking, cycling, bus and park and ride, especially to North Station where congestion around the station is a problem.

5.4.1 **Background**

There are six stations that serve the Borough. All have potential to contributing to modal shift, however, there are certain problems at each station and further consideration needs to be given as to how these can be addressed.

Chappel and Wakes Colne Situated on the Mark Tey to Sudbury line.
Hourly service.

Key issues - Low frequency of service does not encourage use. Accessibility of station

Colchester North Mainline station, with high levels of services to London, Ipswich and Norwich. It is also an interchange for stopping services along the Clacton and Harwich lines

Key issues - There is congestion in the area serving the station and a lack of bus integration because of the difficulty buses have accessing and egressing the forecourt area. Cycle parking is currently at capacity and access to the station is problematic.

Colchester Town This is on a spur from the Clacton line and serves the centre of the town. There are a limited number of direct services to and from London, which have reduced over the years. This station is well positioned to serve the town centre, the proposed Visual Arts Facility and the new development at the Garrison.

Key issues - Pedestrians and cyclists experience problems in accessing the station due to difficulties in crossing the adjacent St Botolphs roundabout and the road environment around the station. The lack of train services to the station, including evenings and Sundays, discourage use.

In order to increase services without compromising capacity on the track an extra platform is required. It is planned to provide this with the Garrison redevelopment.

Hythe Situated in the regeneration area. At present this station is not well served by trains and little used by passengers.

Key issues - There is a need to increase the frequency of services to the station and increase the security and attractiveness of the station. There is also a lack of secure and attractive pedestrian and cycle links from Greenstead to the station

Marks Tey This is a mainline station, with regular services to London and Ipswich. It serves the west of the town and has potential to attract more passengers, thus helping to reduce congestion at Colchester North. It also acts as the interchange for the Sudbury Line.

Key issues - A half-hourly service would make the station more attractive to passengers. Additionally the station is relatively isolated so improving bus, cycle and pedestrian interchanges is important. The car parking is presently at capacity.

Wivenhoe Situated on the Clacton Line to the east of Colchester, almost all the trains to Clacton stop at Wivenhoe so the station is well served. Encouraging use of this station will help relieve eastern approach roads to Colchester.

Key issues - The car park is at capacity and one platform is not accessible to people with disabilities

5.4.2 **Proposals for Improvement**

- Increasing levels of car parking are required at Marks Tey to give those residents, who cannot use sustainable modes of transport to access a station the opportunity to access a mainline train station without using the congested Colchester North.
- The car parking capacity at other stations needs reviewing to investigate if there is further potential to reduce demand on North Station car park and to encourage access to the town by rail.
- There is potential to significantly increase rail movements in East Colchester. A **new station** is required to serve the University development and increased housing at the Hythe Quays.
- The Hythe station also requires complete modernisation, to address the current personal security and attractiveness issues.
- Sufficient cycle and motorcycle parking is required at all stations to ensure that there is spare capacity to encourage modal shift.
- A review of pedestrian and cycle links to all stations is required to ensure that all stations have safe access points.

- It is agreed that to achieve this vision an increase in frequency is required at all stations. The County Council will continue to seek increase levels of rail services through the TOC, SRA and by obtaining developer funding.
- Commuters will be actively encouraged to use the Park and Ride facility in North Colchester and the improved bus routes instead of accessing the car park at Colchester North. This may require a review of bus routes and frequencies to and from the station.
- There are particular problems with accessibility and congestion outside and in Colchester North Railway Station. The interchange outside the main ticket office requires designing to modern standards. This land is not public highway and a close partnership would be required with the Train Operating Company to pursue this action.
- All bus infrastructures situated at or near railway stations must be provided to the standards specified in section 4.3.2.3.
- Innovative new ways of ticketing have been considered and further work is required to investigate their feasibility.

5.5 Walking and Cycling Routes - *Map 5*

Colchester already has an extensive network of walking and cycling routes – the network is the hundreds of miles of ordinary roads. The majority of access roads have low flows of traffic (at least for most of the day) and serve local journeys from door to door. It is therefore important that we maintain the availability of this network of roads as safe for all modes of travel including walking and cycling.

Walking and cycling will be promoted so that people become aware that

- Safe convenient routes can be planned for many trips on foot or by bike
- Walking is a great mode for short trips, having the convenience of direct routes from door to door
- Cycling can be as fast and convenient as cars or public transport
- Cycling and walking are fun, healthy activities worthy of investing time and effort, and not just as a potentially hazardous mode of travel
- Walking or cycling to work or school can provide regular exercise and be beneficial to health.

5.5.1 Developing high quality routes on existing road hierarchy

Measures will be undertaken to ensure walking and cycling trips are

- connected
- convenient
- conspicuous
- convivial
- comfortable (safe)

A network of routes will continue to be developed on the existing road network. The facilities expected to be provided on each class of road are provided in Table 2. The development of designated cycle routes is an excellent method of encouraging those who may be considering cycling but do not have the skills or confidence to use the ordinary road network as well as providing quick, convenient routes for existing users.

A walking and cycling review of routes to key attractions such as the town and local shopping centres, schools and stations, was undertaken in 2001. An extensive list of improvements to existing routes was recommended. These have been prioritised and will be implemented as an integral part of Transport for Colchester.

5.5.2 Developing other high quality links

The Sustrans **National Cycle Network Route One (NCNR1)** passes through Colchester, and excellent work has already been done on the three routes running out of the town centre, to the north, south-east and south-west. These routes are shown on the map, and form the core of the Colchester cycle routes network. The popular Wivenhoe Trail currently has 100,000 users a year and it is envisaged that more quality routes will be developed. The plan shows some missing links that should be provided.

5.5.3 Cycle Parking

Cyclists need good quality **cycle parking** – situated at locations close to key facilities - secure parking for the bike and accessories is needed where cycle parking is long term i.e. over half an hour. The popular Sheffield racks may be suitable for short-term cycle parking, or in locations with good security, but they are unlikely to meet all needs. Fully secure, weather protected cycle parking will be required for long term public cycle parking and employee and residential parking.

5.5.4 Subways and Bridges

It is recognised that pedestrians perceive subways as unsafe and do not like using them, so that they can act as a barrier rather than an aid to pedestrians. Therefore, in accordance to the road hierarchy being developed for Colchester, more surface-level crossings, as alternatives to subways will be sought on roads where safety or capacity is not deemed to be unduly compromised. Attractive subways and/or bridges may continue to be used on Principal distributor roads.

5.5.5 What is shown on the Walking and Cycling map?

Only the principal routes are shown on the map. It is fundamental to our understanding that walking and cycle journeys are expected to take place throughout the local road network, and not just on these routes. The different routes described above are not mutually exclusive proposals. Many of the routes have common sections, and most of the detail cannot be shown in this document

In parallel with the walking and cycling infrastructure schemes there is a need for a wholesale marketing of these modes, as current attitudes are very much against the possibility of more trips being made on foot or by bike. Transport for Colchester requires some of people to use the bike or walk, for some of trips, for some of the time. These measures form part of an integrated approach to managing demand for private car use within the towns and will not on their own produce dramatic modal shift. However as part of an integrated transport system they are seen as a key ingredient.

5.6 Town Centre Proposals - *Map 6 (to be produced once HCZ and St. Botolph's are agreed)*

5.6.1 Development Pressures

Colchester town centre is undergoing massive changes due to the investments being made in the town. The new Visual Arts Facility, large retail expansions and office space will greatly increase the number of people travelling into the town centre. The large number of extra residents living in or adjacent to the town centre will make the town much busier as well as more prosperous. All these extra people need to travel into or out of the town centre, and we need to be able to help them make suitable travel choices, with attractive options as alternatives to the private cars in place.

5.6.2 Historic Core Zone

This work pulls together the traffic management solutions coming from all of the regeneration schemes and takes into account the proposed hierarchy of traffic, and the opening of Park and Ride. The Historic Core Zone philosophy is to

- Make the town centre **accessible for all people** who live in, work in or visit the town.
- Make the town centre a place people want to be - a pleasant and safe environment with low traffic volumes and speeds
- In the Historic Core, priority will be given to those on foot, closely followed by bike and bus access. Deliveries and access for residents and disabled drivers will still be planned for, **but non essential traffic will be discouraged.**

More details are included in Appendix 1

5.6.3 Shuttle Bus

Bus and Park and Ride services and routes, and interchange facilities, are likely to change in the future. The provision of a Shuttle bus continually running around the town circuit, possibly free to users, would help connect to all parts of the town centre circuit, whether public transport users or not. It would also provide access for disabled, elderly and those unable to walk long distances. The viability of this service and mechanism for implementation will be investigated as part of this implementation plan.

5.6.4 Freight - servicing the town centre

The efficient movement of freight is an important element of the economy of the town and it is intended to develop a strategy that will balance this requirement with the social and environmental impacts that unmanaged freight delivery can have on a town centre.

In order to understand the impact of freight distribution on Colchester now and in the future it is intended to set up a Freight Quality Partnership (FQP) for the town as part of the Essex Freight Forum. The FQP will investigate the merits of taking forward initiatives to improve management of urban and rural delivery including the investigation of:

- linking a goods vehicle route hierarchy to the road hierarchy for Colchester
- provision of freight routing maps
- telematics and information technology

- the merits of a sustainable freight distribution centre for the town, possibly at Cuckoo Farm/Severalls, to co-ordinate and consolidate deliveries
- ensuring good access to new commercial development
- daytime off-peak options as part of the HCZ project
- the benefits and dis-benefits of easier access for night-time servicing in certain areas
- safeguarding and promoting non-road based freight delivery

Once these have been investigated a strategy will be developed by the FQP that will take forward the adopted initiatives.

5.7 Parking Strategy - Map 7

Those choosing to drive or ride to their destination need suitable parking. This may be at or near a transport hub or their ultimate destination. The town centre is the destination of choice for many, and parking here is dealt with more thoroughly below. The future needs of on street parking across the Borough will be the subject of a review in the second half of 2003.

5.7.1 Parking Standards

- The Council recently adopted standards for new developments (or indeed redevelopment) where the number of parking spaces provided are limited, in line with Government policy.
- Suitable cycle parking facilities are expected to be provided
- In the town centre, which is served well by public transport, very few new spaces will be allowed for cars but cycle parking will expect to be provided.

5.7.2 On Street Parking – Car/Cycle/Powered Two Wheeler, and Residents

Restrictions are in place where it is not safe to park cars or where the free flow of the highway is a high consideration. Residents parking schemes are in place where there is a demand for parking on the highway, which cannot be met off street. These schemes are self-financing and are often found near rail stations or on edges of town centres where those with no destination in the neighbourhood may be tempted to park as an alternative to using designated car parks.

Decriminalisation of parking offences and the new role local councils have in enforcement enables restrictions to be better upheld.

The town centre has few on street parking spaces which are currently being reviewed in the HCZ work.

Adequate, quality and secure cycle parking is desirable throughout the town centre, as near to popular destinations and the pedestrian areas as possible. The location of the parking must be convenient to the cyclists and safety of pedestrians must also be taken into account when locating cycle parking facilities. Designated cycle centres are the best way to provide this parking, and we hope that Cycle Centres will open in the future. Another good way to accommodate cycle parking is in the existing car parks, and this is being pursued.

5.7.3 Park and Ride

Park and Ride is seen as an opportunity to provide incentive for people to use other modes of transport than the car to access the town centre by providing a quality alternative.

Details of the Park and Ride sites are given in section 5.3.1/1.

5.7.4 Park and Walk

For those living south of Colchester two Park and Walk sites are proposed as part of the garrison redevelopment. This will help reduce traffic on both Mersea Road and Butt Road northern sections, where the roads are narrowest, by encouraging those wishing to drive to the town centre to park before reaching the central area.

5.7.5 Park and Rail

This measure sees the creation of a series of rail and ride sites at stations on the Clacton/Walton branch line, to encourage people to make use of these for the start of longer journeys and long range park and ride sites.

5.7.6 Parking at Rural and Suburban Bus Stops

Providing parking in the area of some bus stops, to enable rural dwellers to access public transport, is being investigated. Many households in the borough are not within 400m of a quality bus route, and providing them with the option of accessing a quality service may encourage patronage of this mode of transport. Parking could be provided for cars and cycles to form 'superstops'. This will provide a service similar to the traditional Park and Ride for some users, but using existing bus services. Waiting facilities could also be provided.

5.7.7 Town and Local Shopping Centres

Colchester's multi-storey car parks on the edge of the HCZ (and within the HCZ in the case of the Nunn's Road Multi Storey car park) will be retained and improved. St Botolphs and Britannia car parks will be redeveloped as part of the St Botolphs Quarter regeneration.

The surface car parks will be redeveloped as part of the town-wide redevelopment. The timing of the closures of each car park depends upon the progress made with each development. No substantial decreases in parking spaces are expected until alternative parking is available at the Park and Ride and Park and Walk sites. Studies show Park and Ride is unlikely to be a success unless incentives are given to use it. This could include an attractive pricing structure compared with town centre parking, or quicker/easier journey time. Abundant, cheap parking in the town centre will make the Park and Ride much less attractive, leading to low patronage and create even more congestion.

Local centres provide some car parks. Access to local services is very important for the local community and they will continue to be provided, and improved, to allow parking for cycles and motorcycles too.

5.7.8 Rail Station and Bus Interchange Parking

Car parking at Colchester North station is in excess of 1,000 spaces. It is not ideal to have this number of cars accessing this busy area. In the long term less peak time parking at this station is envisaged. Parking could be encouraged at the North Colchester Park and Ride, or users encouraged to travel to Marks Tey station instead. Work with the TOC, SRA and Network Rail is needed to increase capacity at Marks Tey.

Quality cycle and motorcycle parking facilities must be provided at all rail and bus interchanges.

5.7.9 Car Park Guidance

Studies have shown that a significant proportion of urban traffic is circulating in search of a parking space. The provision of clear parking information showing availability of spaces can take cars off the network quicker, thus reducing congestion. It is proposed to introduce a car park guidance system in Colchester to cover all major town centre car parks as well as the park and ride sites on the approaches into Colchester. The system could further promote the park and ride sites by providing journey time comparisons from those locations into the town centre between cars and buses, demonstrating the benefits of the bus corridors.

5.8 Rural Access Proposals - Map 8

The map covers the whole of the Borough and shows links to adjacent districts.

Colchester Borough is much more than the town of Colchester and any transport strategy needs to plan for transport in the urban, suburban and rural areas of the Borough.

Colchester must also be seen within the context of Essex, the Eastern region, the UK and internationally. The Borough is close to Stansted airport and forms part of the Haven Gateway Partnership, most directly with the seaports of Harwich and Parkeston.

The proposals outlined in earlier sections will also directly benefit rural residents who wish to access local centres such as Mersea, Wivenhoe and Tiptree as well as Colchester town centre. However other initiatives are being investigated by various organisations which will also improve accessibility

This subject needs to be investigated in more detail.

5.8.1 LoIS Study

This plan has counted on central Government delivering the transport improvements that were proposed as part of the LoIS (London to Ipswich) Multi-Modal Study in 2002. The government has now confirmed a number of these projects as follows:

- A12: widening to dual 3 lane standard between M25 and Colchester (A120 Ardleigh Crown) in 2 phases. Safety improvements between Colchester and Ipswich (all schemes to be advanced by Highways Agency)
- A120: dualling from Braintree to A12, safety improvements on A120 between Hare Green to Harwich (all schemes to be advanced by Highways Agency)
- Great Eastern Main Line: increased capacity to be developed through route utilisation strategies (measures to be advanced by Strategic Rail Authority)

- New rail stations: proposals to be considered and advanced further (Local Authorities and SRA to collaborate on specific proposals)
- Integrated transport schemes: including park and ride, improvements to rail stations and improved interchanges. (measures to be advanced through joint working with delivery agencies and proposals submitted through the Local transport Plan process)
- High Quality bus and coach corridor: Colchester to Stansted route. (measures to be advanced through joint working with delivery agencies and proposals submitted through the Local transport Plan process)

The timescales for these projects are to be determined by the Agencies involved. For trunk roads the government expectancy is for schemes to be delivered over the next 10 years. For local integrated transport schemes, the expectancy would be the current and future LTP periods as appropriate (2nd LTP 2006/7 – 2011/12). It is likely that co-ordination of delivery will be managed through all delivery agencies working in concert with each other and the Government Office/Regional Assembly as appropriate.

5.8.2 Haven Gateway Partnership

The Haven Gateway has no defined geographical boundary but encompasses the Local Authority areas of Colchester and Tendring in Essex and Babergh, Ipswich and Suffolk Coastal in Suffolk. The Haven ports of Harwich and Felixstowe are not only a major gateway into the Eastern Region but also to the UK. They are also major gateways for trade and tourism to northern Europe. One of the Haven Gateway Partnerships key priorities is transportation, and any improvements to the rail and highway networks will contribute to this aim.

5.8.3 Road Network

The A12 and A120 trunk road network will continue to be Colchester's main links with the rest of the country, and the continuous improvement to the link is supported. Within the Borough, it is hoped that the road network asset will be adequately funded and looked after, to maintain high standards of service and safety.

5.8.4 Rail Network

Again, the LoIS results have confirmed the importance of this, with major improvements needed on the main line to London, to cater for even more demand, and some new links and services within the study area. The increasing use of our local rural branch lines is encouraging, and within the plan period work will be carried out to enhance this success, through the rail partnerships that will be developed.

5.8.5 Rural transport issues

Colchester has taken a lead in improving accessibility in rural areas, accepting that the traditional buses and fixed bus routes cannot always economically match demand. Early work on new types of rural transport is underway, and it is expected that schemes will be trailed in 2003/04. It is the intention to expand these schemes if the public supports them. Conventional rural bus services will still have an important role to play.

Essex County Council in liaison with Colchester Borough Council and Tendring District Council have commissioned Transportation Consultants, WSP Development, to assess transport co-ordinators in North East Essex with a view to:

- increase patronage on supported bus services
- improve co-ordination and integration of services

5.9 Travel Information

The availability of relevant multi-modal travel information can play a significant role in individuals' choice of mode for travelling. Essex County Council is currently establishing a county-wide traffic control and travel information centre. As well as responding to incidents on the network to minimise any resulting delays, this centre will provide comprehensive travel information through a number of channels. Members of the public will be able to obtain information via the internet, telephone, mobile services, radio and on-street systems. The information will include journey planning enquiries, network congestion levels, car parking space availability, public transport timetabled and real-time information.

6. IMPLEMENTATION

Underpinning Transport for Colchester are the National and County Road Safety Strategies, Accident Reduction 2010 and the Air Quality Management action plan.

- **Essex County Council's Road Safety Strategy and the Colchester and Tendring Road Safety Action Plan** set out the programme and strategy for a safer infrastructure by implementing Accident Reduction 2010 and Surface Treatment programmes, ensuring all schemes are safety audited and the speed policy is implemented.
- **The Accident Reduction 2010** aims to reduce road accident casualties by 2010 in line with Government targets: -

40% reduction in the number of people killed and seriously injured in road accidents

50% reduction in the number children killed and seriously injured

10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres.

- **Air Pollution** – A review and assessment of Colchester Borough has concluded that the main air pollutants of concern are nitrogen dioxide and fine particles. Local sources of these pollutants are almost exclusively derived from combustion sources, in particular vehicle emissions.

Annual levels of nitrogen dioxide are predicted to exceed the prescribed standard in a town centre street canyon on Mersea Road by 2005 if no action is taken. This area has been designated as an Air Quality Management Area.

Monitoring of specific sites for air quality will continue and in addition to the measures to reduce unnecessary traffic from the town centre outlined in this document the benefits of introducing Clear Zones incorporating Low Emission Zones for freight, public and private transport will be investigated.

The concept of Low Emission Zones is to ensure that only vehicles meeting minimum emission standard are allowed into particular pollution hot spots or town centres. The main purpose is to improve air quality but additional 'liveability' and congestion benefits such as the reduction of traffic noise and overall traffic volumes may also be delivered.

Both authorities will work with their key partners to achieve the following:

- Four regeneration areas Work will continue with the developers involved with the regeneration areas to ensure the building blocks of the strategy are implemented (2003 - 2004)
- Other development areas Proposals in this plan to be taken forward as Supplementary Planning Guidance. This will ensure that future development contributes to achieving the vision for Transportation in Colchester (ongoing)
- A133 Local Action Plan Work will continue to introduce long term improvements to consolidate the route hierarchy and set the scene for supporting sustainable modes of transport in the town (feasibility work completed 2003)
- Principal distributor network Short and long term improvements to be tested and evaluated
- Route hierarchy All future improvements to the road network to be implemented in accordance with the route hierarchy outlined in table 2 (ongoing)
- Park and Ride Park and Ride Plan will be assembled to deliver North Colchester site and key north to south bus priority route (2003 - 2004)
- Bus priority network Bus priority network will be agreed with operators. Quality Bus Partnerships negotiated and prioritised with operators (2003 - 2004)
- Regional issues These will be tackled through Essex's second Local Transport Plan and Regional Planning Guidance consultations in 2004
- Other issues Historic Core Zone and pedestrian/cycle links will continue to be funded from the Local Transport Plan

As a matter of urgency a timeline is required to highlight the milestones required to provide the Transport for Colchester implementation plan. Many of the schemes outlined in this document are interdependent and delay or non-delivery of one element will result in a non-effective, inefficient transportation network. Work on this timeline has commenced but requires dedicated resource to complete this task.

The development and regeneration areas which will provide additional highway infrastructure combined with the continued highway network improvements and traffic schemes will result in additional ongoing long-term maintenance. Realistic whole life costing will need to be assessed to ensure that adequate funding is secured as part of the development agreements and government funding to enable a robust maintenance programme to be developed.

The use of quality materials to enhance the environment also has an impact on the maintenance budget. Whilst these improvements are welcomed, consideration must be given to the variety of materials used. One way of overcoming this would be to develop guidelines for developers which standardise the design of lamp column, bollards, paving and other infrastructure to enable a small stock to be held which will aid prompt repairs and economy of scale.

7. CONSULTATION

Transportation issues have been well aired with the Colchester public through extensive consultation and market research leading to the development of current transportation policies that are now being sought, through: -

- Colchester's Transport Strategy, July 2001, and
- Clear links to Essex County Councils' Local Transport Plan and "The Essex Approach".

We are already starting to see the benefits of our transport strategy, as Colchester

- remains a successful town for commerce, leisure and living
- has retained relatively high levels of public transport use, walking and cycling
- has good accessibility and mobility for all user groups

Individual schemes outlined in this strategy will be subject to further investigatory work and consultation undertaken with interested parties.

8. FUNDING

Investment in Colchester will be well spent, as the work to date shows. The Boroughs' Strategic Plan sets out a clear vision for the community and that working with partners will bring about major regeneration in four areas of the borough.

A package of transport infrastructure projects for the future has already been produced, with implementation programmed through S106 contributions and the LTP.

- Developer Contributions

The greatest source of funds for the provision of the transport infrastructure is anticipated to be the private sector through developers' contributions. In some cases the developers are Colchester Borough Council and Essex County Council. Both have an obligation to help deliver transport projects covered in the Strategic Plan and the LTP programme.

It is also important that funds are secured for long term maintenance of traffic management schemes and transport facilities that are a result of new development and that whole life costs are realistic.

- Local Transport Plan

It is expected that the Essex LTP will successfully bid for funding approval for the specific schemes and projects that have been identified.

- Colchester Borough Council Contributions

The Borough has consistently invested some of its own funds in transportation projects over many years and expects to continue to do so. The items identified and costed in the Boroughs Strategic Plan Action Plan are being put forward as part of the budgeting process and because they have already been identified as a priority there is confidence that the Borough can deliver the expectations in this field.

- Other Sources of Funding

Other sources of funding are available such as SRB and European, which need further investigation to establish the availability, eligibility and bidding processes.

9 TAKING TRANSPORT for COLCHESTER FORWARD – THE NEXT STEPS

9.1 *Driving the Implementation*

There is no magic bullet solution. No single mode of transport on its own can provide a total solution. A fully integrated approach including better land use planning, direct congestion relief measures, the promotion of cycling and walking for local journeys through improved infrastructure and education as part of an integrated transport network are vital adjuncts to the overall plan.

Transport for Colchester will not just happen. It needs to be driven forward. In establishing the vision and the associated strategies, the following key requirements have been identified as being necessary if the vision is to be realised.

9.2 *Resources*

The County Council and Borough Council are committed to putting in place the resources necessary to deliver Transport for Colchester.

If the ambitious strategic objectives of both Councils for Colchester and this part of Essex are to be achieved we will need to work together and in partnership with other organisations. Key to achieving the regeneration and economic development of this part of the County is a transportation network that allows investment to occur and one that does not inhibit sustainable growth.

The transportation proposals in this document will be developed further along side strategies for regeneration and economic development both for the sub-region of Haven Gateway and for the town of Colchester and its hinterland.

There will be the need for suitably integrated and multi-tasked teams combining transportation with other disciplines. Both the County Council and Borough Council will commit staff resources to be dedicated to the projects within this document to underline this commitment. Both Councils will commit to seek the funding necessary to implement the projects identified and to convince other key players of the necessity and benefits of these projects.

9.3 *Substantial Investment in Transport Infrastructure Projects*

Initial estimates based on judgement and current project costs suggest that the package of measures outlined in this implementation plan will cost in the region of **£150 million**. This will be a mixture of revenue and capital support.

9.4 *Road Hierarchy*

The Road Hierarchy is designed as the basis on which the rest of the programme is built. To make the programme viable it has to be protected from speculative short-term development, which would compromise the integrity of Transport for Colchester.

9.5 *Need To Secure Funding For Integrated Transport Model*

To test out the various strategies and to determine funding priorities, it is necessary to secure funding in the short term for an area wide integrated transport model.

9.6 *Integrated Development Control*

To ensure consistent application of DC requirements and in pursuit of 3.1 above, the multi-task teams would liaise closely with the development and implementation of all large-scale section 106 contributions within the town.

9.7 *Time Line*

There is a high priority for the establishment of a time line for the regeneration and transportation schemes to ensure partners are informed of the timescale for implementation of major projects, their interaction and reliance upon one another.

9.8 *Marketing*

A marketing strategy will be developed to inform Members, Stakeholders and the Community of how the strategy will affect them.

Member information will take the form of a launch presentation to the East Essex Forum followed by presentations to Members at the local level.

An information display will be developed for use at any public information days and in local information venues.

APPENDIX 1

Historic Core Zone (HCZ)

What will be happening around Colchester town centre? How does this link with the Vision for Transport?

Background

- Journeys to the town centre are forecast to increase greatly with all the new development, particularly the new regional Visual Arts Centre, new shopping developments, and all the new dwellings expected in and near the town centre.
- The HCZ principle developed as part of the Future Moves process during 1999/2000, following our largest-ever public consultation, and was approved by members in July 2001, as part of the New Transport Strategy (NTS). Colchester's recent Strategic Plan 2002-05 (published June 2002) is complementary to the NTS.
- We need a Town Centre Transport Master plan to enable **all of us** to be clear about what is needed, and what we are working towards, and so the **whole community** can see where the town is heading.

The Historic Core Zone philosophy

- Make the town centre **accessible for all people** who live in, work in or visit the town.
- Make the town centre a place people want to be - a pleasant and safe environment with low traffic volumes and speeds
- In the Historic Core, priority will be given to those on foot, closely followed by bike and bus access. Deliveries and access for residents and disabled drivers will still be planned for, **but through-traffic will be discouraged.**

How will this work?

Through traffic

- Restricting all through traffic in the town centre will be difficult unless we give suitable alternatives to 'bypassing' traffic. We may not be able to introduce the complete HCZ proposals until improvements have been made to A133 (Cymbeline Way/Colne Bank Avenue/Cowdray Ave/St Andrews Ave).

Traffic to the town centre

- Restricting traffic in the town centre will be difficult unless reasonable transportation alternatives are offered. The measures below would mean that bringing a car into the town centre is essential for fewer people.

This could include:

- Quality bus-based 6/7 days a week Park & Ride (from A12 sites, north, west and possibly east of Colchester)
- Rail based P&R from improved stations and services on the Clacton line through to Colchester Town station.

- Park and walk, from small car parks on the south side (Mersea Road and Butt Road)
- Better bus and train services into the town centre
- Park and bus from some existing bus stops
- Town Centre Shuttle Bus
- Employers travel plan initiatives
- Improved cycle access to the town centre, and secure cycle parking
- Improved pedestrian access to the town centre
- Intelligent signing to multi-storey car parks.

There are many others initiatives that we could carry out, as local authorities, businesses, residents or individuals, to contribute to making the town centre an even better environment.

- As part of this work, a review of bus routes into, and travelling through, the town centre will also be carried out. Bus travel for commuters will only be attractive if journey time can compete with, or better, car travel.
- A **comprehensive plan** will be drawn up which will take into account the needs of the town centre and the regeneration areas. This will pull together the community's evolving mobility aspirations, to make a strategic transport plan for the town centre and approaches. 2003 is a good time to carry out this detailed planning, as we will soon have:
 - the outcome of the St Botolph's Quarter work,
 - the proposed changes resulting from the garrison development,
 - an Action plan and bids for A133 improvements, and
 - full information on the feasibility of P&R in Colchester
- It is expected that work will be phased to take into account when developments will be taking place and funding sources become available.
- Comprehensive plan to be ready for public consultation in Autumn after approval from ECC and CBC Cabinet Members

Public Information Stage 1, Winter 2003

Draft outline proposals, for stakeholders

We have already carried out the consultation on the principles for HCZ in the process of adopting the New Transport Strategy. This has much community support. This stage of consultation will be to inform the stakeholders how we are intending to carry out the HCZ measures; make sure we are correctly interpreting the policies, and taking on board stakeholders' suggestions.

Consultation Stage 2, Spring 2004

Preferred Option - with 'what we know is happening' details and timescale

This will be to inform public of the plans for HCZ and details that may affect them, and the timeframe to which we are working.

APPENDIX 2

Summary of Essex and Colchester Transport Policies and Strategies

The Essex Approach 2001 – 2005 and the Essex Local Transport Plan.

The aim of the Local Transport Plan is to develop a safe and efficient transport system that offers people and businesses in Essex more choice in how to travel and helps reduce unnecessary use of the car. A very brief summary of its aims is given below.

This Plan will benefit all transport user groups and will also help the environment. The County Council is working in partnership with many organisations to achieve these aims, and will:

- seek to improve access to services from both urban and rural locations (*ECC1*)
- promote a real choice for people about how to travel by reducing dependence on the car and encouraging walking and cycling (*ECC2*)
- work to provide, maintain and operate a reliable highway infrastructure optimising safety and minimising congestion (*ECC3*)
- support decent public transport through the bus strategy (*ECC4*)
- maximise safety on the roads, footpaths and public transport (*ECC5*)

Colchester's New Transport Strategy, July 2001

Colchester's New Transport Strategy has a series of **transportation policies** applicable to all areas of the Borough, policies T1 – T30. These cover and link to ECC's "Essex Approach" as shown below:

- the sustainable approach to prosperity - *link ECC1,4*
- land use and traffic, roads – hierarchy of users and the role of the car, *link ECC2,3*
- cycling and walking, and disabled mobility - *link ECC2,3*
- passenger transport and park & ride, road and rail freight -*link ECC2,4*
- new technology, studies and research, road safety and maintenance -*link ECC5,3*

The strategy also has a series of policies specifically for the **town centre**, policies TC1-TC23, covering: -

- Historic Core Zone - the role of the town centre, sustainable transport, car parking and service traffic, cycling and walking - *link ECC1,2,3,4,5*
- Colchester Town railway station, bus services and park & ride - *link ECC2,4*

NTS has policies for the **suburban** area, S1-S11: -

- sustainable transport in suburban Colchester, and management of traffic -*link ECC1,2,3,4,5*
- Colchester (North) station, Stanway station, bus services - *link ECC2,4*
- eastern, northern, SE and SW corridors, garrison redevelopment - *link ECC2,3,4,5*

For the **rural** area, the NTS has policies R1-R12:

- rural transport, roads, footways, railways - *link ECC1,2,3,4,5*
- studies, freight distribution and recreational access - *link ECC2,3*

APPENDIX 3

Transport and Planning Documents relating to the Vision for Colchester

The County and Borough Transportation policies and strategies (the county policies in particular) are supported by a raft of general and mode-specific policies giving more detail, listed below:

General	
<ul style="list-style-type: none"> • Colchester's New Transport Strategy, July 2001 • Essex and Southend Structure Plan • Colchester Borough Local Plan, Second Deposit Draft 2000 • Strategic Plan 2002-2005 • Colchester Bus and Passenger Interchange Study, Final Report • The potential for Park & Ride in Colchester – Policy feasibility report • Park & Ride in Colchester – Stage 2 Report • Rural Transport in Colchester Borough, Final Report • Road Passenger Transport Strategy for Essex County Council (and Appendix A: Relevant County Council Policies, and Executive Summary) • Essex Local Transport Plan – The Essex Approach to Transport (also technical and road safety appendices to the above) • Essex Local Transport Plan, Annual Progress Report • Road Traffic Reduction Plan • Parking Standards Document • Parking Policy • Powered two wheelers strategy • Maintenance Policy • Passenger Transport Policy • Rail Policy • Road Safety Strategy • Colchester & Tendring Road Safety Action Plan • Speed Policy • Parking Policy • Cycling Strategy • Walking Strategy • Pedestrian Mobility Strategy • Freight Distribution Strategy • CO² Reduction Strategy • A study into the quality of air in Essex • Colchester Air Quality Management Action Plan • Colchester Car Parking Study • The Colchester Economic Audit: Into the New Millennium, a report for the Colchester Economic Forum 	<ul style="list-style-type: none"> • Colchester Borough Council (CBC) • Essex County Council (ECC) • CBC • CBC June 2002 • Steer Davies Gleave (SDG) • SDG March 2000 • SDG September 2000 • SDG September 2000 • TAS Partnership, August 2001 • Essex County Council, July 2000 • ECC • CBC • ECC • CBC - January 2003 • JMP Consultants, 1996 • Peter Townroe, Spring 2000

North Colchester	
<ul style="list-style-type: none"> • Severalls Hospital and Cuckoo Farm, Masterplan • Planning application documents (numerous) • Cuckoo Farm Park & Ride Final Report 	<ul style="list-style-type: none"> • CBC • CBC and health trust • SDG July 2003
East Colchester	
<ul style="list-style-type: none"> • Colne Harbour Design Framework • Colchester Eastern Corridor Study (executive summary also available) • Rail station at Essex University, final report • Tendring Passenger Transport Study, Executive Summary • A133 Local Action Plan proposals 	<ul style="list-style-type: none"> • ECC/CBC • Colin Buchanan and Partners, June 2001 • SDG February 2001 • SDG June 2001 • Mouchel, preferred scheme expected September 2003
St Botolph's Quarter	
<ul style="list-style-type: none"> • St Botolph's Quarter Masterplan 	<ul style="list-style-type: none"> • Space Syntax, June 2003
Garrison	
<ul style="list-style-type: none"> • Garrison briefs 	<ul style="list-style-type: none"> • CBC