



# Active Travel Fund Summary of Proposals for Colchester

**May 2021**

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# Introduction

This document is a summary of proposals to develop local cycling and walking routes in Colchester as they go out for public consultation. The schemes are part of the Active Travel Fund (ATF) and connect to (LCWIPs).

- **We are really keen to hear your views on these proposed improvements.** We are asking for your views on the specific schemes with infrastructure enhancements to improve safety and make it easier and fun to walk or cycle, as well as information on public opinion and how you travel.
- There will be a further stage of this consultation which will follow in late summer 2021. This will be the Traffic Regulations Order consultation.

*Details of the proposed walking and cycling infrastructure enhancements for Colchester are included in this document (page 5).*

This ATF consultation is the second stage of a process to implement LCWIPs by Essex County Council. They help ensure that a long-term approach can be taken to develop local cycling and walking networks, ideally over the next 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.



## What is the Active Travel Fund?

Essex has been awarded over £7 million of government funding to develop safer, greener and healthier travel and transport locally as part of the Phase Two Active Travel Fund.

All five schemes in Basildon (Wickford), Braintree, Brentwood, Chelmsford, and Colchester have been developed in detail with the advice of local councils, councillors, businesses, cycling, access, schools and other local interest groups.

One of the aims of the Essex County Council “Safer Greener Healthier” campaign is to encourage residents to rethink the way they travel, where possible and especially for shorter journeys.

Our plan is to re-allocate road space to make more room for everybody to safely and efficiently walk and cycle in five Essex districts - Braintree, Brentwood, Chelmsford, Colchester, and Wickford.

Implementing the plans will transform these town/city centres and neighbourhoods into thriving, healthier areas, with fewer cars but more people cycling and walking, allowing us all to breathe cleaner air and enjoy a better way of life.

As more people take up walking and cycling and avoid using their cars for short trips, it will mean fewer vehicles on the road and ease congestion for those who have no alternative but to drive, making their journeys more reliable and efficient.

## Liveable Neighbourhoods

Many of us, our parents, or grandparents grew up when it was normal for children to play in the street and cycle to school, while many adults used a bike to cycle to and from work. But today the numbers of cars on our roads has dramatically increased along with, accordingly, the number of journeys for which we jump behind the wheel. This has had a dramatic influence on our neighbourhoods with many of them now totally dominated by the car.

Liveable Neighbourhoods aim to reverse this trend and create areas where it is easier and safer for you to walk and cycle, while enjoying a more pleasant street and public realm as a result of fewer cars, with various measures used to prevent residential streets being used as shortcuts, car parks and rat-runs by people from outside the area.

In Chelmsford and Wickford, our plans include Liveable Neighbourhoods which will establish attractive, healthy, accessible, and safe areas, with improved routes for walking and cycling.

## School Streets

There is a clear opportunity to improve the environment around schools, especially for children, and the School Streets scheme aims to facilitate improvements to make these areas more accessible and attractive to those arriving on foot or cycle.

This could be through working with the school to introduce new initiatives, or through traffic management, stopping traffic from accessing roads at certain points, so creating a pedestrian and cycle zone.

There is no one size fits all approach, and over the coming months we will be working with local schools within our identified areas (shown in orange) to develop these proposals further.



# ATF Colchester Proposals

Colchester area is experiencing significant growth pressures and therefore prioritising the development of good walking and cycling networks is an excellent way of ensuring new housing and commercial developments provide good walking and cycling infrastructure. In turn, this enables trips into a wider active travel network as well as the shorter legs of multi-stage journeys to be undertaken sustainably.

The proposals for Colchester focusses on two routes, North-South and East-West enabling residents to walk and cycle safely between key residential, retail, travel and

educational locations in the city, together with better connections to the existing cycle network.

## North-South Route

The north-south scheme will help create a safer, greener route enabling people to walk and cycle to and from the station, hospital and Highwoods / Mile End areas in the north to the town centre and High Street and the Abbeyfields / Shrub End areas in the south. The route is designed to help the flow of people across the town and enable access to the wider cycle network in both directions. Proposed interventions include:

- Improvements to junctions & crossings
- Segregation for cyclists
- Traffic calming measures
- Links to existing infrastructure
- Secure cycle parking
- Improved parking layout
- Widened footways

### Proposed Works

#### Type

- Proposed alterations to existing parking arrangements
- ▲ Proposed traffic calming/junction/crossing improvements (to facilitate improved flow of pedestrians and cyclists)
- Proposed secure cycle parking facility

### Proposed Works

#### Type

- ▨ Proposed modal filter

### Proposed Works

#### Type

- ⋯ Proposed School Street
- High Street Restrictions
- ⋯ Existing infrastructure
- Proposed new permanent cycle facilities, mixture of partially segregated cycle way and on carriageway cycle route (designated by cycle markings) or similar.
- Proposed new permanent, fully segregated cycleway or similar.
- Proposed on carriageway cycle route designated by cycle markings.



Map of Colchester North-South & East-West route proposals

Along North Station Road, the focus is on investing in the look and feel of this part of the town. Improving the public realm, increasing footways, and adding planting and seating areas, will create a more attractive neighbourhood environment. Reduced speeds will support cyclists who will return to the carriageway along this section. Parking/loading provisions will be retained with formal bays created along with accessible/disabled parking spaces.



*Artist impression of North Station Road*

- A one-way modal filter; a section of road restricted to all traffic except buses and cycles, this will reduce general through-traffic travelling north from the Middleborough end of the road.
- The temporary restriction on traffic on the High Street, except for buses, taxis, blue badge holders, delivery drivers, cyclists, and motorbikes, will become permanent.
- The temporary two-way segregated cycle lane along Head Street to Crouch Street will be made permanent, with the road space reduced.
- Introduction of right turns to support cyclists travelling from St Peter's Street into Middleborough to reach North Station Road and from Southway to Headgate.
- Within this route, there is a School Streets zone for North Primary School.

## East-West Route

Adopting the same principle of supporting local journeys, the east-west route will help journeys along Lexden Road, providing safer access to schools in this part of the town.

Reaching the town centre, the route will intersect the north-south route before travelling east, ultimately reaching East Hill and allowing access to the easterly side of the town.



Map of Colchester East-West route proposals

This route includes the following proposals:

- Permanent segregated cycleway that will extend the length of Lexden Road
- Floating bus stops
- Raised tables (a raised section of road to the level of the footpath) will also be installed on side road junctions to improve pedestrian accessibility and safety.



Image of a floating bus stop

- New crossings and improved / upgraded crossings to benefit people who walk and cycle.
- At Crouch Street West, increased public realm space, a segregated contraflow cycleway (going in the opposite direction to traffic) and improved parking layouts will create a much more attractive street, benefitting local shops as well as visitors.



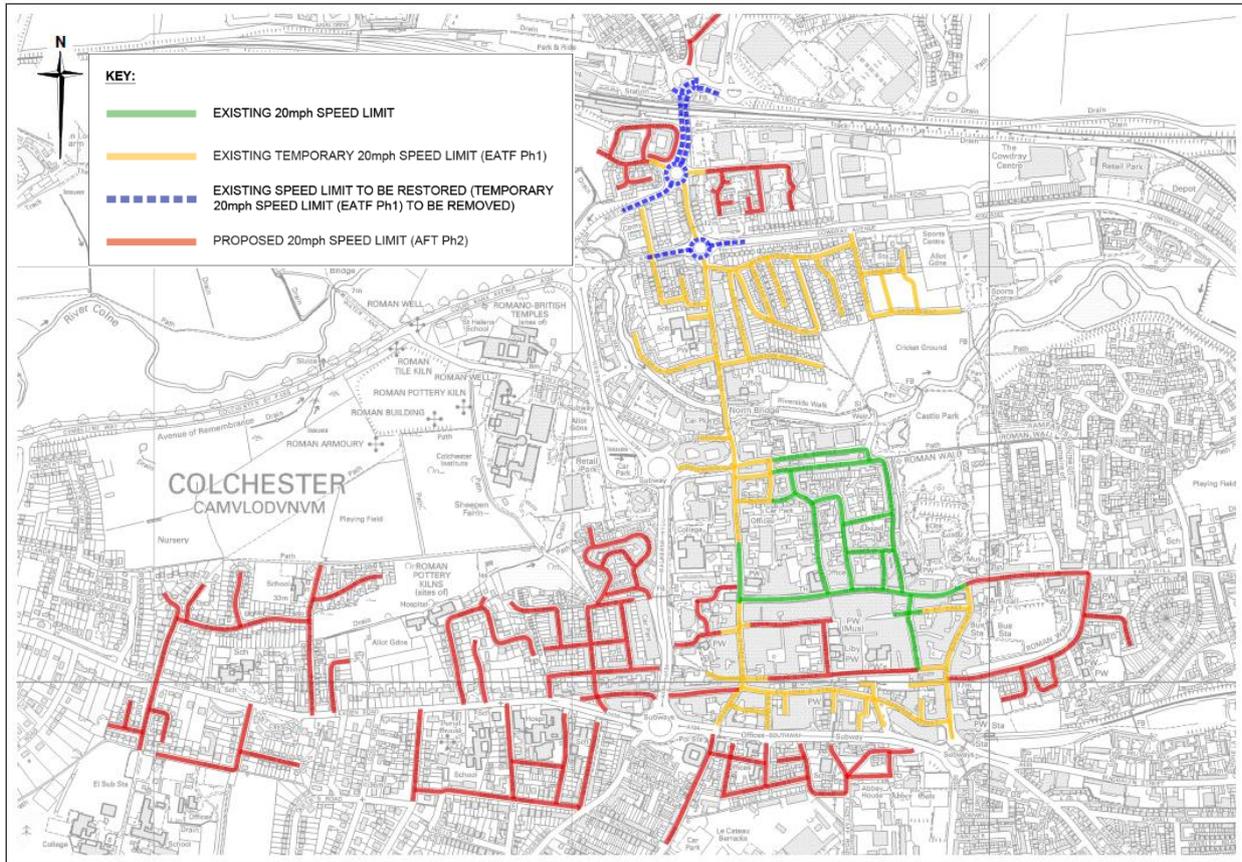
*Artist impression of Crouch St West*

- Reaching Balkerne Hill, the existing pedestrian crossing, which is staggered in two sections, will be replaced with a single crossing straight across the road, providing a segregated pedestrian and two-way cycle crossing. To create this, we need to fill in the subway.



*Artist impression of Balkerne Hill*

- School Streets zones on this route include schools Colchester County High, Colchester Royal Grammar, and Kinswode Hoe.
- Introduction of 20mph roads – see map below:



## Next Steps

We are really keen to hear your views on these proposed infrastructure enhancements to create healthier streets, a second step in a series of consultations which aim to keep you informed about how the ATF proposals can act as a blueprint for active travel and help improve and safeguard our town centres and high streets. These initial scheme proposals have been informed by our previous work on Local Cycling and Walking Infrastructure Plans.

Please complete the survey, or if you are an organisation, email your response to: [SGH.Routes@essex.gov.uk](mailto:SGH.Routes@essex.gov.uk). If you require a hard copy or accessible version of the consultation survey, please email [SGH.Routes@essex.gov.uk](mailto:SGH.Routes@essex.gov.uk).

These plans are a vital step forward to develop coherent walking and cycling networks for Essex. Once residents views have been collected and analysed, the ATF proposals will be updated online and a report published to inform the final proposals. This will be included in the TRO consultation in late Summer / Autumn when we will be seeking your input again.

Thank you for your support.

**This information is issued by:**

Essex County Council

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