

Statement of Reasons

ACTIVE TRAVEL SCHEME IN COLCHESTER CITY CENTRE

Proposed Conversion of Footway & Carriageway to Cycle Track - Head Street, Colchester

The Essex County Council (Head Street, Colchester) (One Way) Order 20**

The Essex County Council (Colchester City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.39) Order 20**

Active Travel Fund Funding and Consultation

In July 2020, the Government announced the second Active Travel Fund (ATF2). It invited highways authorities to make bids for funding. The objectives of the ATF2 were to help local authorities implement measures to create an environment that is safer for both walking and cycling. This was to initially enable cycling to replace journeys made by public transport, in order to help avoid overcrowding on the public transport network and to help maintain social distancing during Covid. In the long term, it was also expected to help deliver significant health, environmental and congestion benefits by providing better infrastructure to create streets, which can accommodate increased levels of cycling and walking.

Essex County Council (ECC) submitted a bid and was awarded £7.4m in November 2020. This was in order for ECC to deliver five schemes across Essex to maintain the growth in walking and cycling seen across the five areas during the period of the pandemic. This funding, together with an element of match funding by ECC, will fund schemes to improve walking and cycling in Basildon (Wickford), Braintree, Brentwood, Chelmsford, and Colchester.

A key part of ensuring success is that ECC has been working with the local partners and parties in order that the schemes garner wider local support; as well as supporting the social and economic recoveries of each locality after the Covid-19 pandemic. ECC undertook a robust and meaningful consultation, taking advantage of technology. Engagement activities that were undertaken included a series of in person consultation road-show events at the locations where the schemes are proposed to allow people to view the plans and ask questions. In addition, a Steering Group for each scheme was made up of representatives from the local authorities, community groups, businesses, access and active travel groups, and these groups helped to shape the proposed schemes ready for consultation.

Detailed information on the process as undertaken can be viewed on the Cabinet Member Action form Approved by the Leader of Council on CMA FP/142/08/21 "Active Travel Fund 2" website:



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cmis.essex.gov.uk/essexcmis5/Decisions/tabid/78/ctl/ViewCMIS_DecisionDetails/mid/422/Id/8818/Default.aspx

This document also granted officers the consent to undertake the statutory traffic order making process by advertising proposed raised tables outside of current policy documents on PR1 / PR2 and local roads.

Specific comments relating to Colchester – Head Street

The cycle lanes are being provided under the Active Travel Fund (ATF) initiative to promote safer, greener and healthier travel.

The ATF Steering Group developed a comprehensive set of proposals covering a North-South Route and an East-West Route across the Town Centre. The Steering Group supports the delivery of both routes.

The recommended option, which is supported by the steering group, is to take forward the scheme agreed by the Steering Group, subject to Traffic Order approvals. The ATF proposals are critical foundations to link and deliver the wider Local Cycling and Walking Plan (LCWIP) route objectives, providing improved provisions in line with latest Government design guidelines (LTN1/20) and meet the objectives under the ATF2 funding criteria. All recommended measures have been through consultation through a public engagement process, with information from this consultation included as part of the decision-making process.

The results of the informal consultation provide an overall level of support for the ATF measures proposed. The statutory order making process will provide another opportunity for consultation and comments and if necessary, a further opportunity for Cabinet Member review and decision should objections be received.

Cycle Facility

The two-way cycle track, which includes cycle lanes, is being provided under the Active Travel Fund initiative to promote safer, greener and healthier travel. It forms part of the North-South on-road cycle route connecting North Station to the city centre.

Traffic signal amendments

Three of the traffic signal junctions/crossing will also receive amendments because of the implementation of the cycle route.

Head Street at Junction with Head Gate four new cycle phases will be added with cycle detectors and signal heads for: cyclists heading from Headgate; Crouch Street East; from St John's Street and for southbound cyclists on Head Street turning either left or right (straight ahead southbound to Headgate being prohibited).

At the Culver Street crossing two additional cycle signal heads will be included to control north and southbound cyclists and allow pedestrians to cross.



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At the Head Street junction with High Street traffic signals, a new cycle phase will be added with cycle detectors and signal heads for cyclists heading from the Head Street cycleway into the High Street or North Hill. A second new cycle phase will be added with cycle detectors and signal heads for cyclists heading from North Hill into the High Street or the southbound Head Street cycleway. Two of the three existing pedestrian crossings will be increased in width by 1.2 metres on the south arm and 0.8 metres on the east arm. The Traffic Signal Controller will be relocated to the High Street where the footway is wider.

Waiting and Loading Restrictions

To Service the business in the area a 25 metre dedicated goods vehicle loading bay has been provided along with an 18 metre Goods Vehicle Loading Bay which is available for loading Monday to Saturday 8am-6pm, and available for taxis outside these times

Taxi Bay / Loading Bay

To cater for taxis a 12 metre dedicated taxi bay has been provided, along with the ability for Taxis to use the 18 metre Good Vehicle Loading bay outside the times detailed above

Note: All the given measurements and descriptions are approximate.



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