

Colchester Future Transport Strategy

Public engagement document seeking your views



Contents



Transport Vision for Colchester:

‘To transform Colchester into a place which prioritises active and safe sustainable travel to bring about health, environmental and economic benefits.’

Creating a long-term transport plan for Colchester

In recent years travel in Colchester has been car dominated, with over 60% of residents using it as their primary method of travel. This has meant that the town has suffered from significant congestion issues and poor journey time reliability.

The Covid-19 pandemic has changed how and why we travel, introducing new habits and norms that would not have been the case just a few months ago.

For many of us that has meant an increase in more sustainable forms of transport, particularly cycling and walking.

Moving forward we need to ensure Colchester maintains its status as an employment, leisure and residential centre for the region. But in doing this we must also put the health and wellbeing of residents at the heart of transport planning, while ensuring the borough meets its commitment of becoming carbon neutral by 2030.

The dramatic temporary changes felt by us all as individuals can be a catalyst for creating longer-term changes in how we move around.

This means renewed focus and investment is required to future-proof Colchester's transport network, promoting sustainable travel options, while reducing the reliance on cars.

This document sets out the current transport issues and opportunities and a strategy for the future, providing the overarching set of policy guidelines against which projects will be assessed.

Your views are important in helping to refine the strategy. Once agreed, the next stage will be to identify potential schemes to take forward. These will range from small interventions, through to longer-term major works.



If everyone in Colchester who travelled to work by car (pre-Covid-19) used a different form of transport two times a week, this would remove nearly 150,000 car journeys each week

Objectives

To achieve our vision and improve the health and wellbeing of people in Colchester, we have set six objectives to measure all potential future transport schemes against.

- **Providing attractive and healthy environments:**
Protect, enhance and improve the quality of the natural, built and historic environment and reduce air pollution, to enhance residents', workers' and visitors' quality of life.
- **Improving sustainable transport modes:**
Offer an attractive and effective choice in the provision of sustainable travel (bus, cycling, walking) to encourage increased use and reduce pressure on the road network.
- **Supporting economic growth and connectivity:**
Provide high quality transport improvements to enhance network connectivity. Support housing and economic growth in Colchester by linking communities together and enabling access to key services, transport hubs, jobs and education.
- **Providing a safer transport environment:**
Improve safety and the perception of safety within Colchester to promote a safe travelling environment for all road users.
- **Managing demand:**
Manage traffic levels across Colchester's road network and limit levels of traffic in the town centre to reduce delays and improve journey time reliability, maximising the effective capacity through innovative solutions.
- **Managing highways assets:**
Secure and maintain all transport assets to an appropriate standard and ensure that the network is available for use with sufficient resilience to cope with incidents.



The impact of short trips to and from work, where there is only the driver in the car, is significant in Colchester. Reducing this even a little would have a large positive impact on the transport network – and on air quality.

Delivering the vision

Delivering the vision will require a mixture of small-scale initiatives over the next few years, large scale improvements over the coming decade and major schemes identified for the future.

The purpose of the strategy set out later in this document is to become the blueprint against which potential schemes will be assessed. And while technology and behaviours will change over the coming years, ensuring that schemes adhere to and deliver on the vision and aims is important as Colchester continues to evolve.



Over the next five years

- Rapid Transit launched for Colchester
- Improvements to public realm
- Improved and better connected walking and cycling routes
- Schemes identified to support the strategy
- Long-term vision developed for the town centre
- New A120-A133 Link Road created
- Widening of the A12 (Junctions 19-25)



Over the next ten years

- Rapid Transit evolving as demand increased in line with Garden Community creation
- Colchester Borough Council meet carbon neutral target
- Larger-scale schemes undertaken
- Improved air quality across the town
- Increase in electric vehicles and new technologies



Over the next 20 years

- National ban on sales of new petrol and diesel cars
- Rapid Transit evolves with new technologies
- Schemes implemented as part of the strategy

Colchester's Transport Network

Before the Covid-19 pandemic parts of the A12 around Colchester carried over 100,000 vehicles per day.

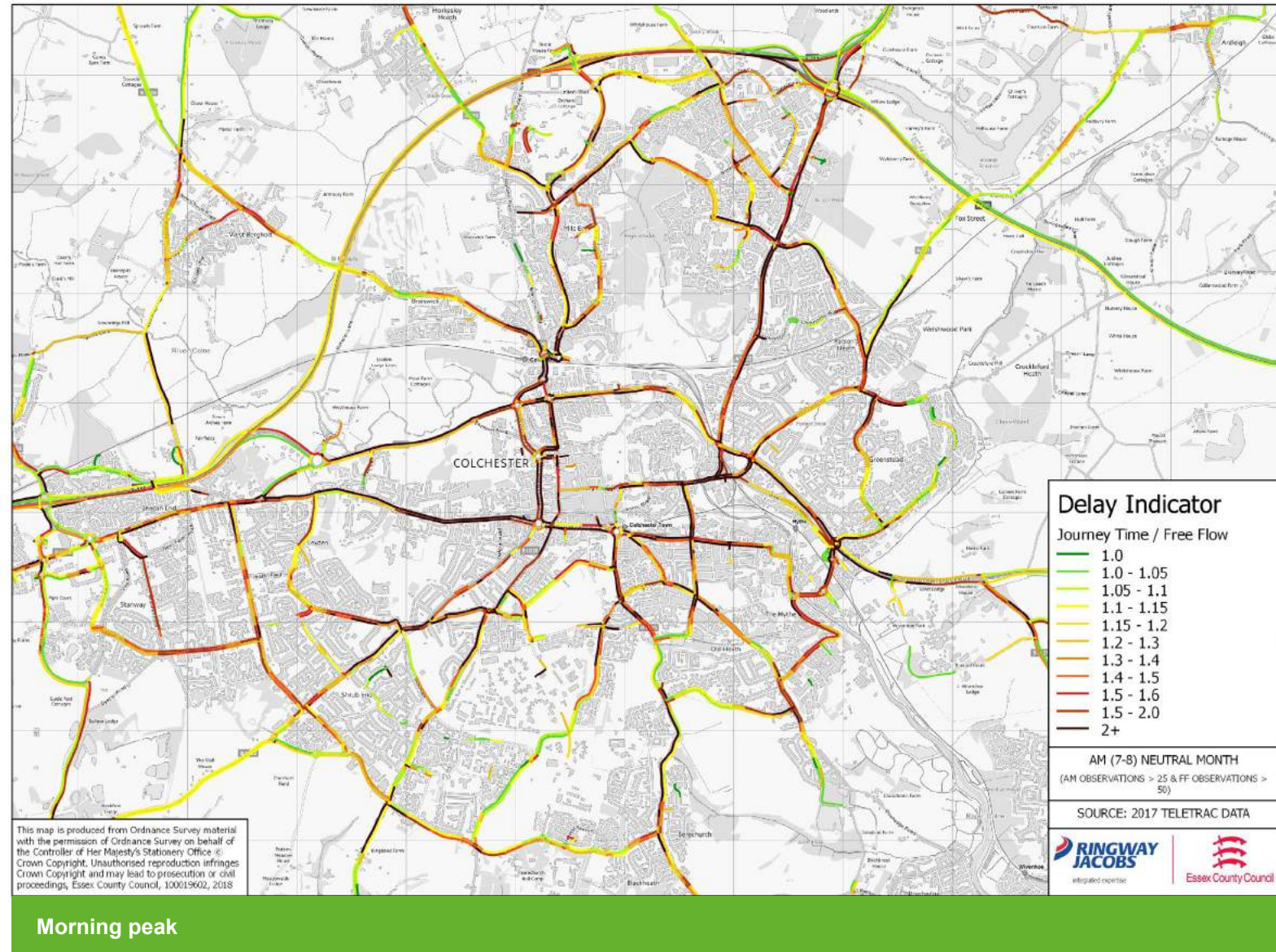
Both the A12 and A120 west of Colchester operate at capacity in the morning and evening peaks, which can cause traffic issues.

Within the centre of Colchester, many roads are over capacity in the peak periods and see high levels of congestion and poor air quality.

The following maps created before Covid show how busy each road in Colchester is in the morning (first map) and afternoon (second map) during peak hours.

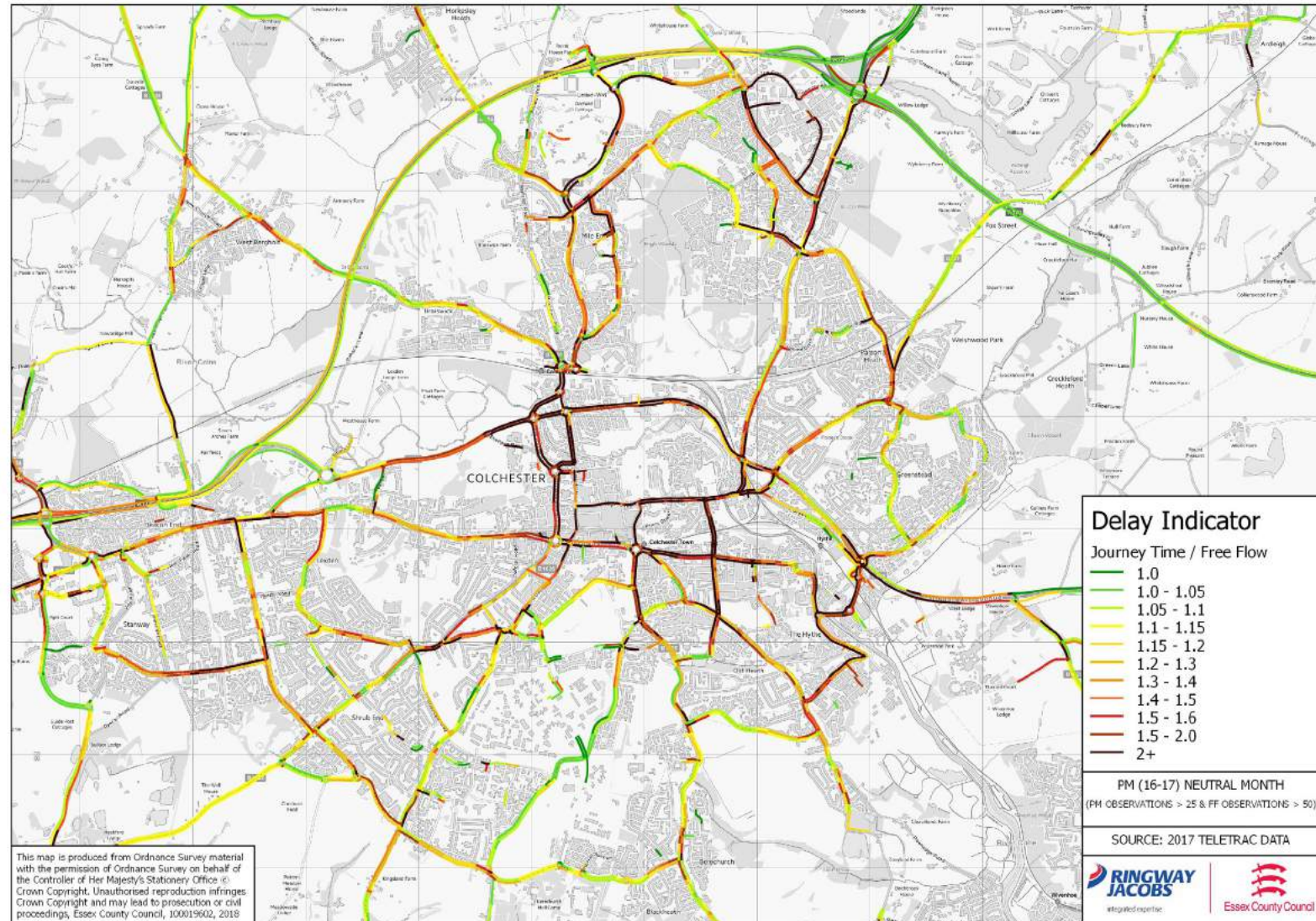
The maps show how slowly the traffic is moving compared to the typical speed in the off-peak hours (known as free-flow speed).

The bigger the difference, the greater the congestion and journey time delay on the road, as well as impact on air quality and people's health. The red colour indicates that the road is moving significantly slower than would be possible outside of the peak hour.



The corridors in Colchester with the most severe delays:

- Ipswich Road
- Cowdray Avenue
- St Andrew's Avenue
- Clingoe Hill
- Station Way
- Severalls Lane
- Cymbeline Way
- Lexden Road
- Town centre routes inc. Southway, Balkerne Hill, East Hill, East Street, Brook Street and Head Street



This map is produced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings, Essex County Council, 100019602, 2018

Afternoon peak

Traffic growth impacts us economically, as well as our health and wellbeing

Economic competitiveness:

A congested highway network that does not support the needs of businesses may cause some companies to relocate away from Colchester and discourage others from starting-up in the town.

Lack of alternative routes:

If there is an incident or road works, there are few alternative routes with enough capacity to accommodate the re-routed traffic. This can lead to the whole network becoming gridlocked.

Negative impact on emergency vehicles:

Congested roads make it difficult for emergency vehicles to get to an incident in the fastest and safest achievable time.

Pollution:

High motorised vehicle use and stopping and starting in traffic jams uses more fuel and causes localised air pollution. Both noise and air pollution can impact quality of life and have a detrimental effect on the health of local people.

Road safety:

The more vehicles on the road, the greater the risk of a collision occurring, which causes even further delays and disruption to traffic. Collisions have a significant impact on those involved and are also very costly to society.

Rat-running:

Drivers will start using residential and side roads to avoid queuing traffic. This can put unnecessary pressure on less suitable roads and increase the likelihood of collisions. It can also influence people's perceptions of safety in their neighbourhoods, reduce local air quality and lead to a lower standard of living for residents.

Work/Life balance:

Some people may choose to leave just a bit earlier/later. Not only does this lead to longer rush hours (known as peak spreading) but it also impacts businesses because employees will spend more time travelling and deliveries will take longer to reach their destinations.

Choosing not to travel:

Some people may choose not to travel at all, which on one level could be beneficial for the highway network as it will reduce the number of unnecessary trips being made. However, it could also impact the town centre economically and hinder the independence and quality of life for some people.

How we travel

- Journeys to work have the most significant impact on the road network. However, it is recognised that other reasons for travel (for example the school run and shopping trips) can see increased traffic in between peak periods. There are notable congestion issues in the town centre at weekends.
- Census 'journey to work' data shows that 63% of all Colchester borough residents travel to work by car or van (either driving or as a passenger). Of these car journeys, 40% are 5k or less in length.
- About two thirds of us live and work in the Colchester borough. Despite this, sustainable travel options such as trains, buses, cycling and walking account for only 31% of journeys to work.
- Additionally, many car journeys made are short. Around 20% of us travel 2km or less to work by car and 40% travel 5km or less.
- During Covid-19 car journeys dropped significantly with up to 20,000 fewer journeys on some roads than at the same point last year. There has also been a significant increase in the popularity of cycling.

This information tells us that the travel choices we make have a significant impact on the number of vehicles on the road.

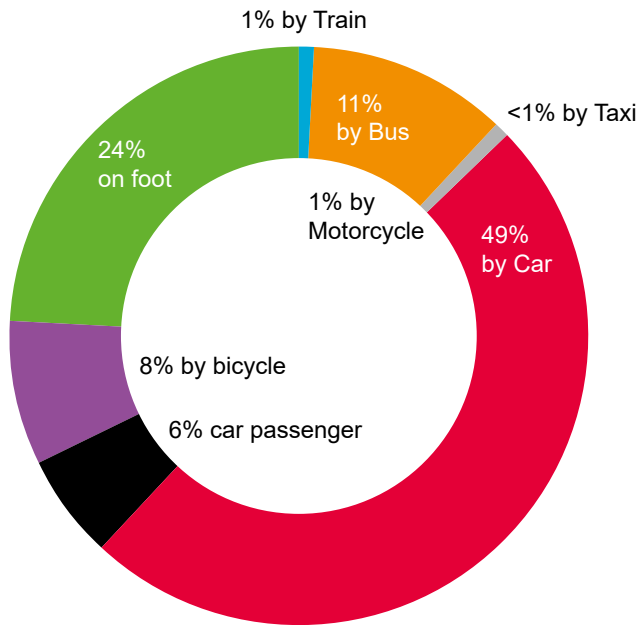
Many car trips could be made by other forms of travel, helping to remove traffic from an already congested road network. However, this can only happen if the alternatives to the private car are made more attractive.



Travel pre-Covid

Mode of travel to work for Colchester workers living inside the town (census data)

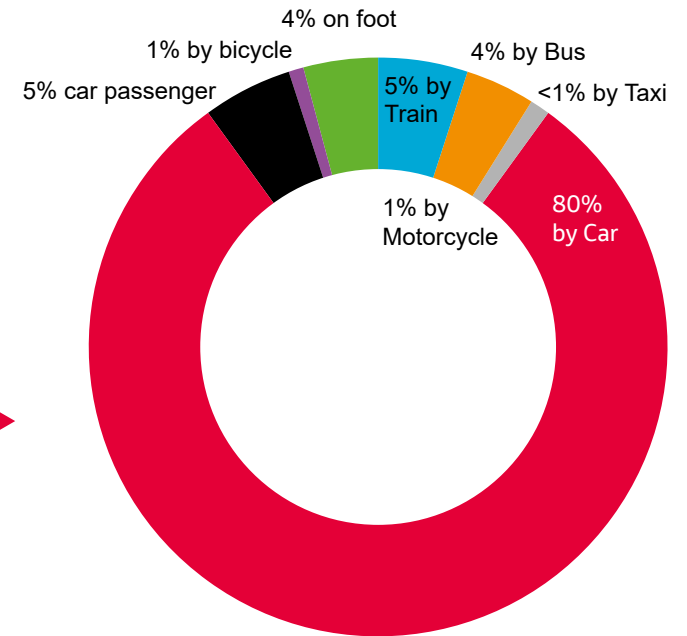
Mode of travel to work for Colchester workers living outside the town (census data)



Colchester workers living inside the town

32,499

361	TRAIN	1,179
3,495	BUS, MINIBUS OR COACH	1,003
118	TAXI	42
346	MOTORCYCLE, SCOOTER OR MOPED	201
15,869	DRIVING A CAR OR VAN	19,353
1,884	PASSENGER IN CAR OR VAN	1,098
2,472	BICYCLE	296
7,872	ON FOOT	855
82	OTHER METHOD OF TRANSPORT TO WORK	149



Colchester workers living outside the town

24,176

Colchester's buses

Colchester has a comprehensive bus network which helps support the strong local economy of shops, leisure centres, cinemas, pubs, theatres and restaurants. Buses are an important facilitator of economic activity and there are large groups of people who are reliant on bus services in the borough.

Colchester also has a Park and Ride service that provides a sustainable travel option serving Colchester Hospital, Colchester Station and the town centre at a frequency of every 15 minutes.

However, many buses are delayed in the same congestion as other motorised vehicle users. This delay negatively affects passenger perception of the service, making buses a less attractive choice. It also impacts on air quality within the town.

Buses can help to reduce congestion by reducing the number of cars on the road. On average, buses can carry up to 60 people with the potential to remove the same number of cars from the road network.

Unfortunately for many people in Colchester who could feasibly take the bus, the longer journey times and upfront cost make car travel more attractive.

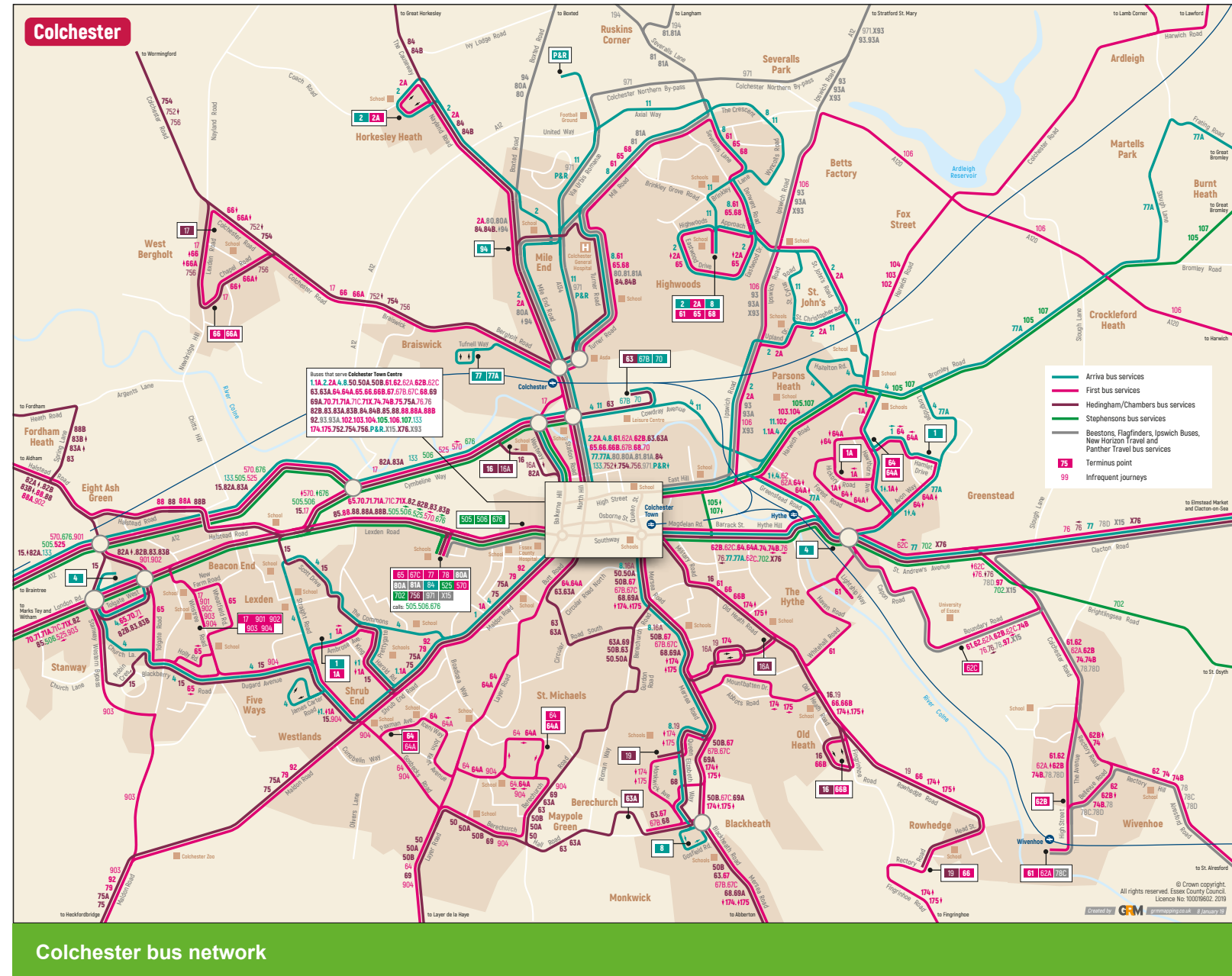


Prioritising buses, shortening journey times and increasing their reliability are key ways to make travelling on buses more attractive, enabling them to play a central role in supporting the growth of Colchester and contributing to the vision for Colchester's future transport network.

If people who would normally drive by car used an alternative mode **two times** a week, it would remove nearly **150,000** peak hour car trips from the road network every week.

Could you...

Walk, ride a bike or use public transport **twice** a week?



Colchester's railway stations

Colchester benefits from two stations in the town centre, Colchester Station and Colchester Town, as well as Hythe Station to the east.

The rail network is heavily used by passengers travelling between Colchester, London and Ipswich, as well as branch-line towns such as Braintree, Sudbury and Clacton.

In 2016/17 there were just under 5.5 million visits to and from central rail stations in Colchester, with Colchester Station accounting for 82% of this total. At the same time, outlying stations at Hythe, Wivenhoe and Marks Tey have seen significant increases in passenger numbers as commuters seek to avoid congested areas around rail stations in central Colchester.

Supporting both new and existing residents in using sustainable transport such as buses, walking or cycling to access rail stations in Colchester would quickly reduce pressure on the road network and maintain economic growth, while also supporting a healthy lifestyle.

The type of transport we choose to travel to and from rail stations has the potential to impact the road network in a very significant way.



Colchester's cycle network

Cycling regularly has been shown to improve physical and mental wellbeing, increase energy and reduce stress.

Colchester has good cycling provision, with much of the infrastructure focused within the town centre itself, providing a mixture of on and off-road routes.

A number of national cycle routes run through the borough, connecting the town with places such as London, Harwich, and even the Netherlands as part of the North Sea Cycle Network.

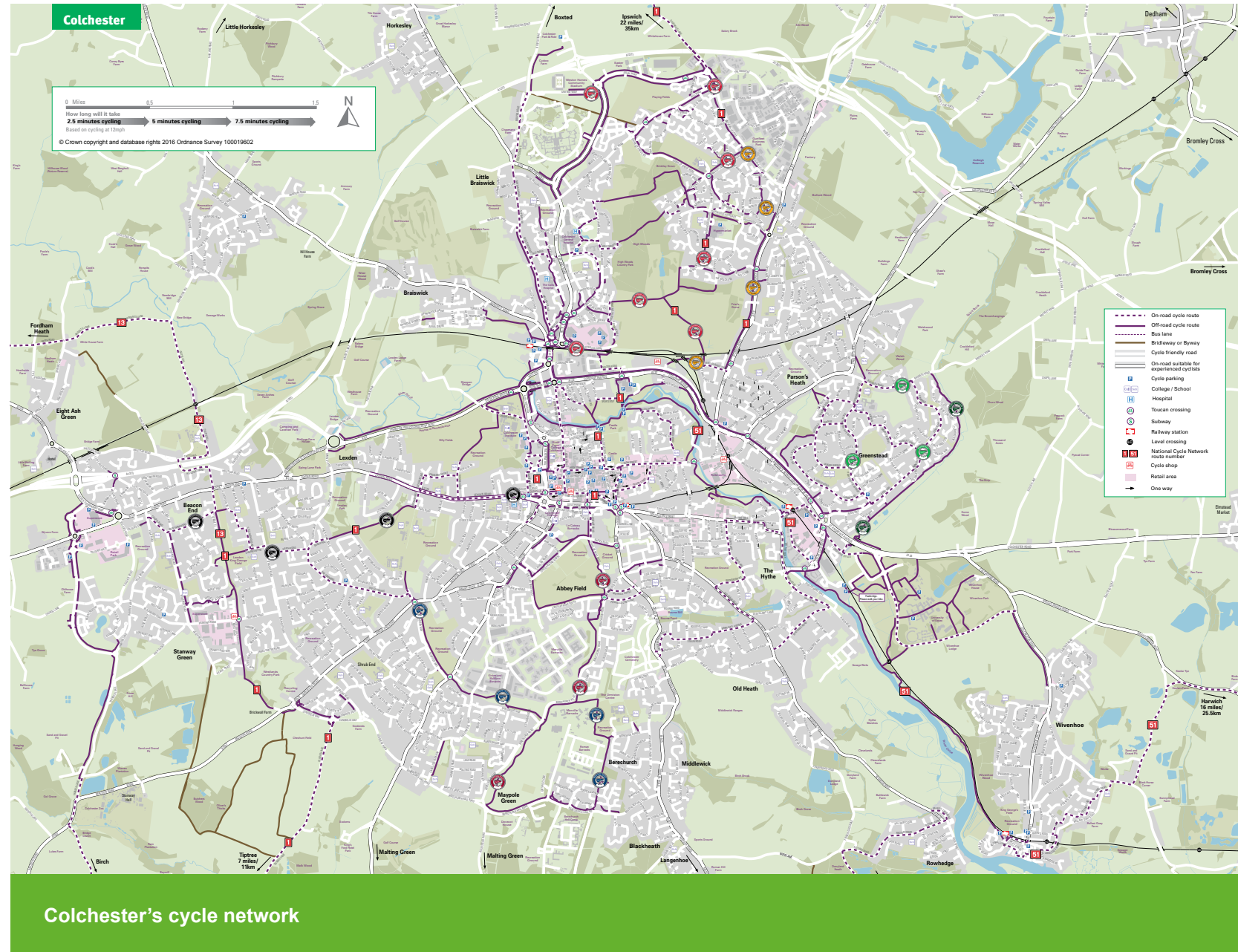
Colchester has one of the highest levels of cycling in Essex with over 2,500 journeys to work made by bike each day, however this number can be significantly increased.

The cycle network is incomplete and there are a number of barriers to cycling such as a lack of signage, a lack of cycle parking facilities, and inadequate lighting.

Investing in the quality and safety of existing cycle routes, closing gaps in the cycle network and providing routes to link new developments to key destinations will help to make cycling an attractive way to get about.



Actively encouraging the use of cycling, walking and public transport for trips to and from Colchester's railway stations is essential.



Air quality impacts

Local authorities in the UK have a responsibility to review and assess the air quality in their area.

Air pollution is associated with a number of adverse health impacts. The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be about £16 billion.

With its Roman heritage, Colchester has many narrow roads, which can reduce the dispersal of pollutants, impacting air quality. Also, significant traffic congestion can occur during peak times within Colchester directly affecting local air quality.

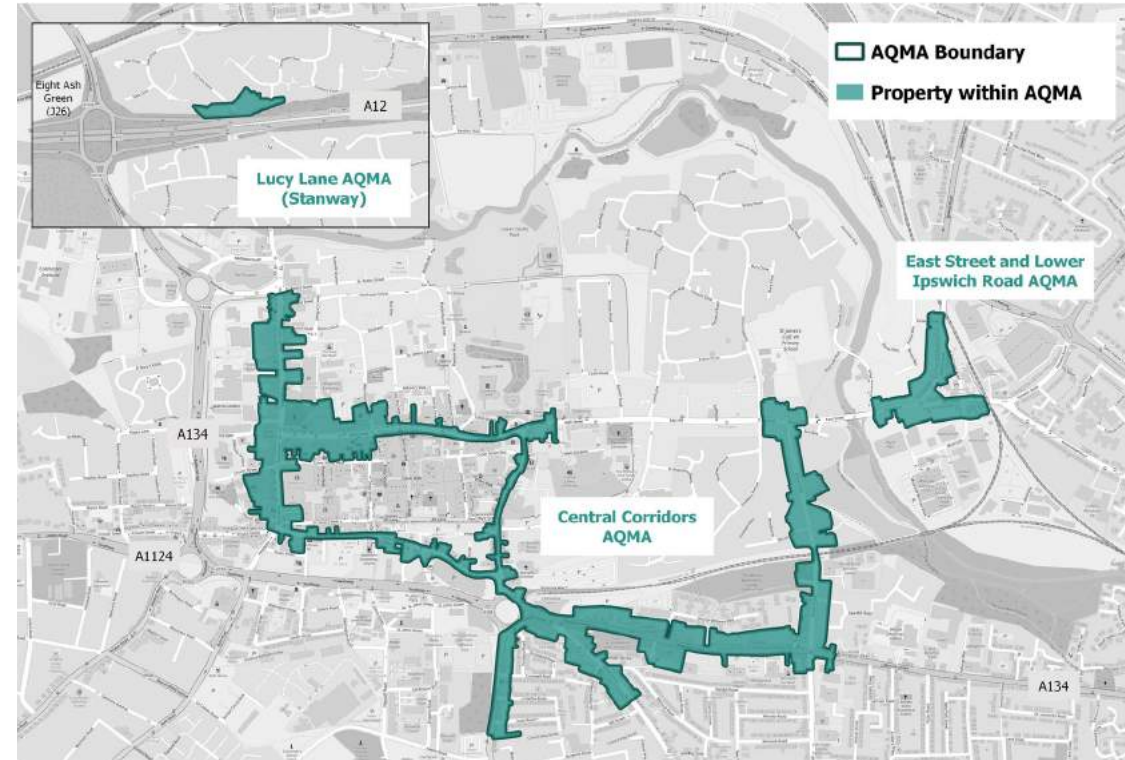
National air quality objectives have been put in place by the Department for Environment Food and Rural Affairs (DEFRA) to protect the environment and public health from long-term exposure to poor air quality.

Exposure to air pollutants can over time, help to cause or worsen strokes, heart disease, lung cancer, and chronic and acute respiratory diseases such as asthma.

Exposure to poor air quality is particularly harmful to children's health because their lungs and other organs are still developing.

Air Quality Management Areas (AQMAs) are declared if a local authority finds areas where national objectives for airborne substances including nitrogen dioxide or particulate matter are not likely to be met. A 'Local Air Quality Action Plan' will then be put together to try to improve the air quality in these areas. There are currently three AQMAs located in Colchester, as shown on the map opposite.

These areas will be particularly sensitive to any changes in air quality. This could potentially be caused by schemes that result in a redistribution of road traffic.



Colchester's Air Quality Management Areas

Reducing congestion is a key way of improving air quality for residents living in close proximity to AQMAs

Future Growth

Future growth will create demand for additional transport infrastructure. This should prioritise sustainable forms of transport rather than replicate the previous focus on road building.

Modelling demonstrates that prior to Covid-19 there was already very little capacity remaining on Colchester's town centre road network, which causes incidents, congestion and unreliability.

Colchester's historic nature means there is little scope to significantly increase the size or number of roads in the town centre.

If alternatives to car use are not planned for, traffic will build, with congestion worsening and negative impacts on health and air quality as capacity is exceeded.

Going forward, there is a need to ensure that the infrastructure required to support housing and job growth is in place at the right time, whilst balancing the need to ensure that future growth does not erode the special environment, heritage and quality of the area.

The forecast levels of future population growth, together with the geography of north Essex, means that future growth for Colchester will need to take a clear cross-boundary approach.

Recognising this need, Colchester and Tendring Councils have identified a site east of Colchester to bring forward a new 'Garden Community' development. This development will bring significant housing and business growth to Colchester, whilst supporting the desire for sustainable development.

The planning process will seek to manage travel demand within the garden community, providing retailing, jobs, services and facilities internally to help reduce the need to travel.

Wider integration into Colchester will see a focus on public transport, to promote sustainable travel, help improve air quality, health and wellbeing and reduce adverse impacts on the highway network.



A new sustainable approach to transport in Colchester is required to facilitate the town's future potential



Our Solution: Colchester's Future Transport Strategy

To shape Colchester's future transport network and achieve the vision of *prioritising active and safe sustainable travel to bring about health, environmental and economic benefits*, there is a need for a new approach.

The following pages explain the strategy for the future. It looks to positively address the different challenges and reasons why people travel, setting out zones that recognise the need to support those making short journeys through the town and those living in the surrounding areas making longer journeys.

The strategy will provide a framework that will then enable potential schemes to be identified and proposals to be assessed against.

Creating zones

The future transport strategy will focus on the type of journey – short, medium and long distance. This will be achieved through creating zones.

The strategy sees the creation of four distinct zones, recognising that a varied approach is needed to meet Colchester's different needs.

In the town centre, where the public realm is important for attracting businesses and visitors, there needs to be a clear focus on alternative and sustainable transport options and helping improve air quality and health outcomes.

Any remaining traffic needs to be managed as efficiently as possible with clear and innovative signage to direct traffic onto the most appropriate routes and into the most suitable car parks as quickly as possible.

Journeys from the residential areas to the town centre should be made by sustainable means wherever possible, so investment should focus on providing residents with a quicker and cheaper alternative to the private car.

For journeys outside of the town, the focus should be on intercepting traffic through Park and Ride, longer distance bus services, encouraging rail use and targeting investment in specific road schemes for long distance journeys.

ZONE 1 (TOWN CENTRE)

Would focus primarily on walking, the quality of the public realm and experience of Colchester as a high quality place. It will also support passenger transport access in to the town centre.

ZONE 2 (WIDER TOWN AREA)

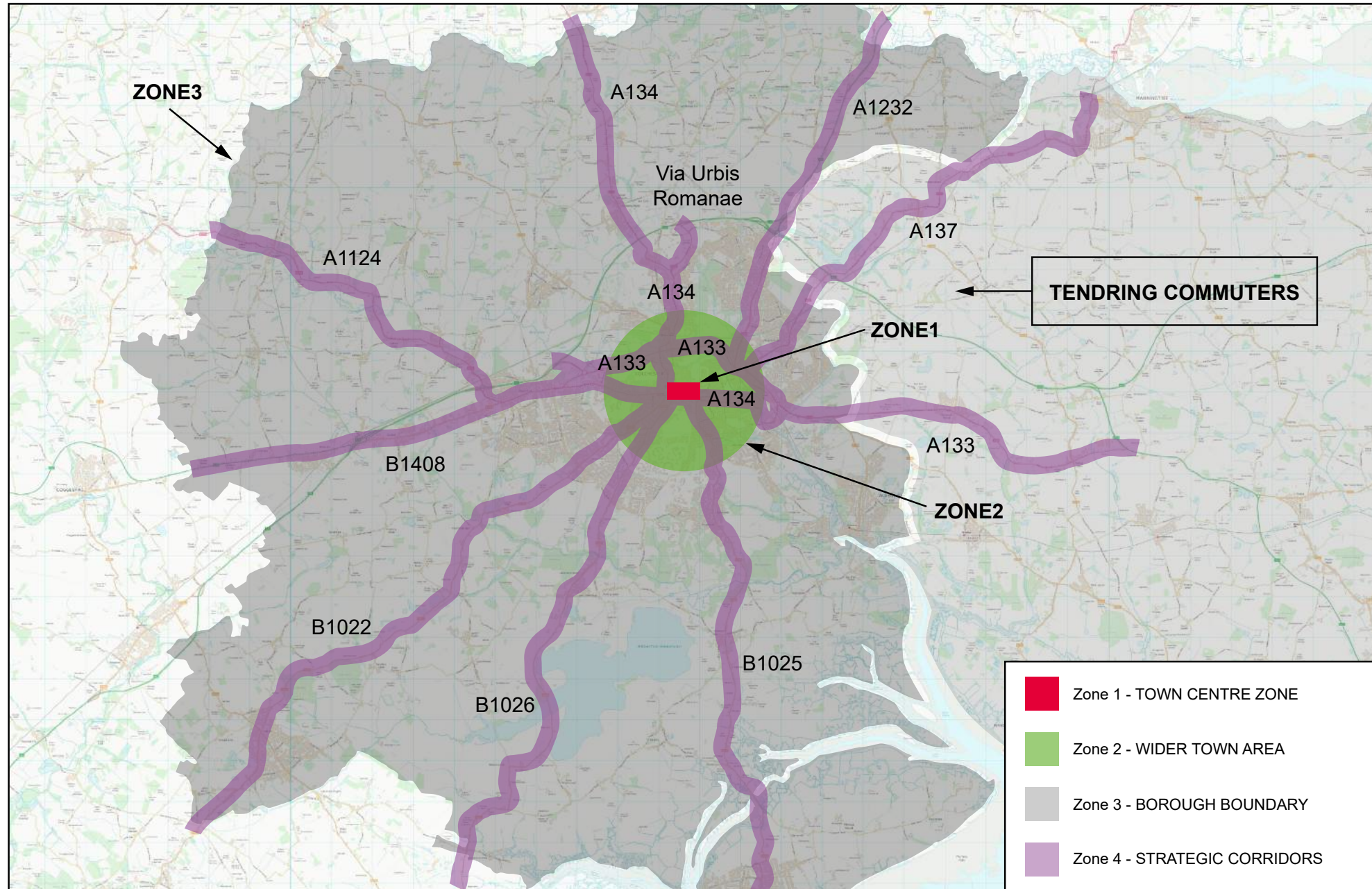
Would see walking and cycling prioritised, along with passenger transport access into the town.

ZONE 3 (BOROUGH BOUNDARY)

Is a wider urban area zone where passenger transport is prioritised e.g. the Park and Ride route. This also recognises the importance of enabling commuters from Tendring to access passenger transport.

ZONE 4 (STRATEGIC CORRIDORS)

Represents key strategic corridors. Over time these would look to move people from highway to passenger transport.



To reduce car use, improve air quality and improve health across the town centre and wider Colchester area, schemes will focus on:



The improvement of green links (cycling/walking):

Including flagship routes, route improvements, missing links, lighting/crossings

Public transport improvements:

E.g. Rapid transit, Park and Ride, bus lane enforcement, smart ticketing and travel information

Park and Choose:

A new innovative concept allowing residents, workers and visitors to park their vehicles and choose a sustainable alternative mode

Access improvements:

E.g. improved access and parking at rail stations and parking strategies

The creation of quality partnerships:

E.g. inter-urban coach partnerships and freight partnerships

Travel change initiatives:

E.g. car clubs, personal and business travel planning and car sharing

Current Priorities

Station roundabout:

Investigating potential options to improve the flow of vehicles, buses and cycles through this gateway junction to the town centre

Improving connectivity along the A133

Following recent improvements along Colne Bank Avenue

The 'Positive Parking' review:

Currently underway, the parking review is assessing the best way to help meet the wider environmental aims, whilst continuing to support the town centre

Planning the long-term vision for the town centre

Following a review of the improvements introduced in previous years to reduce through traffic

Rapid transit system

Developing the first stages of a new rapid transit system linking up key destinations across the town.

A number of travel change initiatives have been implemented or are ongoing within Colchester, including:

Safer, Greener, Healthier

Following the Covid-19 pandemic, a series of 'Safer, Greener, Healthier' interim traffic measures have been introduced in Colchester to create more shared space for walking and cycling. 20mph limits, temporary barriers and signs providing shared spaces have been introduced on the High Street, Queen Street/St Botolph's, Head Street, St Johns Street and other town centre roads, and on the vital corridor between the main rail station and town centre, including North Station Road and North Hill.

Colchester Travel Plan Club

Formed in 2004 by local organisations who needed to manage their demand for car parking and who were concerned about the impact of local traffic on their business, the community and the environment.

Cycle Colchester

A legacy of the Cycle Town 2008-2011 project and continuing initiative to encourage and promote cycling within Colchester, keeping you up-to-date with the latest local cycling news.

Clean Air Colchester

To support air quality improvements in the borough, Colchester Borough Council has been awarded funding from DEFRA to manage a two-year project. The project focuses on encouraging walking and cycling for short journeys and getting people to switch off their engines when they are not moving.

Essex Cycling Strategy

The Essex Cycling Strategy aims to encourage Essex residents, workers and visitors to enjoy the health benefits of cycling, offering an affordable travel choice for journeys around our towns, as well as encouraging more leisure and family bike rides to enjoy the Essex countryside.

Park Active

A Government-funded scheme to allow people to leave their car and walk or cycle for the rest of their journey. This will help reduce demand for central parking spaces and reduce traffic in these areas, freeing up space for people to social distance, cutting congestion and improving air quality.



While sustainable travel will be key to future proofing Colchester's network, appropriate highways schemes will be necessary to support how we move around the borough. These will take the form of urban and strategic projects. Projects within the town will support the wider strategy, while also helping to reduce congestion, for example:

St. Botolph's Circus Roundabout

Investigations are underway to identify suitable designs for St. Botolph's Circus Roundabout with renewed consideration of new and proposed development in the local area, including the Vineyard Gate development, and public realm aspirations.

St Botolph's Circus is located within one of Colchester's air quality management areas and assessments are being undertaken to determine the impact the improvements would have on the surrounding air quality.

An engagement exercise was held in 2019 and the results of this are being considered.

A133 Ipswich Road Improvements

Upgrades to the A133 Ipswich Road are currently underway as part of Colchester's Integrated Transport Package.

This involves the replacement of the double roundabouts at Ipswich Road and Harwich Road with a single roundabout at each location, widening of the carriageway to two lanes in either direction, as well as upgrades to pedestrian and cycling facilities.

A134 Colchester to Sudbury

A strategy for the A134 Colchester to Sudbury was undertaken in 2017, to assess the route as a key regional link.

The report highlighted that the route generally operates to a satisfactory condition with traffic flows at an acceptable level at most times of the day. However, some areas for improvement were identified, notably sustainable transport links.

Measures to be taken forward for further assessment include footways maintenance, new cycle routes and bus stop enhancements, as well as signing and lining improvements on roundabouts.

Rapid Transit System

A Rapid Transit System is being considered alongside proposals for the new development on the east of Colchester.

The new system would serve Colchester Station, the town centre, the Knowledge Gateway, the University and the hospital. It would also link in to the existing Park and Ride services, as well as supporting the proposed Tendring Colchester Borders Garden Community, with a new 'Park and Choose' planned to support the development.

It is also important to help move traffic away from local roads on to the wider strategic network. Keeping traffic moving on strategic road helps improve air quality in urban areas and supports economic growth:

A120 Braintree to A12 new route

Following public consultation, a favoured route option has been determined running from Galleys Corner in Braintree to a new junction with the A12 south of Kelvedon. The route is expected to reduce journey times by up to 15 minutes.

The preferred route has been recommended to Highways England and the Department for Transport and was designated as a 'pipeline project' in the recent Highways England 'Road Investment Strategy 2'.

A12 Widening junctions 19–25

The A12 Chelmsford (junction 19) to A120 (junction 25) is part of the strategic road network and supports national and regional economy by connecting Felixstowe and Harwich ports to London.

This road struggles to cope with existing peak traffic demands, resulting in delays and reduced speeds. With few available diversions, incidents and accidents result in disruption over a wide area.

Surveys and ground investigations are currently being undertaken, with work due to begin in 2023-24.

More information and background on the scheme is [available here](#)

A12 Widening Junctions 25–29

The Government's Road Investment Strategy outlines proposals for the potential extension of the A12 widening scheme to the Colchester A12 bypass.

The viability of the extension is currently under appraisal.

A120 - A133 Link Road

Proposals for a link road between the A120 and A133 are currently under development.

The scheme has the potential to ease pressure on the A133, shifting traffic away from the centre of town, making it easier for vehicles to access the A120 and A12.

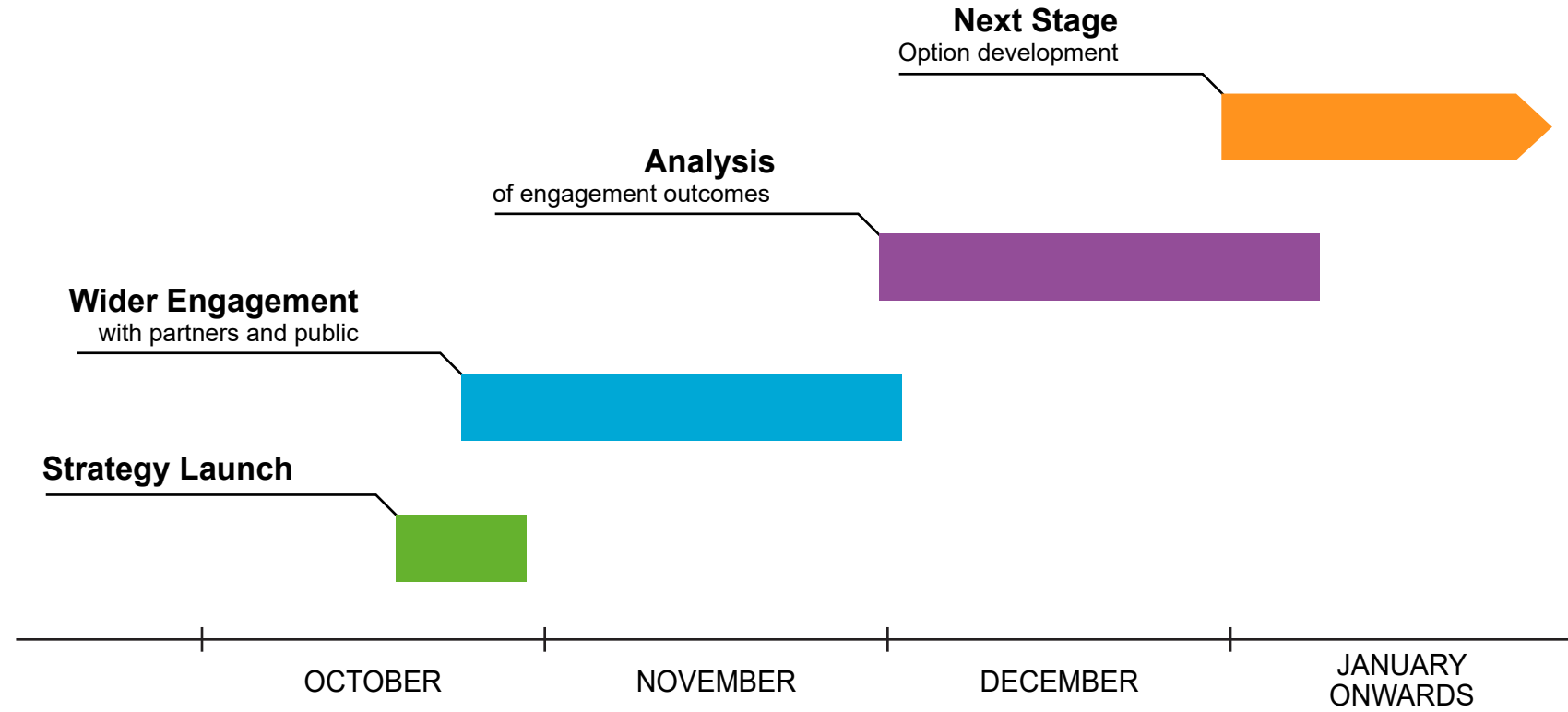
A preferred route announcement was made in May 2020, and the design of the road is currently being progressed.

The link road is due to be completed by 2024.



Next Steps

We want to hear your views on Colchester's Future Transport Strategy, which key routes should be prioritised and your thoughts on how to encourage Colchester's residents to switch to sustainable transport for shorter trips.



The feedback given on the Future Transport Strategy will support the selection process for schemes to be delivered in the borough.

Engagement Questionnaire

Are you completing this questionnaire on behalf of:
(Select box if applicable)

- A Voluntary or Community Sector Organisation (VCS)
- A Business
- Member of the public
- Other, please specify opposite

If you are responding on behalf of an organisation, please tell us:

The name of the organisation:

Who the organisation represents:

Where applicable, how the view of members were assembled:

About You

If you are completing this questionnaire yourself or for a friend/relative, please provide the following details:

Age:	Gender:	Postcode:
Under 18	Male	
18 – 24	Female	
25 – 34	Other	Email address:
35 – 44	Prefer not to say	
45 - 54		
55 - 64		
65+		
Prefer not to say		

The information you provide is confidential and will be used solely for monitoring purposes and anonymously in the reporting of the results of this consultation.

Question 1

What is your primary mode of travel for your daily commute or most common journey?
(Please tick one box.)

Car / Van

Car Passenger

Motorcycle

Taxi

Bus

Train

Cycle

Walk

Other

Question 2

How important are the following factors in influencing your mode of travel for your daily commute or most common journey?
(Please tick one box in each row.)

	Very important	Important	Moderately Important	Little importance	Not important
Cost					
Convenience					
Journey time					
Journey reliability					
Distance of journey					
Weather					
Environmental benefits					
Health benefits					
Safety					
Lack of viable alternatives					

Question 3

What impacts of traffic congestion concern you the most?
Please rank your top three (1 = the impact that concerns you most.)

	1	2	3
Impact on public service vehicles e.g. buses, ambulances etc.			
Impact on the local economy			
Longer journey times			
Unreliable journey times			
Rat-running on residential streets			
Road safety			
Noise and air pollution			
Other (please specify):			

Question 4

“Buses should have priority on the Colchester urban road network over other motorised vehicles” To what extent do you agree or disagree with this statement?
(Please tick one box.)

Strongly agree

Agree

Neutral or undecided

Disagree

Strongly disagree

Question 5

If you regularly drive for short and medium distances (less than 5km), what would encourage you to take the bus instead?
Please rank your top three (1 = what would encourage you the most.)

	1	2	3
Cheaper ticket prices			
Increased number of services			
Improved bus priority measures (bus lanes, bus gates, priority at traffic lights)			
More direct routes			
Better quality and cleaner buses			
New facilities on the bus e.g. wi-fi and charging point			
Improved access and egress from key junctions for buses			
More reliable services			
Better information, for example real time passenger information			
Bus stop closer to where I live / end destination			
Other (please specify):			

Question 6

If you regularly drive for short and medium distances (less than 5km), what would encourage you to cycle instead?
Please rank your top three (1 = what would encourage you the most.)

Or, tick one of the following

	1	2	3
More segregated routes			
Better connectivity / integration between existing routes			
Better connectivity to the town centre			
Better wayfinding / signage			
Adequate cycle parking at end destination			
Improved maintenance of routes			
Free training to improve confidence			
Suitable changing / washing facilities at end destinations			
Improved safety, security and lighting of routes			
Other (please specify):			

Nothing will encourage me to cycle more

I already cycle as much as I am able

Question 7

If you regularly drive for short distances (less than 1km), what would encourage you to walk instead?
Please rank your top three (1 = what would encourage you the most.)

	1	2	3
More segregated walking / cycling paths			
Better wayfinding / signage			
Improved maintenance of footpaths			
Improved safety, security and lighting of footpaths			
More benches and resting facilities			
Other (please specify):			

Or, tick one of the following

Nothing will encourage me to walk more

I already walk as much as I am able

Question 8

Are you concerned about the impact of air quality on your health?
(Please tick one)

Yes

No

Undecided

Question 9

What do you consider to be the most important element of the proposed strategy for each zone?

Please tick one box per section (three in total)

ZONE 1 (TOWN CENTRE)

Improved pedestrian routes

Public realm improvements

Passenger transport interchange improvements

Improved signage, especially to car parks

Increased cycle parking facilities

Reduce the ability for cars and vans to access this area

ZONE 2 (WIDER TOWN AREA)

Improved public transport network to encourage increased bus use

Extended and upgraded cycle network with promotion of its use

ZONE 3 (BOROUGH BOUNDARY)

Additional public transport

Encouraging rail use

Promotion of existing Park and Ride services

Additional Park and Ride sites

Improved signage for the strategic network

Improved public transport

Other (please specify)

Question 10

In taking forward this transport strategy and assessing possible future improvements and projects, which of the following corridors would you like to see prioritised?

Please rank your top three (1 = route where improvements are most wanted).

Thinking about the corridors you have prioritised, please provide some details in the box below on what sort of improvements you believe are required (public transport, cycling walking, road based)?

	1	2	3
Town centre routes (High Street, East Hill, Queen Street)			
A133 West (Cymbeline Way)			
A134 Northern Approach			
A133 Central (Cowdray Avenue)			
A1232 Ipswich Road & A137 Harwich Road			
A133 East (Clingoe Hill & Clacton Road)			
A134 Central (Southway and Hythe Hill)			
B1025 Mersea Road			
B1022 Maldon Road			
A1124 Lexden Road			

Question 11

To what extent do you agree with the proposed future transport strategy for Colchester?
Please tick one box

Strongly agree

Somewhat disagree

Somewhat agree

Strongly disagree

Undecided

If you disagree with elements of the strategy, please can you tell us why?

Question 12

To what extent do you believe the objectives of the strategy will adequately achieve the vision set out?
Please tick one box

Strongly agree

Somewhat disagree

Somewhat agree

Strongly disagree

Undecided

If you disagree, please can you tell us why?

Question 13

In the future what ways do you expect your long-term travel behaviour will change in response to the current Covid-19 pandemic?
Please tick one box per row

	Very likely	Likely	Neutral or undecided	Unlikely	Very unlikely
I will make fewer journeys overall	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I will work from home more often	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For my daily commute or most common journey, I will:					
• Use the car more	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Use public transport more	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Cycle more	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Walk more	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question 14

We have seen a number of temporary social distancing measures introduced during the Covid-19 pandemic. Would you support the implementation of more permanent / long-term measures?
Please tick one box per row

- Strongly support
- Somewhat support
- Undecided
- Somewhat disagree
- Strongly disagree

Thank you for taking the time to take part in this survey.

Confidentiality and data protection

This questionnaire is for you to provide information to be used by the Colchester Transport Strategy project. Under the General Data Protection Regulation (GDPR) we have a legal duty to protect any information we collect from you.

The information will only be used for the purposes of this project and will not be kept longer than is necessary to do so, up to a maximum of five years. We share this information with our partners Jacobs and Ringway Jacobs but we will not share your personal details with any other agency unless we have concerns that you or another individual may be at risk of harm or if it is required by law. We do not collect personal information for commercial purposes.

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