

Appendix A

Active Travel Fund 2 – Head Street, Colchester: Consultation Report		
<u>Comment Type</u>	<u>Comment</u>	<u>Response</u>
1.	<p>The impact is unlikely to affect me personally or my business (which is located at Headgate corner), however where my office is situated my view is looking directly up Head Street where I constantly see vans and lorries loading to the various businesses along the road, along with multiple cars parked along the east side of the road (presumably blue badge holders) and as soon as you have multiple busses stopping on the west side it becomes carnage. I fear that adding cycle lanes will only further reduce space for cars to travel.</p> <p>Perhaps the positive effect of the cycle lanes is that cars will no longer be able to park on the east side. The danger, however, is the effect the lorries and vans have when loading.</p> <p>Presumably there will be fixed time for loading?</p> <p>Presumably there will be no parking of any kind by the segregation strip?</p> <p>I'd be keen to hear your thought process on the above?"</p>	<p>The proposed set of schemes is part of the much larger Active Travel Fund 2 (ATF2) that ECC successfully bid for with the aim of supporting the modal shift to sustainable transport away from private cars. With high quality cycling infrastructure, people are more likely to try cycling and it has been found in many cases that a significant number will make a permanent switch and so help reduce the number of cars on the road and with that improve air quality, reduce congestion and road safety for all is increased. Therefore with less cars on the road, there is less space needed for them and therefore the new cycling infrastructure will not cause a problem.</p> <p>The scheme has been designed by experienced designers and the finished designs are all safety audited in order to spot any issues in advance of their construction. Issues around loading and parking have all been considered and mitigated where needed.</p>
2.	<p>As a business owner in the town centre for over 30 years and in the High St for over 10 years I would like to object to these proposals.</p> <p>Colchester town centre is not suitable for these works, you are not succeeding in helping business in the town to flourish, you are hindering us.</p> <p>Since the removal of the right hand lane into the High St I notice it is increasingly difficult for emergency vehicles to get through as they are often caught up in huge queues of traffic.</p> <p>A majority of my customers come from out of town and many from out of the county, and all the changes that have been recently have made it more difficult and uninviting for them.</p>	<p>The proposed set of schemes are part of a much wider package of walking and cycling measures to make walking and cycling in and around the city centre safer and more pleasant. The schemes are all consulted on and whilst ECC accepts that not everybody is supportive, the majority of respondents have been supportive. Much work has gone into the design and locations of the proposed measures and local conditions are part of that process and ECC is confident that the measures will sit comfortably where they have been proposed for.</p> <p>Emergency vehicles are driven by highly trained officers, and they are able to navigate with most situations. ECC have consulted the emergency services and they are all satisfied that the measures</p>

	<p>People come into the town to shop, this is not practical or possible on a cycle. I notice that despite heavy traffic at the out of town shopping centres, there are no plans to reduce the lanes for cars and install cycle lanes. Why are small businesses in the town centre being put at such a disadvantage to the large out of town retailers?</p> <p>Marks & Spencer and others moved out of the town centre because of anti-car measures, to somewhere with free parking where the car is almost the only way to get there, more will follow if you keep trying to push through schemes like this that very few members of the public or business want.</p> <p>Your efforts should be concentrated on keeping traffic moving which means opening up all the lanes you have restricted.</p> <p>As Bob Russel has already pointed out, less people are using the cycle lanes you have already installed than when they were first introduced, so this proves they are ineffective and a waste of resources."</p>	<p>will not adversely affect their response times. Where issues have appeared, ECC designers will make changes to address any concerns.</p> <p>The proposed set of schemes are part of a much wider package of walking and cycling measures to make walking and cycling in and around the city centre safer and more pleasant both for residents of Colchester and its visitors. ECC would dispute that improved walking and cycling measures will put the small businesses at a disadvantage over the out of town located larger businesses. Much evidence supports the increase in footfall in town and city centre of pedestrian schemes and new associated cycle infrastructure, together with other improvements to bus services.</p> <p>There are also a good equality and accessibility reasons for increasing the number of dedicated cycle lanes both in Colchester and elsewhere, those who cannot afford to buy and run a car have a good cheaper form of transport to use to improve their life chances.</p> <p>As regards keeping traffic moving, the whole package across Colchester is designed to reduce the need for people to travel in their own private vehicles and therefore with the modal shift that is expected to happen, there will be a smoother flow of traffic. As we recover from the Covid 19 pandemic, more and more people are returning to public transport and so that is also reducing the demand for roadspace.</p> <p>Finally, with the introduction of high quality cycling infrastructure, people are more likely to try cycling and it has been found in many cases that a significant number will make a permanent switch and so help reduce the number of cars on the road and with that improve air quality, reduce congestion and road safety for all is increased.</p>
3.	<p>I have noticed that some cyclists are opting to cycle southwards on Head Street already either in the carriageway or on the path. This is plainly illegal and risky but indicates a need for a more direct route south.</p>	<p>Whilst no scheme will stop the most determined cyclist performing dangerous and/or illegal manoeuvres; through better education and the more that cycling becomes the main mode of transport in urban areas then this</p>

	<p>The present legal options are to turn right into Balkerne Passage, which is a tricky manoeuvre across traffic, particularly if a car is already sitting in Balkerne Passage waiting to come out or turn left into High Street which is too indirect.</p> <p>My concern with your proposal is that there is a safe enough right of way from Head Street onto North Hill.</p> <p>I also think you should consider ways of dissuading cyclists from proceeding directly into Head Gate from Head Street rather than taking the proposed left or right turns"</p>	<p>behaviour that you have witnessed will decrease.</p> <p>The scheme has been designed by experienced designers and the finished designs are all safety audited in order to spot any issues in advance of their construction. If as you say there is an issue with turning into Balkerne Passage, then the safety audit would have picked it up and dealt with it by recommending changes to the design. ECC uses experienced and qualified designers and safety engineers to undertake safety audits.</p> <p>If there is a safety issue to a cyclist proceeding directly into Head Gate from Head Street rather than taking the proposed left or right turns, then there is a separate road safety budget for such locations and will be dealt with through that route.</p>
4.	<p>I would like to strongly object to the proposal of the instillation of a cycle lane the length of Head Street.</p> <p>1. There is currently a temporary cycle lane in place that is not used and is only causing congestion within the area.</p> <p>2. Providing a two way cycle lane will undoubtable make it more dangerous to pedestrians when crossing Head street, as it is a one way Street and pedestrians will be ambushed by cyclists going the wrong way (Should any cyclists actually use it).</p> <p>3. the proposed 2-way cycle lane will also make it dangerous for cyclist as they cross St. Isaacs Walk, which being a one-way street only allows traffic to exit into Head Street. Head street itself being one way, motorists will only be looking for Vehicles from their Left, with the flow of the traffic. Any cyclist coming from the right is likely to be involve in a collision.</p> <p>4 The junctions at both ends of Head Street that feed into it are both one way and any cyclist hoping to join the cycle lanes will have to cross oncoming traffic as they will be cycling against the flow. (From Crouch Street and North hill)."</p>	<p>Whilst the current arrangements for cyclists not being ideal, with the introduction of high-quality cycling infrastructure, people are more likely to try cycling. It has been found in many cases that a significant number have made a permanent switch and so help reduce the number of cars on the road and with that improve air quality, reduce congestion and road safety for all is increased.</p> <p>All schemes that are designed and built have been through a rigorous design and safety audit process so that the scheme that does get built is safe to all users, including pedestrians who share the space with the cyclists. This is the case both in Head Street and St. Isaacs Walk. As more and more cyclists appear on the streets, encouraged by more and better cycling infrastructure so car drivers will be more used to seeing cyclists on the roads and so accordingly be more aware and conscience of the need to be more careful.</p>

5.	<p>Whilst accepting that we cannot formally object to these proposals, I believe it is fair and reasonable to highlight a couple of issues with the formalisation of this scheme, which I feel will be problematic for bus services. Firstly buses are already experiencing delays at the Head Street/North Hill junction, due to the loss of one running lane. Previously buses were able to use both approach lanes and as such double the amount of buses could access through on a single signal phase as compared to now – the situation that is being sought to formalise. This affects bus journey times and reliability. It seems that the delays to bus services through this junction will be further worsened by the introduction of 2 additional phases, for cyclists – please could the signal phasing plan for prior to the introduction of the experimental order, for now and for the one proposed to be installed be provided. It would appear that the introduction of additional cycling phases into the signals at the Head Street / St John Street junction will likely increase journey times and negatively impact on journey time reliability. The documentation suggests that 4 new cycle phases will be added to these signals – which at face value must present a severe imposition to bus operations – please can the revised signal phasing plan be provided alongside the current phasing plan, so that the impacts can be better understood.</p> <p>I would have concerns that the removal of informal blue badge parking (Double yellow lines) on the east side of Head Street may result in further instances of motorists waiting opposite within the run of bus stops on the west side of the street. Please could you provide the residual carriageway space from the western kerb edge (along the run of bus stops as the distance appears to vary) to the western most edge of the relocated loading / taxi bays. I would also ask please for sight of the swept path drawings to show that buses are able to exit from the stops, manoeuvre safely around a bus in front and progress through to the High Street junction.</p> <p>On a positive note, although not mentioned here, the intention to remove the bus build outs along Head Street</p>	<p>Ideally ECC would introduce nothing that would hinder the smooth running of the City's bus services as supporting the growth of bus services is a high priority of ECC. Whilst currently bus services are in some instances experiencing delays at junctions and other points around the network, the work to achieve significant modal shift to walking and cycling across Colchester city centre should free up road space for the smooth operation of bus services. In the meantime it is impossible to achieve every desired objective and so a balanced approach to the priority and allocation of highway space has been developed. As regards the signal phasing, this has been and continues to be refined in order that the phasing ensures as smooth a flow of traffic as can be achieved through the various junctions.</p> <p>As part of the design and consultation process, the needs of the disabled are an important priority of ECC. All schemes are Equality Audited and where issues are identified measures are taken to mitigate them in order that those with Badges will not be adversely affected. Any further changes to the design and layout of the scheme can only be undertaken if it can be funded within the agreed budgets and there is little in the way of spare budget. The scheme has been favourably greeted in the consultation, making any major changes unlikely.</p> <p>As part of the design process, designers will have used swept path analysis in order that buses and other large vehicles can safely manoeuvre.</p> <p>The consultation has been undertaken as required by law and the detailed drawings that have been published have tried to convey to the reader, as clearly as possible, the details of the proposed schemes. ECC welcome your positive comments regarding ECC's intention to introduce Kassell kerbing into Head Street and how they will benefit passengers.</p>
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	<p>and replace these with a continuous run of Kassell (DDA Height) kerbing is very much appreciated and should be a benefit to our passengers. Does the provision of raised kerbing need to be mentioned in a notice to the public, or are such things not required to be advertised in the same way? Thank you for your time in reading the observations above – please can you ensure that the requested information is sent through.</p>	
6.	<p>Objection - I received a notification of the proposal to extend a cycle lane on Head Street in Colchester as I am a resident and business owner on Trinity Street in Colchester centre. I have to use Head Street to access my residential and business properties via Culver Street west and leave via Sir Isaacs walk. Looking at the plans and being a resident within Colchester City I can only assume someone that has never visited the city put these plans together despite the assurances in the letter stating many local people and businesses were consulted.</p> <p>While cycling in certain cases should be made easier the proposal plans are dangerous and detrimental to the area. For a start the southbound lane that is to be created appears to end in a 4 way junction which is traffic light controlled on two of those ways, the onward journey suggested for cyclist would mean crossing one way traffic that is signal controlled and which the cyclist could not see and also going across signal controlled traffic coming from the other direction. Both of these signal controlled roads contain both cars and buses, it is just creating unnecessary risk. The other end which meets the High Street and North Hill would release cyclist into the path of cars and buses turning right into the High Street and also cyclist coming up from North Hill would have to cross the path of buses and taxis turning left into the High Street to access the cycle path on Head Street.</p> <p>On top of this the proposal plans to reduce the pedestrian pavement in one area on head street which could create a pinch point for pedestrians walking on the path. The cycle lanes should be put on the opposing side of the road however clearly this was decided against because it would mean moving all of the bus stops to the other side of</p>	<p>All the schemes that have been included in the consultation have been designed by experienced and qualified designers that have based their work on latest best practice and with officers who have a local knowledge signing them off. These schemes form part of a wider package of measures across the centre of Colchester and looking forward, other similar schemes will be introduced to form a complete network of cycle routes.</p> <p>All schemes that are designed and built have been through a rigorous design and safety audit process so that the scheme that does get built is safe to all users, including pedestrians who share the space with the cyclists. This is no different in this instance. As more and more cyclists appear on the streets, encouraged by more and better cycling infrastructure so car drivers will be more used to seeing cyclists on the roads and so accordingly be more aware and conscience of the need to be more careful.</p> <p>As regards the signal phasing, this has been and continues to be refined in order that the phasing ensures as smooth a flow of traffic as can be achieved through the various junctions.</p> <p>Ideally ECC would introduce nothing that would hinder the movement of pedestrians as supporting the growth of walking is a high priority of ECC. Whilst there maybe some reduction in pedestrian pavements, the work to achieve significant modal shift in general to walking and cycling across Colchester city centre should reduce the pressure on available space for pedestrians along Head Street and in other areas. However, in the meantime, it is impossible to achieve every desired objective and so a balanced approach to the priority and allocation of highway space has been developed.</p>

	<p>the road which would make a lot more sense and make it infinitely safer for cyclists especially for joining and leaving the cycle lane at both ends. The only sensible part of this plan is the proposed no waiting and no loading at the entrance of culver street west as the food delivery drivers insist on trying to park as close as possible to head street which makes it very dangerous for cars and pedestrians entering, leaving and crossing culver street west at the junction with Head Street. I know Essex highways has a reputation for wasting time and money on road projects in Colchester City Centre, but I really hope this proposal does not get put into practice as it will surely be cancelled or taken away some time after being implemented.</p>	<p>As has already been discussed, the current scheme has been designed, safety audited and gone out to consultation in its current form and arrangement. To fundamentally change it by relocating the designed lane would mean redesigning, reconsulting and this is not feasible within the given budgets, also bearing in mind that the current scheme did receive significant support from other consultees. However, a post construction safety audit will be carried out, as is the normal practice, and any issues will be dealt with at that stage.</p>
7.	<p>Once again these proposals have been very badly publicised. I am told by our County Councillor Sue Lissimore that there were some pop-up stands in the town during late 2020 but as we were all staying at home to save lives that would have been of little value and probably the basis of the protests now about several of the cycle plans that the public just don't know what is planned to happen. Your plans are incredibly difficult to understand. Why can't you give a full narrative of what is intended that is very simple. I believe you are saying that on the East side of Head Street you will take a chunk of the pavement and turn that into a south bound cycle way, in the carriage way you will take a chunk of the road to make a north bound cycle way. Alongside that you will have various loading bays and stopping for taxis. General traffic will be a single lane down the centre of the street and to the West side will be the current bus stops. If my interpretation is correct, it is a stupid plan.</p> <p>1. Your mission is to make it easier for pedestrians and cyclists? It would seem much attention has been given to cyclists but little to the walking public.</p> <p>2. You state: 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</p>	<p>Cllr Lissimore was indeed correct in saying that there was a pop-up stand in the centre of Colchester, as part of the large consultation exercise undertaken by ECC to promote the ATF2 programme. Also there have been a number of consultations on related ATF2 schemes and this current consultation was conducted from the 26 January to the 17 February 2023. All the consultation material is designed to be as simple and understandable from a non-expert point of view as possible.</p> <p>ECC regrets that you do not approve of the proposals but a significant number of other consultees in fact support what has been proposed. In response to your 8 specific points:</p> <p>1. Taken together the ATF2 programme is designed to achieve a balance approach to both walking and cycling and also in supporting the bus services which in some instances may appear to adversely affect one of these modes. The design has been safety audited which includes looking at how the proposed scheme may affect pedestrian movements; any issues of concern would have been pick up.</p> <p>2. ECC agree that that was the reasoning why the ATF2 has been developed to create a better environment for walking and cycling. However now that there are high level of vaccinated people using the public transport system, there is no need to be as concerned over overcrowding, within</p>

<p>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.</p> <p>3. As the temporary cycle tracks you did put in showed it just resulted in chaos in Head Street and the feeder roads with more congestion and culminating in the cycle lane at the South end being withdrawn as it plainly didn't work. Sue Lissimore proudly publicised that she had ordered the removal of the cycle track to remove the congestion.</p> <p>4. The planned 2-way cycle track in Head Street will cause as much traffic chaos as the limited section in Head Street South did before. The volume of traffic that needs to get from the south to the North is significant, I presume you have the traffic volume measurements. Head Street/North Hill and Balcerne Hill struggle to cope at peak times and you wish to further restrict the flow on Balcerne Hill by proposing that all pedestrian MUST cross using a pedestrian crossing instead of the hundreds that daily use the subway to avoid the traffic.</p> <p>5. I believe that the walkway on the East side is to be reduced to allow for one of the cycle ways to use it? At times there are significant numbers of pedestrians use that path so what consideration has been given to them as part of your making walking easier? What are the pedestrian volumes v the cycling volumes both currently and predicted in future which warrant this reduction in the pathway?</p> <p>6. There appears to be both loading bays and taxi bays right alongside the cycle track. Both sets of vehicles will be having people getting in and out who have to use the cycle track to achieve this. Loads will have to traverse the cycle track which seems quite silly.</p> <p>7. Currently at times the bus stops are full so further busses would have to block the single line for traffic while they waited for a bus to leave and make space. This sometimes takes quite a while. How do you intend to avoid this additional congestion?</p> <p>8. You say Engagement activities that were undertaken included a series of in person consultation road-show events at the locations where the schemes are</p>	<p>safety limits. Also, indeed the ATF2 measures are designed to deliver significant health, environmental and congestion benefits by providing better infrastructure to create streets, which can accommodate increased levels of cycling and walking.</p> <p>3. With any emergency measures, it cannot be denied that some measures were not suitable or didn't work and there has been a normal review process undertaken that has led to the current programme. Consultation this far has found that there is a majority in favour of the schemes whilst there has been a smaller number of concerns and objections expressed.</p> <p>4. All schemes that are designed and built have been through a rigorous design and safety audit process so that the scheme that does get built is safe to all users, including pedestrians who share the space with the cyclists. This is no different in this instance. As more and more cyclists appear on the streets, encouraged by more and better cycling infrastructure so car drivers will be more used to seeing cyclists on the roads and so accordingly be more aware and conscience of the need to be more careful. As part of the design process, traffic counts were collected and these will also be used to conduct after implementation monitoring, like all schemes.</p> <p>5. Yes, there is planned to be a reduction in the walkway, but the designs have been all carefully designed and appropriate safety audits carried out that includes the affect on pedestrians. Along with the scheme, traffic management has been designed that will help in keeping vehicle speeds down and so not pose a threat to pedestrians and cyclists.</p> <p>6. Again, as discussed above, safety audits will have examined the likely location of different users and signing will be erected to warn road users of the likely presence of cyclists and from the opposite point of view, cyclists have the responsibility to cycle carefully and that they themselves should be aware of other road users that may not be as aware of them as they should be.</p>
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	<p>proposed to allow people to view the plans and ask questions. The website says these happened between 27 May and 11 July 2021 however as of mid-May we still had some Covid restrictions in place in Colchester and the public were very sensibly still being very cautious, so it is not surprising if people were not fully aware of the proposals nor saw your road-show events. Can you say how the public were made aware that these events were to happen. How many of the public actually gave feedback at any of these in person consultations on this proposal? Often these things are hit and miss as if people are not aware of them taking place they cannot attend. If held in the working day many people in employment could not attend. This does not seem to be a good way of getting true feedback. Although it does seem to be the style ECC has adopted for all similar proposals, a sceptic might think it was done this way to avoid true feedback from the general public of Colchester."</p>	<p>7. There are some instances in busy crowded urban areas that the available road space cannot provide enough space to cater for all needs. This is why there is an enormous amount of time and resources being spent to persuade those that can, swap to walking and cycle so that who cannot walk or cycle or rely on buses being on time, can do so. There is simply not enough road space for ever greater numbers of private cars.</p> <p>8. Finally, to reiterate, ECC undertook an extensive consultation exercise to inform as many people as possible as to what is proposed and planned and where. Agreed, there were still some Covid19 restrictions in place, but not enough to exclude large numbers of people from being left in the dark as to what is being planned. As well as manned pop-up type events, residents and properties affected by proposed schemes were sent letters to inform them of the proposals and finally it was advertised in the Colchester Gazette and was made available on the Essex Highways website.</p>
8.	<p>1. Safety</p> <p>a. Twin Track Cycle way.</p> <p>(i) The Proposed scheme involves the creation of a twin track cycle way along the length of Head Street, where the two tracks are adjoining. Given that it is unlikely that cyclists will remain in the lane (Northbound or Southbound) that has been allocated to them, surely it cannot be safe for cyclists to be potentially put in the position of having to ride in the face of oncoming Traffic?</p> <p>Response: All schemes that ECC build have been thoroughly safety audited in order that cyclists can be confident that they are using as safe as reasonably can be made. Designers have much experience in designing such facilities. There is an element of personal responsibility that cyclists are expected to take when using these cycle facilities.</p> <p>(ii) Given that the Plan seems to show that eastern pavement is to be narrowed in favour of the new twin track cycle way. And given that, looking practically at the current usage of Head Street indicates that at least 50 times more pedestrians use the pavements than Cyclists use the existing Cycle Track, how can this be considered safe?</p> <p>Response: The design of the scheme has ensured that it will be safe for all users to use. This is no different in this instance and as the infrastructure for walking and cycling is increased and improved, more and more journeys will swap from car to walking and cycling, so making it easier for buses to navigate around the streets.</p> <p>b. Hackney Carriage Rank in Head Street</p> <p>(i) The Proposed scheme introduces new cycle lanes into Head Street where currently exists a Hackney Carriage Rank. Where is this relocated to, please on the plans?</p>	

	<p>Response: The Hackney carriageway provisions will be maintain within the existing location as part of the design for Head Street along with loading provisions, ECC apologises if that was unclear.</p> <p>c. Bus Convenience and Safety</p> <p>(i) The carriageway of Head Street is currently sufficiently wide to allow both a car and a commercial vehicle to overtake a parked Bus on the Western side of Head Street.</p> <p>Response: n/a</p> <p>(ii) As there are many well used bus stops on the Western side of Head Street, and many bus routes pass along Head Street - often requiring two or more buses having to overtake or leapfrog each other at any one time, how is the deliberate narrowing of the carriageway in order to facilitate a twin track Cycle Track, going to assist the reduction of Traffic Congestion in Head Street: let alone promote the use of Buses.</p> <p>Response: These schemes form part of a wider package of measures across the centre of Colchester and looking forward, other similar schemes will be introduced to form a complete network of cycle routes. As this network grows so will the numbers of cyclists and pedestrians and a lessening in the number of car journeys being made. This modal shift will free up road space for buses to take advantage of and their will reliability will increase as they have to compete with fewer other road users.</p> <p>(iii) This above implies that Bus services, which have tight timetables to adhere to, in the public interest, will be unnecessarily inconvenienced, interrupted and delayed.</p> <p>Response: Unfortunately, there may be some short extra delays but ideally ECC would introduce nothing that would hinder the smooth running of the City's bus services as supporting the growth of bus services is a high priority of ECC. Whilst currently bus services are in some instances experiencing delays at junctions and other points around the network, the work to achieve significant modal shift to walking and cycling across Colchester city centre should free up road space for the smooth operation of bus services. In the meantime, it is impossible to achieve every desired objective and so a balanced approach to the priority and allocation of highway space has been developed.</p> <p>d. Cycle Safety</p> <p>(i) The Head Street Cycle Route now proposed by ECC is inherently unsafe for cyclists: it will remain effectively unsegregated for the greater part of its length and , as with the unsuccessful cycle path in Crouch Street East will inevitably be well shared with pedestrians: given that no fixed barriers or railings to separate Pedestrians Motorists and Cyclists along its length are proposed, increasing the risk to both, of both accidents and obstructions, as currently do not exist.</p> <p>Response: All schemes that are designed and built have been through a rigorous design and safety audit process so that the scheme that does get built is safe to all users, including pedestrians who share the space with the cyclists. This is no different in this instance. As more and more cyclists appear on the streets, encouraged by more and better cycling infrastructure so car drivers will be more used to seeing cyclists on the roads and so accordingly be more aware and conscience of the need to be more careful. It has been seen that where new cycle infrastructure has been implemented, people will try it and when they find it to their liking they will often make either a permanent change in their travel behaviour or at last will stay using a bicycle for some journeys, so helping to reduce overall congestion.</p> <p>e. Safety Consultation: Partners</p>
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	<p>(i) I cannot see from the papers supplied where the ECC Consultation to address the proposed scheme has instructed its partner, The Safer Essex Roads Partnership to prepare a report the scheme generally, let alone on any of the above subjects, as one would normally expect to see.</p> <p>Response: There is in fact no ECC requirement to prepare a report for the Safer Essex Roads Partnership and as such there has not been any intention to do so. This is the case in this instance and the case for all other schemes that make up the ATF2 programme.</p> <p>(ii) If such a report has been Commissioned, please may we see the formal results of it.</p> <p>Response: No report has been written.</p> <p>(iii) If such has not been commissioned it represents a negligent omission.</p> <p>Response: ECC does not accept that, all its schemes are safety audited by experienced and qualified designers to ensure that users had confidence that schemes are as safe as reasonably can be built.</p> <p>2. Increased Traffic Congestion</p> <p>a. A double width Cycle Track will inevitably bring with it increased Traffic Congestion to the already busy and important City Centre Artery Road that is Head Street. (See c(ii) ante). We have to ask why is ECC committed to promoting increased Traffic Congestion and the Traffic Delays that will be inherent in this scheme?</p> <p>Response: As more and more cyclists appear on the streets, encouraged by more and better cycling infrastructure so car drivers will be more used to seeing cyclists on the roads and so accordingly be more aware and conscience of the need to be more careful. The resultant modal shift away from private cars whilst benefitting the bus services as discussed above will also make the roads safer for yet more cycling trips. At the same time less cars on the streets will lead to less accidents and the areas that they run through will benefit from cleaner air and so local residents and visitors will all enjoy a much safer and calmer area to go about their business. This way, ECC is promoting less traffic congestion and accompanying delays.</p> <p>b. The additional delays occasioned by the narrowing of Head Street to vehicular Traffic will inevitably have a cumulative “knock on” effect and an adverse impact on traffic on Headgate, Butt Road, St Johns Street, leading out to Southway, Lexden Road and other nearby streets.</p> <p>Response: As has been discussed above, with the measures that are being implemented and with future measures planned, the network of quality cycle lanes will lead to increasing levels of cycling and with that, so the levels of motorised traffic will in turn be reduced, both along Head Street and on its surrounding roads. There is not an expectation that these new measures when implemented, will lead to such cumulative “knock on” effects.</p> <p>c. It has, disappointingly, been conclusively shown, on many occasions, that every time there has been an accident or other delay in that or other nearby locations (eg Butt Road leading to Headgate and Head Street – caused by the inappropriate and unapproved installation of the now removed CV 19 Cycle Lane.) the whole City Centre and the main feeder trunk roads as serve it quickly become gridlocked.</p> <p>Response: As has been discussed above, the schemes have been designed by experienced designers and the finished designs are all safety audited in order to spot any issues in advance of their construction. With the increased number of</p>
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	<p>cycle lanes and other cycle facilities, more and more people will take up the opportunity to swap to using cycles and so help in reducing the number of cars on the roads and so help to reduce congestion and improve air quality.</p> <p>d. The way to resolve Traffic Congestion is not to deliberately introduce narrower carriageways, which will inevitably occasion more delays, which this proposal would do.</p> <p>Response: No evidence to support that view.</p> <p>e. The relatively quick bustling and smooth traffic “through flow” that used to flow along Head Street to High Street and North Hill both to access the City Centre as well as the North of the City (as well as the few remaining businesses of Head Street itself) ,as used to exist before the imposition of the unwanted and unused CV19 Cycle ways will be severely and additionally impeded both by the further narrowing of the Head Street Carriageway, as well as the introduction of a dual track cycleway.</p> <p>Response: With the introduction of the new facilities there will also be a process of rationalising and removing measures that were introduced during the CV19 period. By their very nature they were temporary, and the new schemes are designed to replace some of these measures. More measures are planned for the future so over time their will be a high-quality comprehensive cycle network across the Colchester City centre. It is the policy of ECC to encourage more and more journeys to be made by sustainable transport both as a way of improving people's health and wellbeing and it will aid ECC move towards a low carbon future.</p> <p>3. Pollution.</p> <p>a. Increased pollution will be the inevitable but totally predictable result of 2.</p> <p>Response: With less traffic on the roads of Colchester and traffic running more smoothly with less delays, pollution from these vehicles will lessen. Also, as we move forward, and more and more cars on the roads are electric then pollution levels will continue to reduce to everyone's benefit. This also help in meeting and delivering ECC's objective of a low carbon future.</p> <p>b. Additional pollution introduces a serious additional - and completely avoidable - Public Safety deficit.</p> <p>Response: As is set out above, pollution is expected to be reduced and therefore there will be no additional “Public Safety deficit”</p> <p>4. Economic Viability of Head Street and the City Centre</p> <p>a. Head Street and Colchester City Centre (particularly High Street) used to be the bustling and attractive province of the smaller local artisan trader and local business – such supplemented by a number of larger nationally recognisable stores.</p> <p>Response: Unfortunately, the nature of shopping has and is changing which is having an effect on all out of town centres and Colchester is no different. Unfortunately, the economics of running a small independent is getting steadily more and more difficult.</p> <p>b. These businesses had created a unique bustling business environment in Colchester characterised and facilitated by easy quick and inexpensive access by car.</p> <p>Response: Whilst that is very true and is to be celebrated, as point out above shops are finding it more and more difficult to adapt. By improving the pedestrian</p>
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	<p>environment, ECC can help to a degree in supporting these shops and areas survive. With the demand for better cycle infrastructure to be able to give safer access to these areas, the new cycle links, including on Head Street, are designed to support the city centre.</p> <p>c. This environment was very much characterised by the small independent business. There were no empty shops in our City Centre (including Head Street) in the normal course, and such shops as became empty in the normal course of business, were quickly re-occupied. They did well. Businesses thrived. There used to be free 30-minute parking immediately available outside – or pretty near to – most of their shops and businesses even in the City Centre. Easy and safe access for customers. Customers liked it: businesses thrived. Customers deliberately came to Colchester City Centre as a shopping destination.</p> <p>Response: It has been found that short stay car parking, with cars driving round trying to find a free space contribute to pollution and poor air quality due to the low speeds they are moving around at. With the general national trend for less and less small shops to thrive, town and city centres need to be able to offer something different in the way of experience for the visitor and having large areas of car free space is often seen as an advantage.</p> <p>d. That success has now been successfully curtailed by successive and increasing traffic restrictions to the City designed to get rid of the car - which the scheme proposed will only exacerbate.</p> <p>Response: Colchester will soon be benefitting from a new Future Transport Strategy that will build on progress made so far to introduce new sustainable transport infrastructure and the ATF2 programme that Head Street is part of. New developments, particularly in outer parts of the city mean that more people will want to visit the city centre and many of these new journeys can be made via cycle if the facilities can be provided.</p> <p>These measures are linked to the following committed Strategic Priorities under the Organisational Strategy ‘Everyone’s Essex’:</p> <ul style="list-style-type: none"> • Infrastructure, • Levelling up the environment, • Green Communities, • Transport and the built environment, • NetZero, • Healthy lifestyles. <p>The measures proposed are an important component in the wider programme of sustainable and active travel improvements identified in other pieces of ECC. It contributes to a higher-quality environment, and it will support health, wellbeing and independence by improving sustainable connectivity and more active travel.</p> <p>e. We may ask why the city Centre is now “hollowed out”, not attractive to businesses (or indeed customers) and why “out of town” easy access to parking Shopping Centres is now favoured by the consumer, and these out-of-town min town centres thrive and prosper, at the expense of the City Centre? The answer I suggest is simple: it is because of the above.</p> <p>Response: The measures that have been planned, together with the Future Transport Strategy and further rounds of the ATF programme, are all designed to address the challenges that the economy presents, and the way people shop and how to change the city centre to meet these. It is being found around the country that town and city centres are shrinking in the face of these challenges.</p>
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	<p>f. Directly contrast the economic fortunes of Crouch Street West. Herringbone / echelon parking, free for 30 minutes is the fundament to this success. Easy in, easy out, attractive to visitors, customers and consumers alike. Small artisan and local businesses thrive. What is there not to support about such a winning formula? It has created its own unique village ambience: which ambience used to also exist in Head Street and High Street. The popularity of Crouch Street West as an “easy in, easy out” destination of choice for consumers visitors and customers is obvious for all to see.</p> <p>Response: Unfortunately, as explained above, the whole nature of shopping and the ability to maintain the economic viability of small shops is getting more and more difficult due to changes in the way people shop. The measures that ECC are introducing are designed to help Colchester City Centre be a more attractive and desirable place to visit and shop.</p> <p>g. How many shops and other buildings are there in Crouch Street West that are empty? How many shops and other buildings are there in Head Street and High Street that are now empty? Res Ipsa Loquitur.</p> <p>Response: See above.</p> <p>h. Such former ambience as existed in Head Street and High Street has been steadily eroded by successive and incremental Traffic Restriction. The current proposal will further exacerbate that decline.</p> <p>Response: See above, measures designed to reverse decline.</p> <p>i. Directly contrast, sadly, the already “hollowed out” Colchester City Head Street and High Street – and indeed any other street in the Town Centre - with Crouch Street West. All the former vibrancy has now been sucked out of them, in favour of “Out of Town” shopping. The proposed scheme will further remove any vibrancy that is left in Head Street.</p> <p>Response: See above, measures designed to reverse decline.</p> <p>5. Public Funds</p> <p>a. Considerable public funds have been committed by ECC to this proposed scheme. Please can we have a Total Cost, including Fees and Professional Charges.</p> <p>Response: The proposed schemes is part of the much larger ATF2 that ECC successfully bid for with the aim of supporting the modal shift to sustainable transport away from private cars. The funding has been specifically bid for to introduce the new cycle lanes and the rest of the package of measures across Colchester, together in other areas of Essex. The costs associated with implementing the proposed cycle lane and associated works are funded within existing budgets funded out of the £7m ATF2 grant, awarded by DfT in 2021 together with the approved ECC match funding of £2.125m.</p> <p>b. With increasing bewilderment one has to enquire why, in this context, at immense and unnecessary cost to the public purse, at a time when it is freely acknowledged that financial times are exceptionally tight, a proposal that might improve facilities for a single minority user group (Nationally shown to be 4.6% of users, declining) to the detriment and endangerment of the rest of the community (95.4% of users, rising) is being so avidly pursued. Vide: Number of people cycling in England falls a year after £2bn plan Transport The Guardian 6. The reality of Life. a. Please see “Background” above b. In that I walk and have walked - in to Colchester City Centre every week - if not indeed most days for 50 + years (and from where I have lived since 1974, Head Street on most occasions has to be on that route - I have observed in reality that very few – indeed hardly any - Cyclists</p>
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choose to use the already inappropriately installed Cycle Tracks that have already been inflicted upon our City Centre under the guise of CV 19 – including that in Head Street.

Response: Both the Government and ECC are working to improve the health of the nation, helping to relieve pressure on the NHS, clean up the air that pedestrians walk through every day; and to improve the fitness and wellbeing of individuals by giving them better facilities, including cycle lanes so they feel safer than if they were cycling with all the rest of the traffic. To that end the Government has set up the ATF for Highways Authorities such as ECC to bid from in order to implement the schemes that are the subject of this consultation. Whilst it is appreciated that you personally do not support these measures, there are many who have expressed their support for these schemes.

c. That these Cycle Tracks currently exist and albeit installed without proper consultation, they have been there now for some time, whether we like it or not – and this is irrefutable.

Response: These original schemes were implemented in what must be admitted a hurry due to the nature of the Covid19 outbreak and they were implemented using emergency powers that allowed ECC to bypass any need to consult. However, ECC did consult the emergency services and then Colchester Borough Council and they were supportive of these measures. They were monitored and amendments were made where it was seen to be advisable.

d. What is also irrefutable is that very few, indeed hardly any, cyclists ever use the existing CV 19 Cycle Tracks. I have often walked through Head Street without having seen a cyclist at all. That is their choice – and given the existence of the CV 19 Cycle Track, it cannot be advanced any longer that its lack of use is due to a lack of facility. The simple fact is that the low usage can be hardly surprising, given the statistics shown in 5b.

Response: During the Covid19 pandemic and its accompanying Lockdown, cycle counts showed an increase in the levels of cycling and walking as people avoided using public transport due to the fear of contracting Covid. Social distancing also meant that buses could not carry as many as they previously held and so cycling was seen as a good alternative. It has been found that people will give new infrastructure a go and in many cases, they will continue to use them if they enjoy the experience. Over time ECC is planning more cycle lanes and as more is delivered then Colchester will benefit from a better and better network that will encourage more cycling and lead to a much more attractive environment. Work with schools around travel planning is used as a good opportunity to promote cycling for short trips and to help tackle the school run that often dominates the roads around schools at the beginning and end of the school day.

e. This very lack of use, coupled with the additional vehicular traffic chaos they directly caused, led to the perfectly appropriate and proper demands for the removal of the CV 19 Cycle way that was choking the Headgate approach in Butt Road.

Response: See above. Also, where the emergency measures that were installed have been shown to not be used, they are being removed. They are governed by temporary traffic orders that have a lifetime and once up a decision is made whether to extend or remove the measure in question.

f. Why do we need to change something that worked perfectly well and safely in practice - without the little used CV 19 Cycle Lanes in the City Centre - and indeed did so for many years without complaint, for a scheme that has already been clearly identified to be inherently unsound and unsafe – let alone unwanted - on so many levels?

Response: In order to increase the numbers of cyclists and pedestrians in Colchester, as well as both all of Essex and beyond, the Government and ECC have been both working hard to fund and deliver this national objective. Public health is one of the Governments most pressing issues to tackle and one way in doing that is for people to lead more active lifestyles and to get younger cohorts to take up cycling and to walk more will ensure that it becomes the normal way of travelling around, particularly for short journeys such as around Colchester. No place remains the same, Colchester is growing as a city and more and more people will want to use its facilities and services and ECC has a part to play in making Colchester as pleasant a place to live and go about people's lives. As has been explained above, all the schemes that are being introduced are designed by qualified and professional designers and before they are implemented, they are thoroughly safety audited by qualified safety auditors. Whilst ECC respect that you may not be in favour of these new measures, consultation has shown that there are many people who are supportive of the planned cycling measures.

6. Consultation

a. It has been widely reported that the original ECC Consultation upon which the proposed scheme was fundamentally flawed and compromised: with several correspondents noting that, having tried to complete the consultation, the only answer that could be given was the one that ECC was seeking in order for it to be able to implement the scheme and garner the available Active Travel Funds made available to it. Residents and businesses have expressed that there was no opportunity for them to express the depth of both businesses and residents' practical evidence, since introduced, or indeed the depth of local feeling. Residents and Businesses alike indicate that, regrettably, they feel that they are being dictated to, rather than being listened to.

Response: The consultation was undertaken in a professional and fair way to ensure that ECC got as good a response as it could get. There was no intention to fix the answers that would be produced and ECC is confident that the results gathered represent a good cross section of opinion and gives ECC the confidence to move forward and deliver the ATF2 schemes planned. If, however, residents and businesses have objections to make, there are plenty of alternative avenues to take, ECC will always be open to letters, meetings and other communications in order to explain and listen to concerned residents and businesses about any scheme that ECC is proposing to implement. There is no intention to dictate what will happen in Colchester or anywhere else in Essex.

b. It is disappointingly widely believed that ECC are only listening to those consultants and stakeholders as, again, who support the direction of travel that ECC has decided upon with this scheme in order to garner the Active Travel Funds made available to it, to extend, expand and consolidate the already installed and underused CV 19 Cycle Tracks in the City Centre and elsewhere: and that voices of dissent, albeit they believe they are being offered polite lip service, are de facto being ignored. Thank you, again, for the opportunity to comment.

Response: As explained above, ECC is open to speaking and listening to all that have a concern about the measures that ECC is planning to introduce. Whilst it is true that among the objectives of both ECC and the Government is to improve health and wellbeing and there is a large number of residents who share that desire, it does not stop ECC from listening to those who don't agree with that position. Once ECC's leadership had decided to bid from the Government's ATF2 fund, a Council that all the residents of Essex voted to make decisions on their behalf, there was an expectation that these schemes would be implemented in one form or another. It is unfortunate that even after the consultation there will be an element of residents and businesses who will be unhappy with the outcome.

9.	<p>You don't understand – Essex County Council does not care about anything other than following what the cycling zealots have demanded. You can make all the common-sense and rationale points BUT it will not make any difference. The Highways “experts” have been given millions of £££££ to squander, and they are certainly doing a grand job with squandering public money with the ludicrous schemes they come up with. What a pity there is not the same enthusiasm to do the basics – filling in the potholes, mending broken pavements and kerbs, sorting out street lights. So much more fun for them to screw up Colchester. Chelmsford must be so pleased that their chums in County Hall are doing so much damage to Colchester's economy. Of course, YOU understand.....my phrasing was used to highlight the stupidity of what is going on. You and I are people who live in the real world. Not the world of make believe being foisted on us – in due course, the rhetoric will become a reality, and the physical consequences of the stupidity will be obvious... but only after millions of £££££s of public money has been squandered.</p>	<p>All schemes that are designed and built have been through a rigorous design and safety audit process so that the scheme that does get built is safe to all users.</p> <p>These measures are linked to the following committed Strategic Priorities under the Organisational Strategy 'Everyone's Essex':</p> <ul style="list-style-type: none"> • Infrastructure, • Levelling up the environment, • Green Communities, • Transport and the built environment, • NetZero, • Healthy lifestyles. <p>The measures proposed are an important component in the wider programme of sustainable and active travel improvements identified in other pieces of ECC work and provides an important additional link in the City Centre. It contributes to a higher-quality environment, and it will support health, wellbeing and independence by improving sustainable connectivity and more active travel.</p> <p>Finally, there are also a good equality and accessibility reasons for increasing the number of dedicated cycle lanes both in Colchester and elsewhere, those who cannot afford to buy and run a car have a good cheaper form of transport to use to improve their life chances.</p>
10.	<p>I write to lodge an objection to yet another ill-thought-out scheme for Head Street in Colchester City centre. It beggars belief that two-way cycle tracks are now being proposed. Given the huge amount of traffic using Head Street with hardly room to manoeuvre the potential for accidents is manifest. Who are these people sitting in County Hall dreaming up these foolhardy schemes; no proper research has been done. Where is their evidence that this is needed. It seems they are hellbent on spending money on a very small minority, namely almost non-existent cyclists, when the roads and pavements in and around the town are falling apart. This money should be directed to fixing the pot holes and uneven walk ways. That this is not happening is an absolute disgrace. I support Roger Buston's very</p>	<p>All schemes that are designed and built have been through a rigorous design and safety audit process so that the scheme that does get built is safe to all users. This is no different in this instance and as the infrastructure for walking and cycling is increased and improved, more and more journeys will swap from car to walking and cycling, so making it easier for buses to navigate around the streets. Also, as more and more cyclists appear on the streets, so car drivers will be more used to seeing cyclists on the roads and so accordingly be more aware and conscience of the need to be more careful.</p> <p>The funding for these schemes was as a result of a successful bid to Government in order to specially introduce these schemes and the money cannot be</p>

	<p>intelligent letter of objection to this scheme.</p>	<p>spent on any other transport schemes. If the funding was won and then spent elsewhere, the DfT would take a negative view and may have implications for further funding for other projects that Essex badly needs, such as pot hole repairs.</p> <p>Through both ECC and Government policies, much effort and funding is going into improving the fabric of our urban areas such as Colchester. Evidence has shown from elsewhere that if the facilities are provided, people will be encouraged to try them and many of these trial journeys become more regular.</p> <p>The funding that will fund these measures have been specifically bid for to introduce the new cycle lanes and the rest of the package of measures across Colchester and other areas of Essex.</p>
11.	<p>Thank you for your observations, accurate dissemination of cause/effect and impact of the ceaseless barrage of ill-considered and fundamentally flawed projects imposed on our Colchester by ECC Highways. As you may know the commercial property maintenance part of our business acts for many retail brands found across mainland England and Wales. One of our clients has very recently put on hold, the fit out of an additional branch in Colchester. I'm reliably informed the reason is the accelerating crash in foot fall in our City Centre. High Street retail success across the land is based on inter dependent synergy of benefits between various successful high street brands. I was once asked by the regional director of a well known family friendly chain of restaurants, if I would keep an eye out for potential new locations on my travels. I asked what are the typical location details for your most successful outlets? He answered, "in a clean and attractive area with above average footfall and between an Ann Summers store and a newsagent with easy access by car and bus." - other lingerie brands are available. Sadly, I would no longer in honesty suggest Colchester City for his next outlet location. Colchester is currently grubby, difficult to access by whatever means and has a receding footfall. There is growing local comment, that ECC Highway's continued failure to</p>	<p>ECC is disappointed that you regard Colchester as "currently grubby, difficult to access by whatever means and has a receding footfall."</p> <p>Colchester is undergoing a transformation, driven by the increasing size of the city due to the large numbers of new houses being built around its edge whilst work is ongoing to replace as many private car journeys with more sustainable journeys made on foot and bicycle and high levels of bus patronage. The city centre's street layout unfortunately does not suit the modern world in that in many places the street plan is based on medieval and older city.</p> <p>All schemes that are designed and built have been through a rigorous design and safety audit process so that the scheme that does get built is safe to all users.</p> <p>These measures are linked to the following committed Strategic Priorities under the Organisational Strategy 'Everyone's Essex':</p> <ul style="list-style-type: none"> • Infrastructure, • Levelling up the environment, • Green Communities, • Transport and the built environment, • NetZero, • Healthy lifestyles.

	<p>honestly and effectively engage with Colchester's residents, businesses and schools in the process of "Consultation", is no longer accidental or incompetence. To my mind more likely a deliberate act to force flawed and unwanted change on Colchester. It's almost as though some senior ECCH salaried officers, are forcing major costly projects to justify the departmental overheads. I emphasise the latter comments exclude Councillor Lee Scott who I believe is one of the good guys. This, in part based on his visit to meet owners of Crouch Street West businesses last year. At the end of the meeting, he asked to be informed of the total number of employees who would lose employment should the businesses fail.</p>	<p>The measures proposed are an important component in the wider programme of sustainable and active travel improvements identified in other pieces of ECC. It contributes to a higher-quality environment, and it will support health, wellbeing and independence by improving sustainable connectivity and more active travel.</p> <p>There are also a good equality and accessibility reasons for increasing the number of dedicated cycle lanes both in Colchester and elsewhere, those who cannot afford to buy and run a car have a good cheaper form of transport to use to improve their life chances.</p>
12.	<p>Stop it and be brave enough to stop it now. Too often money has been wasted by political parties in Colchester and Chelmsford. The bus/cycle lanes imposed only to be scrapped a few years later are prime examples The manner in which so much of our taxpayers' money has been employed on such economically dangerous games within Colchester City this century is a disgrace. The city deserves better. It does not deserve to have its commerce starved of customers which is a direct result of creating cycle lanes and excluding cars. The current plans for Head Street are inadequate, inappropriate and unsafe. Treating Colchester centre as if it is a race track for cyclists is childish thinking. Actually, analysing the usage of the current cycle lanes shows a low rate of use and it is often by those who do little to economically aid the town. To have their convenience eradicating access to businesses for workers, the infirm and many of the economically prosperous is very foolish. Marks and Spencer's closure is a direct result of closing the High Street to traffic. To continue squeezing the one-way road space by enforcing protected cycle lanes under the guise of 'health' and 'the environment' is gesture politics. Users of Crouch Street west, residents of St. Mary's and businesses in the area have shown through the public consultation, emails and demonstration that they are against the plans to re-gig the road space eradicating echelon parking. I concur that the area is one of the few places in town where customers may</p>	<p>All schemes that are designed and built have been through a rigorous design and safety audit process so that the scheme that does get built is safe to all users.</p> <p>These measures are linked to the following committed Strategic Priorities under the Organisational Strategy 'Everyone's Essex':</p> <ul style="list-style-type: none"> • Infrastructure, • Levelling up the environment, • Green Communities, • Transport and the built environment, • NetZero, • Healthy lifestyles. <p>The measures proposed are an important component in the wider programme of sustainable and active travel improvements identified in other pieces of ECC work and provides an important additional link in the City Centre. It contributes to a higher-quality environment, and it will support health, wellbeing and independence by improving sustainable connectivity and more active travel.</p> <p>Evidence from other urban areas that have had improvements to their public realms, better pedestrian areas and cycle links to them show an increase in footfall in their respective shops and with it, increased spending by those visitors.</p> <p>The funding received for these schemes was direct funding from the DfT in order</p>

	<p>speedily engage with businesses. It is a success story in its current format. It only needs some maintenance! To infill the underpass betwixt east and west Crouch Street is very strange. The subway was created to give safety to cyclists and pedestrians and to aid the flow of South/North vehicles. Is this new plan an AI creation? To my mind it is totally unnecessary and undesirable. We cannot afford to hinder the free flow of traffic that such an action would cause. Sadly, the closure of many businesses and services in the centre of Colchester is a direct result of road/highway mismanagement by politicians and officers. Let us not create further harm.</p>	<p>that it helps both ECC and the Government in reaching its goals of a low carbon economy or NetZero economy.</p> <p>There are also a good equality and accessibility reasons for increasing the number of dedicated cycle lanes both in Colchester and elsewhere, those who cannot afford to buy and run a car have a good cheaper form of transport to use to improve their life chances.</p>
13.	<p>Our Colchester BID would like to make the following comments and observations on the above numbered consultation. The BID representatives on the Active Travel Steering Group cannot recall any conversations regarding the narrowing of the footpath in Head Street and are concerned that this narrowing may affect any vulnerable or disabled visitors to the town. The BID request a fully measured layout drawing be provided, which depicts exactly how the segregation will be achieved between road/cycle lane/loading bays. This should also indicate raised curbs/drop curbs/wands etc The BID is concerned where cyclists go if travelling southbound with the intent to get to the otherside of Southway. The BID's fears are that the junction of Head St/High St/North Hill for cyclists/e scooters is a very difficult junction to navigate with the current set-up and the proposed changes will not ease this. The BID is concerned with the safety and practicality of cyclists travelling from Crouch Street on to Head Street travelling northbound. The plans stipulate 'no left turn on signal' which disrupts the route. The BID raises concerns with the junction between North Hill & Head Street (travelling both North and South bound). Specifically, how cyclists/e-scooters travel southbound from North Hill to Head Street in a safe manner with the island a huge barrier and how cyclists/e-scooters merge into traffic travelling northbound onto North Hill. The BID requests that dropped kerbs be provided in locations of the loading bays on Head Street (east side) so that pallet trucks/sack barrows coming off delivery lorries can get on to</p>	<p>All schemes that are designed and built have been through a rigorous design and safety audit process so that the scheme that does get built is safe to all users. This is no different in this instance and as the infrastructure for walking and cycling is increased and improved, more and more journeys will swap from car to walking and cycling, so making it easier for buses to navigate around the streets. Also, as more and more cyclists appear on the streets, so car drivers will be more used to seeing cyclists on the roads and so accordingly be more aware and conscience of the need to be more careful.</p> <p>All the schemes have been consulted upon and ECC has had a significant level of public support to implements these schemes. ECC can assure you that any scheme that it implements will be monitored and any necessary changes made where issues are detected.</p> <p>These measures are linked to the following committed Strategic Priorities under the Organisational Strategy 'Everyone's Essex':</p> <ul style="list-style-type: none"> • Infrastructure, • Levelling up the environment, • Green Communities, • Transport and the built environment, • NetZero, • Healthy lifestyles. <p>The measures proposed are an important component in the wider programme of sustainable and active travel improvements identified in other pieces of ECC work and provides an</p>

	<p>the curb to deliver, otherwise these deliveries will need to be walked on the road to the next available dropped kerb. The BID has spoken with some businesses at the top end of Head Street (between Culver Street and High Street). These businesses already experience difficulties with loading and receiving deliveries. This scheme will not help any of these businesses, who already have to drag cages from either Culver Street or the loading bay on North Hill to achieve unhindered deliveries. In order to reduce the disruptive impact of works on businesses, workers and visitors in and around the city centre, the BID feels that none of the schemes below should be carried out concurrently: TRAF/7880 Crouch Street TRAF/7965 Head Street (this specific scheme) TRAF-8004 Station Way Proposed works at Queen Street / High Street / Priory Street Proposed works at East Hill Any City centre works regarding the Rapid Transport System Proposed works to Mersea Road roundabout (subject of the Levelling Up fund) The BID would encourage a fully communicated programme of works be developed, which allows for slippages, to enable it to develop a proper communication piece, to be delivered in a timely fashion, to businesses of the town with regards to all the proposed schemes listed above</p>	<p>important additional link in the City Centre. It contributes to a higher-quality environment, and it will support health, wellbeing and independence by improving sustainable connectivity and more active travel.</p> <p>Evidence from other urban areas that have had improvements to their public realms, better pedestrian areas and cycle links to them show an increase in footfall in their respective shops and with it, increased spending by those visitors.</p> <p>The funding received for these schemes was direct funding from the DfT in order that it helps both ECC and the Government in reaching its goals of a low carbon economy or NetZero economy.</p> <p>There are also a good equality and accessibility reasons for increasing the number of dedicated cycle lanes both in Colchester and elsewhere, those who cannot afford to buy and run a car have a good cheaper form of transport to use to improve their life chances.</p>
14.	<p>I write as an Executive Committee member of the Colchester and a member of the Friends of Crouch Street. I am dismayed by the latest travel plan submissions for Head Street. The planned doubling in width of the cycle paths will make bus turning into the Street even more difficult through the traffic lights and will add dramatically to the overcrowding by these oversized vehicles in the Street. This is already a dangerous situation for cycle traffic but more so for the cars and food delivery scooters that plague the city centre. The resulting narrow track for all traffic is insane in its concept. I do wonder how people will deliver children to the 6th Form College on North Hill or the proposed new hotel at the top of the hill. I would beg you to reconsider this plan and seek not to kill our city centre.</p>	<p>All schemes that are designed and built have been through a rigorous design and safety audit process so that the scheme that does get built is safe to all users, including buses manoeuvring around urban streets. This is no different in this instance and as the infrastructure for walking and cycling is increased and improved, more and more journeys will swap from car to walking and cycling, so making it easier for buses to navigate around the streets. Also, as more and more cyclists appear on the streets, so car drivers will be more used to seeing cyclists on the roads and so accordingly be more aware and conscience of the need to be more careful.</p> <p>As regards the delivery of children to the 6th Form College on North Hill many should be using the new cycling infrastructure as part of their healthier lifestyles. In the case of the proposed hotel, the planning and development</p>

		control process will work to come up with the best arrangements given the local circumstances that they find.
15.	<p>I have been involved with this process as part of the steering group, but I submit the following comments as my own personal views, not in a representative capacity. I am disappointed at the quality of the drawings presented for public consultation, especially insofar as they detail - or I think fail to adequately - the plans to take away some of the footway for the purpose of the bidirectional cycle lanes. The drawings are small scale and not fully annotated. It's hard to work out by how much the footway is to be reduced, and what width will remain. Any proposal to take footway from walkers in a project explicitly intended to benefit them is obviously significant, and we now have two sections of ATF plans that do so. All the more important that such plans are easy to see and sufficiently detailed, so that people fully understand what they are responding to.</p> <p>I don't feel that the case for footway loss is adequately made. I disagree with the argument that the footway on the east side of the road is ample by comparison with the west, with lower footfall, and can therefore afford the loss. The fact that one side is actually pleasant to walk along for these reasons is not an argument for reducing it so that it too begins to feel cramped and less fit for purpose. I personally also feel that the raising of the double cycle path to the height of the existing footway will spoil the balance and aesthetic of Head Street.</p> <p>At the south end, I'm concerned that the double cycle lane may also create a potentially difficult pinch point at the Headgate junction for the traffic coming up into Head St. The slight dog-leg in the road at this point already creates problems and yet will be narrowed further.</p> <p>Importantly also, it will also entail - as I understand it - the loss of pavement edge for use by guide dogs, which I know is of concern to Jonathan Dixon (Essex Blind Charity /Essex Sight), also a steering group member.</p>	<p>ECC is sorry to read that you view the quality of the drawings is poor in terms of detail. The consultation has been undertaken as required by law and the detailed drawings that have been published have tried to convey to the reader, as clearly as possible, the details of the proposed schemes.</p> <p>However, consultation has resulted in a significant level of public support to implements these schemes. ECC can assure you that any scheme that it implements will be monitored and any necessary changes made where issues are detected.</p> <p>All schemes that are designed and built have been through a rigorous design and safety audit process so that the scheme that does get built is safe to all users. This is no different in this instance and as the infrastructure for walking and cycling is increased and improved, more and more journeys will swap from car to walking and cycling, so making it easier for buses to navigate around the streets. Also, as more and more cyclists appear on the streets, so car drivers will be more used to seeing cyclists on the roads and so accordingly be more aware and conscience of the need to be more careful.</p> <p>As regards the issue of concern around the "double cycle lane may also create a potentially difficult pinch point at the Headgate junction for the traffic coming up into Head St", this will have been addressed within the safety audit stage of the design.</p> <p>Ideally ECC would introduce nothing that would hinder the movement of pedestrians as supporting the growth of walking is a high priority of ECC. Whilst there maybe some reduction in pedestrian pavements, the work to achieve significant modal shift in general to walking and cycling across Colchester city centre should reduce the pressure on available space for pedestrians along Head Street and in other areas. However, in the meantime, it is impossible to achieve every desired objective and so a balanced approach to</p>

	<p>My view is that if the traffic controls on the High St could be properly enforced, and the one-way traffic flow into Head St therefore dramatically reduced, Head St would be quiet enough for a single contra-flow cycle lane at road level to be an adequate solution to the problem here. I want cyclists to feel and to be safe, and to benefit from decent cycle lanes wherever possible. I feel though that the compromises in Head St are too great, especially if the need can be reduced via other measures.</p>	<p>the priority and allocation of highway space has been developed.</p> <p>Regarding enforcement, this is a police matter and they unfortunately like many forces around the country, are under pressure from many directions and often have to prioritise other areas of work. ECC will request enforcement to be carried out but ultimately it's the police who make the decision as to how much a priority it is to them.</p> <p>ECC shares your view that cyclist should feel safe and confident on decent cycle lanes wherever possible but ECC is confident for all the reasons set out above that they should be using the new cycle lanes on Head Street.</p> <p>The schemes are subject to safety audits and to Equality Comprehensive Impact Assessments (ECIA) that are design to ensure that the new schemes are safe to use for all users and the ECIA considers how the scheme may impact on all aspects of equality including how visually impaired pedestrians would navigate around a new scheme.</p>
16.	<p>I have serious reservations about the change of setting of the listed buildings that this unnecessary proposal will have. I say unnecessary, as access to the Town, which I use on my cycle, is Route One. I travel from home in Creffield Road a 20-mph road to Wellesley Road, across the dual crossing, at a point in the road which is 30 mph and with long sight lines, into Rawstorn Road and enter the Mercury Square from the bridge widened at great expense by the County Council for cycles. This is the current safe route into town. In the other direction, out of The City the route is signposted and goes from Creffield Road past all the schools in the area on a route away from the main roads on quiet roads and shared paths.</p> <p>At a more modest cost than your scheme, the reinforcement of this route right out to Church Lane Lexden is far more urgent than this proposal which seems determined to destroy the character of Head Street. Sadly, the route is not highlighted on the Essex Cycling map. I confess that once in Mercury Square it is difficult without</p>	<p>The measures proposed are an important component in the wider programme of sustainable and active travel improvements identified in other pieces of ECC work and provides an important additional link in the City Centre. It contributes to a higher-quality environment, and it will support health, wellbeing and independence by improving sustainable connectivity and more active travel. It also builds on existing cycling infrastructure such as Route One that you have identified</p> <p>Evidence from other urban areas that have had improvements to their public realms, better pedestrian areas and cycle links to them show an increase in footfall in their respective shops and with it, increased spending by those visitors.</p> <p>These measures are linked to the following committed Strategic Priorities under the Organisational Strategy 'Everyone's Essex':</p> <ul style="list-style-type: none"> • Infrastructure, • Levelling up the environment, • Green Communities,

	<p>dismounting and walking to connect to other routes like High Street and Eld Lane.</p> <p>However, there are simple solutions. Currently the path in St Mary's Church Yard takes one into the very low traffic Church Lane, coming out opposite Eld Lane. (This churchyard route needs attention and fencing) The crossing is required to be enlarged at or near the mouth of Eld Lane exactly as for your scheme at this point. The current planning application for a hotel in the old post office building in Head Street proposes a lane through the site from High Street to Mercury Square. This must be agreed in the current application as a dual use path. (I appreciate there are concerns on highway ground to this application, none the less the idea for the lane is welcome) This proposed new lane would make, with the church yard path an excellent solution for cycle to access the town from the West with safer links to all the schools in the Lexden Road area.</p> <p>I am not a Quantity Surveyor, but I can still suggest this would be considerably less costly than your scheme. Leaving Crouch Street as it is and improving the current surfaces would maintain the village feel of the street and allow the economy to continue to thrive. With the current cycle routes, I have described there would be greater safety and improvements to the economy in the Mercury Square area the High Street and Eld Lane.</p> <p>The settings of the Historic buildings would not be harmed in the same way as your Crouch Street and Head Street proposals would. I plea with you to reconsider your proposals, for the safety of the citizens, and the economy of the city.</p>	<ul style="list-style-type: none"> • Transport and the built environment, • NetZero, • Healthy lifestyles. <p>The funding that is paying for these new measures was the result of a successful bid to the Government and the funding covers just the schemes that are being proposed. The Government expects that these routes will be delivered as bid for so any new routes that you suggest can only be funded out of other ECC funds, competing against other schemes. In order to build a new cycle route, ECC would need the agreement of the Church to allow their land to be used in this way and that cannot be guaranteed.</p> <p>As regards the safety of the proposed cycle lanes, all schemes that ECC build have been thoroughly safety audited in order that cyclists can be confident that they are using as safe as reasonably can be made. Designers have much experience in designing such facilities. However, there is an element of personal responsibility that cyclists are expected to take when using these cycle facilities.</p> <p>Finally, with regard to the settings of the historic buildings, it is not felt that a cycle lane in anyway detracts from the historic nature of those old building that are referred to. This is a heavily urban area that for many centuries has seen many changes and additions to the surrounding areas and new cycle lanes ids not much of a departure from the existing highways works that have sat in the vicinity of the buildings for many years. However, historic setting and the choice of materials is important to the designers, and these would have been taken into account at the time of design.</p>
17.	<p>Our primary concern here is that this Active Travel Scheme involves a significant loss of footway on the east side of Head Street outside numbers 46 to 52 Head Street. The drawings provided do not make it possible for us to establish the proposed dimensions for the footway, so we cannot be sure of what will be left and what will be lost here. But it does appear that it will be</p>	<p>Ideally ECC would develop a highway corridor providing a cycleway and separate footway provisions to maximise the infrastructure for sustainable modes of travel. However due to space constraints at this particular location on Head Street, makes it impossible to achieve every desired objective, therefore a balanced approach to the allocation of highway</p>

<p>reduced to the legal minimum in an area which includes the entrance to a large shop, currently used by H&M. (Could a cross-section diagram be provided that sets out the respective widths of the footway, cycle lanes, loading bays, carriageway and bus zones, and shows how much of the footway is to be lost and how much will remain. Also Is there any possibility of reducing the width of the carriageway to lessen the loss of footway?) We note that the cycleways along this stretch also appear to be narrowed to the legal minimum, in an attempt to make this viable. But the result here is, in our view, far from satisfactory in that a funding source intended to improve conditions for cycling and walking will be providing minimum width lanes for cycling and actually reducing the provision for pedestrians to the minimum legal requirement in a major city centre shopping area Clearly this is the consequence of placing the Loading Bay and Taxi Rank alongside the cycle lanes. We ask therefore that this arrangement be reviewed. Our understanding is that the Taxi Rank was a relatively recent addition, installed at a time when it was planned to remove the taxi rank in the High Street. Now that these plans have been dropped would it not be better to remove this taxi rank in order to allow for a wider footway outside the entrance to the H&M store? This rank will be sited in a far from ideal position in the centre of Head street, sandwiched between the two cycle lanes on one side and the carriageway and bus stops on the other. We also question the suitability of this position for the loading bays. These will primarily be used for servicing businesses on the West side of Head Street; could they be sited here, between Church Walk and the bus stops, where they are actually needed. Some additional concerns. We are concerned that the raising of the cycleways to the same level as the footway will make it more likely that pedestrians will stray into the southbound cycle way and that this may not provide the means for visually impaired to follow the edge of the footway, which usually involves following the kerb. Does the proposed cycle lane conform to LTN/120, specifically with reference to 6.2.8? Finally, we would like to raise some broader questions.</p>	<p>space has been developed. Whilst some of the widths of both the footways and cycle ways may be narrower than would be liked, it has been carefully designed and subsequently safety audited to ensure that it meets safety standards.</p> <p>The proposals have been consulted on and whilst we respect your comments, many did raise a similar issue. There are many examples around the country where minimal standards have had to have been adopted/introduced for the overall success of a scheme. It has been found that this hasn't made a significant difference to the whole scheme and its success.</p> <p>As regards the Hackney carriageway provisions, they are to be maintain within the existing location as part of the design for Head Street along with loading provisions. The loading bays have been assessed using swept path analysis to ensure that they can be safely used and doesn't cause any difficulties for traffic in the area.</p> <p>The new facilities have been designed and safety audited and this will have included the risk that there might be for pedestrians to stray into the cycle lane. Effort has gone into designing a scheme that keeps this danger to a minimum but there is always an element of personal responsibility of pedestrians in that they should exercise in all situations a level of responsibility that they exercise so they don't cause an accident. As part of the safety audit, a scheme's meeting the requirements set out in LTN/120 should have been considered.</p> <p>Cycling is seen as key to reducing the numbers of private cars on our roads and in so doing so reduce congestion, improve air quality and encourage a more active lifestyle. In order to achieve this, the Government, in partnership with Highways Authorities are investing in new cycling and walking facilities. It has been found that people will try out new infrastructure and more often than not, as long as that infrastructure takes them where they won't to go, a significant</p>
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	<p>Amongst our membership and probably in the population as a whole, a very significant proportion of people do not understand the rationale for introducing these changes to our road network. Our committee has confined itself to attempting to facilitate the consultation process and to contributing to producing the best possible outcome for each part of this scheme, when many of our members would prefer that we were actively opposing this and similar schemes. Opponents cite the fact that there are clearly inadequate resources available to maintain adequate standards of road maintenance and any available cash should be spent on this and do not see any point in schemes such as this. We would like therefore a commitment from Essex County Council that they will work with Colchester City Council and the schools and colleges etc. to inform the population of the rationale for these developments and how and why they are being funded, apparently in preference to basic maintenance work; and also to do all that can be done in the education of young people attending our schools and colleges to enable them to make full use of this new network. Finally, are there plans for monitoring changes in the numbers of cycle journeys? Growth in cycle use attributable to these infrastructure developments would help in gaining acceptance for future developments.</p>	<p>proportion will take up cycling for their transport needs and so rely less on their private vehicles.</p> <p>Behind the scheme is the objective to encourage greater numbers of people to cycle and walk and to that end ECC successfully bid to Central Government to design and build this scheme and others around Essex from the Government's ATF2 fund. As such the funding cannot be used on other projects, it has to be spent on this scheme. These schemes are part of the Government's own objective to increase walking and cycling in order to tackle air pollution and to promote a healthier population which in turn contribute to reducing pressures on the Country's healthcare system and a more productive workforce and successful economy. To now backtrack on the schemes, given they received much public support, would be difficult and may affect the success of winning future funding for other schemes.</p> <p>With regards to working with Colchester City Council and the schools and colleges etc. this has started with the consultation but also for quite a few years now ECC has worked with schools in particular, college to perhaps a little less of Travel Planning as part of Safer Routes to school and more lately School Streets to work with students to instil the benefits of walking and cycling and in turn parents will have been fully engaged with their children in this regard. Colchester City has been fully involved in the design and consultation of these schemes and certainly they help in informing people of what is happening and also the Local Plan process puts a lot of the principles of these schemes at the heart of their planning and informing where new developments will be built.</p> <p>Finally, yes monitoring will be taking place and this will be reported back to the DfT and also be used to measure the success of both these particular schemes and in ECC meeting its other sustainable transport targets. Using these figures is indeed an important</p>
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		source of data in justifying future developments and the bids that are needed to attract further funding from the Government.
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