



Essex County Council

Cabinet

10:00	Tuesday, 26 May 2020	Online Meeting
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The meeting will be open to the public via telephone or online. Details about this are on the next page. Please do not attend County Hall as no one connected with this meeting will be present.

For information about the meeting please ask for:

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Essex County Council and Committees Information

All Council and Committee Meetings are held in public unless the business is exempt in accordance with the requirements of the Local Government Act 1972.

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Members of the public will be able to view and listen to any items on the agenda unless the Committee has resolved to exclude the press and public from the meeting as a result of the likely disclosure of exempt information as defined by Schedule 12A to the Local Government Act 1972.

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Please note that an audio recording may be made of the meeting – at the start of the meeting the Chairman will confirm if all or part of the meeting is being recorded.

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1	Membership, apologies, substitutions and declarations of interest	5 - 5
2	Minutes 17 March 2020	6 - 9
3	Questions from the public A period of up to 15 minutes will be allowed for members of the public to ask questions or make representations on any item on the agenda for this meeting. No statement or question shall be longer than three minutes and speakers will be timed. Questions need to be submitted in advance - details of how to do this will be posted in the 'joining instructions' document which will be posted on the web page for this specific meeting a few days before the meeting.	
4	Establishment of a Provider Framework for Supported Living Care for Adults with Disabilities (FP/678/04/20)	10 - 16
5	Social Care Case Management Programme: Interim Procurement (FP/623/01/20)	17 - 24
6	A120-A133 Link Road and Colchester Rapid Transit: Preferred Routes (FP/648/03/20)	25 - 258
7	Decisions taken by or in consultation with Cabinet Members (FP/647/03/20)	259 - 263
8	Date of next meeting To note that the next meeting of the Cabinet will take place on Tuesday 16 June 2020 at 10.00am. The meeting is expected to be held online.	
9	Urgent Business To consider any matter which in the opinion of the Chairman should be considered in public by reason of special circumstances (to be specified) as a matter of urgency.	

Exempt Items

(During consideration of these items the meeting is not likely to be open to the press and public)

The following items of business have not been published on the grounds that they involve the likely disclosure of exempt information falling within Part I of Schedule 12A of the Local Government Act 1972. Members are asked to consider whether or not the press and public should be excluded during the consideration of these items. If so it will be necessary for the meeting to pass a formal resolution:

That the press and public are excluded from the meeting during the consideration of the remaining items of business on the grounds that they involve the likely disclosure of exempt information falling within Schedule 12A to the Local Government Act 1972, the specific paragraph(s) of Schedule 12A engaged being set out in the report or appendix relating to that item of business.

10 Urgent Exempt Business

To consider in private any other matter which in the opinion of the Chairman should be considered by reason of special circumstances (to be specified) as a matter of urgency.

Committee: Cabinet

Enquiries to: Emma Tombs, Democratic Services Manager
Emma.tombs@essex.gov.uk

Membership, Apologies, Substitutions and Declarations of Interest

Recommendations:

To note:

1. Membership as shown below
2. Apologies and substitutions
3. Declarations of interest to be made by Members in accordance with the Members' Code of Conduct

Membership

(Quorum: 3)

Councillor D Finch	Leader of the Council (Chairman)
Councillor K Bentley	Deputy Leader and Infrastructure (Vice-Chairman)
Councillor T Ball	Economic Development
Councillor S Barker	Customer, Communities, Culture and Corporate
Councillor R Gooding	Education and Skills
Councillor D Madden	Performance, Business Planning and Partnerships
Councillor L McKinlay	Children and Families
Councillor J Spence	Health and Adult Social Care
Councillor S Walsh	Environment and Climate Change Action
Councillor C Whitbread	Finance

Minutes of a meeting of the Cabinet held in The Council Chamber, County Hall, Chelmsford, CM1 1QH on Tuesday, 17 March 2020

Present:

Councillor	Cabinet Member Responsibility
D Madden	Performance, Business Planning and Partnerships (Chairman)
T Ball	Economic Development
S Barker	Customer, Communities, Culture and Corporate

Councillor M Mackrory was also present.

1. **Membership, Apologies, Substitutions and Declarations of Interest.**

The report of Membership, Apologies and Declarations was received and the following were noted:

1. There had been no changes of membership since the last meeting of Cabinet.
2. Apologies for absence were received from Councillors D Finch (Leader of the Council), J Spence (Cabinet Member for Health and Adult Social Care), K Bentley (Deputy Leader and Cabinet Member for Infrastructure), R Gooding (Cabinet Member for Education and Skills), L McKinley (Cabinet Member for Children and Families), S Walsh (Cabinet Member for Environment and Climate Change Action). Apologies were also received from Councillors Pond, Turrell and Henderson.
3. There were no declarations of interest.

The Chairman read out a statement from Councillor Finch, the Leader of the Council, regarding the developing position in respect of the Covid-19 virus. The statement, being part of the audio recording, may be heard [online](#).

2. **Minutes: 25 February 2020**

The minutes of the meeting held on 25 February 2020 were agreed as a correct record and signed by the Chairman.

3. **Questions from the public**

There were no public questions.

4. **Relocation and expansion of Harlowbury Primary School, Harlow (FP/580/12/19)**

The Cabinet received a report requesting approval of the award of a contract to Morgan Sindall Group Plc to deliver a new 2FE (420 permanent pupil places) school on a site at Gilden Way in Harlow.

Resolved:

1. Agree that the Director, Capital Delivery may award the contract for construction of the new school once he is satisfied that all the following apply:
 - The School has the necessary permission from the Department for Education to expand and relocate
 - A satisfactory planning permission for the new school has been granted
 - A suitable tender has been received which is within the available budget
 - The Academy Trust has either entered into an agreement for lease or has agreed heads of terms for the lease of the new site to them.
2. Agree to support the relocation and expansion of Harlowbury Primary School to the new school site.

5. Future of the Council's Corporate IT System (FP575/11/19)

Cabinet received a report seeking approval and funding for the replacement of Essex County Council's (ECC) existing Oracle Enterprise Resource Planning (ERP) tool, this being the IT system used as the Council's main financial and employee record.

Councillor Barker agreed to provide a written answer to a question from Councillor Mackrory in respect of the ability to build in flexibility in respect of possible changes to the size of the Council's workforce.

Resolved:

1. To agree that the Council should move its Enterprise Resource Planning tool (this incorporates core HR, Payroll, Finance) to an Oracle Cloud based system.
2. To agree to run a mini competition and call off from the Healthtrust Europe framework to procure Oracle Cloud licences and agree that the Executive Director, Finance and Technology can award the contract for a period of 5 years with the possibility of extension for up to a further five years.
3. To agree to use the current Fujitsu contract to provide the transitional services required to move from the current system to the new system subject to the prior completion of a deed of variation relating to subcontracting of services.
4. To delegate to the Executive Director, Finance and Technology in consultation with the Cabinet Member for Finance, Property and Housing, and the Monitoring Officer to agree to the terms of a deed of variation to the current contract with Fujitsu.

5. To approve the drawdown from reserves of £90,600 in 2019/20; £4.08m in 2020/21 and £1.00m in 2021/22. This will fund the programme resource costs to September 2020; the implementation of the Oracle Cloud & fund the systems implementor to be funded as follows:

- £90,600 in 2019/20 from the Transformation Reserve
- £1.08m in 2020/21 from the Transformation Reserve
- £3.00m in 2020/21 from the Technology Solutions Reserve
- £1.00m in 2021/22 from the Technology Solutions Reserve.

6. To note the full life estimated costs of the programme of £13.1m as set out in section 5 of the report (including contingency) and a further Cabinet decision relating to funding is planned for July 2020.

6. **Decisions taken by or in consultation with Cabinet Members (FP/631/02/20)**

The report of decisions taken by or in consultation with Cabinet Members since the last meeting of the Cabinet was noted.

7. **Date of Next Meeting**

It was noted that the next meeting of the Cabinet would take place on Tuesday 21 April 2020 at 10.00am in Committee Room 1 at County Hall, Chelmsford.

8. **Urgent Business**

There was no urgent business.

Exclusion of the Press and Public

Resolved:

That the press and public be excluded from the meeting during consideration of the remaining item of business on the grounds that it involves the likely disclosure of exempt information as specified in paragraph 3 of Schedule 12A of the Local Government Act 1972 – information relating to the financial or business affairs of any particular person).

9. **Confidential Appendix: relocation and expansion of Harlowbury Primary School, Harlow (FP/580/12/19)**
(Press and public excluded)

The Cabinet considered the Confidential Appendix to report FP/580/12/19 which contained information exempt from publication referred to in that report and in decisions taken earlier in the meeting (minute 4 above refers).

10. **Urgent Exempt Business**

There was no urgent exempt business.

There being no further business, the meeting closed at 10.12am.

Chairman - 21 April 2020

Forward Plan reference: FP/678/04/20

Report title: Establishment of a Provider Framework for Supported Living Care for Adults with Disabilities.	
Report to: Cabinet	
Report author: Nick Presmeg, Executive Director, Adult Social Care	
Date: 26 May 2020	For: Decision
Enquiries to: Jess Stewart, Head of Commissioning Learning Disability and Autism, email: Jessica.stewart@essex.gov.uk	
County Divisions affected: All Essex	

1. Purpose of Report

- 1.1. The use of Supported Living services aligns with the Adult Social Care strategy to help people live more independent lives, moving away from traditional residential care settings. 'Supported living schemes' are where adults with disabilities live in their own home but with support close at hand. Adults must be able to choose where they live, who provides their support and how it is delivered. Services should be delivered in an enabling way to support adults to live more independently and reduce their reliance on formal support services.
- 1.2. This report seeks approval to establish a multi-supplier Framework for the provision of care and support services within Supported Living schemes to adults with disabilities in a way that is aligned with the Care Act and gives the adult choice.

2. Recommendations

- 2.1 Authorise the procurement of a four-year multi-supplier Supported-Living Framework agreement (the Framework) of providers of care and support services through an OJEU-compliant procurement process.
- 2.2 Authorise the Cabinet Member for Health and Adult Social Care to award the contracts to the successful providers, following completion of the procurement.
- 2.3 Agree that the Framework will operate on fixed hourly rates, initially £15.92 for standard placements and £17.80 for enhanced complex placements.
- 2.4 Agree that the Supported Living Framework can be re-opened to enable new providers to bid for inclusion on the Framework up to three times a year to increase choice for Adults within Essex.
- 2.5 Note the proposal that the Director, Commissioning, Adult Social Care may use their delegated authority to re-open the framework where it is proposed to without any changes and therefore no financial implications

- 2.6 Agree that the Director of Commissioning can authorise the use of a mini-competition to appoint a Care and Support Provider for a Supported Living Scheme where necessary.

3 Summary of issue

3.1 Background

- 3.1.1 The Council currently supports 1,248 working-age people with disabilities in around 380 Supported Living schemes. The need for these types of services is increasing, particularly for young adults with high levels of need.
- 3.1.2 Supported Living schemes for Adults with Disabilities are defined by the Council as either:
- A cluster of single occupancy units grouped together either within a purpose-built block or within a defined area (such as a street) with an element of shared (core) support available to all residents; or
 - A shared house or bungalow in which tenants have their own bedroom, ideally with an en-suite bathroom, but with a communal kitchen, living/dining area. All properties are tenancy based, with the landlord being separate from the Care and Support provider.
- 3.1.3 To date the Council has made different arrangements for each Supported Living scheme, which has caused issues around consistency of hourly paid rates, quality selection criteria and performance management. There is currently no mechanism for sourcing providers for new schemes, except by a full procurement process which is not efficient.
- 3.1.4 The Council has in some cases subsidised the construction of specialist accommodation in order to ensure high quality provision. Where this has happened the Council has received nomination rights.

3.2 Engagement

The Adults: The new Supported Living service specification was co-produced with adults living in Supported Living and contains their views on what is important to them.

The Market: Engagement was carried out with 16 providers who make up 70% of the current Supported Living placements made by the Council. This was largely positive - 15 of the 16 confirming their intention to bid on the framework, confirming it would not hinder their ability to develop new units within Essex. This represents 65% of the current capacity in Essex. Wider Provider Forums were held - attended by 41 providers. No significant issues were raised around the Framework proposal.

4 Procurement

4.1.1 The Supported Living market in Essex has grown rapidly over recent years and has overtaken residential services in terms of the number of placements being made. As the market has grown, the increase in the number of different arrangements for schemes makes it difficult for us to manage and it is harder to demonstrate best value.

4.1.2 An options appraisal examined how best to procure services. A framework agreement is the recommended option as it would, among other things:

- ensure consistent costs via a set hourly rate;
- ensure quality of providers;
- give adults with disabilities more choice and control.

The proposed call-off mechanism for making new placements on the framework is to allow the adult being placed to have a choice of all suitable available units subject to the accommodation/core provider being able to meet their needs. Specialist Accommodation Leads (SALs) would work with social workers to map the adult's needs and wishes and create a list of options from which the adult can view as many as they like before making their choice.

4.1.3 All placements on the framework will be made on fixed hourly rates applicable at the time of placement. Initially these will be £15.92 for standard placements and £17.80 for enhanced complex placements.

4.1.4 As the fixed rates are proposed for all new placements there is no need for bids to be assessed against cost criteria. Instead all bids will be evaluated on 100% quality, made up of the council's minimum standards, with additional criteria for providers looking to take on more complex placements. All providers will need a CQC rating of 'Good' or 'Outstanding' at the time of the tender or subsequent re-opening. Providers already on the framework that receive a CQC rating below this level will be obliged to complete an action plan before any further framework placement can be made with them.

4.1.5 A number of providers currently have higher rates than the proposed fixed rates. For these providers there remains a risk that they will not bid to be included on the framework. In order to mitigate this risk market engagement was carried out with key providers in order to ascertain their appetite to bid and 15 of the 16 spoken to stated they would apply to join the framework at the proposed rates, and that it would not hinder their ability to develop new units within Essex to meet demand. Further incentive for providers to come on to the framework will be commitment from the Council that, other than in exceptional circumstances, new placements will be made only through the framework and that those providers on the framework will develop improved strategic relationships with the Council.

4.1.6 Through the life of the framework the providers will be required to provide key performance indicators that will allow the Council to review their performance against the terms of the contract.

- 4.1.7 Every year the fixed rates will be reviewed, looking at the cost of care. A decision will be made to change the rate based on this. Any increased rate will apply to new and existing placements made via the framework. Rates which are over and above the set rates and do not fall within the provisions of the enhanced rates will not be uplifted.
- 4.1.8 It is proposed that the framework is procured for a total of four years from the date of commencement. All placements made through the framework will continue beyond the end of the framework and the individual placement agreements will not be terminated as a result of the framework ending or the Council moving on to a new commissioning and procurement model.
- 4.1.9 Procurement of the framework will be on a single stage basis with bidders required to complete the Standard Selection Questionnaire and additional quality questions. The bidders will need to provide details of all the accommodation that they are proposing to use. All accommodation proposed will need to meet the standards of the Council's Accommodation Planning Board (APB) process which will ensure the Council places only at high quality accommodation. New Accommodation can be added to the Framework at any time by providers that are on the Framework.
- 4.1.10 The framework may be re-opened up to three times a year. Once providers are on the framework, they will be encouraged to develop new accommodation and can do so at any time to allow the Council to develop the market and make new placements. This will follow the same APB process that is currently used by the Council. The Council will only place at services that have been on-boarded through the APB process.
- 4.1.11 Under the framework the Council may run a mini-competition process to:
- Make any placement of an adult into a supported living service,
 - Identify a new care provider for a scheme
- 4.1.12 Spot placement will only take place once all framework options are exhausted and a Service Manager has authorised the use of spot purchasing to meet an individual adult's assessed needs.
- 4.1.13 No number of placements will be guaranteed to be placed through the framework and the Council will not be bound to only utilise the framework for any placements.
- 4.1.14 The tender will be released within the 2020/21 financial year.
- 4.2 Payment of Core (Supported Living)**
- 4.2.1 The current method of paying core hours splits the cost across the number of tenants in a scheme. Each time this changes, the costs are re-apportioned across those living in the scheme and the provider must submit invoices for each adult's share of the core hours. This causes problems when changes

are made to the core services, as the provider invoices may not then match with what is commissioned on Mosaic (the Council's Social Care Case Management System), resulting in payment being held and allowing debts to build up.

- 4.2.2 The Council will continue developing an alternative approach that allows providers to be paid under a single invoice, removing the need for the hours to be re-apportioned on Mosaic before payment. The framework contract will be drafted to allow for changes to be made to the payment schedule in future.
- 4.2.3 It is proposed that only schemes that have been scheme reviewed by the Learning Disability and Autism Social Work teams and have been 'onboarded' through the APB will be eligible for payment by invoice. This will enable the Council to retain control over the amounts that are paid and will ensure that only schemes that meet quality standards are paid in this way.

5 Options

5.1 Retaining the current model (not recommended)

This would mean placements continuing to be purchased at the rate applying to the particular scheme. This will tend to be a more expensive, lower-quality option, and is not sustainable as a long-term solution.

5.2 Dynamic Purchasing System/Mini Competition (not recommended)

This option is not recommended as it does not sufficiently promote choice and the cost and feasibility of a system to manage such a process was uncertain.

5.3 Supported Living Provider Framework (recommended option)

This would enable consistent cost and quality, greater choice for Adults, while reducing their reliance on paid support. Providers on the Framework would have to meet the Council's quality standards and application requirements through KPIs and performance monitoring, thus improving outcomes for Adults.

6 Financial implications

- 6.1.1 The total budget per annum for Adults with Disabilities living and receiving care in Supported Living placements for 2020/21 is **£66.4m**. This does not include any individual hours paid for by Direct Payments. This supports the 1,248 individuals and expected additions and changes in packages during the year.
- 6.1.2 There are no material financial implications directly associated with this decision as the providers are to accept the fixed rates per hour based on the cost of care for Supported Living as the Council determines each year.

Current rates are £15.92 or £17.80 per hour (depending on the complexities of the clients) and these are already contained within the 2020/21 budget. These rates will only apply to new and moved placements so there is an expectation that it will focus on the quality of placement. Recent procurements for spot placements of schemes have been set at these prices.

- 6.1.3 Work has been undertaken to develop criteria that can be applied to all supported living packages to identify those that would qualify for the enhanced complex rate of £17.80. Providers are required to apply for an increase in rates where they believe they should be paid at complex rates, and this process is ongoing. There is a risk that this ongoing work will have an impact on the total cost of the Supported Living budget if more clients (together with the provider) are deemed to fall within these criteria and we therefore pay higher rates for these clients' hours in future. The impact of this work will continue to be considered separately as it progresses.

7 Legal implications

- 7.1 The Council has a duty under section 2 of the Care Act 2014 to provide or arrange for the provision of services, facilities or resources, or take other steps, which it considers will contribute towards preventing or delaying the development of increased needs for adults, and, where possible, reduce the needs for care and support of adults in its area. By procuring the services set out in this report, the Council will be taking steps to discharge its statutory duty under the Care Act 2014.
- 7.2 The proposed services are 'health, social and other specific services' set out in Schedule 3 of the Public Contracts Regulations 2015 (the Regulations). The procurement of these services is subject to the 'light touch' regime, as the value of the services exceeds the current financial threshold of £663,540. As a result, the procurement of care and support services within a Supported Living setting, is subject to the 'Light Touch Regime' or Section 7 of Chapter 3 of the Regulations.
- 7.3 The Regulations require the Council to publish its intention to award a contract for 'social and other specific services' by either Contract Notice or Prior Information Notice (subject to the conditions relating to the contents of both the Contract Notice or Prior Information Notice).

8 Equality and Diversity implications

- 8.1 The Public Sector Equality Duty applies to the Council when it makes decisions. The duty requires us to have regard to the need to:
- (a) Eliminate unlawful discrimination, harassment and victimisation and other behaviour prohibited by the Act. In summary, the Act makes discrimination etc. on the grounds of a protected characteristic unlawful
 - (b) Advance equality of opportunity between people who share a protected characteristic and those who do not.

- (c) Foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding.

- 8.2 The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, marriage and civil partnership, race, religion or belief, gender, and sexual orientation. The Act states that 'marriage and civil partnership' is not a relevant protected characteristic for (b) or (c) although it is relevant for (a).
- 8.3 The equality impact assessment indicates that the proposals in this report will not have a disproportionately adverse impact on any people with a particular characteristic. The procurement aims to improve choice and information, as well as quality of service for Adults with disability.

9 **List of appendices.**

Equality Impact Assessment

10 **List of Background papers**

None

Forward Plan reference number: FP/623/01/20

Report title: Social Care Case Management Programme: Interim Procurement Decision	
Report to: Cabinet	
Report authors: Nicole Wood, Executive Director, Finance and Technology, Helen Lincoln, Executive Director, Children, Families and Education, and Nick Presmeg, Executive Director for Adult Social Care	
Date: 26 May 2020	For: Decision
Enquiries to: Helen Lincoln, Executive Director for Children, Families and Education – helen.lincoln@essex.gov.uk or 03330 133118	
County Divisions affected: All Essex	

1. Purpose of Report

- 1.1. The purpose of this report is to seek agreement on the route to market for the interim contractual arrangements for social care case management (SCCM) systems.
- 1.2. This report also provides context and key information about SCCM systems used across the Council.

2. Recommendations

- 2.1 Agree to call off from the Crown Commercial Service (CCS) Data and Application Solutions (DAS) Framework (the Framework) to procure a contract for SCCM for an initial term of two years with the option to extend for a further three one-year periods, with the contract to commence on 23 July 2021.
- 2.2 Agree that the Executive Director for Children and Families, in consultation with the Executive Director for Finance and Technology, will make a decision on the statement of requirements, including whether or not the Youth Offending Case Management System is included in the new contract from July 2021.
- 2.3 Agree that the Executive Director for Children and Families, in consultation with the Executive Director for Finance and Technology, will make a decision on the award of the contract following an analysis of the most economically advantageous supplier using the award criteria in section 3.
- 2.4 Note that the decision on any extension will be taken by the Cabinet Member.
- 2.5 A request for funding to initiate the longer-term SCCM discovery and procurement project will be submitted when the critical team members are released from their work on the COVID-19 emergency.

3. Summary of Issue

- 3.1 The Council uses a suite of IT tools to support social care practice and facilitate care-related financial transactions. These tools support social work teams to achieve the Council's strategic aim to help people get the best start and age well. The capability of these tools, and the proposed approach taken to procuring them, also contribute to the Council's strategic aim to transform to achieve more with less. There is scope and demand from service areas to transform and improve the SCCM tools currently in use, to better support these strategic aims.
- 3.2 The current SCCM system is called Mosaic and is supplied by Servelec. Mosaic is used by social workers and support staff in both Children and Families and Adult Social Care, with approximately 3,300 system users. The system is also used by partners, providers, customers and their carers. The Council uses a bolt-on financial module to Mosaic called A4W, which is also supplied by Servelec.
- 3.3 The contract with Servelec Limited for Mosaic was signed in 2014 for a period of five years, with a right to extend for two years which was exercised by the Council in 2019, with the contract now set to expire in July 2021 and no further extensions are permitted under the terms of this contract. The A4W contract also expires in July 2021.
- 3.4 The ECC Youth Offending Team uses a case management system known as 'Core+ IYSS'. This system is also supplied by Servelec. This system has approximately 100 users. Since 1 May 2020, this system has been included in the contractual arrangements in place for Mosaic. An options analysis will be undertaken to decide whether to include this case management system in the call off procurement process for the SCCM or whether to procure the Youth Offending Case Management System separately. This decision is due to be made by the end of July 2020.
- 3.5 A project team has been set up within ECC to determine how the Council meets its needs for SCCM beyond July 2021. This will:
 - 3.5.1 Ensure continuity of critical systems for the medium term, beyond the contract end date of July 2021.
 - 3.5.2 Deliver improvements to the current systems and optimise the Council's usage of them.
 - 3.5.3 Align the Council's strategic aims through improving its technology, practice and processes.
 - 3.5.4 Understand and better meet service users' and practitioners' current and future needs. Social care is transforming so that individuals and communities are empowered to self-support and direct their social care; the Council needs technology solutions that enable this.

3.6 Programme Phasing

- 3.6.1 Due to the size, complexity and risk associated with the SCCM programme, a phased approach is planned. The proposed approach is to create a programme that will run for approximately five years, comprising the following steps. This report is in relation to phase 1a and further governance will follow in relation to the remaining phases.
- 3.6.2 **Phase 1a:** An interim procurement process to ensure continuity of the Council's current systems for the medium term beyond July 2021. It is proposed that this will take the form of a call off from the Framework while a full review, scoping and specification exercise take place to inform a wider and long-term procurement exercise. Further details are set out in paragraphs 3.6.9 to 3.6.10 below.
- 3.6.3 **Phase 1b:** Planning the delivery of improvements to the current SCCM systems and a reset of the Council's strategic relationship with Servelec. This includes the identification of any funding or other resources required and any governance necessary to approve these.
- 3.6.4 **Phase 1c:** Governance to approve resources and preparations to mobilise the team to launch phase 2a.
- 3.6.5 **Phase 2:** Implementation of a new solution in the longer-term, beginning with:
- 3.6.6 **Phase 2a:** Planning for service and user discovery. This comprises eight weeks' planning, followed by further governance to approve resources required for phase 2b discovery.
- 3.6.7 **Phase 2b:** Discovery: commercial, market and sector research (six months +). Total funding requirements for the discovery phase will be confirmed on completion of the eight-week planning (phase 2a). The outcome of this discovery will inform plans for the next phase, which will include outline business case development and the commencement of the procurement process.
- 3.6.8 In the light of the COVID-19 Crisis a decision was taken to postpone the initial discovery and planning work for the long-term solution. Resources are not available to allow this work to commence although it is anticipated that work will recommence no later than September 2020. Phase 1a (the interim procurement) and Phase 1b (system improvement planning) will continue at pace to ensure continuity of SCCM systems beyond the current contracts.

Phase 1a

- 3.6.9 This report seeks approval for matters related to Phase 1a. It is proposed that a procurement process will be undertaken by way of a call off from the Framework using the Direct Award procedure specified in the Framework Terms, while transformation requirements, specification and scoping are considered and finalised.

- 3.6.10 It is intended that a Framework call off contract is entered for two years with an option to extend for three, one-year periods. The rationale for the approach for the contract term is to allow for service continuity while recognising complexity of the programme scoping requirements. This allows for comprehensive system user needs discovery work and requirements gathering, an appropriate OJEU-compliant procurement exercise and an implementation and contract mobilisation period. It is anticipated that it could take in the region of four years for all of the anticipated activity. The proposed approach will allow the Council to continue service delivery and prepare for service improvements without incurring double the cost of change (interim procurement and longer-term procurement).
- 3.6.11 The justification for using the direct award process is that it is for the purchase of goods and services which are intrinsically linked to the system already within the Council, because we already have the software, the items we wish to purchase are already present on the e-marketplace in the Framework and are of a type where the framework allows this. Procurement advice has confirmed that this is the case and further advice is set out in the legal implications.
- 3.6.12 It is proposed that we use award criteria of:
- Price 50%
 - Technical merit 5%
 - Help desk 5%
 - Quality 40%

4. Options

4.1 Option 1: Direct Award via the CCS DAS Framework (recommended)

- 4.1.1 Call off from the Framework using a Direct Award process and award a contract to Servelec for a period of two years with an option to extend for a further three periods of one-year each.

4.1.2 Advantages

- 4.1.2.1 A swift, value-for-money solution allowing service continuity pending transformation work.
- 4.1.2.2 Limiting the cost of change and fewer resources required to implement phase 1a as the contractor and system will be the same as the current system. A full implementation and training stage and associated implementation costs are not required.

4.1.3 Disadvantages

- 4.1.3.1 There is lack of immediate market competition and potential inability to demonstrate value for money. This is mitigated by the

fact that Servelec was appointed to the Framework following a competitive procurement and the costs for the Direct Award will be in accordance with those specified on the e-catalogue and these procured at the time of the Framework. A value for money exercise will be carried out at the time of the direct award process value

4.1.3.2 A competitive tender or framework mini-competition at this time would risk increased costs of service change, implementation costs, and resource costs for an interim measure with further service change, implementation costs, and resource costs once the transformation work is complete.

4.1.3.3 Multiple new system implementations would not demonstrate value for money and would create unnecessary expense and potential service disruption – a Direct Award to maintain current service would minimise both costs and potential service disruption pending transformation implementation.

4.2 **Option 2: Extend the current contract above its current 4+1+1+1 agreed term (not recommended)**

4.2.1 There are no further extensions permitted under the terms of the current contract with Servelec.

4.2.2 **Advantages**

4.2.2.1 Continuity of service as the current supplier is already in place.

4.2.2.2 The contractual terms and requirements are already in place.

4.2.2.3 Fewer resources would be required to implement an extension.

4.2.2.4 Offers a fast solution for the short term while the Council procures a longer-term solution.

4.2.3 **Disadvantages**

4.2.3.1 The current supplier may negotiate the terms and increase the price.

4.2.3.2 The current supplier may not agree to extend.

4.2.3.3 Required system improvements may be more difficult to achieve as interpretation of requirements between the Supplier and the Council differ on the current contract.

4.2.3.4 This may not be lawful under the terms of the Public Contracts Regulations 2015.

5. Issues for Consideration

5.1. Financial Implications

- 5.1.1. The current Servelec contract costs total circa £424,000 per annum; these include:
- i. Mosaic service contract (a proportion of which is variable, based on a per user per month basis, at an average of circa £30,500 per month) – £365,000.
 - ii. A4W service – £44,515.
 - iii. Youth Offending Case Management System – £29,000 for the contract period from May 2020 to July 2021.
- 5.1.2. A budget of £423,515 is in place to support the current contracts. Any variance between the contract cost and the budget available, due to changes in user numbers, are expected to be managed within the Technology Services budget.
- 5.1.3. It is anticipated that there may be some movement within the pricing through the interim procurement, as the overarching SCCM contract will have been in place for seven years at the point of expiry. Early market analysis has indicated that the pricing variation could be within 2% of the current pricing; this would equate to a movement in price of circa £8,500.
- 5.1.4. This pricing estimate is indicative, however, and cannot be confirmed until the clarification process is undertaken as part of the formal procurement process; value for money will be assessed through the contract clarification process.
- 5.1.5. Opportunities will be sought to absorb any additional costs arising through the Procurement, within existing business capacity. However, increased costs remain an inherent risk that will be appraised through the initial phases of the programme and subject to a further decision as appropriate.
- 5.1.6. Funding to support phase 1 of the overarching SCCM programme, including the resource costs to deliver the interim procurement to September 2020, have been approved through a separate Cabinet Member Action (CMA). No additional funding is currently being sought at this stage to support this procurement. A further funding request is anticipated in July 2020, confirming the additional costs to deliver the discovery planning (phase 2a). These costs are currently estimated to be in the region of £250,000.
- 5.1.7. The overall programme cost (phases 1 to 3) is expected to be in the region of £6m–£7m, based on the current estimate of required resources, excluding any allowance for contingency. This does not include opportunity costs or any additional third-party contract costs relating to the provision of the current or any new solution.

- 5.1.8. These cost estimates will be validated and supported by further sector research during the discovery phase and subject to further decision making.

5.2. Legal Implications

- 5.2.1 The Council is a contracting Authority for the purposes of the Public Contracts Regulations 2015 (PCR). The proposal is that the Council would call off from a framework agreement, requesting a tender from its incumbent supplier, Servelec without a call for competition with other suppliers on the relevant part of the framework.
- 5.2.2 The framework agreement must be used in accordance with the way the framework was advertised and following the instructions for use. It can be lawful to use a framework without competition provided those rules are followed and provided the terms of the contract (including price) can be determined by using the framework.
- 5.2.3 The Council can argue that it has the grounds to use the Direct Award process in the Framework as set out in section 3 of the report. Clearly only a court could decide whether this was correct
- 5.2.4 The price and other terms of the contract will be as set out in the framework terms and neither Servelec nor the Council will be permitted to negotiate these. On that basis the Public Contracts Regulations 2015 allow us to use the framework without competition.

6 Equality and Diversity Implications

- 6.2 The Public Sector Equality Duty applies to the Council when it makes decisions. The duty requires the Council to have regard to the need to:
- (a) Eliminate unlawful discrimination, harassment and victimisation and other behaviour prohibited by the Act. In summary, the Act makes discrimination etc on the grounds of a protected characteristic unlawful.
 - (b) Advance equality of opportunity between people who share a protected characteristic and those who do not.
 - (c) Foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding.
- 6.3 The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, marriage and civil partnership, race, religion or belief, gender, and sexual orientation. The Act states that 'marriage and civil partnership' is not a relevant protected characteristic for (b) or (c) although it is relevant for (a).
- 6.4 The equality impact assessment indicates that the proposals in this report will not have a disproportionately adverse impact on any people with a

particular characteristic. Neither the decision on the procurement approach, nor the recommendation to receive a further programme funding request at a later date, will result in any change to current services or systems. Further equality impact assessments will be carried out before any subsequent key decisions are taken.

7. List of Appendices

Equality Impact Assessment

8. List of Background Papers

None

Forward Plan reference number: FP/648/03/20

Report title: A120-A133 Link Road and Colchester Rapid Transit: Preferred Routes	
Report to: Cabinet	
Report author: Andrew Cook – Director, Highways and Transportation	
Date: 22 May 2020	For: Decision
Enquiries to: Ian Turner Principal Transportation and Infrastructure Planner Telephone: 03330 136890 email: ian.turner@essex.gov.uk	
County Divisions affected: Abbey, Mile End and Highwoods, Parsons Heath & East Gates, Tendring Rural West and Wivenhoe St Andrew	

1. Purpose of Report

- 1.1 The Council has consulted on proposed routes for a new link road from the A120 to the A133 (A120-A133 Link Road (A120-A133LR)) and a mass rapid transit system (RTS) at the East Colchester Garden Community (Colchester/Tendring Borders).
- 1.2 Together, these schemes will provide infrastructure to support the construction of up to 8,000 homes.
- 1.3 This report asks the Cabinet to agree a preferred option for the A120 to A133 link road, and to agree to take forward for further consideration the RTS, Options B2 and B5, C1 and C2, along with routing through the town centre.
- 1.4 The report also requests authority to progress the preferred route for the A120-A133 Link Road through preliminary design, planning application and prepare information for land negotiations, including preparation in parallel for Compulsory Purchase Order (CPO) should it be needed.

2. Recommendations

- 2.1 Note the outcome of the consultation on the A120 to A133 Link Road and Rapid Transit System.
- 2.2 Agree to adopt Option 1C Variant, as set out in Appendix E, as the preferred route option for the A120-A133 link road.
- 2.3 Agree to progress Option 1C Variant through preliminary design, planning application and prepare information for land negotiations (including information in parallel for preparation for compulsory purchase).

- 2.4 Agree that the Director, Capital Delivery may acquire land agreed by negotiation in relation to the preferred route for the A120-A133 link road.
- 2.5 With respect to the Rapid Transit System, agree to develop Options B2 and B5 including High Street area for the town centre to Greenstead roundabout part of the rapid transit scheme and Options C1 and C2 route from Greenstead Roundabout to the proposed garden community.
- 2.6 Agree that the Cabinet Member for Infrastructure may agree the final proposed route of the Rapid Transit System.

3. Summary of issue

Background

- 3.1 Essex County Council, working in close collaboration with Colchester Borough Council (CBC) and Tendring District Council, submitted a bid to the Housing Infrastructure Fund (HIF), which is a programme run by Homes England and aims to deliver 100,000 homes in England. The two key components for this bid were:
 - A new link road running east of Colchester between the A120 and the A133 to provide greater connectivity into the proposed new development; and
 - Rapid Transit development funding a route from the proposed east Colchester/west Tendring garden community via University of Essex into Colchester.

The Council was awarded £99m from the HIF bid. We are working on the detailed funding agreement and agreements with Tendring and Colchester in order to ensure that we can deliver the requirements of the funding. A separate report will be presented to the Cabinet to formally agree to accept the funding and enter into these agreements.

- 3.2 The Schemes are key projects in the Local Borough and Districts' emerging draft Local Plans and the North Essex Garden Communities programme to deliver the Tendring/Colchester Border Garden Community. The Schemes will address a package of transport and access matters, enabling early implementation of sustainable transport options to stimulate behaviour change and address highway capacity constraints in east Colchester and west Tendring. It will provide capacity and access to enable residential developments to come forward sooner than programmed. The Scheme will improve access to the University of Essex and would provide a connection into a proposed new employment park.

A120-A133 Link Road

- 3.3 The A120 and A133 provide vital transport links across this part of Essex. The A120 connects towns from east to west as well as linking into the A12; a major freight route through Essex and Suffolk - with the A133 as the main commuter route from Clacton-on-Sea into Colchester. The proposed A120-A133 Link Road will run from the A120 in the north and A133 in the south. It is required to provide additional highway capacity to serve proposed development areas and provide some relief to the existing local road network, thus generating capacity in the wider strategic highways network. The proposed route comprises over 2km of dual carriageway with a grade-separated junction where it meets the A120 and at-grade junction at the A133 end. Linking the A120 and A133 with a new road will unlock land to enable development of housing at the Tendring Garden Communities housing project and will improve connectivity locally and within the wider region. It will also serve proposed new Park and Ride sites and relieve traffic going to the University of Essex and the Knowledge Gateway Technology and Research park. Both are major employers and key contributors to the local and UK economy.

A120-A133 Link Road Consultation

- 3.4 Following ECC successfully securing funding from HIF, ECC created a longlist of seven options for the A120-A133 Link Road and undertook a high-level assessment to assess viability of the options. Options 1B, 2 and 4 were discounted because of issues associated with location (either too far from the Garden Community or located in a way that would result in future severance within the Garden Community), impacting existing high value infrastructure assets such as high voltage cables or impacting historic assets (Grade 1 listed buildings).
- 3.5 Four options remained (option 1A, 1C, 1D and 3) and these were the shortest options and they would connect to the A120 at a grade separate dumbbell junction located east of the A120 Services and would join the A133 at a roundabout junction in one of two possible locations (east and west). The main differences between these options related to where the junction would be positioned, either on Strawberry Grove (Option 1A), east of Strawberry Grove (Option 1C) or west of Strawberry Grove (Option 1D). Option 3 reflected a more westerly location to its route (particularly to the north) but reflect the same principles with regards to connecting to the A120 and A133. These options were then assessed against key technical criteria (which is set out in Appendix D to this report) and subject to a non-statutory public consultation exercise carried out by ECC. Table 1 below shows the estimated total construction cost for each option identified, which is just one of the factors that fed into the scoring matrix, but helps to indicate the cost impact of selecting an alternative option to the one recommended.

Table 1

Total estimated construction cost of options	Option 1A £000	Option 1C £000	Option 1D £000	Option 3 £000	Option 1C Variant (preferred option) £000
A133/A120 Link Road Cost	78,917	79,286	79,500	73,052	69,800

- 3.6 ECC published the consultation document for both the A120-A133LR and the RTS, set out in Appendix B and the consultation commenced for a six-week period between Monday 4th November and Monday 16th December 2019. There were seven public events held locally to allow stakeholders to view and discuss the proposals and meet different technical leads from the project team as well as the consultation being available online. Approximately 200 people took part directly by attending the events and the consultation received 136 responses in total. As well as members of the public there were responses from three Parish Councils and six community, heritage or action groups. A response was also provided by the University of Essex and two responses from local developers.
- 3.7 The responses from the consultees were in relation to both the Link Road and RTS proposals, with the positioning of junctions, impact on existing communities, congestion, environment, maintaining protected lanes and an increased focus on walking and cycling all highlighted. Further details are provided within the technical documents and consultation report referenced under Appendices C and D. The majority of public comments related to the Link Road rather than the RTS. Environmental impacts were highlighted, particularly the importance of protecting woodland at Strawberry Grove.
- 3.8 The concerns raised from the three Parish Councils related to whether the Link Road would form the boundary to the east of the proposed new Garden Community. The Link Road does not determine the boundary of the Garden Community and the concerns raised by the Parish Councils were in relation to the wider Local Plan, which did not form part of this consultation. Ardleigh Parish Council provided a response with regards to use of existing infrastructure, this was considered, and it was found that the existing infrastructure was not a viable option. Ardleigh Parish Council also commented on the structure of the consultation, ECC then attended their Parish Council meeting to take further questions to address this point.
- 3.9 The responses from public consultees included concern regarding the Link Road being in close proximity to a listed building and sandwiching the wooded area (Strawberry Grove) into a 'no man's land' and making it inaccessible and unkept. Comments were also received regarding the impact of the various 1 option alignments in general on Turnip Lodge Lane, which has Protected Land Status. All Option 1 alignments that were consulted on bisected the lane and therefore would have an impact.
- 3.10 Some respondents questioned the necessity of the Link Road with current traffic movements and whether a dual lane link road was necessary, ECC considered this point and considers that this is necessary given the future development of the Garden Community and in order to ensure that future

capacity is met. Comments were received with regards to the design of the Link Road: where the Link Road severs existing local roads, where it is necessary for network connectivity to be maintained, ECC will consider as part of the design planning stage to maintain connectivity. A comment was received with regards to if the Link Road would be beneficial if it required access roundabouts to the proposed new development – this is an important function of the Link Road. Comments were received with regards to concerns that the Link Road would only move the current congestion on the roads, however as part of the planning process ECC would conduct a traffic impact assessment.

- 3.11 These responses were considered by officers and have formed part of the qualitative analysis undertaken and were inputted into the scoring matrix to enable selection (as per Appendix F). A majority of respondents agreed that Colchester needed new infrastructure with most people agreeing that the Scheme would have a positive impact and support housing and business growth. The consultation indicated some clear preferences in relation to the link road options, with Options 1C (31%) and 1A (30%) being favoured. There was also notable opposition to Option 3 in response to open questions and email responses which could not be identified with closed questions alone, as a result of the impact on people, residents and businesses and community severance. The analysis of responses indicates that there was on the whole no significant preference for either the eastern or western A133 junction options. However, the Western option is further away from Elmstead Market village and was seen as affecting fewer residential properties and existing infrastructure assets.
- 3.12 Tendring District Council, Colchester Borough Council and North Essex Garden Communities Limited (NEGC) indicated that they preferred Options 1A, C and D over Option 3, with Tendring District Council directly referencing that they favoured Option 1C. They had a major concern about Option 3 because it ran through a large part of the potential development area and, therefore, impact on the ability to deliver the planned number of homes, and NEGC commented that the link road layout should take into account the future masterplan process and support sustainable modes of travel and maintain/support connectivity. Liaison with Tendring District Council, Colchester Borough Council and NEGC is ongoing thorough working groups and the project team will continue to work with these bodies as part of the development of the Link Road and RTS.
- 3.13 Option 1C received support as it was not considered to disrupt the operation of the Waste Transfer Station or the A120 Service Station, and because it would be less likely to have an impact on the ancient woodland or affect as much wildlife habitat as the other options.
- 3.14 Of the consultation Option 1C offered the most feasible alignment under the technical criteria, which included factors such as environmental, effect on key assets, number of existing properties and landowners impacted, although only just ahead of Option 1A.

- 3.15 Whilst the proposed location where options 1C would meet the A120 junction position is preferred, there were elements of Option 1A which could perform better than Option 1C, including the location of the A133 junction. As a result, the location of the A133 junction in Option 1C was assessed using criteria similar to those used for the main option assessment. The western roundabout position gained the highest score in the matrix and was recommended over the eastern position, which was less flexible and had a greater number of constraints, including the need to divert an existing water main constructed out of asbestos concrete. The A133 western roundabout also allowed existing accesses to properties to remain.
- 3.16 Although Option 1C scored highest overall in response to both the public stakeholder consultation comments received and the ongoing technical assessment undertaken, a further option, known as '1C variant' was developed which better addressed the concerns raised through the ongoing technical refinement and consultation input received. This further option was made up of the northern section of Option 1C and the southern part of Option 1A with a variation in the middle to avoid Turnip Lodge Lane (Protected Lane Status); Appendix I shows the routes for Option 1C and Option 1C Variant. This was named Option 1C Variant (as set out in the Technical Report Stage 2 in appendix D). This option was assessed using the same criteria as the other options and scored significantly better than the other options using the same scoring matrix. We have not specifically consulted on Option 1C variant but it is felt that it is sufficiently similar to option 1C and the other routes to enable any issues with this the route to have been identified and it is not therefore proposed to undertake further consultation on Option 1C Variant, other than as part of the planning process.
- 3.17 The proposed 1C Variant option overall:
- 3.17.1 addressed comments received through the consultation with regards to the impact on people, residents, community and businesses, by further reducing the impact on existing properties by routing the carriageway so that it does not pass within 100m of existing properties,
 - 3.17.2 in combination with the Garden Community and future development of the Link Road would take account maintaining connectivity and opportunities for walking, cycling and horses,
 - 3.17.3 addressed technical and affordability issues better than the original four options shortlisted,
 - 3.17.4 the amendments to the northern alignment of the proposed route removed the segregation caused by a separate new connection to the petrol station, reducing the sterilisation of land and isolation of Strawberry Grove between two highway corridors. This addresses the concerns raised by consultees during the consultation; and
 - 3.17.5 addressed comments received through the consultation, and environmental issues raised through the ongoing technical work, by achieving further environmental benefits through the realigned of the central section so that the

route passes on the eastern edge of Turnip Lodge Lane, significantly reducing the impact on this designated protected lane.

- 3.18 Following consideration of the comments and feedback received from the consultation and the recommendation from the additional technical work completed, Option 1C Variant is therefore recommended as the Preferred Option for the A120-A133 Link Road.

Rapid Transit System

- 3.19 The provision of a high-quality rapid transit system with dedicated running sections and priority measures at key junctions will provide more reliable services and improved journey times compared to normal bus services. The solution will provide a public transport alternative to car use and is fundamental to the planned longer-term modal shift strategy. The RTS is an essential part of the growth strategy and has the potential of unlocking further new homes. The RTS links the University of Essex, through the knowledge gateway employment zone to Colchester Town Centre and key destinations including the rail stations and hospital.
- 3.20 An effective transport system is integral to peoples' daily lives; it underpins business and commerce; provides access to work, education and training, essential services and leisure activities and enables people to make the most of opportunities as they arise. Investment in the transport network should be aimed at ensuring the efficient and effective movement of people and goods to boost economic growth, create great places to live, work and visit, enable people to live independently, and improve the lives of people using the transport network throughout Essex.
- 3.21 One possible future aspiration of the proposed RTS is the ability to link it across North Essex from Colchester through to Stansted Airport. The initial RTS scheme covered under this HIF Bid comprises improvements to support improved infrastructure between the existing Park and Ride site location to the north of Colchester on the A12 (junction 28), and the proposed garden community to the east of Colchester.
- 3.22 For the purposes of delivery, the RTS has been split into four sections; A, B, C and D (further details can be found in the RTS Technical Documents in Appendix G and H):
- 3.22.1 Section A – uses a route which has already been approved, which runs from the existing Park and Ride site located on junction 28 on the A12, through to the Albert Roundabout located on the A133. Since this was already approved it did not form part of the consultation but was included for reference. This Section A already has existing planning approval.
- 3.22.2 Section B – takes the scheme from Albert Roundabout to the Greenstead Roundabout. Option B1 uses Magdalen Street and the Hythe level crossing;

Option B2 uses the East Gate level crossing; and Option B5 is the St Andrew's Avenue route.

3.22.3 Section C – takes the scheme from Greenstead Roundabout to the proposed new community east of Colchester. Option C1 proposes a route through the University; Option C2 proposes improvements to the A133 corridor east of Greenstead Roundabout; and Option C3 is dependent on the proposed garden community Masterplan that is outside the scope of this project, to currently determine the location of any potential future connection point to the proposed garden community.

3.22.4 Section D – is located within the proposed garden community and will be developed as part of the future masterplan therefore it has not been consulted on and does not form part of this decision paper but was included for reference purposes.

RTS Consultation

3.23 The RTS has been progressed through technical development of options for Section B and C and the options for the RTS were included as part of the stakeholder consultation undertaken for the overall Scheme. ECC shortlisted the number of options to consult on for Section B from five to three. Those options discounted (B3 and B4) reflect routes which did not achieve the objectives of being affordable and deliverable as the three shortlist Options B1, B2 and B5. ECC consulted on all three options for Section C. Following the consultation, ECC assessed the best performing options for Sections B and C as part of the scoring matrix in Appendix G and H. The options were assessed against a number of factors such as environmental, journey timer reliability, connectivity, quality, stakeholder consultation feedback, cost and engineering feedback.

RTS Consultation Section B

3.24 For the consultation, ECC shortlisted the number of options to consult on for Section B from five to three. Those options discounted (B3 and B4) reflect routes which did not achieve the objectives of being as affordable and deliverable as the three shortlisted Options B1, B2 and B5 (as set out in the Technical Reports included in Appendix G). Options B1, B2 and B5 were put forward for consultation reflecting alternative routing options through Colchester town to the proposed garden community.

3.25 As part of the consultation response, the largest group of respondents (30%) chose Option B5, as the best option for Section B. Within this question respondents were asked to list by way of preference their preferred route options. This saw Option B5 selected as the most preferred route (30%), in comparison to 16% for Option B1 and 12% for Option B2, although as a second preference choice Option B2 was higher scoring than Option B1.

- 3.25.1 The assessment of route Option B1 concluded whilst the route directly serves all three Colchester railway stations and appears the most direct, it was observed to have the slowest overall journey time during the live public service vehicle trials. There is also very little opportunity to make meaningful improvements along this route option without disproportionate impact on existing residential areas. The presence of the Hythe level crossing means some journeys in either direction could be held for significant periods. This would likely be viewed negatively as part of a 'rapid' transit system by patrons and undermine the reliability of the system. This option scored considerably worse than either option B2 or B5 and therefore it has been discounted from being taken further.
- 3.25.2 Route Option B2 (Greenstead Road) serves all three Colchester railway stations. The directness of the route contributes to this option having the shortest overall journey time, even taking account of the level crossing. Option B2 gained the highest overall score in the option assessment matrix. This option received the highest score in all categories except Objective Fulfilment, and Stakeholder Feedback. For Objective Fulfilment it scored the same as Option B5, although the quickest, it was marked down as a result of the reliability concerns introduced by the Eastgate level crossing. The Eastgates level crossing will delay approximately a third of journeys. As with option B1, the level crossing may be viewed negatively as part of a 'rapid' transit system as it will to some degree undermine the reliability of the system. However, given that this option has the highest overall score, lowest estimated cost, lowest observed existing journey time and lowest average predicted journey time. It is recommended that Option B2 be progressed to the next stage.
- 3.25.3 Option B5 (St Andrew's Ave) performs the second best in the option assessment matrix. This option did however receive the highest score Stakeholder Feedback, as well as an equal score to Option B2 for Objective Fulfilment. This option offers opportunities to provide RTS infrastructure along St Andrew's Avenue which would benefit RTS journey time and reliability. This infrastructure would still give a slower predicted average journey time compared to Option B2. This option would, however, benefit from improved journey time reliability compared to the other options, due to lack of a level crossing on the route. It is recommended that Option B2 be progressed to the next stage.
- 3.25.4 Although Option B2 has scored highest, the concerns remain around journey time reliability as the route passes through a level crossing and the limitations placed on measures of improvement which can be introduced given the constrained nature of the corridor, while Option B5 has the space to introduce dedicated RTS lanes. At this time it is considered necessary to undertake further modelling to better understand the future longer-term implications of the level crossing (i.e. potential opportunities to 'sync' the RTS with the train timetable and reducing the duration that the barriers are in operation stopping traffic), and further long-term benefits to both Option B2 & B5 of route

improvements which could be introduced to increase journey time reliability, including routing through the High Street area.

- 3.25.5 It is therefore recommended that Options B2 and B5 are taken forward and developed further before a final decision on the alignment is taken by the Cabinet Member for Infrastructure.

RTS Consultation Section C

- 3.26 Option C1 runs through the University and will be dependant in the future on Essex University and the level of student patronage. It is most likely that services will travel via Boundary Road, using the existing circulatory route around the University. As Boundary Road is already in place and general traffic is already restricted extensive design work should not be required to make this option operational. Therefore, it is recommended that option C1 is progressed and discussions with Essex University continue on service level provisions.
- 3.27 Option C2 reflects improvements to the A133 corridor east of Greenstead Roundabout. Option C2 has been further broken down into sub-options:
- C2A (RTS infrastructure construction along the entire A133 within the area of Section C2),
 - C2B (targeted infrastructure improvements along Section C2), and
 - C2C (reallocation of existing A133 highway lanes).

For all Option C2 variants, provision for pedestrian and cycle facilities along with associated lighting are to be provided along the northern edge of the A133 highway corridor. This will provide improved sustainable connectivity between the proposed development, Essex University (via the existing crossing facilities at the Knowledge Gateway) and Colchester Town Centre (via Greenstead Roundabout), which the infrastructure will be explored at a later design stage once the achievable widths are known.

- 3.28 Option C2A, although the most comprehensive and the most robust solution for RTS journey time and reliability will require significant funding compared to Options C2B and C2C.
- 3.29 Option C2B attempts to provide infrastructure where the most significant average journey time savings can be achieved at the time of opening when considering capital expenditure. Given that the programme for development of the proposed garden community means it will be in its infancy when the RTS becomes operational, limited traffic will be added to the network in the earlier years. Therefore, Option C2B offers the best short-term approach to balancing capital investment and RTS journey time improvements and can be further refined with transport models to target subsequent future infrastructure.

- 3.30 Option C2C, in repurposing existing A133 lanes in both directions to RTS, will be significantly cheaper than Options C2A and 2B and achieve the goals of RTS. However, it is believed that such a reduction in capacity along the A133, a strategic route into Colchester and could have far-reaching negative effects on congestion.
- 3.31 It is therefore recommended to take forward all C2 variations for further review and refinement of the various sub-options to achieve the best balance of journey time versus engineering, cost and environmental impact.
- 3.32 Option C3 is dependent on the Masterplan for the garden community, it is therefore outside the scope of this project to currently determine the location of any potential future connection point to the proposed garden community. As the masterplan is developed the RTS route (through Option C2) can be aligned. Therefore, as option C3 is expected to be developed as part of the proposed garden community masterplan it is recommended that development of Option 3 is temporarily held back.
- 3.33 It is therefore recommended that Options C1 and C2 are taken forward and developed further before a final decision on the alignment is taken by the Cabinet Member for Infrastructure.

RTS Option D

- 3.34 Section D will be delivered as part of the proposed garden community masterplan, which will be progressed and consulted on as part of the wider development. Section D therefore does not form part of the decision required by this report.

RTS Outcome of Consultation

- 3.35 The consultation (as set out in paragraphs 3.6 and 3.7 above), was less conclusive on the RTS, with a greater focus given by consultees on the Link Road options. In response to a general question related to support for the RTS and whether people felt that the RTS will improve connectivity in Colchester, 48% of respondents agreed that the rapid transit system will improve connectivity in Colchester and 26% strongly agreed, showing that there is overall support for the RTS. Given the RTS reflected improvements proposed within the urban area to locations adjacent and largely within the existing highway corridor, this was not unexpected. Feedback from the consultation gave no clear preferences for Section C options. However, the University of Essex preferred option C1, because it provided access to its campus.

Land Negotiations for the A120 to /A133 Link Road

- 3.36 For the proposed route Option 1C Variant, ECC will identify the landowners and enter into negotiations with them to acquire land by agreement. Where

this is not possible, a decision will be brought to the Cabinet Member for Infrastructure to request approval to proceed with a Compulsory Purchase Order.

4. Options

- 4.1 **Option 1 Endorsement of the recommendations** - Supporting all the recommendations to adopt Option 1C Variant as the preferred route for A120-A133 Link Road and further developing Options B2 and B5 and Options C1 and C2 for the RTS will enable the Scheme to continue to progress towards delivering the infrastructure to support the proposed garden community and Joint North Essex local Plan and maintain progress against the HIF Bid programme as supported by previous Cabinet decisions.
- 4.2 Subject to the Cabinet agreeing to proceed with the Scheme in line with the recommendations, to continue to maintain progress against the HIF Bid delivery programme of March 2024, the Scheme will be progressed through preliminary design, which will also include the preparation and submission of the planning application (expected Winter 2020) and land negotiations (including preparation in parallel for Compulsory Purchase Order (CPO) should it be needed) required to deliver the A120-A133 Link Road element.
- 4.3 The proposal supports the delivery of the Essex Local Transport Plan vision for a transport system that supports sustainable economic growth and helps deliver the best quality of life for the residents of Essex by providing connectivity for Essex communities and international gateways to support sustainable economic growth and regeneration. The Scheme also supports delivery of the Essex Organisation Strategy by enabling inclusive economic growth within and around Colchester, facilitating growing communities and new homes; and helping secure sustainable development.
- 4.4 **Option 2 Do nothing** - To do nothing would not align with the previous decisions taken to support the proposed garden community through infrastructure delivery and would effectively result in the termination of the progression of the HIF Bid. As well as the loss of awarded funding, there would also be revenue budget implications as capital funding has already been expended to develop the Scheme to its current position. £2.019m of costs incurred to date would crystallise into abortive costs and be charged to the revenue budget creating an unfunded revenue pressure.

5. Issues for consideration

5.1 Financial implications

- 5.1.1 The total cost of the preferred option for A133/A120 Link Road (£69.8m) and RTS project (£41m) is estimated to be £110.80m funded by £99.9m of HIF and £10.9m partially secured S106 contributions. The most recent profile of spend and funding is shown below. Further work including

value engineering is underway to ensure Value for Money and to drive down cost where possible.

Current Scheme Cost & Funding							
	2019/20 Actuals	2020/21	2021/22	2022/23	2023/24	2024/25	Total
	£000	£000	£000	£000	£000	£000	£000
A133/A120 Link Road	2,016	2,450	6,500	30,900	27,000	1,000	69,866
RTS	4	1,500	3,500	14,000	13,000	9,000	41,004
Total Capital Expenditure	2,020	3,950	10,000	44,900	40,000	10,000	110,870
ECC Forward Funding	2,020	(2,020)	-	-	-	-	-
HIF Funding	-	5,970	10,000	44,900	38,000	1,100	99,970
S106	-	-	-	-	2,000	8,900	10,900
Total Funding	2,020	3,950	10,000	44,900	40,000	10,000	110,870

- 5.1.2 This differs to what is in the approved capital programme. The published capital programme position is shown below, this doesn't reflect the entire cost of the project as it only shows a 4-year position. The Medium Term Resource Strategy (MTRS) will be updated within the 2020/21 Quarter 1 financial report to reflect changes to funding profiles, specifically S106 and ECC forward funding.

Capital Programme						
	2019/20 Actuals	2020/21 Budget	2021/22 Draft Budget	2022/23 Draft Budget	2023/24 Draft Budget	Total 4 years
	£000	£000	£000	£000	£000	£0
A133/A120 Link Road	2,016	1,000	7,500	30,000	17,886	58,402
RTS	4	1,000	3,500	6,000	41,500	52,004
Total Capital Expenditure	2,020	2,000	11,000	36,000	59,386	110,406
ECC Forward Funding	2,020	(2,020)	-	-	296	296
HIF Funding	-	4,020	10,000	33,000	52,190	99,210
S106	-	-	1,000	3,000	6,900	10,900
Total Funding	2,020	2,000	11,000	36,000	59,386	110,406

- 5.1.3 The following changes will be required in the Quarter 1 financial report to ensure the capital programme reflects the current position:

Budget Adjustments	2019/20 £000	2020/21 £000	2021/22 £000	2022/23 £000	2023/24 £000	2024/25 £000
Current Budget	1,380	2,000	11,000	36,000	59,386	
Advancement from 2021/22	636	364	(1,000)			
Advancement from 2023/24		1,586		8,900	(10,486)	
Slippage from 2023/24 to 2024/25					(8,900)	8,900
Addition	4					1,100
Revised Budget after adjustments	2,020	3,950	10,000	44,900	40,000	10,000

- 5.1.4 There has been a requirement for ECC to forward fund £2.02m relating to 2019/20 expenditure. This is due to ECC being unable to drawdown HIF funds until the agreement between Homes England and ECC (as highways authority) is signed. This is expected to take place in 2020/21

- 5.1.5 It is anticipated that the £2.019m of costs incurred to date will meet the criteria of HIF funding and be repaid in 2020/21 once the agreement has been signed.
- 5.1.6 The £10.9m of S106 funding anticipated for this scheme is made up of two separate contributors. £2m is due from NAR2 Busway, this S106 is due to be received in 2020/21 from Colchester Borough Council as triggers associated with this have now been met.
- 5.1.7 The second S106 figure is an estimated £8.9m North Essex Garden Communities contribution linked to future housing delivery, for which a planning inspector examination took place in January 2020 and is awaiting a planning inspector decision. The funding profile assumes this will be received in 2024/25.
- 5.1.8 There is £14.2m of contingency currently included within the £69.8m project cost for A133/A120 element of the project, representing 26%. This is an allocation representing an element for those risks that are unknown at this stage and some specific risks including those associated with:
- Securing the Land
 - Statutory undertaker costs
 - Earthworks and the materials required to build the scheme
 - The final design requirements of the new junction
 - Drainage design, planning approval inflation
- 5.1.9 A quantified risk assessment will be undertaken as part of the forthcoming preliminary stage work programmed, at which point the level of contingency will be reassessed as the projects moved into detailed design stage.

5.2 Financial Risks

The key financial risks associated with A133/A120 scheme are highlighted below:

- 5.2.1 The recommended option for A133/A120 is undergoing value engineering as part of the preliminary design state to identify cost efficiencies. But, any cost escalation will need to be funded by ECC or other external partners where ECC is the funder of last resort, no additional funding will be available under the HIF programme.
- 5.2.2 Current guidance issued by HE stipulates that the HIF funding is required to be spent by March 2024. The current spend and funding profile reflects that this requirement is met. However, there is a risk that any programme delays could result in this target date being missed. There is a risk that any HIF funding unspent as at March 2024 will be clawed back by Homes England and the resulting funding gap will require funding from ECC or other external partners where ECC is the funder of last resort.

- 5.2.3 The £8.9m of S106 funding that is anticipated to be received in 2024/25 to fund final delivery is at risk as an agreement is yet to be negotiated. If this funding is not confirmed and received, ECC will be required to find alternative equivalent funding. If this funding is subject to triggers aligned to house sales ECC may be required to forward fund future s106 receipts, this is not built into the financial profile above.
- 5.2.4 Covid-19 has created significant uncertainty with regards to future materials prices, delivery schedules and funding continuity. ECC is exposed to all cost escalation risk associated with these uncertainties.

5.3 Legal implications

- 5.3.1 The selection of the preferred route will enable the scheme to be protected from development by planning authorities and prospective purchasers of any land affected will be informed of the proposal to construct a road.
- 5.3.2 As it is proposed that ECC be will be undertaking this development, ECC's planning department is able to grant planning permission for the works.
- 5.3.3 Any award of funding from the HIF will be subject to a detailed agreement setting out the requirements of the Homes and Communities Agencies. Essex County Council will not be able to deliver those requirements on its own. It is therefore crucial that Tendring and Colchester councils commit to the delivery of these requirements to the extent that they are within the control of those organisations, to avoid a risk that the Council has to pay back funding because other organisations have taken decisions which mean that the Council. Those discussions are at a very early stage.

6. Equality and Diversity implications

- 6.1 The Public Sector Equality Duty applies to the Council when it makes decisions. The duty requires us to have regard to the need to:
- (a) Eliminate unlawful discrimination, harassment and victimisation and other behaviour prohibited by the Act. In summary, the Act makes discrimination etc. on the grounds of a protected characteristic unlawful
 - (b) Advance equality of opportunity between people who share a protected characteristic and those who do not.
 - (c) Foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding.
- 6.2 The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, marriage and civil partnership, race, religion or belief, gender, and sexual orientation. The Act states that 'marriage and civil

partnership' is not a relevant protected characteristic for (b) or (c) although it is relevant for (a).

- 6.3 The equality impact assessment indicates that the proposals in this report will not have a disproportionately adverse impact on any people with a particular characteristic.

7. List of appendices

Appendix A – EqIA

Appendix B – A120-A133 LR & RTS Public Consultation Document

Appendix C – A120-A133 Link Rd & RTS Consultation Report

Appendix D – A120-A133 Link Rd Stage 2 Technical Report and Preferred Route Recommendation

Appendix E – A120-A133 Link Rd Route Alignment 1C Variant

Appendix F – Link Rd Scoring matrix

Appendix G – Rapid Transit System (RTS) Stage 2 Section B Preferred Option Technical Note

Appendix H – RTS Stage 2 Section C Technical Note

Appendix I – A120A133 Link Rd Route Alignment 1C and 1C Variant

8. List of Background papers

Housing Infrastructure Fund – Business Case Tending Colchester Borders Garden Community

Essex Local Transport Plan

Essex Organisation Strategy

A120/A133 LINK ROAD AND RAPID TRANSIT SYSTEM

Public Consultation Document

Autumn 2019

www.essex.gov.uk/link-road-and-rapid-transit

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FOREWORD

This consultation is all about how we manage congestion and improve connectivity across Colchester as it continues to grow.

Colchester is a great place to live, work and spend time. As a town that continues to grow, it is imperative that its infrastructure meets the needs of residents and businesses, both now and in the future.

It is important that our infrastructure helps future traffic needs, but also works to encourage people to use more sustainable modes of transport.

Following Essex County Council's successful bid for Housing Infrastructure Funding, to meet this ambition, we are proposing the creation of a new Link Road between the A133 and the A120, and also for the first stages of a Rapid Transit System to be implemented linking up key parts of the town.

The Link Road will enable the proposed new community east of Colchester, helping future traffic management and supporting those travelling from Tendring to Colchester.

It will make it easier to access the strategic road network, helping commuters and businesses.

A high-quality RTS can move people en masse quickly and efficiently across an area. Through linking in key locations such as the town centre, university, railway stations and Park and Choose site we can better connect Colchester, giving people a genuine alternative to their car and providing a significant boost to the local economy.

You will read more on Park and Choose later in this document. The concept of providing different opportunities is about recognising that the best-connected places are 'multi-modal' in that they bring together cycling, walking and public transport.

These infrastructure improvements are dependent on the Borough/District Council Local Plan process which sets out where future housing and business growth should be located. Their plan needs to be approved by the Planning Inspector, but it is critical that we look at preparing for this by setting out how the transport network will be evolved to meet this future growth.

Both the Link Road and RTS system have differing route alignment options, and within this consultation it is important to get your views on these. This will enable more detailed design work to be undertaken, ahead of a preferred option being selected.

Cllr David Finch, Essex County Council

Leader of the Council



Cllr David Finch

INTRODUCTION

Earlier this year Essex County Council successfully bid for funding to help support planned housing growth across the county.

Essex's bids total more than £500 million and cover vital transport infrastructure improvements across Essex.

To enable Essex County Council to support sustainable planned growth, it is necessary to provide improved transport infrastructure to support the additional traffic flows and to enhance the connectivity of future developments.

In August 2019 it was announced that the A120/A133 Link Road and Rapid Transit System (RTS) scheme had been successful in securing funding.

With a new community proposed for the east of Colchester there is a need to set out an associated transport strategy in order to ensure benefits for existing and future Colchester and Tendring residents.

More details on the proposed new development east of Colchester which is being jointly supported by Braintree District Council, Tendring District Council and Colchester Borough Council (North Essex Authorities) in their emerging local plans can be found at braintree.gov.uk/localplanevidence.

Colchester is the largest employment centre in North Essex with significant proposed housing and business growth. Colchester has 50,000 people commuting into and out of the borough daily, which is more than any other borough or district in Essex.

More than half the people leaving Tendring are commuting into Colchester and congestion is already a major issue for the town's residents and businesses.

The A120 and A133, which pass to the north and south of the proposed community provide vital transport links across this part of Essex.

The A120 connects the Port of Harwich and towns from east to west, as well as linking into the A12 - a major freight route through Essex and Suffolk - with the A133 as the main commuter route from Clacton-on-Sea into Colchester.

This consultation document will take you through the Link Road and RTS schemes and the options available. It will then ask for your feedback which will be considered and used to develop a preferred option for each scheme.



Figure 1: Map of scheme area

PROPOSAL

We are proposing:

Linking the A120 and A133 with a new road will unlock land to provide housing and business space, improving connectivity locally and within the wider region. It will serve a new Park and Choose site and manage traffic congestion going to Colchester Town Centre, the University of Essex and its Knowledge Gateway Technology and Research Park.

A Rapid Transit System that will prioritise public transport on a key route through Colchester. It will enable housing and business growth, allowing new and existing residents to benefit from frequent, high-quality, reliable transport connecting to the key destinations within the town. These types of system have proved successful in other towns and cities, helping create a shift away from car travel. A recently implemented example of this is the Belfast Rapid Transit Glider.

The system will service a new Park and Choose site and help to better connect future growth areas with the rest of the town.

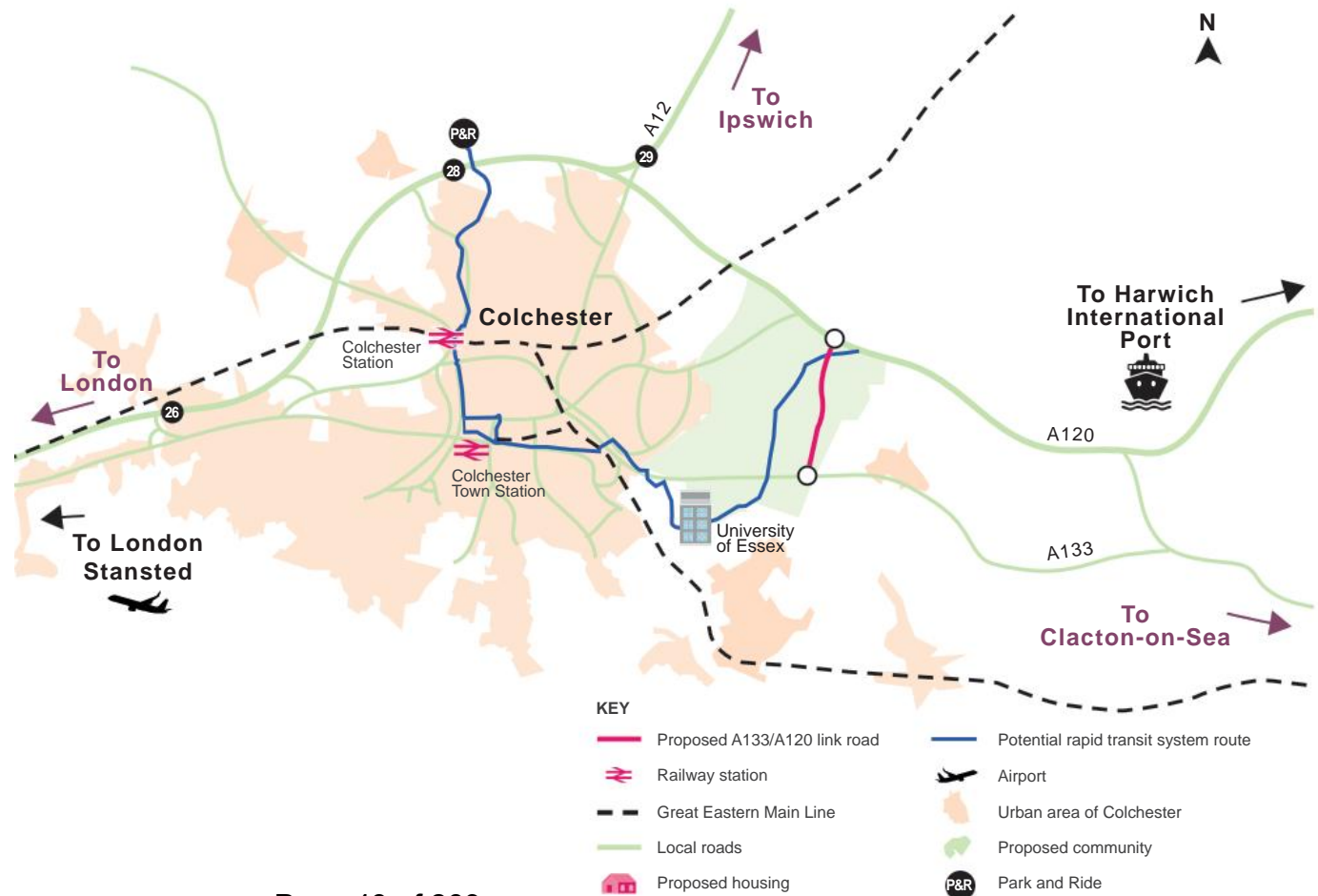


Figure 2: Bid proposal concept diagram

OPTIONS DEVELOPMENT PROCESS

Below is the process we take from the beginning of a project to selecting a preferred route. This process began in April 2019. We expect to announce preferred routes in early 2020.



NEED FOR THE SCHEMES

There will be approximately 25,000 new homes built within Tendring and Colchester by 2033 including a proposed community to the east of Colchester. Alongside this, Colchester continues to see significant economic growth and there have been over 1,500 businesses created in the last year.

By 2033 the level of traffic growth on local roads in the area will be unsustainable without the investment in the Colchester network as proposed here. This investment will ensure that access becomes easier to strategic roads (A12, A120) therefore reducing use of more local roads (Cymbeline Way, Cowdray Avenue, Ipswich Road, Harwich Road).

The RTS and a Park and Choose site will support this strategy through providing genuine alternative means of travelling from the proposed community into key destinations within the town, so discouraging cars from the town centre.

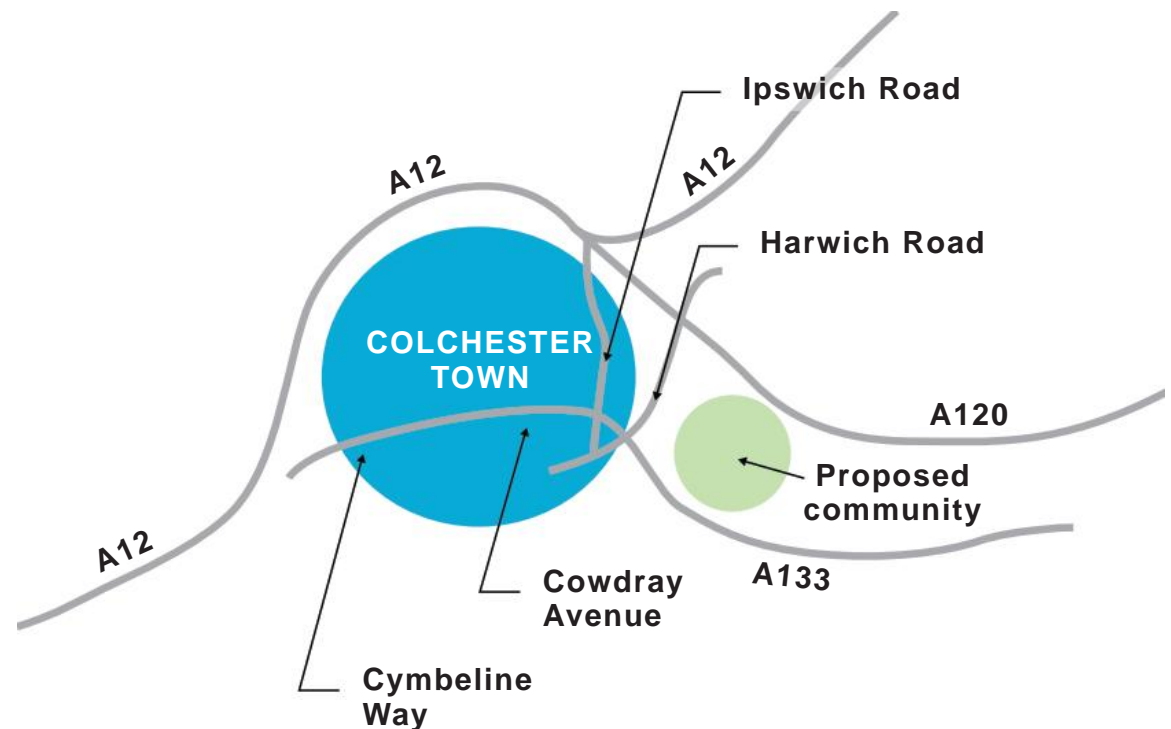


Figure 3: traffic modeling key locations

The RTS proposals offer the opportunity to better connect Colchester, offering a genuine alternative to car use. The proposed stops could include:

- The existing Park and Ride & Colchester Stadium;
- Colchester Hospital;
- Colchester, Colchester Town and The Hythe Railway Stations;
- The High Street;
- University of Essex and Knowledge Gateway;
- A new Park and Choose site at the proposed community east of Colchester.

This scheme isn't just about Colchester. 38% of commuting into Colchester Borough is from Tendring District. The Link Road helps connect the A12, the A120 and A133 to Harwich, Clacton-on-Sea and east Colchester. Four out of five of these journeys are made by car. The introduction of the RTS also offers commuters and visitors the opportunity to use the Park and Choose facilities which will help enable a transformational modal shift to public transport.

This scheme also supports business. The cost of delay to businesses due to loss of productive time for commuters will increase with congestion. It lengthens journey time between labour markets and businesses as well as lengthening distance due to the alternative routes commuters are taking to avoid congestion.

It is estimated businesses will save over £4 million a year for the next 60 years in time savings from reduced delays to employees, goods and services.

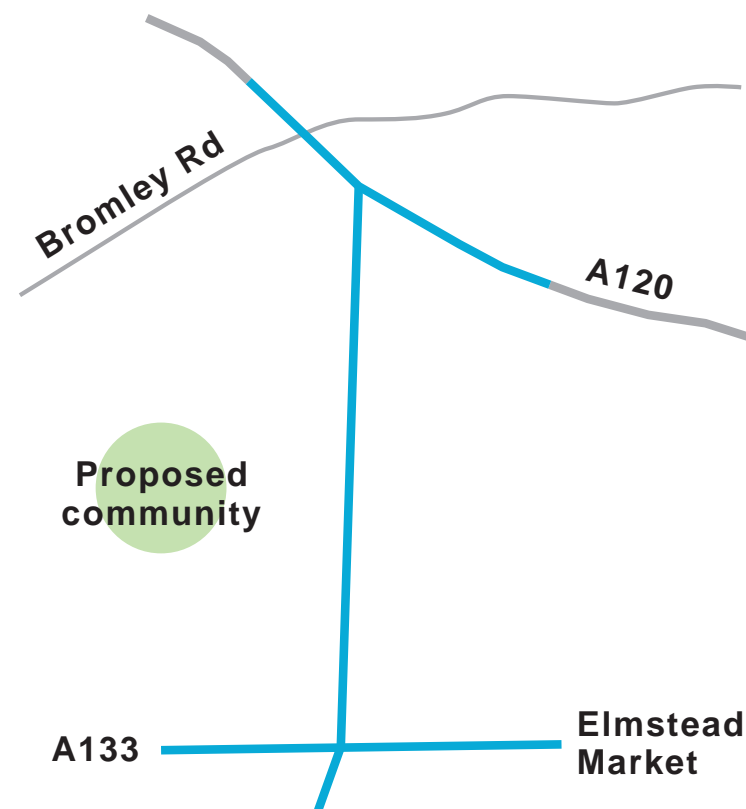


Figure 4: The link road makes it easier to access the strategic road network.



LINK ROAD

WHY A LINK ROAD?

A Link Road is a strategic highway improvement which helps to distribute traffic onto the appropriate road network.

This Link Road will connect two major roads, the A120 and the A133. It manages congestion by increasing highway capacity on the strategic road network, providing a direct connection between the A120 and the east of Colchester. This removes the need for traffic to travel through the centre of Colchester, along heavily used routes such as Ipswich Road.

The Link Road will help to facilitate proposed housing and business growth, serving as the primary highway access to the proposed new community. It will provide connectivity and manage traffic flows on the local and strategic road network as the development grows, distributing traffic onto the A120 and A133. It will also function alongside the RTS to allow the movement of people into and out of any new development.

At the beginning of the options appraisal process we started with a number of options. Through a high-level assessment which considers general benefits and disadvantages, connectivity, land take, environment, and constraints amongst others, the number of options has been reduced to the current proposals.

We are consulting on two separate options for the Link Road with different variants on the following:

- A120 Junction positions
- A133 Junction positions

The maps in this brochure show these options and offer a brief description of their differences. For a more detailed look at the advantages, disadvantages and constraints of each option please see the technical report on the scheme website and/or the reference copies displayed at the consultation events.

All Link Road options are proposed to be a 50mph two-lane dual carriageway to carry the flow of traffic that is expected from future growth in the area.

The height of the road will vary north to south to blend with existing landscape and to connect at grade at the A133 and be grade separated at the A120.

The A133 junction will be designed at the level of the current road (known as 'at grade').

The A120 junction will be raised over the A120 carriageway with slip roads to join the A120 (known as 'grade separated')

Noise and visual screening will be subject to detailed design at the next stage. Mitigation will be designed in order to minimise any impact on noise, air quality and visual impact.

All options will connect to the A120 using a grade separated dumbbell junction.

A dumbbell junction has two roundabouts linked by a single bridge (to resemble a weightlifter's dumbbell).

A dumbbell arrangement can provide high capacity with minimal impact on the carriageway below, and a smaller footprint than alternatives.

A local example of a dumbbell junction is at Junction 28 on the A12 near Colchester Stadium.

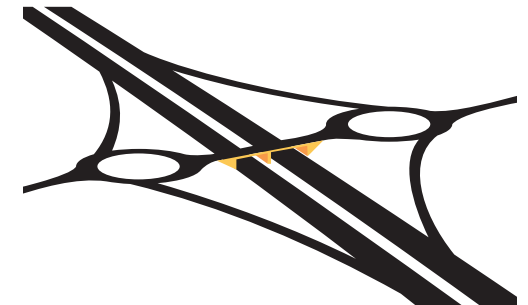


Figure 5: Example of a dumbbell junction

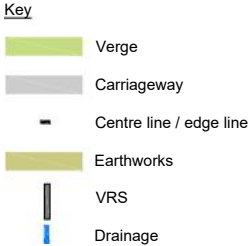
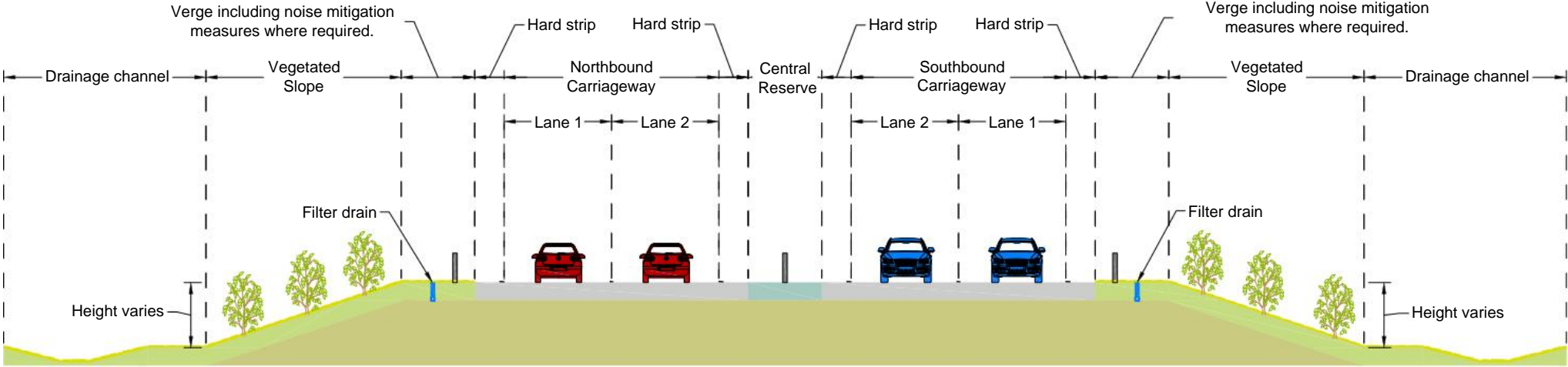


Figure 6: Link Road typical cross section

OPTIONS CONSIDERED

There were initially seven options developed for the Link Road.

Below are the options we are no longer considering and the reasons why.

Option 1B: This is the central greyed option.

- The A120 Junction position for 1B would pass too close to overhead powerlines causing engineering issues during the construction stage. The cost and time implications of moving this infrastructure make this option unfeasible. There are no advantages to this option over the other options.

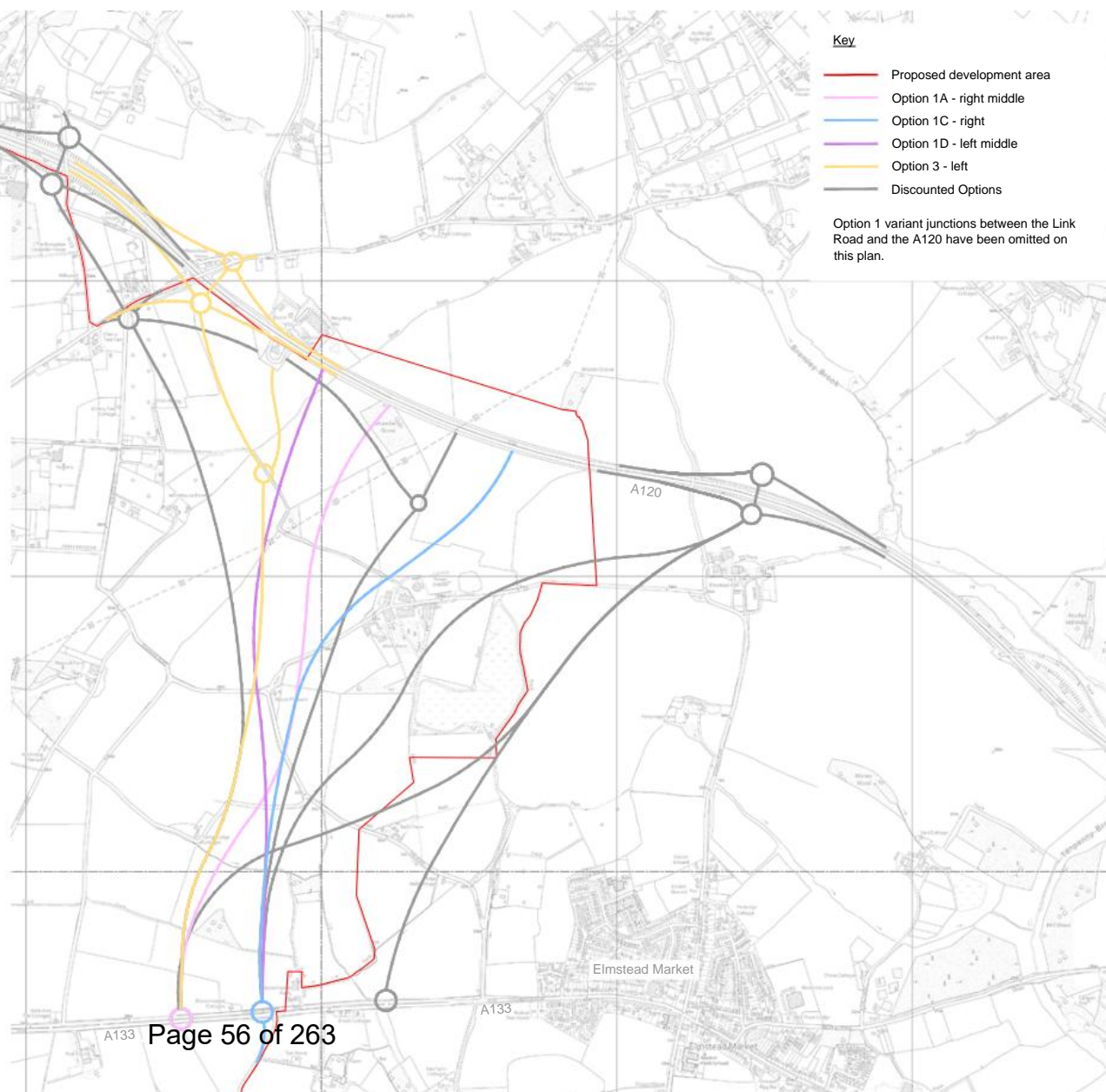
Option 2: This is the most easterly option.

- It would be too far from any potential new development, reducing the opportunity for it to connect to the strategic road network.
- Most of the Option 2 alternatives would require land take outside the proposed development area.
- This option is also impacted by a Grade 1 listed church located close to the area.

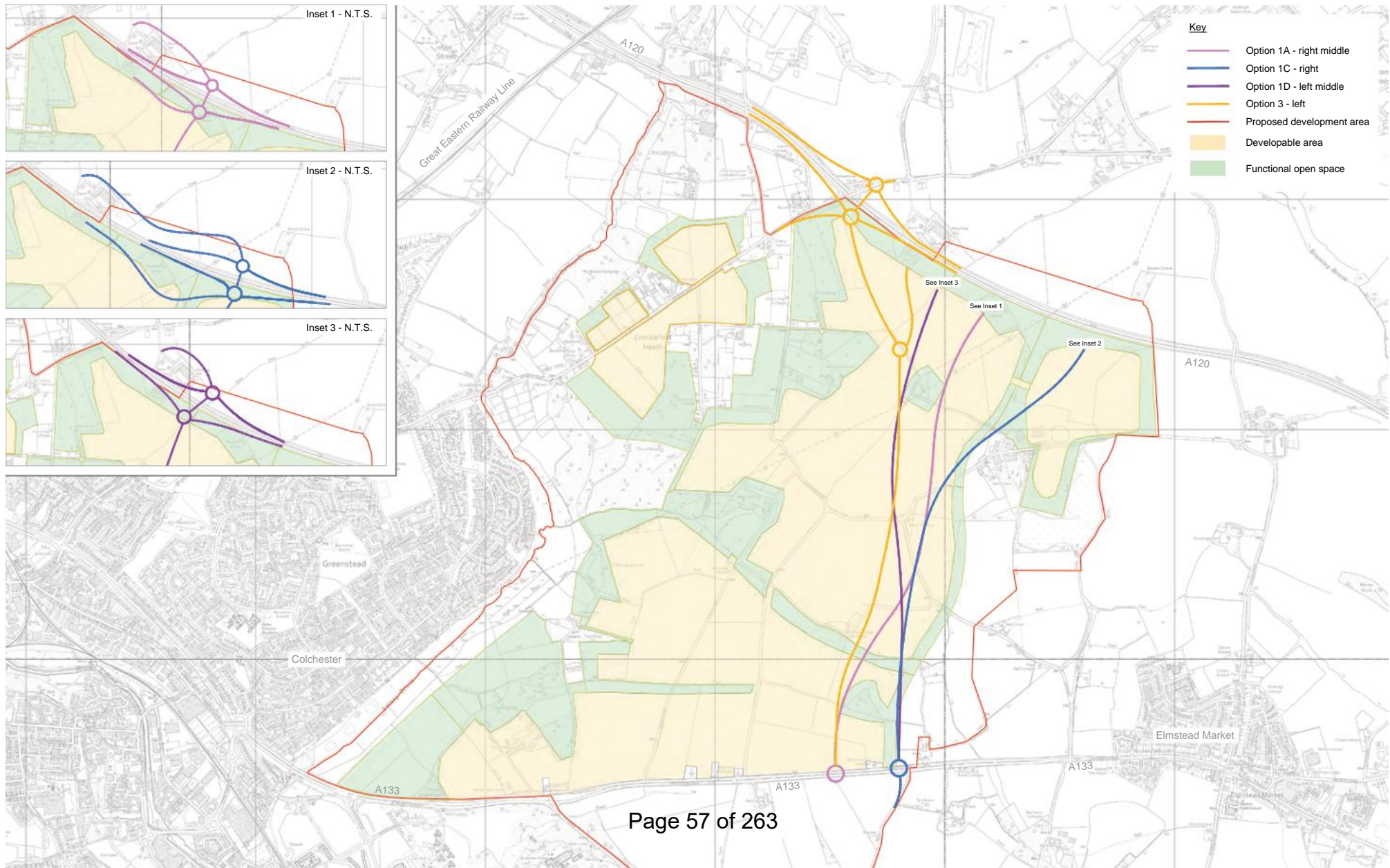
Option 4: This is the most westerly option.

- It would pass through the core of the proposed development area which would lead to severance issues.
- It is the longest route.

More detail on what is being taken forward, what isn't being taken forward and the reasons why can be found in the technical note available on our scheme website.



WHAT ARE WE CONSULTING ON?



OPTION 1

Option 1: Four alternatives of this option, 1A-1D were drawn up, three of which are being consulted on - **1A, 1C and 1D**.

All **Option 1** alternatives have the following in common:

- This is the shortest Option between 1.8km and 2.1km.
- It takes a smooth alignment from north to south to form an eastern boundary to the residential part of proposed new development.
- It would be a two-lane dual carriageway.
- It would connect to the A120 at a grade separated dumbbell junction located east of the A120 Services.
- It would join the A133 at a roundabout junction in one of two possible locations (east and west).
- Elmstead Road could be realigned to join the A133 junction at either location.
- It would cross the Elmstead Byway which is a Public Right of Way.
- It would cross Tye Road and Turnip Lodge Lane.

The main differences between the alternatives are at the location of the new A120 grade separated junction in the north:

1A

The A120 junction is positioned on Strawberry Grove

- There is minimal land take required from the A120 Services or the Waste Transfer Station.
- It requires a shorter proposed alternative access road to the services than Option 1C.
- It adversely affects the Strawberry Grove wooded area.
- At the A120 the route is located between Options 1C and 1D at the northern end.

1C

The A120 junction is positioned east of Strawberry Grove.

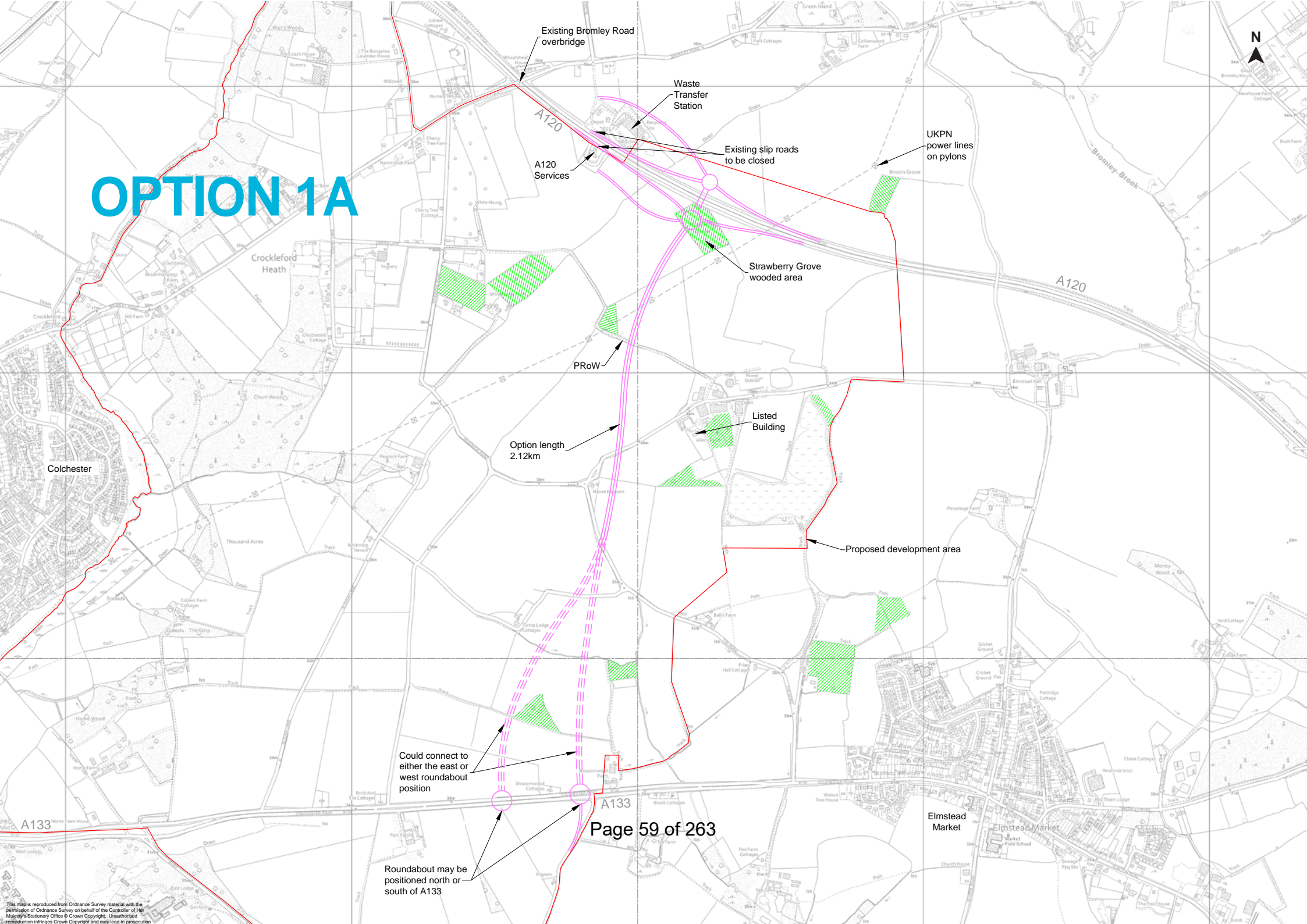
- There is no land required from the A120 Services or Waste Transfer Station but the proposed alternative access road to the Services is longer than 1A.
- At the A120 the route is more easterly than 1A and 1D at the northern end.

1D

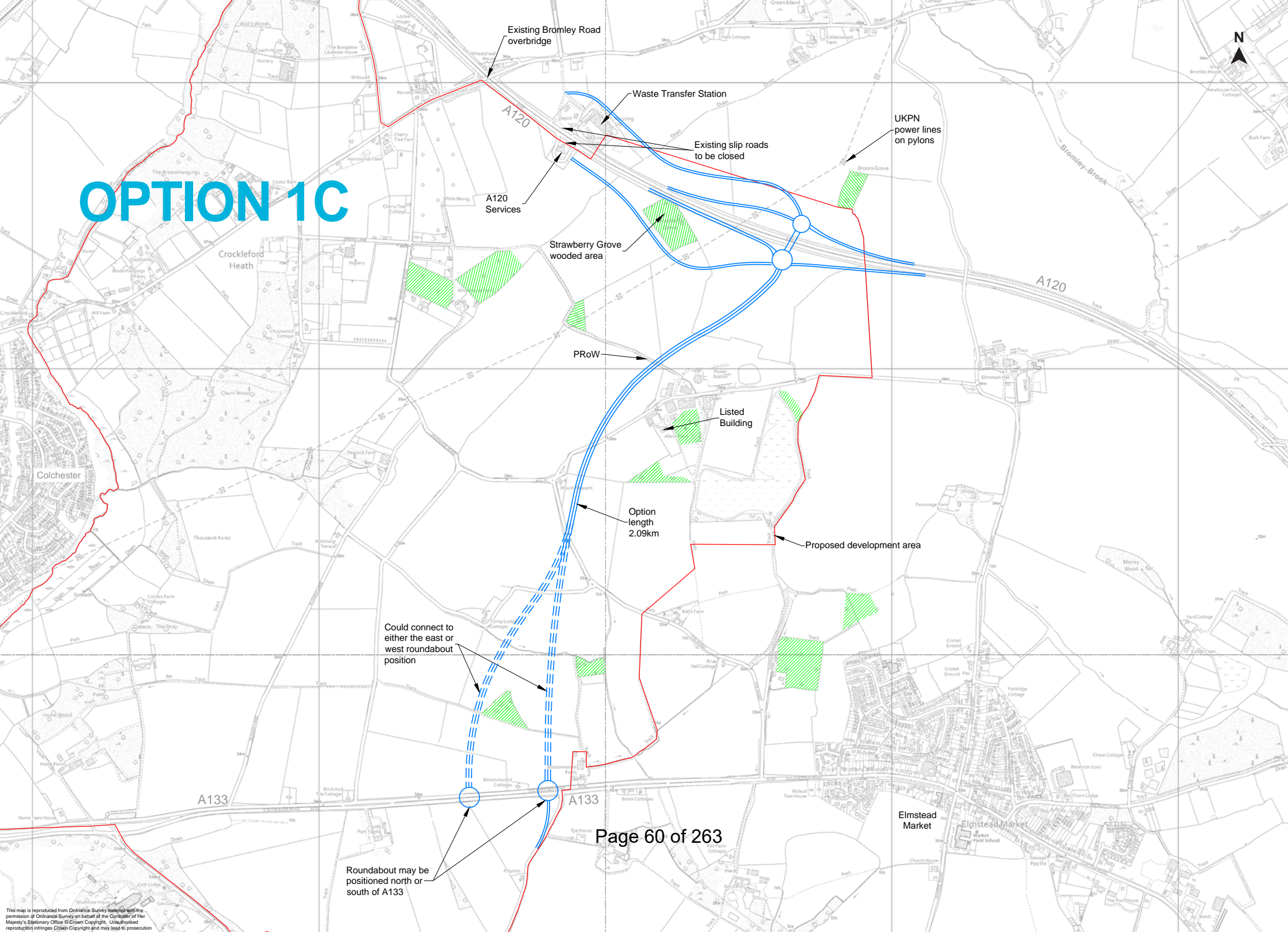
The A120 junction is positioned west of Strawberry Grove.

- The A120 Services may need to be relocated or closed due to land required for this junction.
- At the A120 the route is more westerly than 1A and 1C at the northern end.

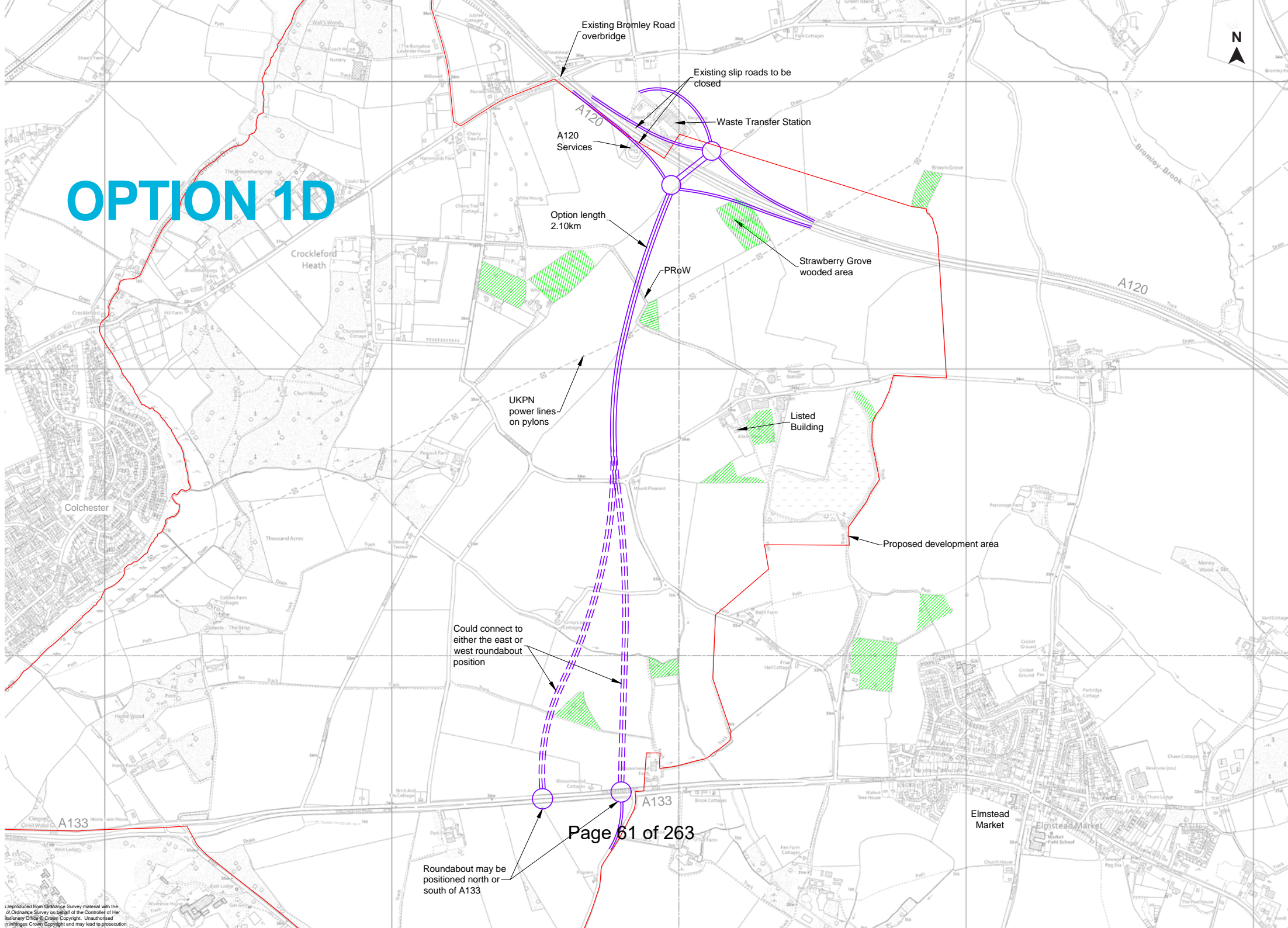
OPTION 1A



OPTION 1C



OPTION 1D



OPTION 3

The main features of Option 3 are as follows:

- This option is longer than Option 1 at approximately 2.4km.
- It takes a similar north to south alignment to Option 1 veering westward at the northern end to the new junction on the A120 near to the existing Bromley Road overbridge.
- It avoids all areas of woodland.
- It will be a two-lane dual carriageway.
- It would connect to the A120 at a grade separated dumbbell junction located west of the A120 services and Waste Transfer Station.
- The junction would utilise the existing location of the Bromley Road overbridge which would be removed and replaced on a different alignment close by, with the intention of allowing Bromley Road to remain open for as long as possible during construction.
- It would join the A133 at a roundabout junction in one of two possible locations (east and west).
- Elmstead Road would be realigned to join the A133 junction at either location.
- The current access/egress to the A120 Services would be closed and replaced with a new access road via a proposed Link Road intermediate roundabout. The current access to the Waste Transfer Station from the A120 would also be closed with access off Bromley Road.

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OPTION 3

Existing Bromley Road overbridge

Waste Transfer Station

Existing slip roads to be closed

UKPN power lines on pylons

A120 Services would require closure or relocation

PRoW

Roundabout position subject to change

Option length 2.45km

Listed Building

Proposed development area

Could connect to either the east or west roundabout position

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A133

Elmstead Market

Colchester

A120

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LINK ROAD SUMMARY

For the Link Road we are seeking your comments on each of the options presented in this document.

A120 junction

We are looking for your views on which of these junction positions you prefer. The junction at the A120 is different in location on each option.

A133 junction

We are also seeking your views on which junction position you prefer on the A133. All the options presented can join the A133 at a roundabout junction at either an east or west location.

The options sifting has shown the pros and cons for each Link Road option and we would like your comments on them to help decide which should be taken forward to the next stage. The next stage will include detailed design on noise and visual screening these will be designed in order to minimise any impact on noise, air quality and visual impact.

RAPID TRANSIT SYSTEM

What is a Rapid Transit System?

A Rapid Transit System (RTS) is a transport system which operates on priority right of way which means that it would be given priority at junctions and side roads over other traffic. This would operate throughout the journey to ensure greater journey time reliability and encourage more sustainable travel within the town centre. This can be implemented in mixed traffic, on dedicated lanes alongside traffic, and on RTS lanes separated from traffic.

Similar systems have been implemented across Europe. In Belfast the Glider system runs two routes using both dedicated lanes and mixed traffic lanes and in London the East London Transit runs three routes which combine on a core section between Barking Town Centre and the Thames View Estate.

Proven world class rapid transit technologies can deliver speed, comfort and journey time reliability, and will comprise of a route connecting all the main/important destinations throughout Colchester, linking up communities across the town with transport to key destinations within the town.

The RTS will use the best available technology to minimise dwell times at stops (known as 'halts' as they are designed to use technology to speed up boarding), which is a constraint against the speed of regular bus services. The RTS is:

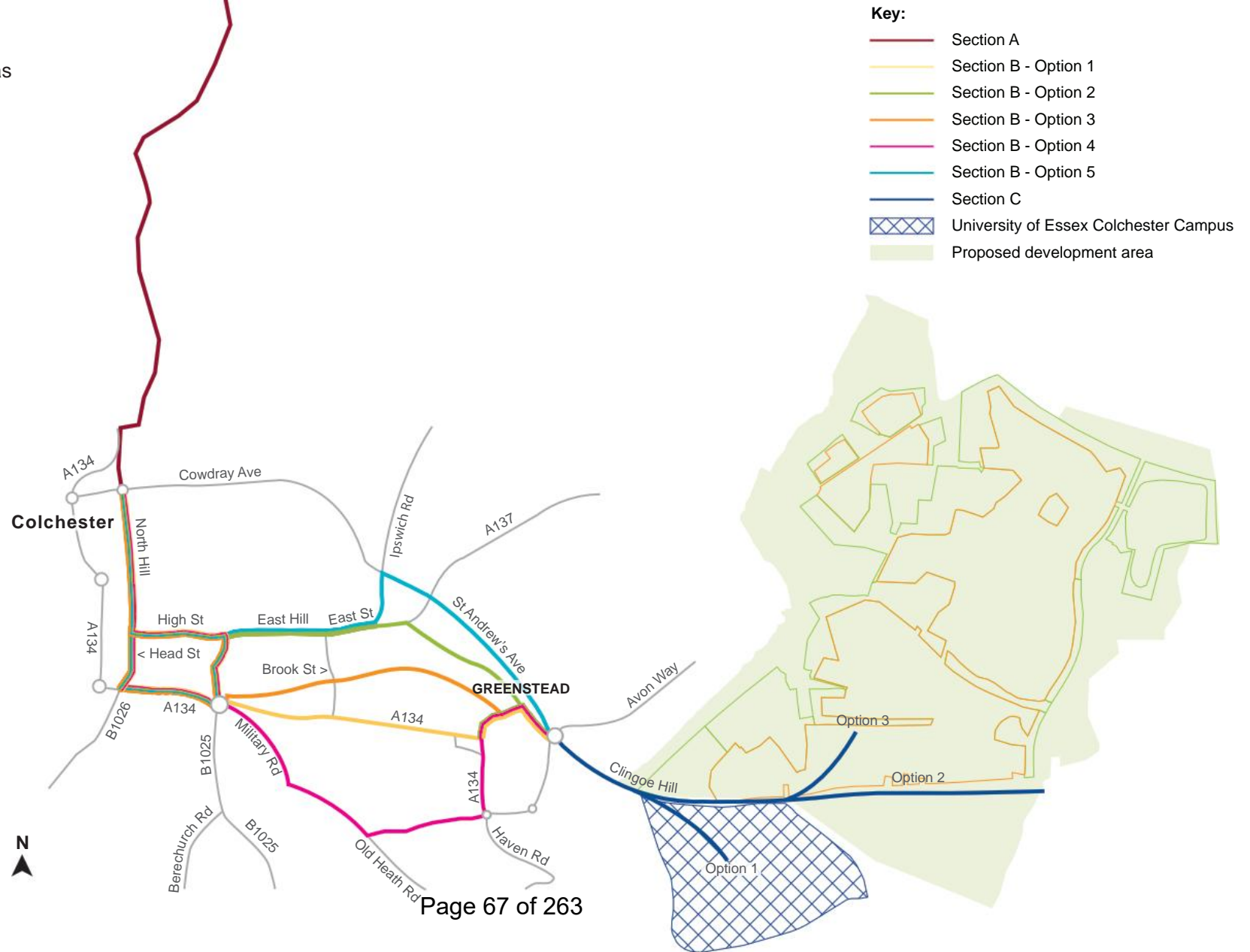
- more reliable,
- more sustainable,
- more cost effective,
- more accessible
- and better connected than conventional scheduled bus services and/or light rail options.

As the North Essex economy grows alongside the provision of new housing, the RTS will be a keystone in future transport infrastructure, underpinning accessibility and environmental objectives. It will benefit new and existing residents and businesses. It will ensure Colchester has a transport system fit for the 21st century, which is able to adapt to fast evolving technologies such as electric vehicles or a future move to autonomous vehicles.

The future aspiration is to link up areas of housing and economic development across North Essex to Colchester and to London Stansted Airport with Rapid Transit Systems which are in turn integrated fully with local transport services, including Park and Ride sites.



The Rapid Transit System has been split into four sections where the route varies into different options. Below you will find the options open for comment at each section.



OPTIONS CONSIDERED

The Rapid Transit System has been split into 4 sections, A, B, C and D.

Below are the options we are no longer considering and the reasons why.

Section B Option 3 – Adjacent to the rail route

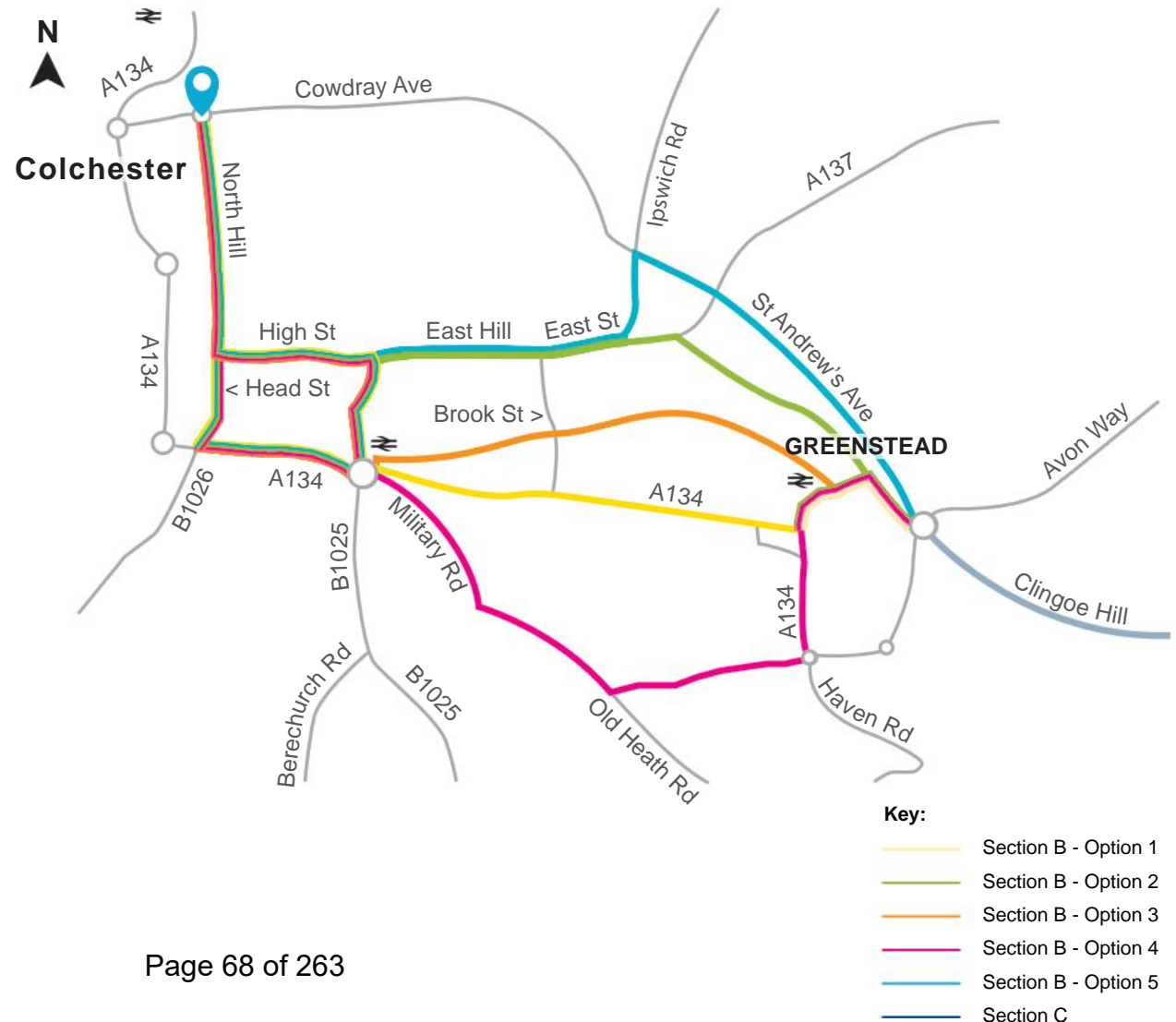
- There are a number of engineering site constraints along the route which would present significant and costly obstacles.
- There is a lack of ECC/CBC land ownership which would further increase the cost and the time to implement this option.
- Much of the existing track is also well screened by established trees, many of which would be lost if the route was implemented, exposing adjacent housing to both the railway line and RTS.

The adjacent to the rail route would be unachievable in the timescales and budgets imposed by this project. However, this could present a viable option for future improvements to the RTS, and therefore the land should continue to be safeguarded and future developments in the locality should not obstruct this aspiration.

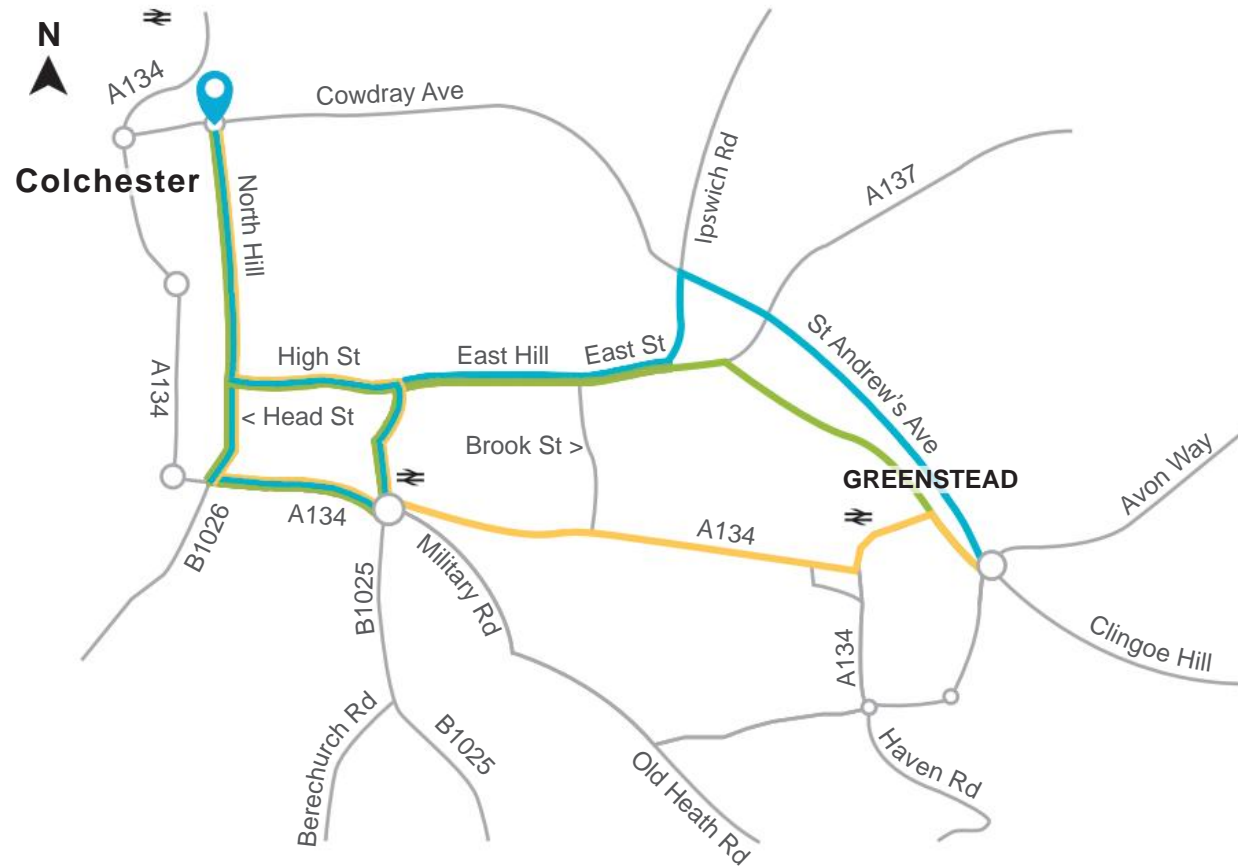
Section B Option 4 – Southern route

- There would be land purchase and access requirements.
- The southern route is significantly longer than other options and not without site restrictions or congestion issues.

More detail on what is being taken forward, what isn't being taken forward and the reasons why can be found in the technical note available at our scheme website.



WHAT ARE WE CONSULTING ON?



- Key:**
- Section B - Option 1
 - Section B - Option 2
 - Section B - Option 5

RTS Section A

Section A has a chosen route and is not being consulted on. It begins at the Park and Ride at Junction 28 on the A12. It goes to the centre of Colchester town meeting Section B at the Albert Roundabout.

- Section A will use existing bus lanes along Via Urbis Romanae and will continue on an offline RTS lane down Northern Approach.
- There will be upgrades at both Mill Road / Northern Approach Road Junction and Northern Approach Road / Bruff Close Junction to allow the dedicated movement through / across the junction.
- For the Northern Approach Road portion of Section A there is the benefit of a land strip to the immediate west of the Northern Approach Road from the junction with Mill Road to the junction with Bruff Close. This was always intended for use by a segregated RTS lane and this foresight results in a great opportunity to provide

excellent infrastructure. This offline section has been agreed within existing planning permission and section 106 contributions of circa £2m from developers. This is the route proposed in the adopted and emerging Local Plan and will be our chosen route for detailed design.

- It will use the existing southbound bus lanes / bus gates between the North Station Roundabout and the Albert Roundabout leading into the start of Section B
- Northbound there is no bus gate due to access requirements between the Albert Roundabout and Essex Hall Roundabout. Further upgrades to existing bus infrastructure are to be explored.

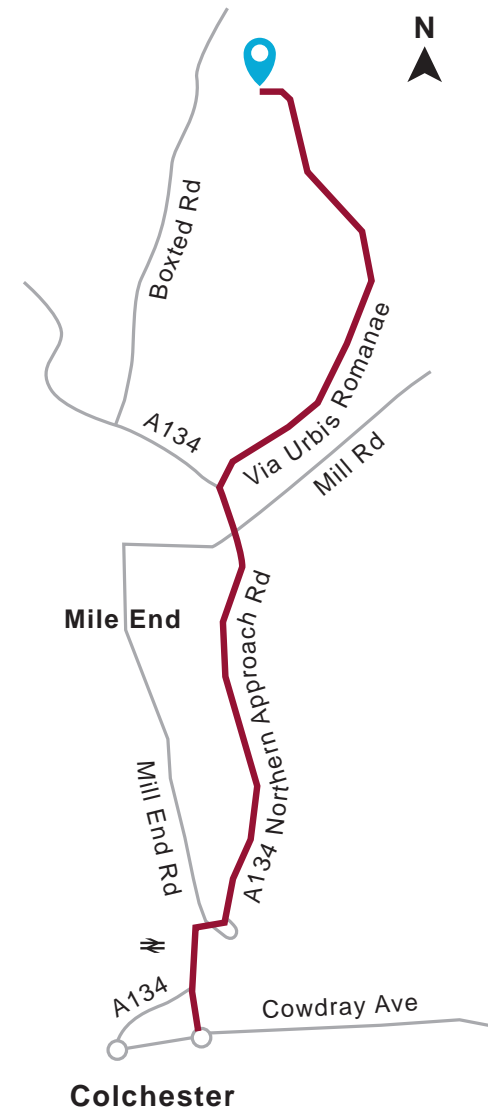


Figure 7: Section A

RTS Section B

Section B continues the route from Middleborough and travels through Colchester's town centre, extending eastward out towards The University of Essex. The RTS will look to reallocate and reuse existing corridor space along Section B in order to deliver the benefits associated with a high-quality Rapid Transit System. However, options in the town centre are largely limited to the existing infrastructure, this is due to the historic street scape, existing access requirements and one-way working. These elements will be further reviewed at the next stage of the design process and will be considered along with the Colchester Transport Strategy

There are 3 route options being considered for this section. The specifics of each options are detailed in the following pages:

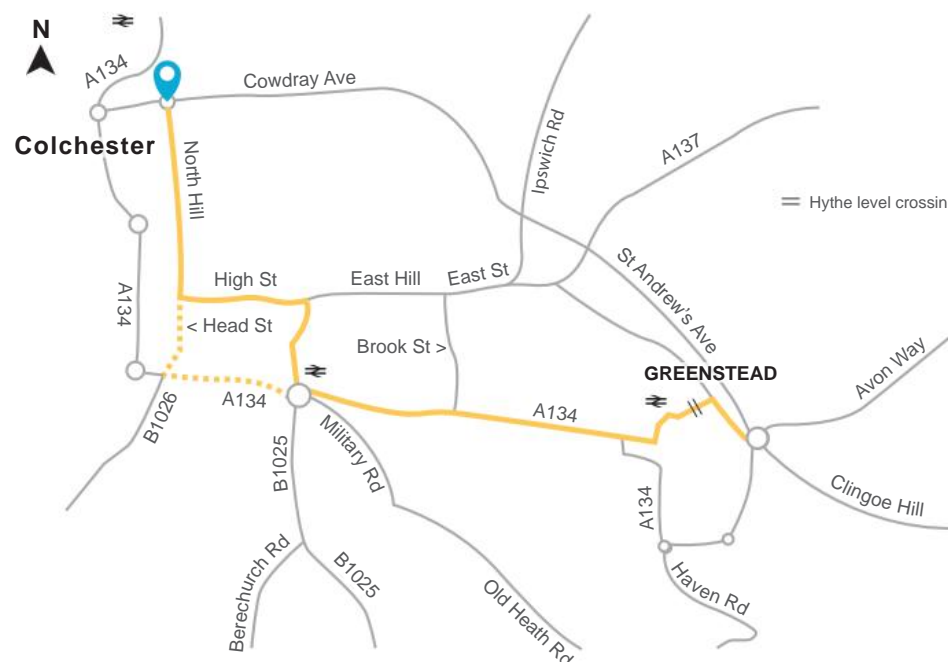
Section B – Option 1 - Hythe level crossing

- B1 uses the existing bus route through the town centre.
- It heads eastbound along the High Street and southbound along Queen Street.
- The westbound RTS route would use Osborne Street and Head Street, due to the one-way system on the High Street shown by the dashed line on the map.
- The route then uses the A134 Magdalen Street between St Botolph's Roundabout and The Hythe.
- It would follow the Hythe Station Road bus lane into Greenstead Road using the Hythe level crossing.
- At Greenstead Roundabout engineering solutions will be explored to provide RTS facilities across Greenstead Roundabout / Colne Causeway.

The Hythe level crossing is a significant issue for B1. With 107 trains a day utilising the crossing, the closure of the route for 2 minutes at a time would result in an estimated 214 minutes of wait time across a day's schedule with closures concentrated around peak times.

The remainder of the route is largely on residential streets with little opportunity for road space reallocation to RTS or even RTS priority measures.

B1 is the most direct route, which also takes in the key destinations across Colchester town.



Section B – Option 2 - East Gates level crossing

- B2 uses the existing bus route through the town centre.
- It heads eastbound along the High Street and continues along East Street over East Gates level crossing.
- The westbound RTS route would use Osborne Street and Head Street due to the one-way system on the High Street shown by the dashed line on the map.
- It follows Greenstead Road until Greenstead Roundabout.
- At Greenstead Roundabout engineering solutions will be explored to provide dedicated RTS facilities across Greenstead Roundabout / Colne Causeway.

The East Gates level crossing is a significant issue for B2. With 147 trains a day utilising the crossing the closure of the route for 2 minutes at a time would result in an estimated 297 minutes of wait time across a day's schedule with closures concentrated around peak times.

The remainder of the route is largely on residential streets with little opportunity for road space reallocation to RTS or even RTS priority measures.

B2 takes in many of the key destinations around Colchester Town Centre avoiding the congestion expected on other routes.

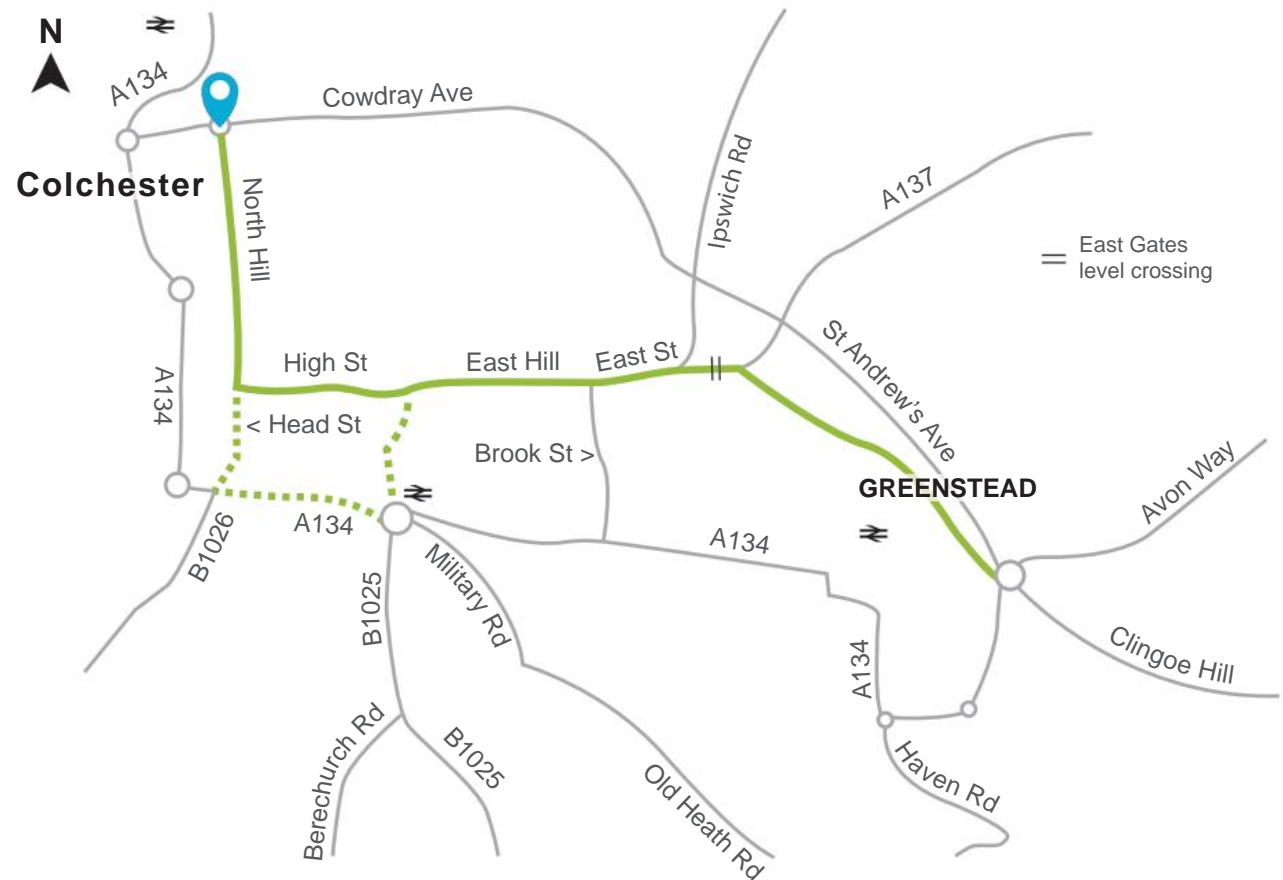


Figure 9: Section B - Option 2

Section B – Option 5 - St Andrew's Avenue

- B5 uses the existing bus route through the town centre.
- It heads eastbound along the High Street and continues along East Street to the Ipswich Road Junction. The westbound RTS route would use Osborne Street and Head Street, due to the one-way system on the High Street shown by the dashed line on the map.
- Before heading north to the A133/A1232 Ipswich Road / St Andrew's Avenue Junction. The route would then head east towards Greenstead Roundabout.
- At Greenstead Roundabout engineering solutions will be explored to provide dedicated RTS facilities across Greenstead Roundabout / Colne Causeway.

This option presents the most opportunities for RTS infrastructure whilst retaining the existing road network and reliable journey time.

There is an avenue of trees along St Andrew's Avenue some of which form part of a memorial. This has been considered by our design team and will be taken into account at the detailed design stage.

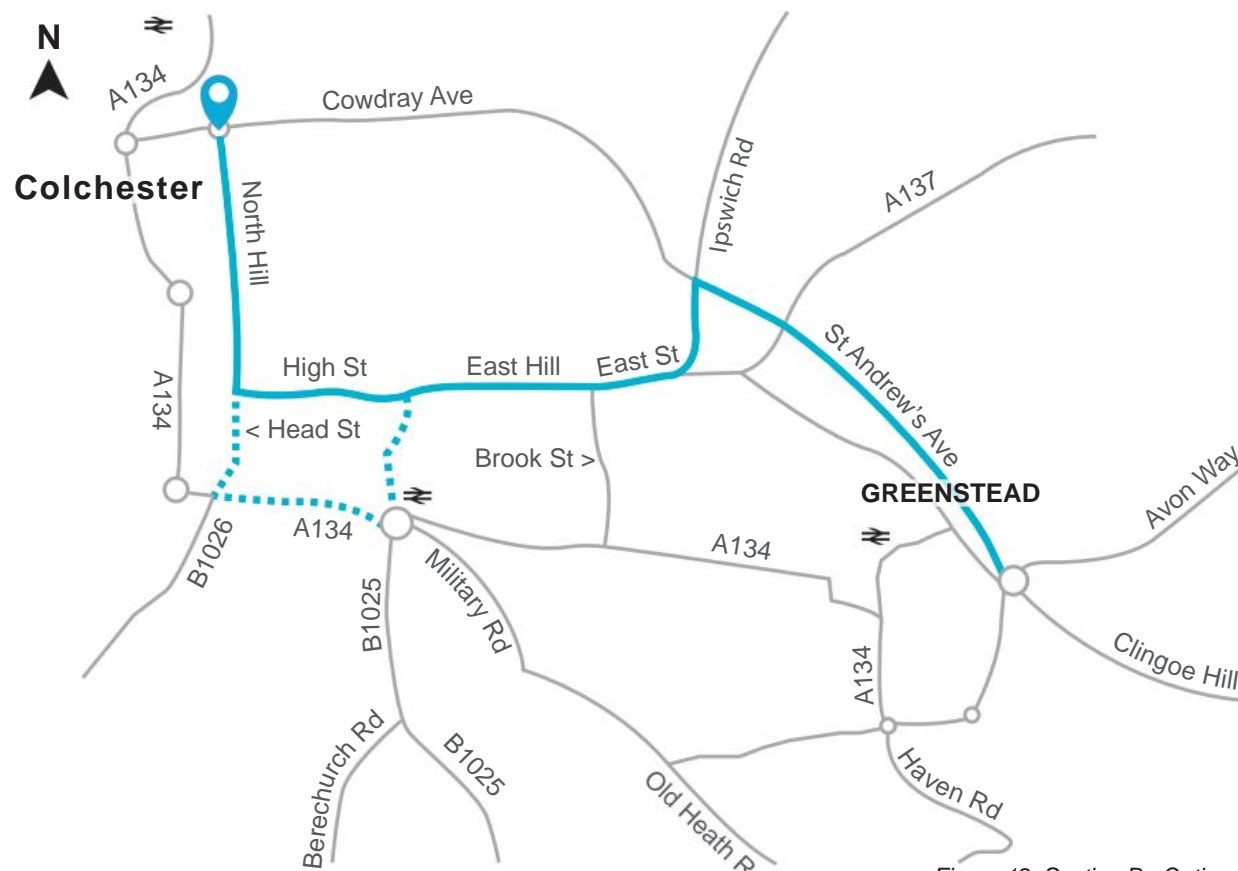


Figure 12: Section B - Option 5

RTS Section C

Section C goes from Greenstead Roundabout to the proposed new community east of Colchester.

Section C – Option 1 (University)

Section C utilises existing roads within the University of Essex's grounds which have existing bus gates and Automatic Number Plate Recognition (ANPR) barrier systems. These are private roads and agreements with the university will be required to facilitate their use as part of the RTS.

East of the university, new road construction would be required to allow dedicated access into the proposed community by crossing the A133. Details of new infrastructure and upgrades to existing roads to be utilised as well as stop locations are all subject to ongoing negotiations with the university.

Section C – Option 2 (A133) is to install RTS lanes along the A133 (configuration and extent to be determined) between Greenstead Roundabout and the proposed junction with the A120 / A133 Link Road. This will provide a link into the proposed new community. The location and details of this junction are still to be decided and are subject to any future development masterplan.

Section C – Option 3 (Proposed Community east of Colchester)

would provide direct access to the proposed development east of Colchester. The location and details of this access are still to be decided. Options 1 and 3 could be implemented alongside the proposed community so that RTS services become operational as the development is occupied.

RTS Section D

Section D would cover the RTS routing within the proposed development. The interaction with the remainder of the route and the existing network cannot be finalised at this point. The section D route would be developed alongside any future development masterplan for the proposed community.

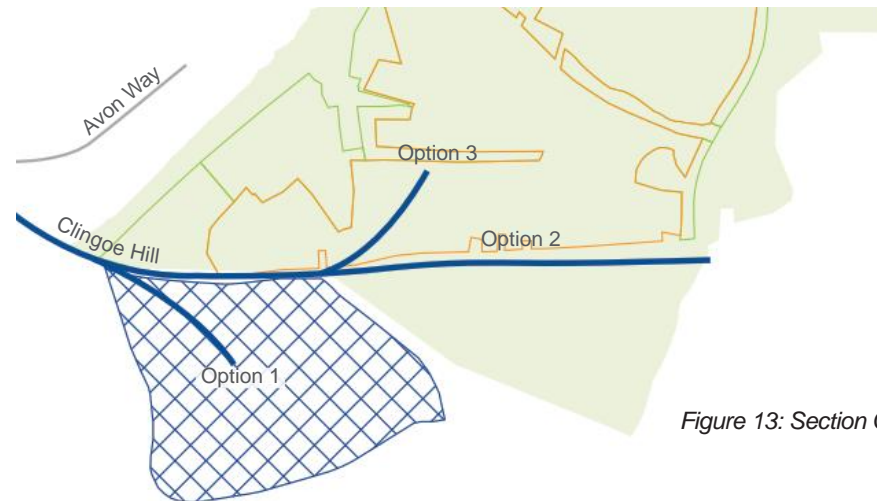


Figure 13: Section C

RTS SUMMARY

For **Section A**, Option 1 is being taken forward due to already established bus lanes, planning permission for an offline section and section 106 contributions from developers based on previous plans.

For **Section B**, the best performing achievable options are 1, 2 and 5:

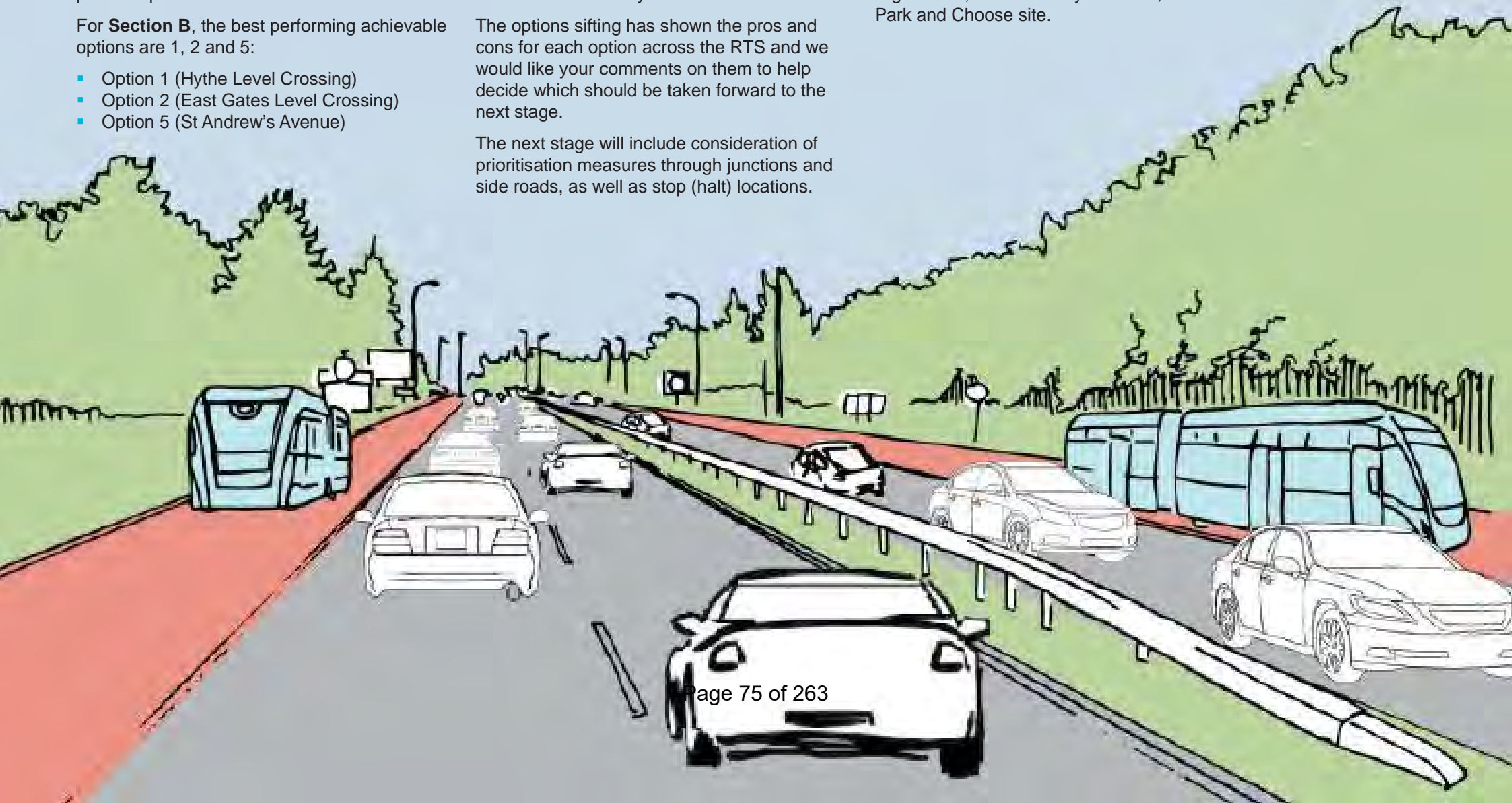
- Option 1 (Hythe Level Crossing)
- Option 2 (East Gates Level Crossing)
- Option 5 (St Andrew's Avenue)

For **Section C**, a phased approach that initially makes use of the A133 is the most likely option. Further route options and associated infrastructure will be explored which may also service the University of Essex.

The options sifting has shown the pros and cons for each option across the RTS and we would like your comments on them to help decide which should be taken forward to the next stage.

The next stage will include consideration of prioritisation measures through junctions and side roads, as well as stop (halt) locations.

Halts for the RTS could include the existing Park and Ride and Colchester Stadium, Colchester Hospital, Colchester, Colchester Town and The Hythe Railways Stations, the High Street, the University of Essex, and a new Park and Choose site.



OTHER CONSIDERATIONS

Park and Choose

The current proposed Colchester RTS will run between two sites. The first of which is the current A12 Park and Ride located at Junction 28 next to Colchester Community Stadium. The second will be a Park and Choose chosen from one of two possible sites, one north east of the proposed Link Road next to the A120 and one south east of the Link Road next to the A133. Your views can help determine the position of the Park and Choose site which will be progressed during the masterplanning process.

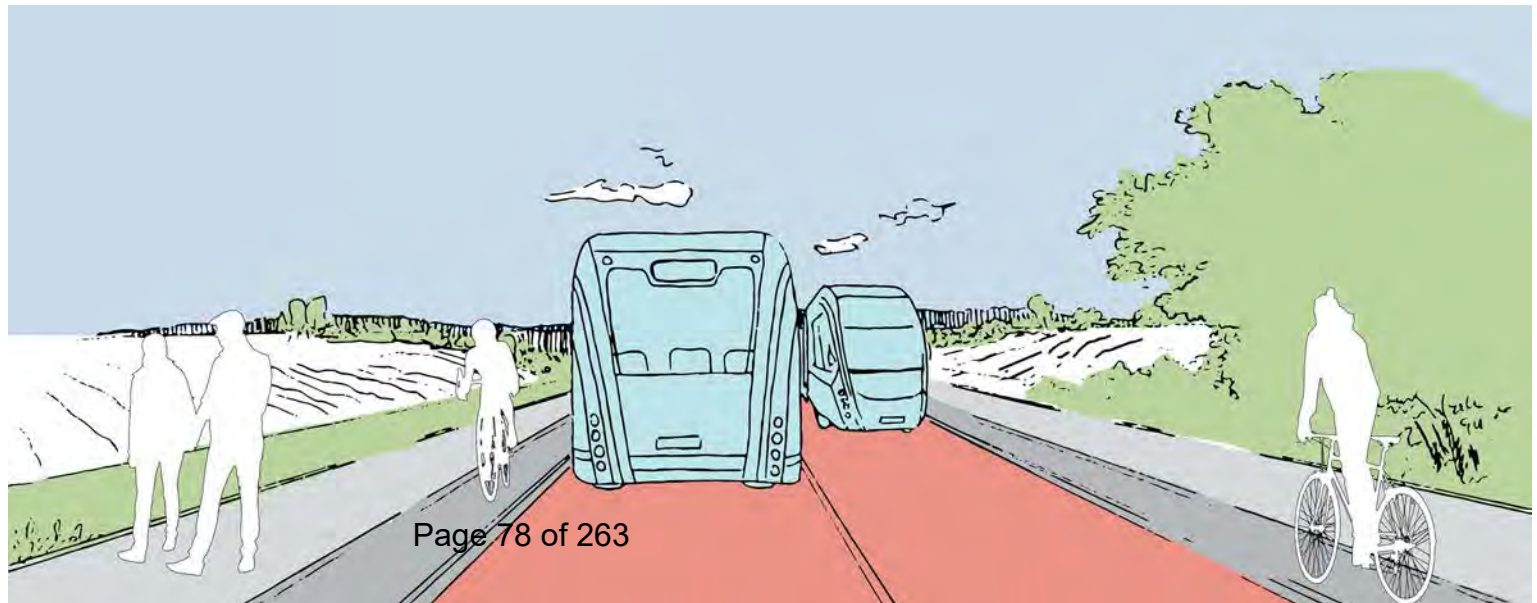
The potential sites have been chosen based on expected uptake to individual locations along the RTS route including Colchester Hospital, town centre, Colchester Bus Station and the University of Essex.

Park and Choose uses the principle of Park and Ride with the ability to function as a hub for different types of sustainable and active transport in order to access the nearby town centre and employment sites. These sites could see ride sharing, e-bikes, bike lockers and stands, footpath developments, and other environmentally friendly modes and measures.

By providing these options, there will be incentives for drivers to choose an alternative means of accessing Colchester, helping reduce congestion and improve air quality.

Examples of these sites can already be found in locations across Scotland and Herefordshire.

A decision on which site is taken forward will be made in the next stage when certain criteria can be applied to the model such as passing traffic from the Link Road which is currently not factored in as well as the thoughts of stakeholders from this consultation.



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Local road, pedestrian, cyclist, and horse rider networks

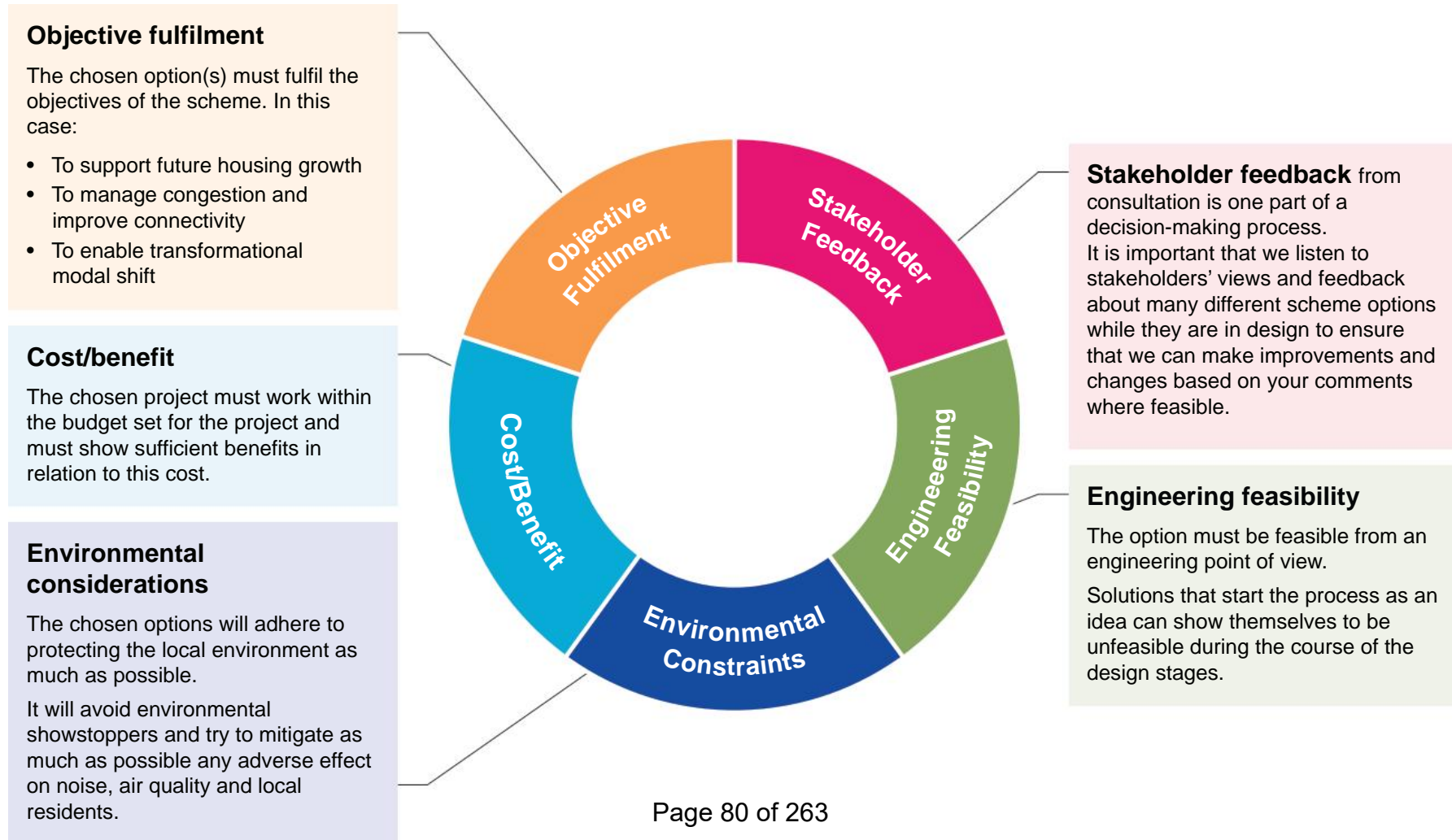
Following the selection of the preferred Link Road and RTS route, the project team will progress the details as to how the new infrastructure will connect existing local roads, Public Rights of Way, Bridleways and existing cycle networks and private accesses. There will be a further opportunity for engagement on these details in the future.

Cycling and walking opportunities are fundamental to the sustainable transport approach being advocated in the area and for the proposed community development. Within the shared section of their Local Plans, the Councils have policies on additional transport priorities including the provision of a network of footpaths, cycleways and bridleways to enhance permeability within any potential new development and to access adjoining areas.

Through the masterplanning process these provisions would be developed in more detail alongside the detailed design of the RTS and a Park and Choose site.



DECISION MAKING PROCESS



NEXT STEPS/PROGRAMME

The Link Road and RTS are working in tandem to a shared programme in order to deliver the benefits of the scheme by 2024.



EVENTS

LOCATION	ADDRESS	DATE	TIME
Wivenhoe House	University of Essex Colchester Campus, Park Rd, Wivenhoe, Colchester CO4 3SQ	Tuesday 12 November	1pm - 8pm
Greenstead Community Centre	Hawthorn Ave, Colchester CO4 3QE	Friday 15 November	1pm - 6pm
St John's Church and Community Centre	St John's Church, St John's Cl, Colchester CO4 0HP	Thursday 21 November	1pm - 8pm
Colchester Community Stadium	United Way, Colchester CO4 5UP	Saturday 23 November	10am - 5pm
Wivenhoe House	University of Essex Colchester Campus, Park Rd, Wivenhoe, Colchester CO4 3SQ	Monday 25 November	1pm - 8pm
Colchester Community Stadium	United Way, Colchester CO4 5UP	Monday 9 December	1pm - 8pm

HOW TO RESPOND

Please only respond using one of the following channels, which have been set up for the specific purpose of this consultation:

Online: www.essex.gov.uk/link-road-and-rapid-transit

Email: you can email your response to: linkroadandrapidtransit@essexhighways.org

Post: you can post your response and additional material to the following address (please note the address is case sensitive):

FREEPOST ESSEX HIGHWAYS ENGAGEMENT TEAM

You can find an online response form at www.essex.gov.uk/link-road-and-rapid-transit and a paper response form at the back of this document.

We cannot accept responsibility for ensuring responses that are sent to any channel other than those described above are included in the consultation process. All responses must include at least your name and postcode.

When responding, please state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of an organisation, please make it clear whom the organisation represents and, where applicable, how the views of members were assembled.

You have until **11:59pm on 16 December** to reply to this consultation via one of the official channels above.

There is no guarantee that any responses after this date will be considered. If they are they will be labelled as late responses.

CONSULTATION QUESTIONNAIRE



You can complete this questionnaire online at www.essex.gov.uk/link-road-and-rapid-transit

Please feel free to use extra paper if the answer space is not sufficient.

Section one - Personal information

Title: First Name: Last Name:
Post Code: Email Address:

This questionnaire is for you to provide information to be used by the A120/A133 Link Road and Rapid Transit System project. Under the GDPR we have a legal duty to protect any information we collect from you. The information will only be used for the purposes of this project and will not be kept longer than is necessary to do so, up to a maximum of five years. We share this information with our partners Jacobs and Ringway Jacobs but we will not share your personal details with any other agency unless we have concerns that you or another individual may be at risk of harm or if it is required by law. We do not collect personal information for commercial purposes.

If you would like to find out more about how Essex County Council uses personal data, please go to www.essex.gov.uk/link-road-and-rapid-transit or call 03457 430 430.

Essex County Council has a Data Protection Officer who makes sure we respect your rights and follow the law. If you have any concerns or questions about how we look after your personal information, please contact the Data Protection Officer at DPO@essex.gov.uk or by calling 03457 430 430 and asking to speak to the Data Protection Officer.



Section two - Scheme as a whole

To what extent do you agree with the following statement: 'There is currently a need for transport infrastructure improvements in Colchester?'

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree

To what extent do you agree with the following statement: 'The infrastructure proposed in this consultation will have a positive impact on Colchester?'

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree

To what extent do you agree with the following statement: 'The infrastructure proposed in this consultation will facilitate and support the housing & employment growth in the Colchester/Tendring area?'

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree

Section three - Link Road

To what extent do you agree with the following statement: 'The Link Road will help manage congestion on the A120 and A133?'

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree

Which A120 junction position do you prefer? (tick all that apply)

- ☐ Option 1a
- ☐ Option 1c
- ☐ Option 1d
- ☐ Option 3
- ☐ No opinion
- ☐ Any
- ☐ None

If you chose option 1a, 1c or 1d do you have a preference on alignment in the middle section?

- ☐ East
- ☐ West
- ☐ No opinion
- ☐ Either
- ☐ Neither

Which A133 junction position do you prefer?

- ☐ East
- ☐ West
- ☐ No opinion
- ☐ Either
- ☐ Neither

Do you have any further comments on the proposed options for the Link Road?

.....



Section four – RTS

To what extent do you agree with the following statement: 'The Rapid Transit System will improve connectivity in Colchester?'

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree

If the Rapid Transit System was introduced as proposed would you use it?

- ☐ Yes
- ☐ No
- ☐ Maybe

What is important to you from a transport system? (tick all that apply)

- ☐ Relevant stops
- ☐ Cost
- ☐ Journey time reliability
- ☐ Supporting sustainable transport
- ☐ Other (Please specify)

.....

Please indicate your most preferred and least preferred option for the Rapid Transit System Section B

	1 - Most preferred	2 - Second preference	3 - Third preference	4 - Least preferred
Option 1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Option 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Option 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Would you support restricting general traffic in the High Street to afford the RTS priority?

- ☐ Yes - at peak times only
- ☐ Yes - all the time
- ☐ No
- ☐ Don't know



Would you support the delaying of general traffic at junctions to afford the RTS priority?

- ☐ Yes - at peak times only
- ☐ Yes - all the time
- ☐ No
- ☐ Don't know

For the system to be 'rapid' we need as few stops as practicable, what would you consider the top 5 most important stop locations?

- | | | |
|---|-------|-------|
| 1 | ..... | ..... |
| 2 | ..... | ..... |
| 3 | ..... | ..... |
| 4 | ..... | ..... |
| 5 | ..... | ..... |

Do you have any further comments on the proposals for the Rapid Transit System?

Section five – Park and Choose

If the Park and Choose facility were to be progressed which would you be more likely to use?

- ☐ A120
- ☐ A133
- ☐ Both/Either
- ☐ Neither

If the Park and Ride sites developed into Park and Choose with facilities described in the document such as bike hubs etc. Would you be more interested in using it?

- ☐ More interested
- ☐ Less interested
- ☐ No difference



Section six – Consultation

Was the purpose of the consultation clear?

- ☐ Yes
- ☐ No
- ☐ Neutral

Was the information present at events, in our consultation document or on the website clear?

- ☐ Yes
- ☐ No
- ☐ Neutral

Was the process for the project and the next steps made clear?

- ☐ Yes
- ☐ No
- ☐ Neutral

Were you able to discuss any issues that were important to you during the consultation events?

- ☐ Yes
- ☐ No
- ☐ Neutral

Do you feel that your feedback/ contributions were valued by the project team?

- ☐ Yes
- ☐ No
- ☐ Neutral

Do you feel that the events were worth attending?

- ☐ Yes
- ☐ No
- ☐ Neutral

Do you have any comments on the event venue?

.....

.....

.....

If you didn't attend an event were you still able to find enough information?

- ☐ Yes
- ☐ No
- ☐ Neutral

Was there anything you would have like more information on?

.....

.....

.....



Section seven – Demographic questions

In order to ensure the continued development of our Diversity and Equality practices, everyone that we work with is asked to complete the information below. You are not obliged to answer any of the questions, but the more information you supply, the more effective our monitoring will be. If you choose not to answer questions, it will not affect your participation. The information you supply below is confidential and will be used solely for monitoring purposes.

Age

- ☐ Under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65+
- ☐ Prefer not to say

Gender

- ☐ Male
- ☐ Female
- ☐ Other, please specify
.....
- ☐ Prefer not to say

Do you consider yourself to have a sensory impairment?

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

Do you consider yourself to have a physical impairment?

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

Do you consider yourself to have a learning difficulty or disability?

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

Are you responsible for caring for an adult relative/partner, disabled child or other?

- ☐ Yes
- ☐ No
- ☐ Prefer not to say



Ethnicity

White

- ☐ British, English, Welsh, Scottish, Northern Irish
- ☐ Irish
- ☐ Gypsy / Roma
- ☐ Traveller of Irish Heritage
- ☐ Any other White background, please specify

.....

Black/African/Caribbean, Black British

- ☐ Caribbean
- ☐ African
- ☐ Any other Black background, please specify

.....

Mixed/multiple ethnic groups

- ☐ White and Black African
- ☐ White and Black Caribbean
- ☐ White and Asian
- ☐ Any other Mixed background, please specify:

.....

Asian or Asian British

- ☐ Indian
- ☐ Pakistani
- ☐ Bangladeshi
- ☐ Chinese
- ☐ Any other Asian background, please specify:

.....

- ☐ Not Known
 - ☐ Prefer not to say
 - ☐ Any other background, please specify
-

This information is issued by

Essex County Council

You can contact us about this scheme in the following ways

 Linkroadandrapidtransit@essexhighways.org

 www.essex.gov.uk/link-road-and-rapid-transit

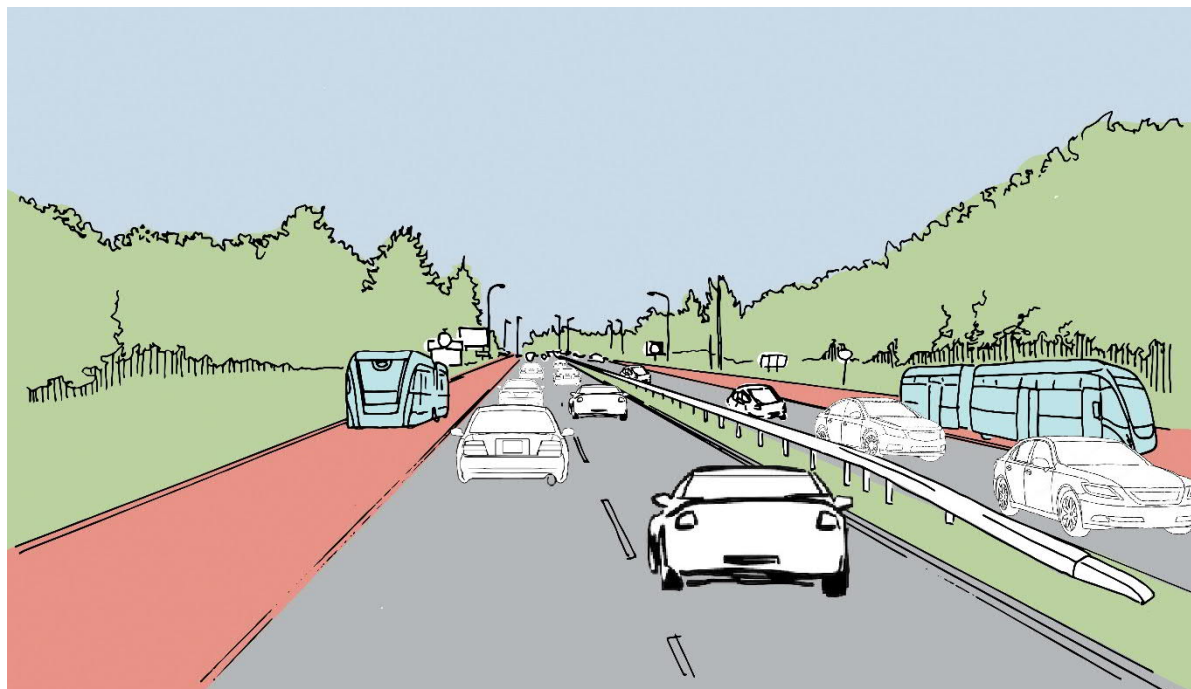
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Published Autumn 2019



A120/A133 Link Road and Rapid Transit System

Consultation Report

19.02.20

Document Control Sheet

Document prepared by: Stephen Pennock

	Major Projects	T
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	Chelmsford	W www.essex.gov.uk/highways
	CM1 1JR	

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1 Executive Summary

1.1 The overall picture

Colchester is the largest employment centre in North Essex with significant proposed housing and business growth.

The historic town has 50,000 people commuting in and out daily, more than any other borough district in Essex.

More than half the people leaving Tendring are commuting into Colchester and, as such, congestion is already a major issue for the town's residents and businesses.

To cater for future housing growth in this part of Essex, it is necessary to provide a Link Road between the A120 and A133 as well as a Rapid Transit System.

This project was the subject of a successful Housing Infrastructure Fund bid covering the construction of the Link Road and elements of the RTS (and terminals) as well as one out of two possible 'Park and Choose' sites.

The A120 and A133 provide vital transport links across this part of Essex. The A120 connects towns from east to west as well as linking into the A12 - a major freight route through Essex and Suffolk - with the A133 as the main commuter route from Clacton-on-Sea into Colchester.

The A120-A133 Link Road would run from the A120 in the north and A133 in the south. It is required to provide additional highway capacity to serve proposed development areas and provide some relief to the existing local road network, thus generating capacity in the wider strategic network.

It comprises over 2km of dual carriageway with a grade separated junction where it meets the A120 and at grade junction at the A133 end.

Linking the A120 and A133 with a new road will unlock land to provide housing and will improve connectivity locally and within the wider region.

It will also serve new Park and Choose sites and relieve traffic going to the University of Essex and its Knowledge Gateway technology and research park. Both are major employers and key contributors to the local and UK economy.

The RTS is an essential part of the growth strategy and has the potential of unlocking further new homes. The RTS links the University of Essex, through the Knowledge Gateway employment zone to Colchester Town Centre and key destinations including the rail stations and hospital.

Provision of a high-quality RTS with dedicated sections and priority measures at key junctions will provide reliable and improved journey times. The solution will provide a public transport alternative and is fundamental to the planned longer-term modal shift strategy.

1.2 Consultation

In order to support route selection a proactive engagement approach is being adopted to enable the general public to input into the decision-making process.

As part of this, during a six-week period - Monday 04 November to Monday 16 December - Essex County Council (ECC) consulted on route options for the proposed Link Road between the A120 and A133 (Link Road) and proposals for the new Rapid Transit System (RTS) to run between North Colchester and the proposed future growth area on the Colchester/Tendring border.

During the consultation there were seven public events held locally to allow stakeholders to view and discuss the proposals and meet different technical leads from the project team.

Approximately 200 people took part directly by attending the events and the consultation received 136 responses in total.

1.3 Link Road

Four Link Road options were put forward for the consultation - Option 1A, 1C, 1D and 3.

All comprised between 2.1 and 2.3km of a dual carriageway, a grade separated junction at the A120 and at-grade junction at A133.

The first three options are varying versions of each other. Option 3 included an intermediate roundabout and also provided direct access to Bromley Road.

Two alternative locations for the A133 at-grade junction were also provided as part of the Link Road consultation.

From comments at the consultation and subsequent analysis, it was found that there was a clear preference for Link Road Options 1C and 1D over Option 3 and Option 1A, with 1C identified as the Option that had least impact on residents, communities and woodland.

There was also notable opposition to Option 3 in response to open questions and email responses which could not be identified with closed questions alone.

The analysis of responses indicates that there was on the whole no significant preference for either the eastern or western A133 junction options. However, the Western option is further away from Elmstead Market village and was seen as affecting fewer residential properties.

Frequently discussed topics included the scheme options, impact on the community, resident and businesses, the scheme design, the environmental impact, planning, transport and walking, cycling and horse riding (WCH).

Tendring District Council, Colchester Borough Council and North Essex Garden Community (NEGC) indicated that they preferred Option 1A, C and D to Option 3. They also had a major concern about Option 3 because it ran through a large part of the potential development area and, therefore, impact on the ability to deliver their planned homes.

1.4 Rapid Transit System

The RTS comprises four sections. Section A, B, C and D.

Section A was not part of the consultation as it already had planning approval. However, it was included in the consultation materials for information because the proposed RTS Section A was a variation of the approved plan. Section D was also not part of consultation as it sits within the new growth area and will be developed as part of a wider masterplan.

Three options were put forward for consultation on Section B - Option 1, Option 2 and Option 5. In addition, 3 options were provided for Section C- Option 1, Option 2 and Option 3.

The largest group of respondents (30%) chose Option 5, as the best for Section B. Responses considered the RTS concept, the scheme design, environmental impact, planning, transport and walking cycling and horse riding (WCH).

There were generally no clear preferences indicated for Section C options. However, the University of Essex preferred option 1, because it provided access to its campus.

1.5 Conclusion

The consultation showed majority agreement that Colchester needed new infrastructure with most people agreeing that the schemes would have a positive impact and support housing and business growth.

The consultation indicated some clear preferences in relation to the link road options, while responses to the RTS options were less conclusive.

This is further explained in the following report which sets out in detail:

- The proposals that were subject to the consultation
- The approach to and publicity for the consultation
- Specific questions asked during the consultation
- Feedback and analysis from the consultation
- Materials used in the consultation

2 Introduction

2.1 Background Information

Earlier this year ECC successfully bid for 'Housing Infrastructure Funding' to help support planned housing growth across the county.

Essex's bids total more than £500 million and cover vital transport infrastructure improvements across Essex. To enable the delivery of sustainable planned growth, it is necessary to provide improved transport infrastructure to support additional traffic flows and enhance the connectivity of future developments. In August 2019 it was announced that the A120/A133 Link Road and Rapid Transit System scheme had been successful in securing funding, supporting the growth proposed on the eastern side of Colchester.

Colchester is the largest employment centre in North Essex with significant proposed housing and business growth. It currently has 50,000 people commuting in and out of the borough daily, more than any other borough or district in Essex. More than half the people leaving Tendring are commuting into Colchester and congestion around peak times can be a major issue for the town's residents and businesses. The A120 and A133, which pass to the north and south of the proposed new community provide vital transport links across this part of Essex. The A120 connects the Port of Harwich and towns from east to west, as well as linking into the A12 - a major freight route through Essex and Suffolk - with the A133 as the main commuter route from Clacton-on-Sea into Colchester.

2.2 The schemes

Linking the A120 and A133 with a new road will unlock land to provide housing and business space, improving connectivity locally and within the wider region. It will serve a new Park and Choose site and manage traffic congestion going to Colchester Town Centre, the University of Essex and its Knowledge Gateway Technology and Research Park.

The Link Road will connect two major roads, the A120 and the A133. It manages congestion by increasing highway capacity on the strategic road network, providing a direct connection between the A120 and the east of Colchester. This removes the need for traffic to travel through the centre of Colchester along heavily used routes such as Ipswich Road.

The Link Road will help facilitate proposed housing and business growth, serving as the primary highway access to the proposed new community. It will provide connectivity and manage traffic flows on the local and strategic road network as the development grows, distributing traffic onto the A120 and A133. It will also function alongside the RTS to allow the movement of people into and out of any new development.

The consultation looked at two separate options for the Link Road with different variants on the following:

- A120 Junction positions.
- A133 Junction positions.
- Option 1A, 1C, 1D and Option 3.

A Rapid Transit System (RTS) that will prioritise public transport on a key route through Colchester. It will enable housing and business growth, allowing new and existing residents to benefit from frequent, high-quality, reliable transport connecting to the key destinations within the town. This type of system has been proven successful in other towns and cities such as Belfast, helping create a shift away from car travel.

Within the consultation the RTS was split into 4 sections, A, B, C and D.

Section A was not consulted on in this round as the proposal had already been adopted in the emerging Local Plan and previously achieved planning permission and developer contributions. Section A begins at the Park and Ride at Junction 28 on the A12. It routes south to the centre of Colchester town meeting Section B at the Albert Roundabout.

Section B continues the route from Middleborough and travels through Colchester Town Centre, extending eastward out towards The University of Essex. Three options were consulted on.

Section C Section C extends from Greenstead Roundabout to the proposed new community east of Colchester. It splits into three options towards the University, using the current A133 down to the link road and routing directly into the new development site from Clingoe Hill. All three would finish at a new Park and Choose site and it is likely that they will all be taken forward and used in phased delivery.

Section D would cover the RTS routing within the proposed new development. The interaction with the remainder of the route and the existing network cannot be finalised until the plans are confirmed. The section D route would be designed alongside any future development masterplan for the proposed community.

The system will also service a new Park and Choose site on the proposed new community east of Colchester and help to better connect future growth areas with the rest of the town. Park and Choose uses the principle of Park and Ride with the ability to function as a hub for different types of sustainable and active transport in order to access the nearby town centre and employment sites. These sites could incorporate ride sharing, e-bikes, bike lockers and stands, footpath developments, and other environmentally friendly modes and measures.

3 Consultation

The consultation was launched on Monday 04 November and ran for six weeks, closing on Monday 16 December.

The consultation was held with the aim of giving all interested parties the opportunity to inform the decision-making process, and was targeted at local residents, businesses, stakeholder groups and those that use the local road network.

At this stage of the process, viable route options for both the Link Road and RTS have been identified or disregarded, and the consultation material explained this filtering process.

Presenting identified route options along with the pros and cons for each option and the accompanying technical information provided the public with the opportunity to give their views and provide insight that can further help the detailed design.

At this stage all options being considered were viable with no preference stated.

3.1 Events

During the consultation there were seven public events held locally to allow stakeholders to view and discuss the proposals and meet different technical leads from the project team. Recognising the proposals were of interest to a number of nearby villages and communities, venues were selected in areas accessible to a number of the local villages. Details of the public consultation events are shown in the table below.

Table 1: Public information event calendar

Location	Address	Date	Time
Wivenhoe House	University of Essex Colchester Campus, Park Rd, Wivenhoe, Colchester CO4 3SQ	Tuesday 12 November	1pm-8pm
Greenstead Community Centre	Hawthorn Ave, Colchester CO4 3QE	Friday 15 November	1pm-6pm
St Johns Church and Community Centre	St John's Church, St John's Cl, Colchester CO4 0HP	Thursday 21 November	1pm-8pm
Colchester Community Stadium	United Way, Colchester CO4 5UP	Saturday 23 November	10am-5pm
Wivenhoe House	University of Essex Colchester Campus, Park Rd, Wivenhoe, Colchester CO4 3SQ	Monday 25 November	1pm-8pm
William Loveless Hall	High St, Wivenhoe, Colchester CO7 9AB	Tuesday 03 December	11:30am-6pm
Colchester Community Stadium	United Way, Colchester CO4 5UP	Monday 09 December	1pm-8pm

3.2 Promotion of consultation

To support the consultation a number of channels were used to promote the events and encourage participation. The approach taken has been shared and approved with Homes England as one of the key partners in the allocation of the Housing Infrastructure Funding (HIF).

Website – All the information shown at the events was available through the scheme website Essex.gov.uk/link-road-and-rapid-transit. This included background to the scheme, a summary of the proposal, the need for the scheme, how to get involved, project timeline, the event information (including venue, address, date and time), A PDF web copy of the consultation brochure, and supporting documents such as options technical notes and Environmental Risk Assessments.

Brochure – The consultation brochure took the technical options reports for both the Link Road and the Rapid Transit System and summarised them in a non-technical format for the public to read. It introduced the project and explained options which had been disregarded, defined each viable option and set out the positives and negatives to ensure that stakeholders could make informed comments in their feedback. The consultation questionnaire was included at the back of the brochure with a freepost address for those that wanted to complete a hard copy.

Supporting documents – The supporting documents were uploaded to the scheme website. Reading the supporting documents was not a requirement to providing feedback to the consultation. Instead these were provided to give context to how the technical teams developed options. All the information presented in these reports were summarised into the consultation brochure. These documents were also available at the events as physical reference copies and were used to facilitate conversation with stakeholders.

Email to stakeholders – At the launch of the consultation an email was sent to a list of identified stakeholders. Stakeholders were identified through a mapping exercise and categorised as political, community, business, walking, cycling and equestrian based groups, emergency services, environmental, heritage, traffic generators, equality, diversity and inclusion groups, transport organisations.

Libraries / Community Centres / Town Hall – Copies of the consultation brochure were delivered to several deposit point locations, enabling those unable to access the website the opportunity to participate. Details of the deposit points are shown in the table below. These details were sent to identified stakeholders such as community groups and charities, businesses, local authorities, parish councils and local councillors.

Table 2: Public brochure deposit points

Location	Address
Brochures available for reference	
Colchester Library	Trinity Square, Colchester, CO1 1JB
Prettygate Library	Prettygate Road, Colchester, CO3 4EQ
Greenstead Library	Hawthorn Avenue, Colchester, CO4 3QE
Hythe Community Centre	1 Ventura Dr, Hythe, Colchester CO1 2FG
Old Heath Community Centre	D'Arcy Rd, Colchester CO2 8BB
The Community Hall Abbots	39 Ladbroke Dr, Colchester CO2 8RW
Colchester Town Hall	High St, Colchester CO1 1PJ
Brochures available to pick up	
Colchester Town Hall	High St, Colchester CO1 1PJ

Social media – On Twitter the Essex Highways account was the primary channel used, with information posted ahead of each event. Boosted posts were also used to amplify reach. Partners were also asked to share information, these included:

ECC, Colchester Borough Council, Tendring District Council, University of Essex, North Essex Garden Communities Ltd, South Essex Local Enterprise Partnership, Haven Gateway Partnership and the Essex Chamber of Commerce each posted or shared about the consultation / events. The ECC Facebook page was also used to promote the individual events.

Press release – the consultation launch was accompanied by a press release to the local press and was covered by the East Anglian Daily Time and the Colchester Gazette. A follow up was posted in the Gazette to announce an additional date added in Wivenhoe. The Gazette also covered the consultation and events via their social media accounts.

Newspaper advertising – Through the consultation four quarter page adverts were placed within the Colchester Gazette on the 8/11, 20/11, 22/11 and 3/12 to advertise the consultation events and the available feedback options.

Landowner letters - One-to-one meetings with the Project Manager and ECC'S Council's land agents were offered to landowners directly impacted by the options. This saw 8 landowners attend, as well as two residential properties who had requested a meeting at an earlier stage. These meetings took place on Thursday 28 November 2019 and gave those impacted an opportunity to introduce Lambert Smith Hampton as the ECC's land agent.

ECC customer contact centre – A contact centre brief was developed and sent to the Essex Contact Centre for their phone operators to use if they received any calls regarding the scheme or consultation.

Letters to stakeholders – In response to feedback from residents close to one of the options given at our first event the team sent out a letter to addresses close to the scheme inviting

them to come to the events and provide their feedback. These letters were sent on 15 November 2019 to 19 addresses identified as being within 200m of the potential scheme boundary whom had not been contacted previously as a directly impacted landowner letter.

Respondents by area

Figure 1: Map showing respondents by postcode

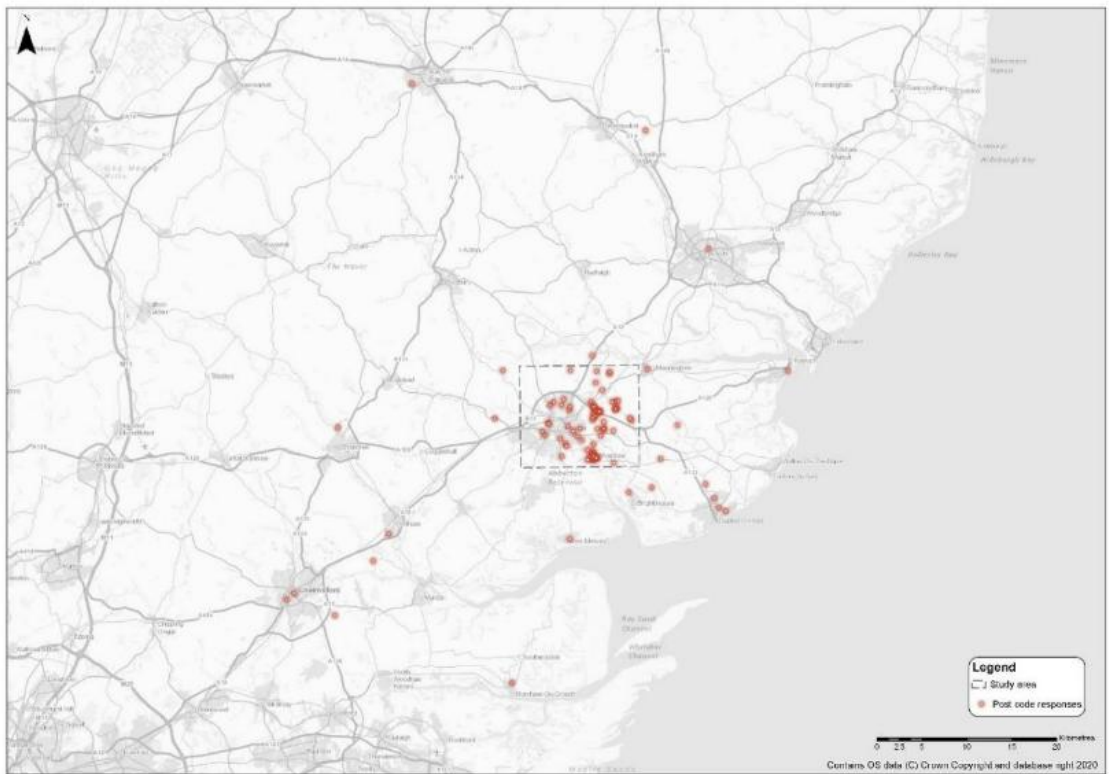


Figure 2: Map showing respondents by postcode (zoomed view)

3.3 Questionnaire

The questionnaire contained 18 questions regarding the two schemes. There was a mixture of closed questions to allow for the capture of information and open questions to gather respondents' views.

Personal information and demographic questions were also included to aid understanding of who had responded.

The responses and feedback given will feed into the process of route selection and also enable the technical teams to progress the more detailed design work.

3.4 Methods of responding

The consultation had three official channels which were open to responses.

1. Online questionnaire: Available on the scheme website essex.gov.uk/Link-Road-and-Rapid-Transit.
2. FREEPOST address: Detailed in the brochure and on the website for anyone to send in paper copies of the response form located at the back of the brochure or their own letters without charge.
3. Email address: Detailed in the brochure and on the website.

3.5 Data protection, confidentiality and anonymity

General Data Protection Regulation (GDPR)

The following statement was published in the consultation brochure and on the ECC website prior to respondents being asked for their personal information:

"This questionnaire is for you to provide information to be used by the A120/A133 Link Road and Rapid Transit System project. Under the GDPR we have a legal duty to protect any information we collect from you. The information will only be used for the purposes of this project and will not be kept longer than is necessary to do so, up to a maximum of five years. We share this information with our partners Jacobs and Ringway Jacobs but we will not share your personal details with any other agency unless we have concerns that you or another individual may be at risk of harm or if it is required by law. We do not collect personal information for commercial purposes.

If you would like to find out more about how Essex County Council uses personal data, please go to www.essex.gov.uk/link-road-and-rapid-transit or call 03457 430 430.

Essex County Council has a Data Protection Officer who makes sure we respect your rights and follow the law. If you have any concerns or questions about how we look after your personal information, please contact the Data Protection Officer at DPO@essex.gov.uk or by calling 03457 430 430 and asking to speak to the Data Protection Officer."

Collecting responses

To ensure that personal information and responses were kept secure access to the data was held solely by the project engagement team. Responses online were logged on an access-controlled site, any responses via email were directed to an access-controlled inbox, and responses to the FREEPOST address were sent directly to the same team.

The spreadsheet of responses on which the analysis is carried out is password protected on an access-controlled server.

Personal and demographic information in this report is anonymised.

Diversity and Equality

The following statement was published in the consultation brochure and the ECC website prior to respondents being asked for demographic information:

In order to ensure the continued development of our Diversity and Equality practices, everyone that we work with is asked to complete the information below. You are not obliged to answer any of the questions, but the more information you supply, the more effective our monitoring will be. If you choose not to answer questions, it will not affect your participation. The information you supply below is confidential and will be used solely for monitoring purposes.

4 Data analysis and interpretation of data

4.1 Sample

The target population for the questionnaire were people who live, spend leisure time, work and/or travel in and around Colchester and Tendring however it was open to all interested parties.

It should be noted that those who respond to a consultation are a self-selecting sample, made up of those who have chosen to respond. Responses provide a picture of views and issues of those who respond. This provides an invaluable insight into concerns and issues around a proposal, but these views may be skewed to a particular viewpoint and should not be considered a representative sample of the population.

Notwithstanding this, all comments have been noted and considered, this rationale has been communicated for transparency and to illustrate how statistical significance is measured.

4.2 Quantitative analysis

Quantitative data analysis will be done on closed questions. This is data where numerical value and percentages can be applied to respondents' answers. It is relatively straightforward to compare and contrast opinions and preferences with closed questions.

4.3 Qualitative analysis and Insight

Qualitative data analysis will be done on open questions. This is data where no numerical value can be applied as each answer is different. In order to effectively assess responses, themed codes have been applied which pick out key re-occurring concerns or opportunities.

These codes are used to guide reporting and to give an understanding of the comparative regularity and frequency of themes and issues being raised. The codes are not intended to be, and would not be appropriate for, carrying out statistical comparisons.

5 Respondents and responses

5.1 Responses by channel

- Online questionnaire – 86
- Physical brochure questionnaire (by FREEPOST/Email/to hand at event) – 8
- Email – 42
 - Total 136

5.2 Event debriefs

Each event included a staff debrief in order to identify key conversations and information gathered by staff at the events. Below is a top three of the most common discussions:

- Concern with Link Road Option 3 from many attendees from Jubilee Lane, Bromley Rd and Ardleigh due to the impact on nearby residences, community and businesses.
- Some stakeholders concerned how the RTS will interact with existing infrastructure to become 'Rapid' as described.
- Some wanted clarity around the A120 junction and why existing infrastructure was not factored into the design.

5.3 Parish Councils and community groups

As well as members of the public there were responses from three Parish Councils; Great Bromley, Ardleigh and Elmstead.

All comments made related specifically to the Link Road. Although out of the scope of this consultation the responses highlighted concerns more related to the Local Plan process and whether the Link Road would form the boundary of the proposed new development.

The environmental impacts were also highlighted, particularly the importance of protecting woodland at Strawberry Grove.

One Parish Council had specific queries in relation to the use of existing infrastructure and the structure of the consultation. In response to this ECC officers attended a Parish Council meeting to take further questions.

There were six responses from community, heritage or action groups including, Crockleford and Elmstead Action Group, Colchester Civic Society, Wivenhoe Society, Colchester Natural History Society, Colchester Cycling Campaign, and the Transport and Health Science Group.

A response was also provided by the University of Essex and two responses from local developers.

These organisations / bodies all raised points on both the Link Road and RTS proposals, with the positioning of junctions, impact on existing communities, congestion, maintaining protected lanes and an increased focus on walking and cycling all highlighted.

These responses will feed into the design process and have formed part of the qualitative analysis undertaken.

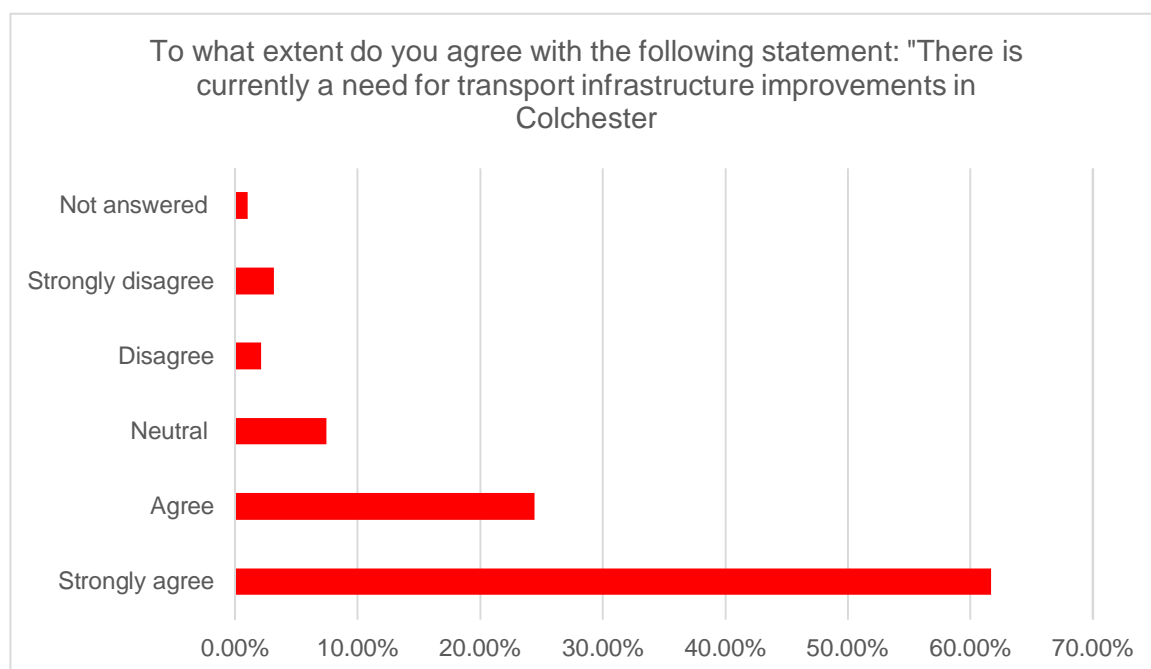
6 Responses to closed questions

The graphs and tables below summarise the responses to the closed questions in the questionnaire. In total, 94 responses were collected across multiple channels.

6.1 Whole Scheme

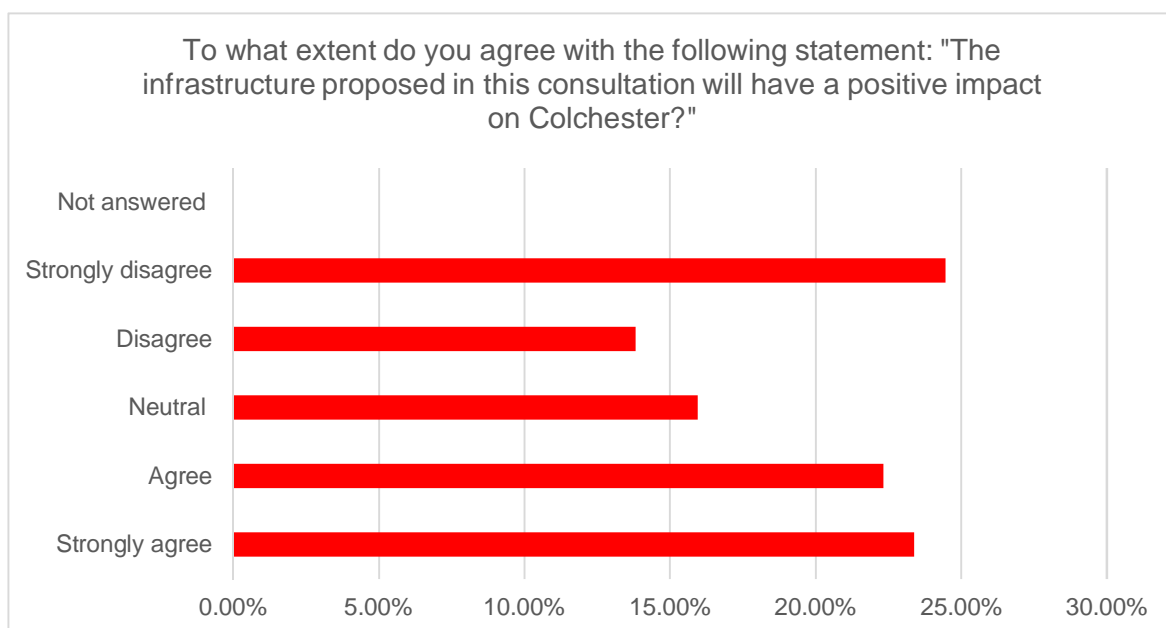
Question 1: To what extent do you agree with the following statement: "There is currently a need for transport infrastructure improvements in Colchester"?

Of the 94 responses received, 86% of these respondents agreed or strongly agreed that there is currently a need for transport infrastructure improvements in Colchester. Respondents that disagreed with the statement were represented by a much smaller number of only 5%. 8% of respondents remained neutral and with only 1% opting to not answer.



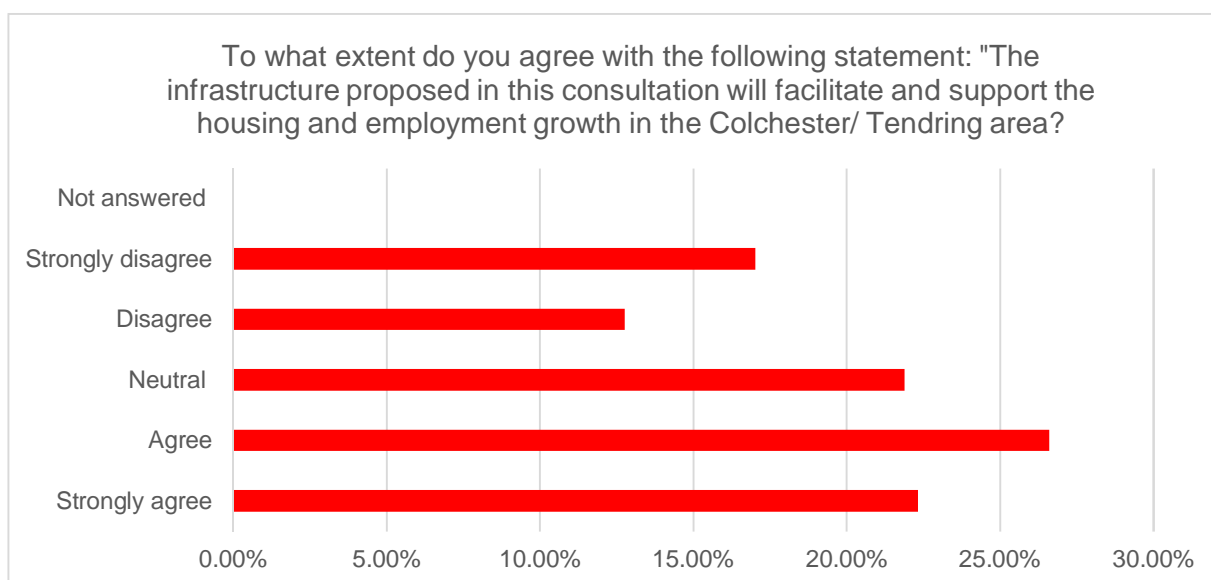
Question 2: To what extent do you agree with the following statement: "The infrastructure proposed in this consultation will have a positive impact on Colchester"?

This question is pertaining to the scheme as a whole. Of the responses, 46% agreed or strongly agreed that the infrastructure proposed will have a positive impact on Colchester. 38% of respondents disagreed with the statement, with 25% stating that they strongly disagree. The remaining 16% identified as neutral.



Question 3: To what extent do you agree with the following statement: "The infrastructure proposed in this consultation will facilitate and support the housing and employment growth in Colchester/Tendring area"?

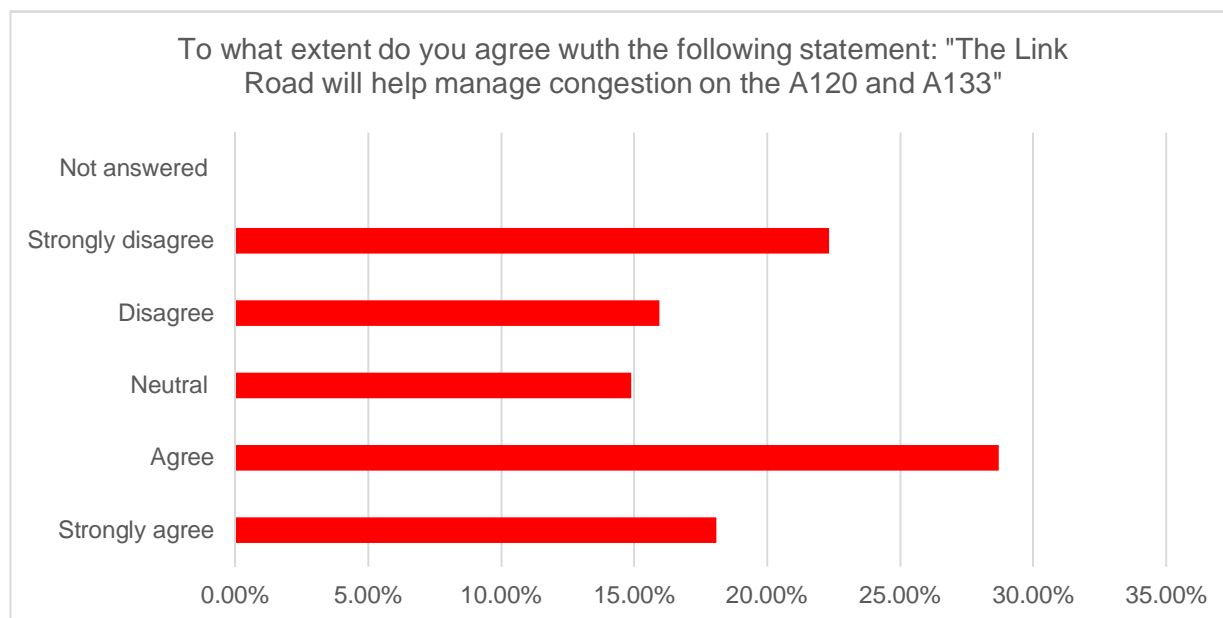
49% of respondents agreed that the infrastructure proposed in the consultation will facilitate and support the housing and employment growth in Colchester and Tendring. 30% of respondents disagreed with the statement and 21% regarded themselves as neutral.



6.2 Link road

Question 1: To what extent do you agree with the following statement: "The Link Road will help manage congestion on the A120 and A133"

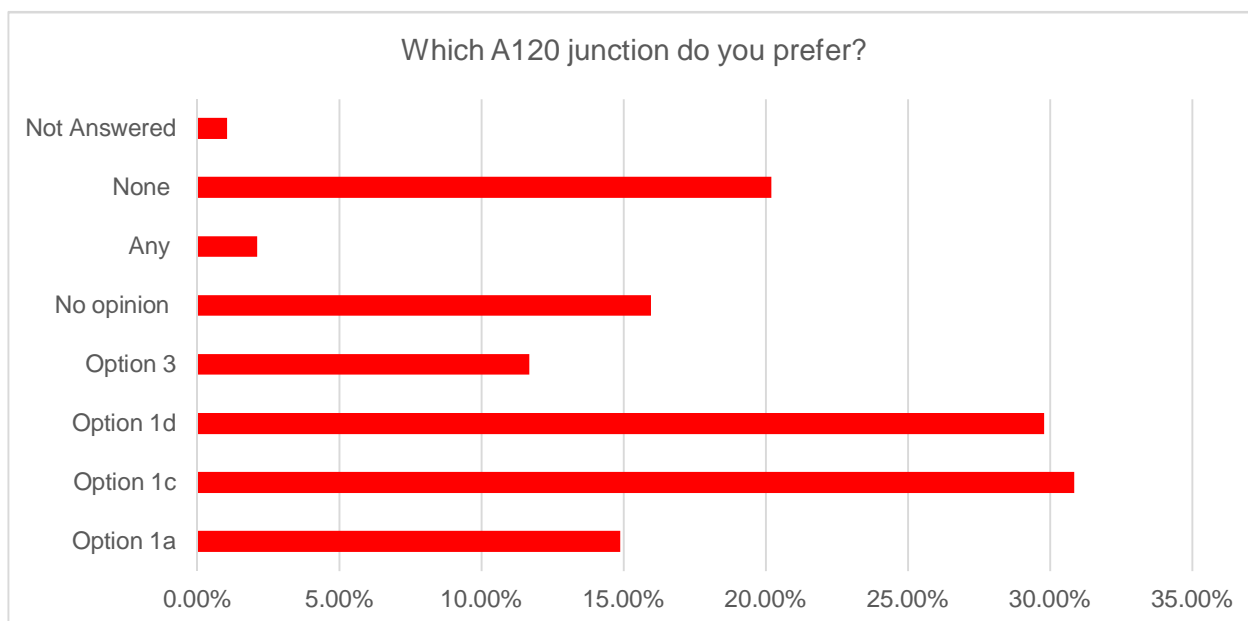
47% of respondents agreed that the Link Road will help manage congestion on the A120 and A133 whilst 38% of respondents disagreed with the statement, and 15% were neutral.



Question 2: Which A120 junction do you prefer?

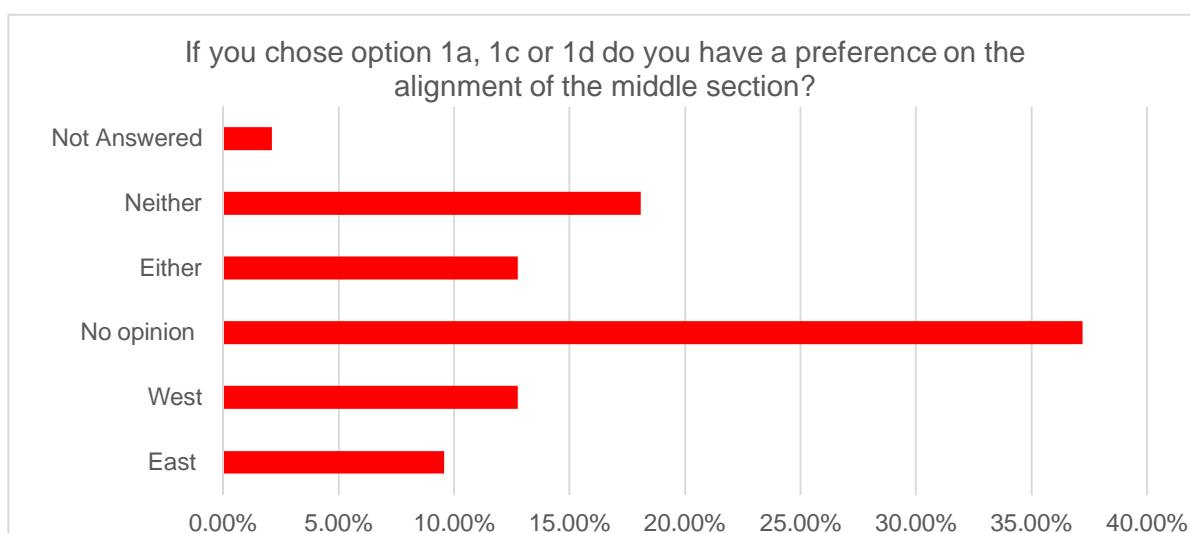
When answering this question, respondents had the opportunity to indicate which of the link road options they preferred, option 1a, option 1c, option 1d or option 3. Respondents were able to select more than one answer if they wished. Respondents were also able to tell us whether they did not have a preference or disagreed with all proposed options.

- 88% of respondents indicated having a preference of one of the four options proposed during the consultation.
- 31% of respondents preferred option 1c,
- 30% preferred option 1d,
- 15% of respondents preferred option 1a,
- and 12% of respondents preferred option 3.
- 16% of respondents also said that they had no opinion, 20% selected that they preferred none of the proposals, 2% indicated that they preferred any of the options for the link road.



Question 3: If you chose option 1a, 1c or 1d do you have a preference on the alignment of the middle section?

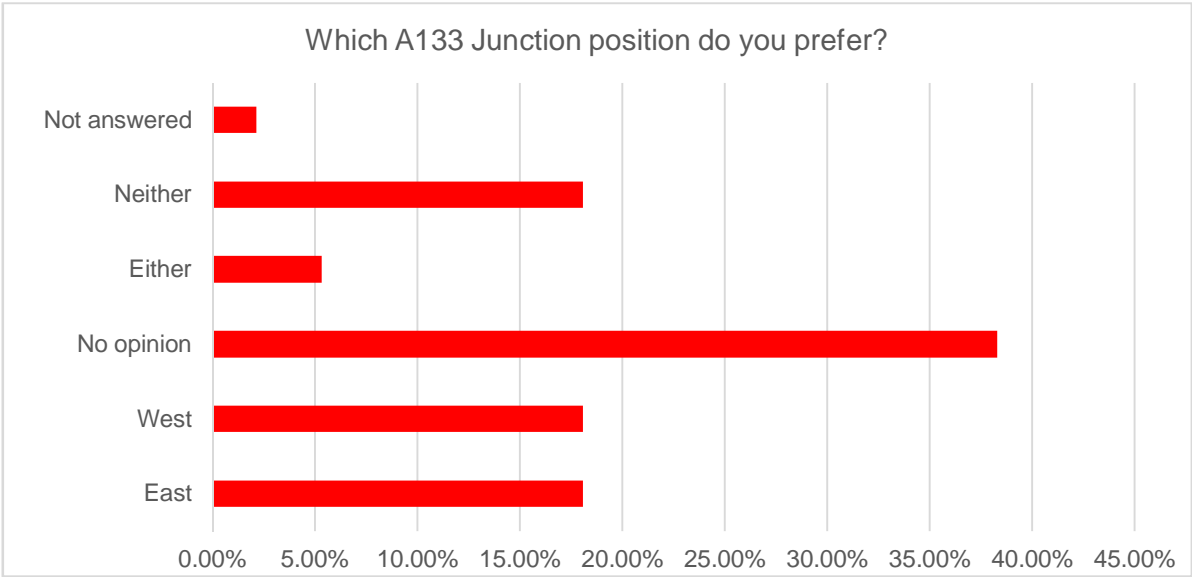
37% of respondents indicated not having an opinion on the alignment of the middle section. 13% of respondents preferred either the west or east alignment. 12% of respondents indicated that neither option, east or west, were a preference. Another 9% of respondents indicated that they preferred having the middle section aligned with the east, whilst 13% indicated having a preference towards the middle section being aligned with the west. 16% of respondents chose not to answer this question.



Question 4: Which A133 junction position do you prefer?

38% of respondents indicated not having an opinion on the position of the A133 junction. 18% of respondents indicated that neither option, east or west, were a preference. Another 18% of respondents indicated having a preference for the A133 junction to be positioned to

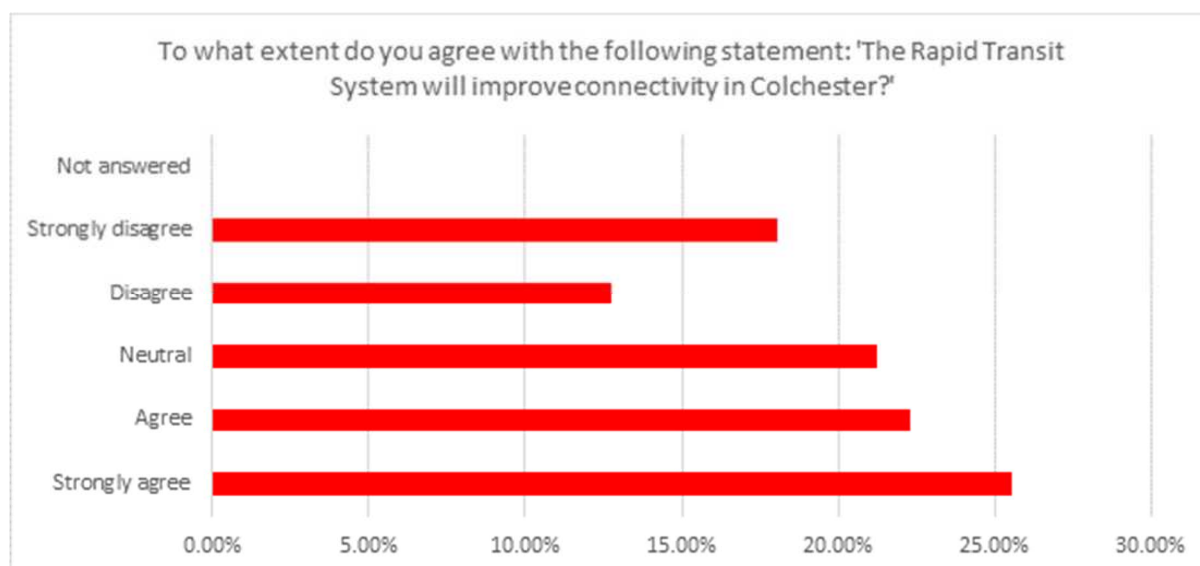
the east whilst 18% indicated a preference for the junction to be positioned to the west. Only 5% of responses indicated either option, east or west positions of the A133 junction, was a preference.



6.3 Rapid Transit System

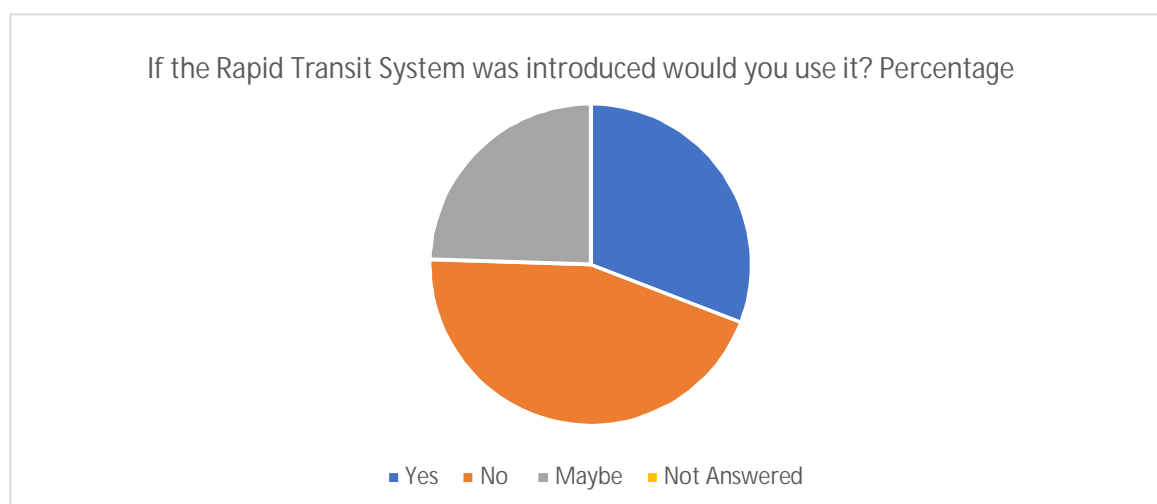
Question 1: To what extent do you agree with the following statement: "The Rapid Transit System will improve connectivity in Colchester"?

48% of respondents agreed that the rapid transit system will improve connectivity in Colchester, with 26% of those strongly agreeing. 31% disagreed with the statement of which 18% strongly disagreed. 21% of respondents indicated being neutral.



Question 2: If the Rapid Transit System was introduced would you use it?

The majority of respondents indicated that they would or might use the Rapid Transit System if it were introduced (55%), with 45% of respondents indicating that they would not use it.

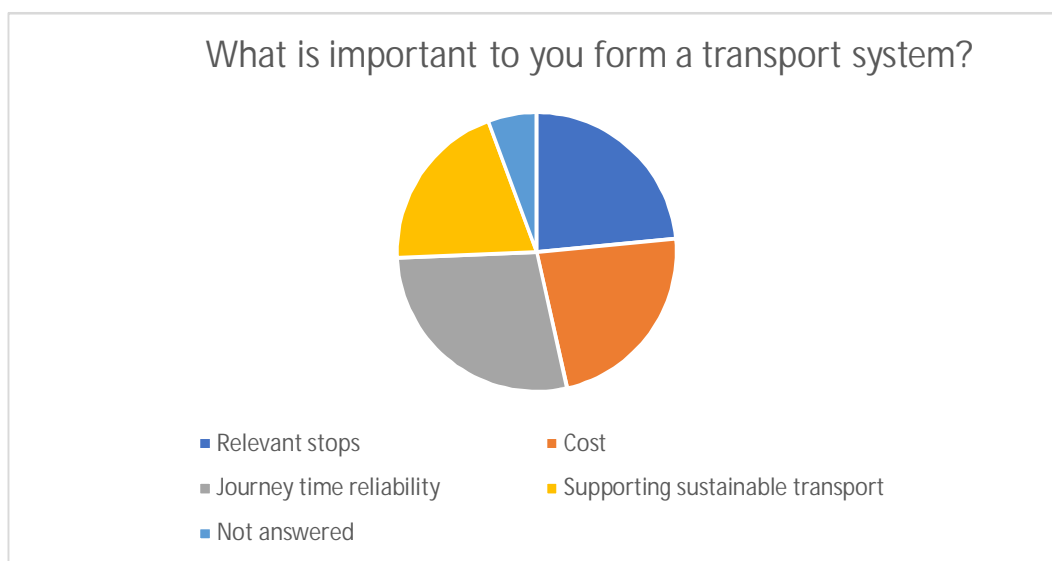


Question 3: What is important to you from a transport system?

For this particular question, respondents were given four potentially important elements of a transport system and were instructed to tick all options that applied to them. The four

options were relevant stops, cost, journey time reliability and supporting sustainable transport. Journey time reliability featured in 64% of responses to this question with relevant stops and cost featuring in 54% of responses. Supporting sustainable transport featured in 46% of responses. 13% of respondents chose not to answer this question.

- Relevant stops – 54%
- Cost – 53%
- Journey time reliability – 64%
- Supporting sustainable transport – 46%
- Not answered – 13%



28 respondents included a suggestion under other.

They included:

- Links with North Station, the town and residential areas
- Electric vehicle charging points at the stops
- Links to cycle and car parking

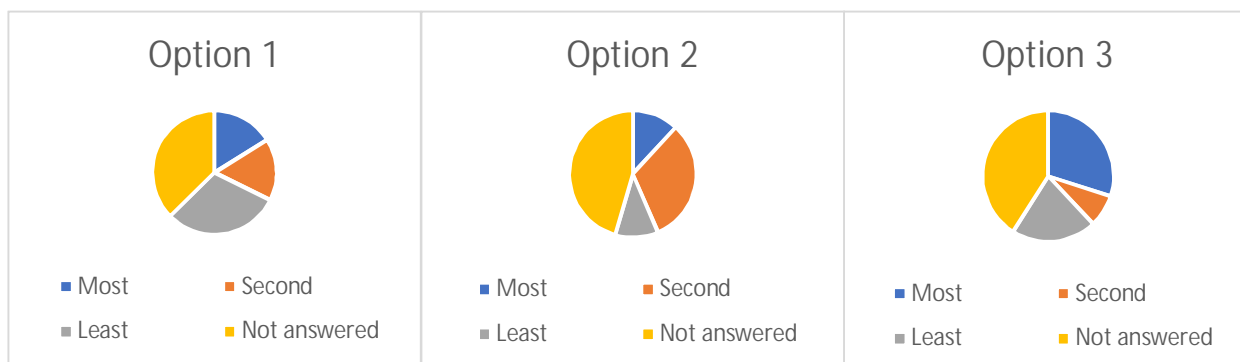
- Speed of transit
- Ability to transport bicycles
- That it doesn't add to congestion around the network

- Environmentally friendly vehicles (electric)
- Good links with existing public transport for communities such as Wivenhoe or Bromley Road
- Intermodal hubs

Question 4: Please indicate your most preferred and least preferred option for the Rapid Transit System Section B.

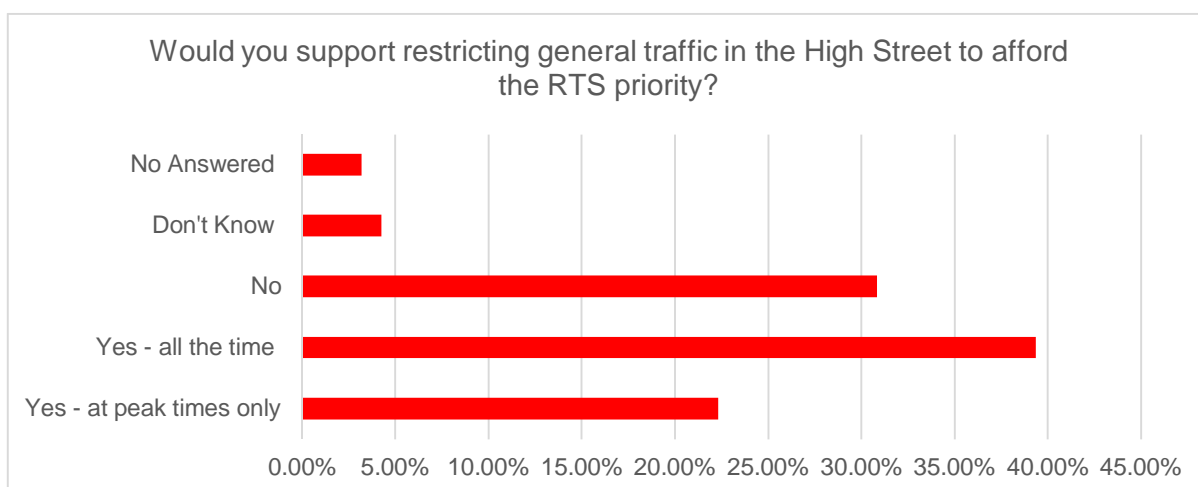
Within this question respondents were asked to list by way of preference their preferred route options. This saw Option 5 selected as the most preferred route 30% of the time in comparison to 16% for Option 1 and 12% for Option 2.

	Option 1	Option 2	Option 5
Most	16%	12%	30%
Second	16%	32%	8%
Least	30%	11%	21%



Question 5: Would you support restricting general traffic in the High Street to afford the RTS priority?

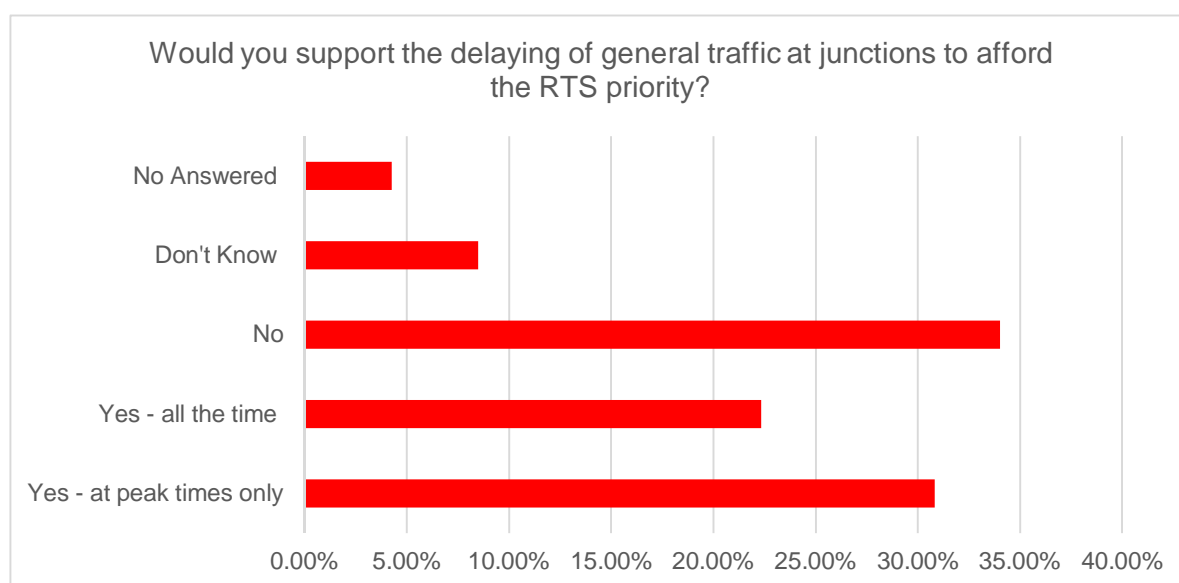
53% of respondents indicated that they would support restricting general traffic in the High Street to afford the RTS priority all the time. Of those 31% of respondents indicated they would support the restriction of general traffic in the High Street to afford the RTS priority at peak times only, whilst 22% of respondents indicated that they support restricting the general traffic all the time. 34% of respondents indicated that they would not support the restriction of general traffic in the High Street at all to give the RTS priority. 9% of respondents indicated that they did not know whether they would support the restriction and 4% did not answer this question.



Question 6: Would you support the delaying of general traffic at junctions to afford the RTS priority?

53% of respondents indicated that they would support the delaying of the general traffic at junctions to afford the RTS priority. Of those 31% of respondents indicated they would support the delaying of general traffic at junctions to afford the RTS priority at peak times only. 22% of respondents indicated they would support the delaying of general traffic at junctions to afford the RTS priority all the time.

34% of respondents indicated that they would not support the delaying of general traffic at junctions to afford the RTS priority. 9% of respondents indicated that they did not know whether they support the delay of general traffic and 4% did not answer this question.



Question 7: For the system to be 'rapid' we need as few stops as practicable, what would you consider the top 5 most important locations?

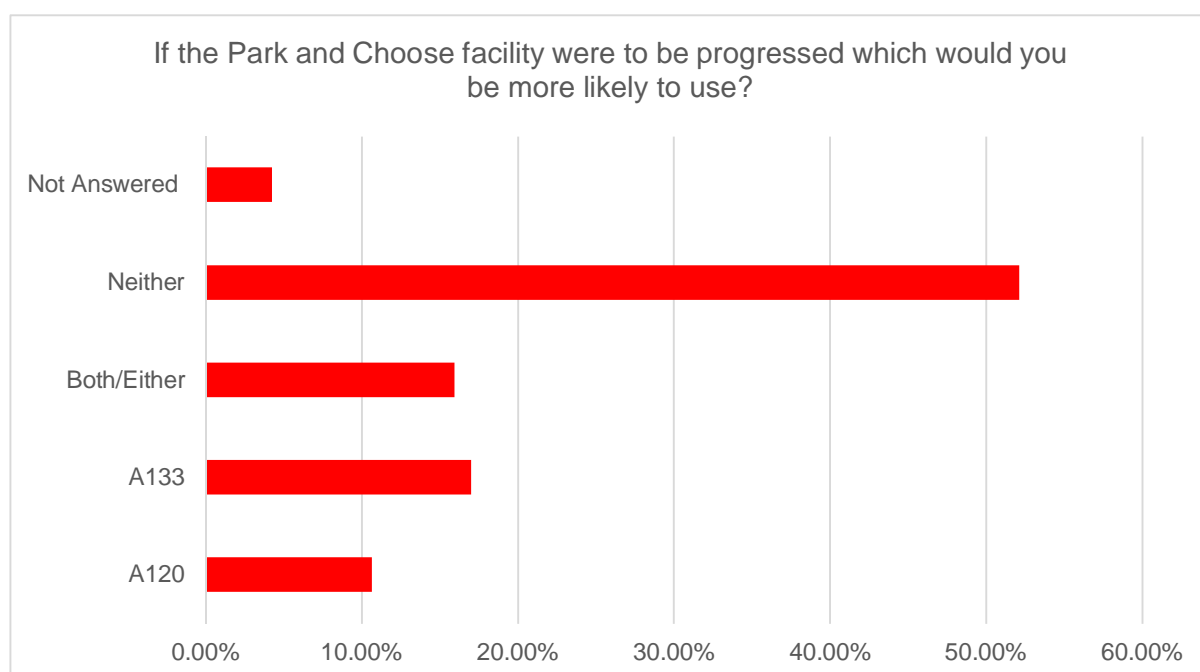
For this question respondents were asked to put forward where they felt would be the more important locations. The following came up most frequently.

- Town railway station, North railway station and Hythe railway station
- University of Essex
- Town Centre/High Street
- Park and Ride & Park and Choose
- Hospital
- Bus station

6.4 Park and Choose

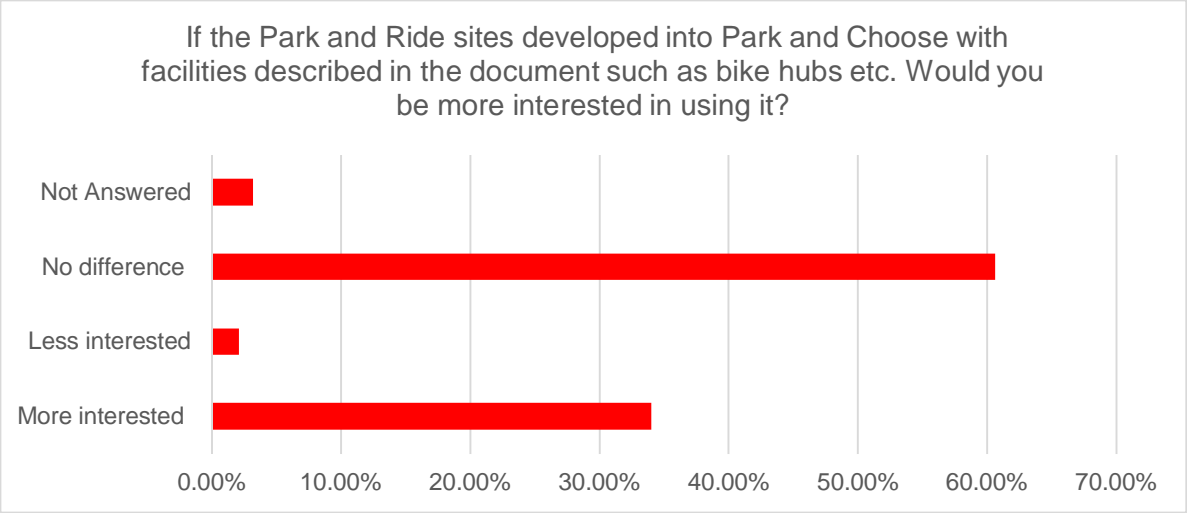
Question 1: If the Park and Choose facility were progressed which would you be more likely to use?

The majority of respondents to this question indicated that if the Park and Choose were progressed they would use neither the A120 or the A133 (52%). 16% of respondents indicated that they would use both/ either the A120 or the A133. Another 17% of respondents indicated that they would just use the A133, whilst only 11% indicated they would just use the A120. 4% of respondents did not answer this question.



Question 2: If the Park and Ride sites developed into Park and Choose with facilities described in the document such as bike hubs etc. Would you be more interested in using it?

61% of respondents indicated that there would be no difference in their interest in the Park and Ride sites if they were developed into Park and Choose facilities as described in the brochure. 34% indicated that they would be more interested in the Park and Ride sites if it were developed into a Park and Choose, whilst only 2% indicated that they would be less interested. 3% of respondents chose not to answer.



7 Responses to open questions

Quotes have been used from responses but will be kept anonymous, any details which may identify an individual has been removed/omitted. Any other text removed will be due to relevance to the theme being discussed. Responses below will be as close to verbatim as possible to ensure clear and transparent reporting on stakeholder feedback.

If a response is not used this does not mean that the feedback has not been considered. When appropriate it will be made clear if a particular comment was common amongst responses.

7.1 Do you have any further comments on the proposed options for the Link Road?

This question gave respondents an opportunity to raise any issues, concerns or comments etc. about the Link Road scheme that hadn't been covered in the closed questions.

This report has been presented in relation to the most common and relevant themes given in responses. These included comments on the scheme options, impact on the community/residents/businesses, the scheme design, the environmental impact, planning, transport and walking, cycling and horse riding (WCH).

Scheme options

Where responses referenced any of the proposed options directly this information was captured in the coding. Options 1C and 1D were the more supported options in the open responses whereas Option 1A was the least mentioned and Option 3 received the greatest number of comments against it.

It was pointed out in support that – "All the options remove the risk of queueing of waste lorries on the A120 slip-road as sometimes occurs in peak hours." (#018)

Some respondents replied against the various Option 1 variants often citing the impact on the Strawberry Grove woodland area and concerns with their impact on heritage sites as demonstrated below.

"Option 1A: roundabout location will destroy the Strawberry Grove wooded area.

Option 1C: will come closer to listed building and sandwich the wooded area into a no-mans land making it inaccessible and eventually unkept.

Option 1D: does take it away from the woods but will still have an impact..." (#044)

"Option 1A destroys too much of the woodland" (#104)

Responses commented on Option 1A specifically because of the impact on the Strawberry Grove woodland area.

"Option 1a is to be avoided on ecological grounds...Once the A120 was built access from the Bromley Road (walking the land) was prevented. I remember a wood with sunny glades, lots of bluebell, including pink and white and plentiful daffodils. Now it must be a haven for wild life which needs to be preserved. This is why I do not support option 1a." (#031)

"[Option 1A] ...will remove a long term 'woodland' area known as 'Strawberry Grove' heavily impacting on the wildlife within this woodland, We appreciate this maybe a route and not against its growth within the area but it will destroy the local area and more positively the PROW." (#111)

Option 1C and 1D received support for being further away from the majority of residential properties, providing more protection for wildlife and being shorter and therefore perceived as being more cost effective than Option 3.

"My two preferred options (1C or 1D) would not affect as many properties and provide more protection to wildlife in the area." (#060)

"I would prefer to see option 1C. it seems the least intrusive on woodland and current use of the land." (#135)

"...we feel that the only option we could support would be 1C. Of all of the options we feel it would have the least amount of impact on the environment, preserving Strawberry Grove with minimal effect on the waste transfer station and A120 services. It would also ensure that the scattered rural community on Bromley Road would be minimally affected by the link road proposals." (#112)

Option 1C in particular was supported because it did not disrupt the operation of the Waste Transfer Station or the A120 Service Station and because it would be less likely to have an impact on the ancient woodland or affect as much wildlife habitat than Option 1A and 1D.

"Option 1C will not need any land or cause problems to the operation of the WTS or service station. Option 1C will be better for environmental reasons as it will not destroy any of the ancient woodlands and affect less wildlife habitat" (#064)

Some respondents preferred Option 3 citing the increased access into Colchester, and the reduced impact on heritage listed sites and impact on woodland in the area than the other options being offered.

"Option 3 allows easy (relatively) access from the A120 to Greenstead and Longridge and St Annes." (#032)

"[the scheme] should absolutely not negatively impact on woodland, ponds or other wild areas for nature to thrive. This is why I think Option 3 looks like the best choice." (#017)

"I feel that Option 3 appears to be more beneficial ...Not only does it avoid all woodland but also takes the northerly part of the road further away from the parish church of Elmstead Market..." (#101)

However, many of the respondents felt that this was the least preferred option due to its potential impact on local residents through noise and air pollution as well as being the longest and perceived likely most expensive option. Brought up often was also the impact of Option 3 on Bromley Road with respondents concerned about the anticipated traffic levels it would bring to a road they already considered congested.

"I do however believe that option 3 looks chaotic and would cause a negative impact on several residents that live nearby..." (#025)

"[The respondent] ...strongly object to Option 3 which will lead traffic directly into the Bromley Road with a roundabout where the Bromley Road currently passes over the A120." (#116)

"...option3 will be both too costly and cause disruption on a vital road link during construction." (#104)

"...option 3 would create too much convergence, chaos and delays in the merging of three roads (A120/Trunk Road/Bromley Road)." (#115)

This mirrored the data from Q2 which indicated that only 11% of responders ticked that they supported Option 3, compared to 30% and 29% for 1C and 1D respectively.

There were also respondents who noted their support or opposition to the Link Road in general.

In support it was raised that the Link Road would enable the proposed Garden Community development, with another noting that it was something they had been waiting to progress.

"The proposed link road would be beneficial due to the proposed housing development nearby." (#025)

"Long awaited." (#043)

Comments against the Link Road were largely focussed on the impact of the scheme on local residents and the anticipated increase in traffic. Some respondents also questioned the necessity of the Link Road with current traffic movements. Another comment wondered if the Link Road would be beneficial if it required access roundabouts to the proposed new development therefore reducing the benefits of a fast link between strategic roads.

"All options will have a detrimental affect on our lives and our property."
(#030)

"I cannot understand why a second road linking the A120 and A133 is required, being a mere 3 miles from the existing A120/A133 Link road at Frating." (#050)

"...We do not believe the new link road is necessary due to the presence of the roundabout in Frating...Additionally, as this link road cuts through the proposed garden community, it will need to transport residents in and out of the large residential area which means that there will be roundabouts all the way along it, not conducive to a fast link road." (#057)

Community

Many respondents made comments regarding the impact of the scheme on the local community. This includes the impact on people, residents, community and businesses. The safety, health and wellbeing of residents was mentioned a number of times as well as community severance and village roads not being suitable for Link Road traffic.

"...the current local population will see their quality of life significantly reduced." (#021)

"The community will be transformed from a rural idyl to an urban sprawl with large increases in pollution levels." (#028)

"...impact on our health and wellbeing and not being able to live comfortably in our home and enjoy our garden." (#057)

"Any increase in volume of traffic must be matched by increased safety precautions to ensure that residents and other road users' safety is not threatened." (#122)

The only option directly referenced in regard to concerns about community was Option 3.

"The objection to Option 3 is on the grounds of ... Effect on health and well-being of residents...Effect on local amenities and infrastructure which is suitable for small community villages rather than fast link transport roads...Safety of the residents." (#080)

"[Regarding Option 3] It will break up the Bromley Road community: the lives and homes of the residents in Jubilee Lane and Bromley Road, including the Wheatsheaf house, will be totally disrupted and devastated by traffic and traffic works." (#037)

"[Option 3] would be taking traffic into all areas beyond and funnelling much more heavy traffic towards slough lane. The impact on this area would be catastrophic with a devastating impact on all of the residents lives currently on Bromley road and the surrounding country roads." (#112)

"[Objection to Option 3] Effect on local amenities and infrastructure which is suitable for small community villages rather than fast link transport roads... [and] Safety of the residents" (#116)

It is clear from these responses that respondents are concerned with any proposal which impacts on community.

There were also several comments on the link between the Link Road and proposed new community. These have been noted, but it should be recognised that they are out of scope in terms of this road infrastructure options consultation. The information collected through this consultation will only be used to identify and further design the preferred route. Any views given, negative or positive, will not be used outside of this consultation and will not be used as a measure of support for or against the proposed new development.

"The link road seems completely pointless other than the means to encourage more unwanted housing." (#029)

"I am not in favour of the proposed Link Road because of its purpose to facilitate the new town they are trying to build on our doorstep. A town which is not needed or wanted by existing residents and which will do nothing to help local housing needs as the houses will be bought by London commuters and be too expensive for most locals." (#048)

"I strongly believe that this link road should be built even if the proposed Garden Village does not go ahead." (#101)

Design

Responses on the design of the scheme focussed mainly on access, the necessity of it being a dual carriageway, intermittent junctions along the road and the connection onto the A133.

"The link road should have as few junctions as possible, so that the quickest available journey time can be achieved." (#056)

"If this project is to go ahead it must be a completely separate transit system, only linking major routes such as the A133 and A120 with no 'off shoots' onto the existing country lanes and roads in the Crockleford area." (#065)

"The new road should avoid giving access to Bromley Road, which will encourage rat-running on the rural road network, which is ill-equipped to handle a higher level of traffic." (#133)

"How does the project justify a dual lane link road when minimal traffic will use the South East bound lane." (#050)

"Size of the trunk road (dual carriageway in both directions) is disproportionate to the needs of the area" (#080)

"I write to express my deep concerns regarding the propose dual carriageway which is totally disproportionate to the needs and character of the area." (#107)

"Looking at the maps you show I think that the new road could be re-aligned more westerly further away from Mount Pleasant and Turnip Lodge cottages with the new roundabout further along the A133." (#040)

"The A133 junction should be to the east of Brook Cottages. There is no need for a roundabout junction on the A133. A traffic light controlled junction would be perfectly adequate, would require less land, would be much less disruptive to existing A133 users during its construction and would cost less. (#071)

"It appears that terminating the southern end near the A133/B1027 traffic lights is not considered an option. Yet this would utilise the existing main roads as feed-in arteries. If traffic from Wivenhoe is to use that junction and turn east bound then that junction needs considerable improvement." (#104)

"The consultation states that a reason for the link road to be built is because of the significant number of journeys into Colchester from Tendring District. If this was the case then why not utilise the already half constructed slip road and bridge on the A120 directly between Elmstead and Great Bromley!?" (#058)

It was also raised that current plans appeared to show the proposed access to the Waste Transfer Station redirected to a private road.

"would like to ensure continued access to the WTS. the access road planned to it looks like it would be on a private road. This access is currently not available. We currently have bulkers, dustcarts, road trains and cages using the site but other HGVs use the access to go through to the landfill/ quarry out the back past bromley road" (#052)

Some respondents raised the relationship between the Link Road and other local roads.

"[Option 3] would also create a huge amount of additional traffic along the entire length of Bromley Road and Colchester Road which is not conducive for a narrow, winding country lane." (#113)

"even with Elmstead Road being realigned, I feel strongly that the link road with this roundabout will increase the volume of traffic on the road which currently is hardly wide enough for two small vehicles." (#101)

The response went onto suggest alternatives:

"Improve the width of Elmstead Road throughout its length from the A133 to the B1027 with a suitable roundabout at the junction with the B1027.

"Or close Elmstead Road between the A133 and the B1027 making it 'Access Only'... Traffic for Wivenhoe or the University would then have to proceed to the existing traffic light junction where Colchester Road meets the A133.

"Or make Elmstead Road restricted access to light vehicles but with the need to improve the junction at the B1027. Unsuitable vehicles would then have to proceed to the 'University traffic lights' as above." (#101)

Environment

The environment and environmental impacts of the different options were key themes in many responses; in particular the impact on woodland

"Avoiding woodland is important, difficult to justify destroying woodland when we are all desperate to plant more trees." (#001)

"[The scheme] Should be done in a way which uses the funds efficiently without upsetting natural environment." (#008)

"I think this new road is needed for access into the east of Colchester, and to reduce the congestion at the A133 roundabout, but should absolutely not negatively impact on woodland, ponds or other wild areas for nature to thrive." (#017)

Other responses focussed on the impact on local wildlife

"[comment regarding respondents area of residence] ... where there are a handful of buildings and open countryside and farmland, making it an ideal habitat for wildlife." (#106)

"...any extra traffic through the village will have a huge negative impact on the wildlife and they will simply be driven out by the extra noise and light pollution." (#106)

"Over the past few years I have enjoyed a considerable amount of wildlife in and around my property... This Link Road along with the A120 will create a boundary to all wildlife from entering the area from the east and the Garden Community, along with the current Crockleford Hill development, will destroy the Salary Brook." (#103b)

And heritage

"Option 1C is also far enough away from the historic Elmstead Church, which should be protected as it is a repository of history of the area stretching back for hundreds of years." (#115)

"[Option 3] ...takes the northerly part of the road further away from the parish church of Elmstead Market, a place much frequented by the Elmstead residents" (#101)

Many opposed Option 3 on the basis of noise and air quality.

"Option 3 is absolutely outrageous building a roundabout right next to peoples house's, It's bad enough the A120 is getting busier everyday with the constant noise and air pollution, but to put it right outside our house's is crazy when option 1D does not appear to have residence near to it." (#036)

"The glossy documentation states that their intentions are environmentally friendly yet Option 3 would create significant noise and air pollution for ...residents of Jubilee Lane." (#103)

"[Option 3] such an increase in traffic would result in an unacceptable level of noise and pollution for the many residents whose properties are close to the road." (#113)

It was also noted that Options 1C and 1D may be preferable as they reduce the impact on existing communities and the local environment.

"[Options 1C or 1D] ...would not affect as many properties and provide more protection to wildlife in the area." (#060)

"Option 1C would also avoid the destruction of the Strawberry Grove wooded area and protect the largest residential area to the west of it from noise and air pollution. It would also keep the four woods to the west side of the road grouped together, which is better for wildlife as birds and insects fly from one forest to another." (#115)

"Option 1C would benefit local wildlife by preserving Strawberry Grove and maintaining a virtually unobscured link with the surrounding wooded areas to the west." (#113)

One response raised concern with the proposed route across Turnip Lodge Lane which has been identified as a protected lane.

"We are concerned... that the currently proposed route crosses a protected lane (Turnip Lodge Lane). This is protected on grounds of the historic landscape and archaeological significance, as well as its biodiversity. We ... are particularly concerned at the potential loss of the botanical richness of the verges, hedgerows and associated habitat." (#105)

Planning

Common comments about planning covered the planning process/nearby applications, traffic movements, and how the project interacts with the proposed new development area. Although it should be noted that some comments around other planning decisions are not within the scope of this consultation

"All of them [the options] will bisect the proposed settlement." (#047)

"The location of the roundabouts and slip road are not within the boundary of the TCGBC" (#038)

"It is stated that the Link Road will provide the eastern boundary to residential development so the further to the west that it is built the less space for housing. Having residential development both to the east and the west of the link would not accord with Garden Community principles as it would sever the settlement and reduce cohesion." (#114)

"Recently, planning permission for well-designed houses on the corner of Spring Valley Road have been rejected by Tendring Planning Department. The following quote is their objection: Tendring Council "feel that the erection of any dwellings would cause visual harm to the appearances of the local landscape and character and contribute to the gradual erosion of the countryside." 19/01349/FUL (#037)

Transport

Comments regarding transport mostly focussed on traffic planning, current infrastructure provision and public transport.

"If you have the link road as proposed, then traffic from both the B1027 and B1028 aiming to access the A12, will turn right, across the flow of traffic

into Colchester on the A133, and try to get on the link road. This will cause even more delays than the area has now." (#050)

"We are of the opinion that the majority of traffic that travels along the A133 is heading towards Colchester and not bypassing the town..." (#057)

"Traffic from Wivenhoe and Arlesford and Thorrington will be to the Link Road but how does it get there in a safe and efficient way." (#093)

Comments also touched on current congestion of the roads and how the Link Road would only move the problem.

"I'm concerned that this link road will just move the problem to the A120/A12 junction, which can already become very congested at peak times. How will this be mitigated?" (#054)

"I am concerned that the proposed Link Road will funnel existing traffic from Wivenhoe and traffic generated by the new housing onto Colchester Northern Bypass which is already overloaded." (#073)

"Will the A133 (Clingoe Hill stretch) cope with the potential increase in volume of traffic from the south bound A12 and eastbound A120 using a new link road to the A133 as a clockwise 'ring' road when this stretch is already unable to cope with the volume of traffic coming into Colchester just from the A133?" (#014)

"With the increase of traffic any new roads would not reduce congestion - this will inevitably increase, leading to more grid lock and pollution when it reaches the 'bottle neck' at the Greenstead roundabouts. The eastern approach to Colchester cannot deal with the amount of traffic on the roads at the moment." (#074)

"The A120 will not reduce congestion. It may do so temporarily but it will unveil demands for relocation which are currently suppressed by congestion. In this way it will encourage more traffic until congestion over a few years rises back to previous levels." (#134)

"It was thought that the proposed link road would exacerbate severe congestion on Clingoe Hill and near the University of Essex, with a large impact on rural lanes." (#118)

While others saw a benefit especially during peak hours.

"This will reduce congestion in evening periods on the St Andrews Avenue from Ipswich Road junction right through to the Greenstead roundabout." (#032)

"...such a link road is long overdue in its development. The routes into Colchester and beyond are now frustrated by the ever-increasing number of vehicles accessing the University of Essex. Travelling out to Frating or to Great Bromley to access the A120 adds many miles to the journey." (#101)

"We would consider that the A120/A133 Link Road is essential in better connecting the East of Colchester to the major road networks and must be provided prior to the development of the Tendring / Colchester Borders Garden Community." (#132)

There were also concerns raised about the impact on the wider local infrastructure and the impact on public transport.

"The new road would also be used by commuters to get to Wivenhoe Station and direct trains to London - neither the station or roads through the village can cope with this." (#074)

"I am extremely concerned about the current bus service to Wivenhoe. Currently we have a 10 minute service. This is because the busses come to the Station to turn around. When the bus company approached the university some years ago about building a turning point, they were turned down. The reason we have such an excellent service is because of turning around. Given the choice I don't believe that they will continue to do this. The access is not ideal over the railway bridge and around the station round about but Wivenhoe residents appreciate the regular service." (#023)

"You should be spending your time looking at ways of improving existing transport links such as the railway." (#029)

Walking, cycling and horse-riding (WCH)

Many who raised WCH within their responses were disappointed that more information was not given on these topics within the brochure and at events. There was concern over which of the options would be better for WCH issues and that the 50mph 2 lane dual carriageway excludes cyclists, walkers and horse riders.

"I suspect that one or two of options 1a 1c 1d or 3 will provide better links to cycle and walking networks, but the consultation has excluded that information, and any comment thereon." (#066)

"The public consultation document talks about integrating the link with existing cycling and pedestrian provision but provides no details at all about how this would be done or whether funding would actually be provided. In the light of past experience, cyclists and pedestrians are likely to be highly cynical. At best they are likely to anticipate poor-quality and unsafe provision of the sort they see day after day in Colchester and its surrounding area." (#082)

"Carringtons Road is regularly used as an organised running and cycling race route and the road itself is mainly occupied by tractors, other large agricultural vehicles, horse riders, dog walkers and bikes just as much as cars." (#106)

Many called for more attention to be given to WCH in proposals.

"Future plans should seek ways to move away from car-dependent housing & infrastructure." (#068)

"No more road, more cycle paths, more train and bus lines. Carbon neutral or road reserved for buses, taxis and electrical car. Give priority to cyclists and pedestrians, improve public transport, not more cars which equals more pollution." (#027)

"Foot/bike crossings and tunnels (to the highest) standards, must be planned from the start." (#133)

And some responses raised the issue of safety and access for WCH.

"Option 3 proposes a roundabout on Bromley Road that is potentially extremely dangerous to cyclists who use this road as a relatively quiet escape route eastwards out of Colchester." (#082)

"Consideration must be made for numerous crossing points and cycle ways if it's to be the heart of a new development." (#045)

7.2 Do you have any further comments on the proposals for the Rapid Transit System?

This question gave respondents an opportunity to raise any issues, concerns or comments etc. about the RTS scheme that hadn't been covered in the closed questions.

This report has been presented with headings that relate to the most common and relevant themes given in responses. These included comments on the RTS concept, the scheme design, environmental impact, planning, transport and walking cycling and horse riding (WCH).

RTS

There were some respondents who gave general comments on Rapid Transit System.

"We strongly support the development of a rapid transit system. We strongly support the idea that this should be the core of a comprehensive public transport. system including, eventually, driverless shared taxis at the edges of the system. This is an exciting and comprehensive vision which we commend." (#134)

"A transport system from a new P&R is essential and it would be beneficial to reducing congestion and providing a transport hub. It would be advantageous as a limited stop service University, Hythe and town centre but Rapid Transport System it will not be, so change the title now." (#104)

"Rapid Transit System seems a brilliant idea, and I am fully behind your scheme, and I would encourage much, much more of it all over Colchester and surrounding areas" (#115)

Some respondents had concerns or issues with the RTS. These included issues with the current Park and Ride system, the belief that local people would not give up their car use and whether the system would be 'rapid' as claimed.

"This A120 Consultation effectively proposes extending the Park and Ride, from Head Street to a new facility adjacent the new link road. This will require twice the number of buses, and a significant investment in route management (as described in this consultation). Will it be a more popular route? I doubt it." (#066)

"People with cars want to use them. Average car ownership per household in the east of England is 1.4. A rapid transit system will not solve the problem.

Town centres no longer serve people's requirements and politicians need to understand that the public will not be forced out of the cars unless the alternatives are free" (#012)

"It is sheer folly to think the residents of the new town will use it in preference to private cars." (#048)

"This is a BUS and as such will not by its very nature be 'rapid'." (#048)

"To call a bus route a Rapid Transit System is stretching the truth to far." (#074)

"You will never get a rapid bus system around Colchester town centre and the opportunity has been lost for a rapid system to the town centre" (#104)

Some responses questioned how the system would work in practice with details such as ticketing, scheduling and ownership, while others focussed on pricing and incentivisation.

"In order to maintain the "rapid" nature a ticketing system of either prepaid tickets or touch and go should be available and ideally single pricing for any stop on the RTS." (#018)

"Any pricing should be subsidised and it should run both early and late, otherwise many will just use the car parks." (#022)

"The fares need to be affordable for everybody - the system needs to be publicly owned for this to be achieved." (#040)

"This should be an inexpensive form of transport in order for people to use it. High fares will not encourage regular users, so this should be safeguarded." (#015)

"The fares need to be affordable for everybody - the system needs to be publicly owned for this to be achieved." (#040)

"Who will own/run the RTS. I expect it will be put out to tender and if any of the existing bus companies in this area still are going it will go to one of them. They will not be prepared to run it without a profit so fares will be exorbitant and no one will use it. They will all get into their cars" (#103)

"There must very frequent provision and car drivers must be rewarded to use public transport with reduced costs of parking outside the town" (#026)

"Transport is too costly. I fear that if they want people to use public transport, there must be an incentive" (#119)

"Modal change will be hard to achieve in Colchester with all carrot, no stick. Claims similar to those for the RTS were made for park and ride – and, considering the capital and revenue expense, this has spectacularly failed in its aim of supporting the town centre and reducing overall traffic levels." (#133)

Some highlighted frequency and reliability as key issues.

"For this to work it requires a regular and reliable service that its not prone to the existing traffic problems of Colchester." (#015)

"Must be better than a bus route. High quality and high frequency with short and reliable journey times to get people out of their cars." (#054)

"For this to work the system must be reliable, clean, good value and above all not subject to any delays along the route." (#041)

Some of the responses set out how to improve the proposal including providing different routes at peak times which avoid town centre congestion and opening dedicated bus lanes to other bus services.

"If there are dedicated bus lanes, what not make them available to the existing bus routes so that existing residents benefit from the investment?" (#071)

"Another improvement could be to have different routes at different times of the day. For example at 7am there would be little if any demand for the town centre, but a large demand for the railway station." (#071)

Design

A selection of responses had comments on the design of the scheme including the potential use of bus gates and preference to avoid the level crossings.

"...people in the south of the town will find it harder to go north and return south if east st brook st Ipswich rd are allocated bus gates (#004)"

"Although most of the routes are generally okay, they should avoid level crossings where possible and bridges or tunnels should be constructed where feasible. (#010)"

"If route 5 were to be chosen, then a number of actions occur to us which might be considered to reduce the volume of traffic in East Street. These include removing the bus gate at Hythe Crossing to allow an alternative route to Greenstead Road and Harwich Road from Magdalen Street and even introducing a no right turn at the bottom of Brook Street to push all outbound traffic through the two river and rail crossing at the Hythe, or via Cowdray Avenue" (#109)

"The route of the Link Road should not be determined in any way by the RTS in the Development Area, but the RTS should fit around the best Link Road scheme." (#131)

Others had concerns over what impact the RTS would have on current road capacity.

"If segregated lanes for the rapid transport system are to be introduced then this should not be at the detriment of current road capacity as this will force traffic into a smaller space." (#015)

"It at all possible the RTS should avoid main road arteries in Colchester so as not to interfere with deliveries or holding up road traffic." (#018)

"The existing buses can be slow (and unfortunately not always reliable) but as far as existing residents are concerned the Rapid Transit buses will only increase connectivity if these are seen as superior to the existing provision in terms of improved journey time." (#114)

Whereas another response thought that current road infrastructure should be used for the RTS lane rather than new segregated lanes.

"Thought should be given to removing a lane of traffic to accommodate mass transit, rather than widening existing routes." (#081)

Some responses thought that an RTS would be impractical due to the narrow streets in Colchester.

"...the RTS won't be needed. In addition, how can the RTS be routed through Colchester with it's narrow streets, especially near East Gates, and Coggeshall?" (#021)

"Option 3 or Option 5 routes along Cowdray Avenue are the only ones capable of providing RAPID transport without detriment to private motorise. The other options simply will not work between town centre and greenstead..." (#093)

"I have serious concerns re the space on Clinghoe Hill for an additional lane." (#043)

Other responses gave scheme alternatives.

"There is another option for Section B that you have not considered. Use Elmstead Road to get from the University to the Greenstead roundabout. This means removing the "narrowed" section so vehicles can traverse it. A bus gate of some form can be used to prevent abuse. A "cut through" at the roundabout can provide access to St Andrews Avenue. For safety, this part of the roundabout should be traffic light controlled." (#071)

"Consider opening up the centre of Greenstead roundabout as has been done on A414 into Harlow?" (#043)

Environment

Responses on the topic of environment focussed on the RTS vehicle type and the potential impact on environmental indicators such as air quality and noise pollution.

"Any transportation should emit zero emissions, as the town already has terrible air that breaches rules" (#022)

"Buses need to be eco friendly - not diesel!!!" (#040)

"Must also be sustainable, i.e. electric/battery powered with zero emissions." (#054)

"Colchester needs a dedicated segregated non diesel RTS." (#090)

A minority felt that the RTS would not be positive for the environment.

"This is neither viable or ecological." (#074)

"Why do you want to add to the already elevated air and noise pollution levels?" (#037)

Planning

There were a number of comments made in the topic of planning. Specifically focussed on stops, transport interchanges and the possibility of designing more than one route.

"In order for the RTS to encourage modal shift it will be important to connect the new Colchester/Tendring Borders Garden Community and the University with the principal interchanges (Colchester North and Town rail stations) and the retail centre of Colchester High Street." (#018)

"Having as few stops as practical will result in the system being of little use to many people. It needs to have a plethora of stops even if this lengthens journey times. Multiple routes are also required. Not everyone wants to go to the above destinations. What about people wanting to travel to the Hythe and Whitehall employment areas or to Several Business and Industrial Parks?" (#071)

"It must link with other transport hubs and specifically train stations" (#084)

One respondent didn't think the RTS should use either of the level crossings.

"The railway crossing on Harwich road near East Gates would have to be moved as the gates shut frequently creating a huge build up of traffic up East hill." (#037)

Some responses questioned any possible traffic/parking restrictions that the RTS may create.

"This will only work if the parking is removed from some of the route and if this happens where will the cars be able to park - Greenstead Road is a classic example!" (#040)

While others supported certain traffic restrictions.

"Support restricting general traffic in the high street provided disabled, taxi, deliveries can be managed sensibly." (#093)

"Priority for buses at some junctions (presumably by traffic lights activated by the buses) would be welcomed by bus users and disliked by other road users. For routes into Colchester from the East there can be delays at all times of the day so any system should not be restricted just to peak hours. Any priority measures should apply to all buses and not just the RT vehicles." (#114)

Transport

Traffic was a key theme in responses, how the RTS integrated with traffic, the impact of the RTS on traffic and the existing capacity in Colchester were all mentioned frequently.

"unless you construct a new road somehow through the traffic in east colchester cannot cope with the additional traffic that will be generated or diverted to allow RTS schemes to proceed." (#004)

"In addition, the rapid transit should not cause increased traffic issues to the town." (#022)

"It is important to note that this system will not reduce traffic congestion in the area and around Colchester, mainly due to the fact that the proposed building of thousands of homes will increase the traffic to completely unsustainable levels in and around Colchester." (#065)

"I don't see this easing the congestion as Colchester is at capacity, the proposed housing development will further clog the system and negate any possible benefits." (#042)

Some responses were concerned with existing transport issues and also how the RTS could integrate with it.

"There are no comments about how it would effect existing transport systems eg in Wivenhoe which is not even shown on the map." (#029)

"Integration and good timetable connections to existing transport links, eg buses from Wivenhoe or to the train stations is important." (#070)

"It must link with other transport hubs and specifically train stations." (#084)

"The benefits of bus priority lanes and lights and whatever fast board prepayment system is chosen, should be extended to all buses in order to improve the usage of public transport generally and also help to reduce the congestion and pollution currently caused by long boarding times, particularly at town centre bus stops" (#109)

Walking, Cycling and Horse riding (WCH)

There were comments in some responses regarding pedestrians, cyclists and horse riders alongside the scheme.

"Please also ensure that there is excellent cycle/pedestrian provision. If all this work is going to take place, then ensure at the same time, cycleways and footpaths are included." (#023)

"This could be one of the most exciting proposals in recent years for Colchester. It could be a chance to develop a sustainable transport infrastructure for the future. We need to look at building cycle routes that could run in parallel or link into the system. We should also look the possibility of trams or trolley buses along future routes" (#045)

"The Rapid Transport System should allow bikes on buses from the beginning. This will extend the user range beyond the narrow "tramway spine". Consideration should be given to front-mounted bike racks, as used in the US, Canada and Australia" (#133)

"We believe that every effort should be made to ensure that rapid transit stations are accessible by cycle, and that as much as possible of the area surrounding the route is brought within one mile on foot of a station" (#134)

8 Response summaries from Statutory Stakeholders

There were six responses from the following organisations, considered statutory stakeholders.

- Environment Agency
- Essex Police
- Natural England
- Historic England
- Anglian Water
- National Grid

These responses noted various points which required attention prior to planning and advised on local heritage, water and environment assets in close proximity to the scheme. Also mentioned as key considerations was the biodiversity of the area, water and flood risk, and climate change.

These responses will feed into the design process and have formed part of the qualitative analysis undertaken.

9 Response summaries from Local Authorities

There were two responses from local authorities, Tendring District Council and Colchester Borough Council, and one response from the local delivery partner North Essex Garden Communities Ltd (NEGC).

All three welcomed the proposals for Link Road and Rapid Transit System, with both seen by the Local Authorities as being strategically important infrastructure.

Tendring District Council (TDC) commented on the importance to minimise any negative impact of the scheme and looked forward to more detailed design and environmental assessments at the next stage of the process.

“The District Council recognises that a sizeable construction of this type will have impacts on its surroundings and urges Essex County Council to select and develop a scheme that will minimise the negative impacts on existing residents and businesses, the natural environment and heritage assets.”

TDC supported the RTS and saw CBC and ECC as well placed to evaluate the options. They also noted that the RTS should be designed to make access as attractive as possible for those travelling into Colchester town, the proposed garden community and the University from Tendring.

"...it is considered to be an important element of the transport infrastructure needed to support economic growth and also to improve choice of sustainable transport options."

Colchester Borough Council stressed the need for the schemes to achieve the desired aims without unacceptable negative impacts on the local environment. They noted that consideration should be given to archaeological assessments and the slip road design.

"CBC has reviewed the route options contained in the consultation material in terms of their ability to meet the objectives of serving as primary access for the Garden Community (without encroaching into the developable area), its ability to relate to the design of the garden community, as well as their potential impact on the local environment (residential properties, natural habitats and heritage assets)."

CBC acknowledged the impact the Option 1 variants had on woodland and also the impact of Option 3 on local residents and property. With this they concluded that Option 1C meets the objectives and provided the most easterly proposed layout.

On the RTS Section B CBC noted the conflict with level crossings in both Option 1 and Option 2, as well as the potential for removing on street parking. It was noted that Option 5 presents a wide highway area on St Andrews Avenue however they expressed concern over the possible impact on the Avenue of Remembrance, which is formally designated as a War memorial by the Imperial War Museum.

On Section C CBC noted that consideration should be given to the road layout at Clingoe Hill to manage congestion.

CBC concluded by saying it reviewed the route options to:

"ensure that the RTS is considered from the perspective of a variety of users including existing and future residents, existing public transport users and encouraging modal shift."

NEGC championed a collaborative approach the design of the Link Road in conjunction with the Garden Community masterplanning. Key considerations in the response included noise and visual screening, design decisions and standards, segregated crossing and provision for walkers and cyclists and access points to the proposed Garden Community.

"It is critical for any design that suitable segregated crossing points can be integrated at key locations such as at existing and potential public rights of

way/footpaths. It might also be possible to provide segregated cycle lanes alongside the Link Road in parts of the Garden Community in order to connect residential and commercial areas."

NEGC noted their opposition to Option 3 due to its position through a large part of the proposed development.

NEGC also noted that due to the level crossings neither Section B Options 1 or Option 2 would be fast or reliable, they therefore supported Option 5.

On Section C NEGC supported a relationship between the RTS and Garden Community access.

"NEGC recognise that a phased approach will be needed but would urge ECC to ensure that from the earliest stages the RTS is (at least) provided up to the site boundary of the Garden Community. Having access to the route corridor for the very first residents on the site will be key to promoting modal shift."

For the full responses from these stakeholders please see Appendix A: Full responses from Local Authorities.

10 Conclusions from the report

In the 'whole scheme' section of the questionnaire there was majority agreement that Colchester needed new infrastructure.

More people agreed that the scheme would have a positive impact and support housing and business growth than disagreed, however the individual responses were mixed and not conclusive.

10.1 Link Road

From the closed questions there was a clear preference for Link Road Options 1C and 1D over Option 3 or Option 1A. This trend continues in response to the open questions and across the email responses, with 1C identified as the Option that had least impact on residents, communities and woodland.

There was also notable opposition to Option 3 in response to the open questions and email responses which could not be identified with closed questions alone. Responses stated that this was due to the impact Option 3 had on local communities, residents and businesses. They cited an increase in noise and air pollution, as well as a concern for the safety of residents and the perceived cost of this Option over others. The responses also noted that a link with Bromley Road would lead to increased traffic along roads unsuitable for strategic traffic.

Overall the open responses did not think the Link Road would help to manage congestion while the closed question results were mixed. When it came to what they would change about the scheme design many responded to ask for as few junctions as possible along the Link Road in order to help the traffic flow as effectively as possible. There was also more support for the Options which were located along the indicative eastern boundary line of the proposed new development with many citing Option 3's route which would cut through more of the proposed development area as a reason for their opposition to it.

The environment and the impact on it was a theme throughout responses, and a number of respondents highlighted the need to minimise the impact of the road.

Walking and cycling and public transport were also key topics discussed by respondents who wanted more information on how the Link Road would integrate with and provide access for pedestrians, cyclists and existing services and infrastructure, with a feeling that we could use this scheme as an opportunity to plan in greater facilities.

10.2 RTS

A key topic in the responses for the RTS was the belief that people would not switch their mode of transport from car to RTS. This confirmed the results of the earlier question whereby

when asked if they would use a new RTS 45% said they wouldn't and 24% said they might, only leaving 31% of respondents who said they would use it.

Another common response was to avoid level crossings, this shows as the largest group of respondents (30%) chose the only option without a level crossing, Option 5, as the best for Section B. There were responses who had concerns with the RTS, particularly its impact on current traffic / congestion levels as well as those questioning whether it would work on Colchester's narrow streets principally in the Town Centre.

Responses made it clear that how the RTS works in terms of ticketing, pricing, incentives and stops as well as how well it works with reliability and frequency were important to them. Common support was also shown for a sustainable, environmentally friendly vehicle.

Walking and cycling was again raised as a key topic with many suggesting transport hubs which connect the RTS with walking, cycling and other public transport modes.

10.3 Park and Choose

The A133 was the most popular Park and Choose position, although a majority of respondents chose neither position. It should however be noted that from our postcode analysis of responses most feedback came from residents who lived west of the proposed Park and Choose site, closer to Colchester town and therefore may be less likely to use the Park and Choose compared to those living further to the east.

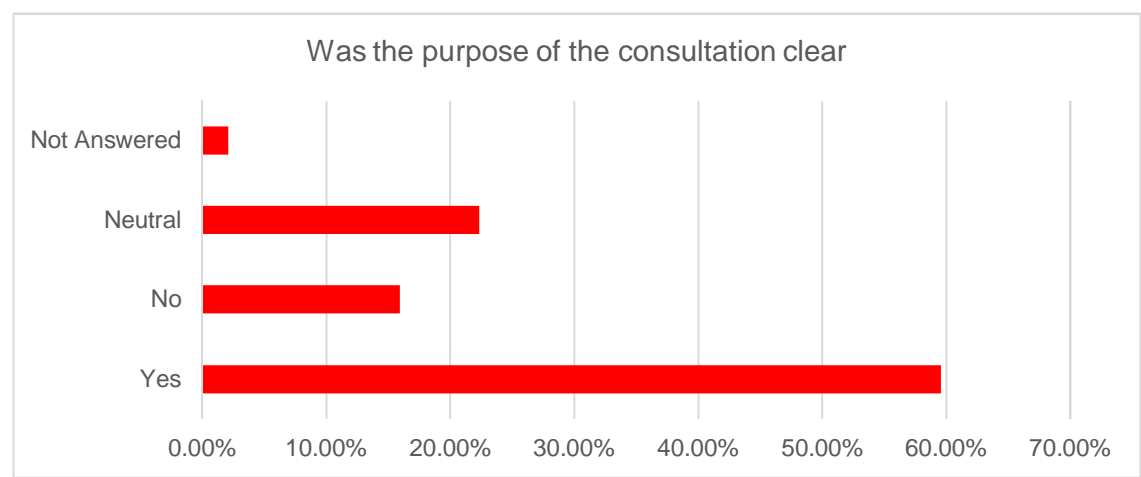
Of the responses given in regards to the Park and Choose the most common regarded the position of the site being of the most benefit to the most amount of people. It was noted that cars would not drive down the Link Road from the A120 or up the Link Road from the A133 just to use the Park and Choose if it added to their overall journey time.

11 Consultation

11.1 Consultation

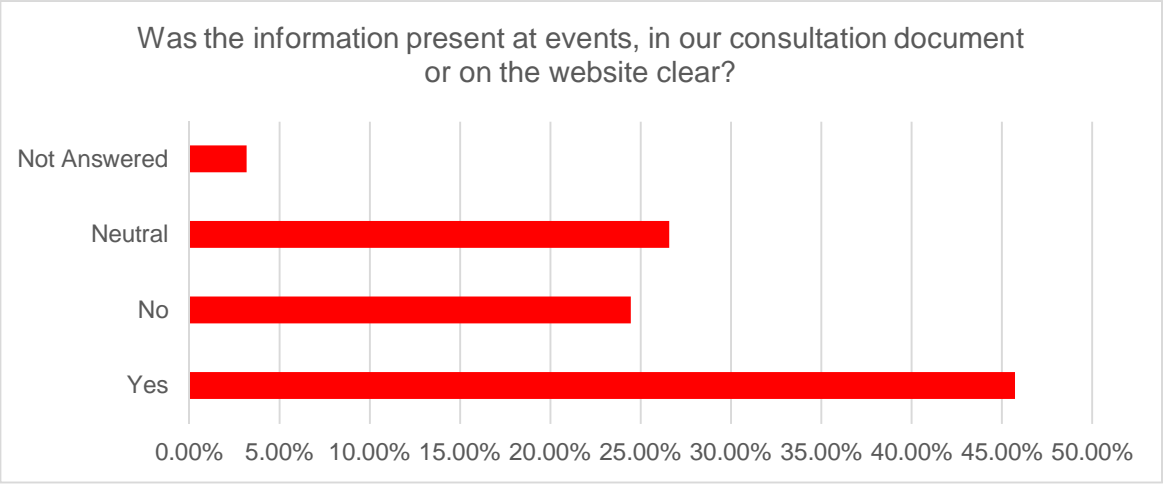
Question 1: Was the purpose of the consultation clear?

60% of respondents indicated that the purpose of the consultation was clear, 22% of respondents were neutral and 16% indicated that the purpose of the consultation was unclear. 2% did not answer the question.



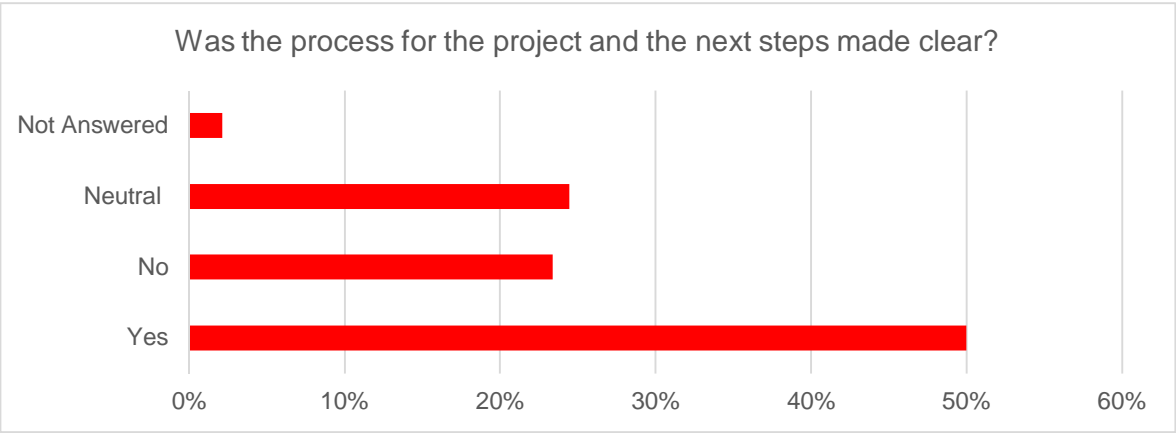
Question 2: Was the information present at events, in our consultation document or on the website clear?

46% of respondents believed that the information at events, in our consultation document or on the website was clear. 27% of respondents were neutral and 24% indicated that the information was unclear. 3% of respondents did not answer this question.



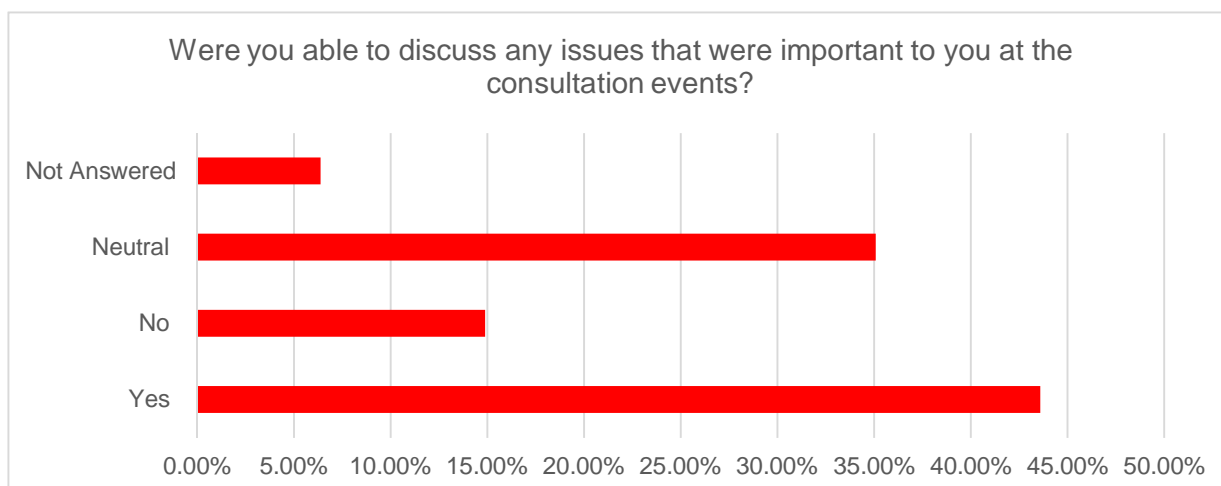
Question 3: Was the process for the project and the next steps made clear?

50% of respondents believed that the process for the project and the next steps were made clear. 25% of respondents were neutral and 23% indicated that the information was unclear. 2% of respondents did not answer this question.



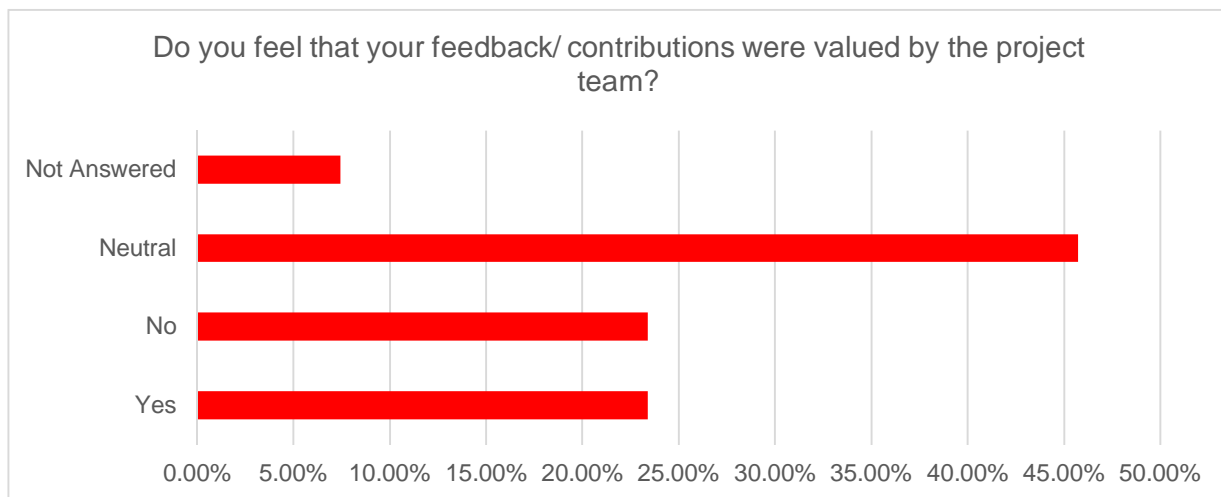
Question 4: Were you able to discuss any issues that were important to you at the consultation events?

44% of respondents indicated that they were able to discuss any issues that were important to you at the consultation events. 35% of respondents were neutral and 15% indicated that they weren't able to discuss any issues that were important to you at the consultation events. 6% of respondents did not answer this question.



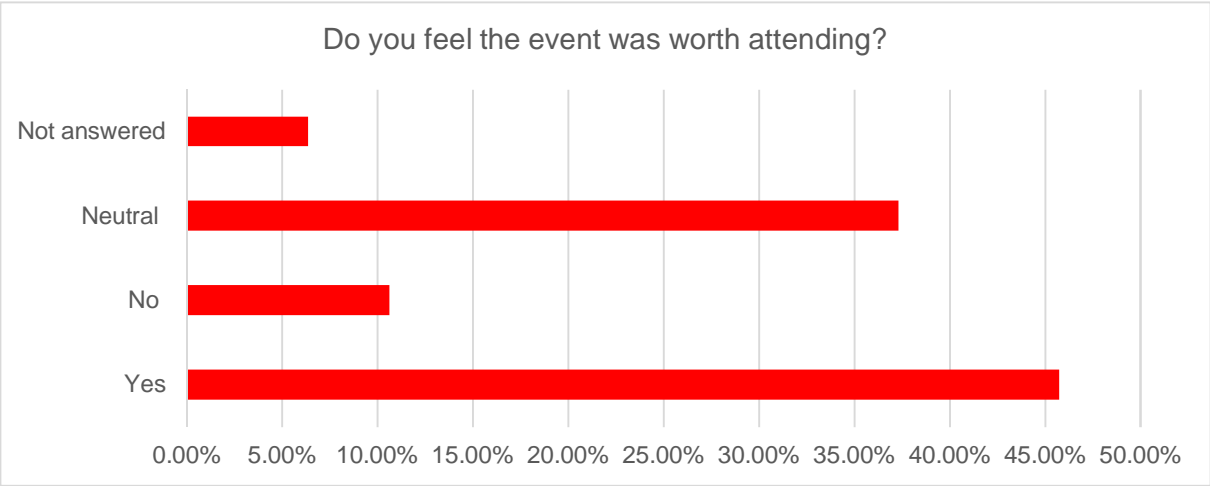
Question 5: Do you feel that your feedback/ contributions were valued by the project team?

46% of respondents indicated that they were neutral as to whether they felt that their feedback/ contributions were valued by the project team. 23% of respondents felt like their feedback/ contribution were valued by the project team and 23% indicated that they felt like their feedback/ contributions were not valued by the project team. 8% of respondents did not answer this question.

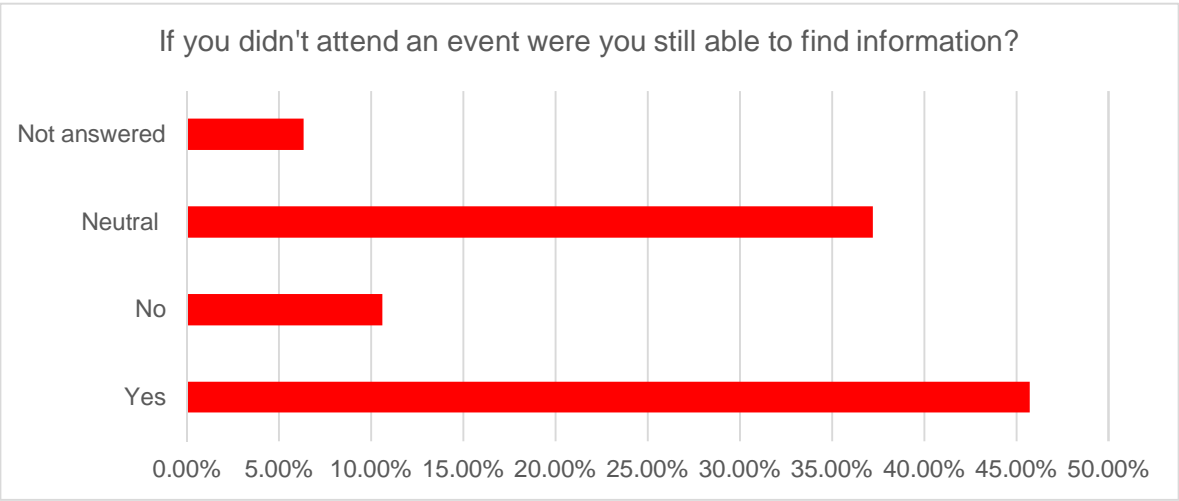


Question 6: Do you feel that the events are worth attending?

45% of respondents indicated that they felt that the events were worth attending. 38% of respondents were neutral and 11% of respondents indicated feeling that the events weren't worth attending. 6% of respondents did not answer this question.



Question 8: If you didn't attend an event were you still able to find enough information?
29% of respondents indicated that they were able to find enough information despite not attending an event. 24% of respondents were neutral and 20% of respondents indicated they felt they weren't able to find enough information elsewhere. 27% of respondents did not answer this question.



11.2 Do you have any comments on the event venue?

While the majority of respondents felt that the events were worth attending, a number made comments on the set up / venue.

Wivenhoe House and the Stadium were both highlighted as being good venues to use.

"Wivenhoe House is a good choice with plenty of room and light.....and parking..!" (#033)

"Wivenhoe House. It was OK, no criticisms. Easy access, good parking." (#071)

"The football stadium was a very good venue" (#073)

While some respondents had some concerns regarding the events including the lack of refreshments and the presence of security.

"WIVENHOE HOUSE WAS A VERY PLEASANT VENUE, EASY TO ACCESS WITH GOOD PARKING FACILITIES. HOWEVER, SEATING AND REFRESHMENTS SHOULD HAVE BEEN PROVIDED. THIS WOULD HAVE LED TO A MORE RELAXED AND POSSIBLY MORE POSITIVE AND PRODUCTIVE EXPERIENCE FOR ALL CONCERNED." (#035)

"No refreshments or chairs were provided. There were many emotional scenes by residents opposing option 3 who were gawped at by the consultants and made to feel humiliated...." (#037)

"Tea or Coffee and a seating area would have been good to allow a period of reflection on comments made at the consultation allowing secondary questions. while we were they. Not having this facility we had to visit a second consultation to sort out issued raised after the first consultation." (#064)

" ...THE PRESENCE OF SECURITY PERSONNEL WAS SOMEWHAT STRANGE AND THREATENING." (#035)

11.3 Was there anything you would have liked more information on?

As the process has only reached the options stage, more detailed design will take place in the future, and this one of the key themes referenced by respondents, particularly in terms of the RTS.

"Very hard to comment when there is not enough detail on the whole proposed route for the rapid transit system." (#030)

"How many people does each bus carry, how often will they run, what is the length of each bus, how many people can be moved per hour and many other question unanswered..." (#050)

"Estimates of travel time, frequency and indicative cost" (#041)

The importance of demonstrating how cycling and walking would be integrated / be impacted was also highlighted.

"The consultation should have included at least summary details at this stage, rather than deferring them to "a further opportunity ... in the future" (#066)

"Cycling provision" (#082)

"How the route would affect current walking routes and if closures to rail crossings will negate any improvement that the transit system may provide for some" (#019)

11.4 Other comments on the consultation

The majority of comments related to either being unaware of the consultation, or the nature of the consultation, and the connection to the proposed new development

"This isn't about whether there should be a link road, it's about whether the new towns should be built. This is a very misleading survey and could even be considered invalid because the questions are written in such a way as can be misunderstood as support for the new towns." (#021)

"Not sufficiently publicised to those who are affected." (#074)

"YES the whole proposal not keep a secret from the local residence!!" (#036)

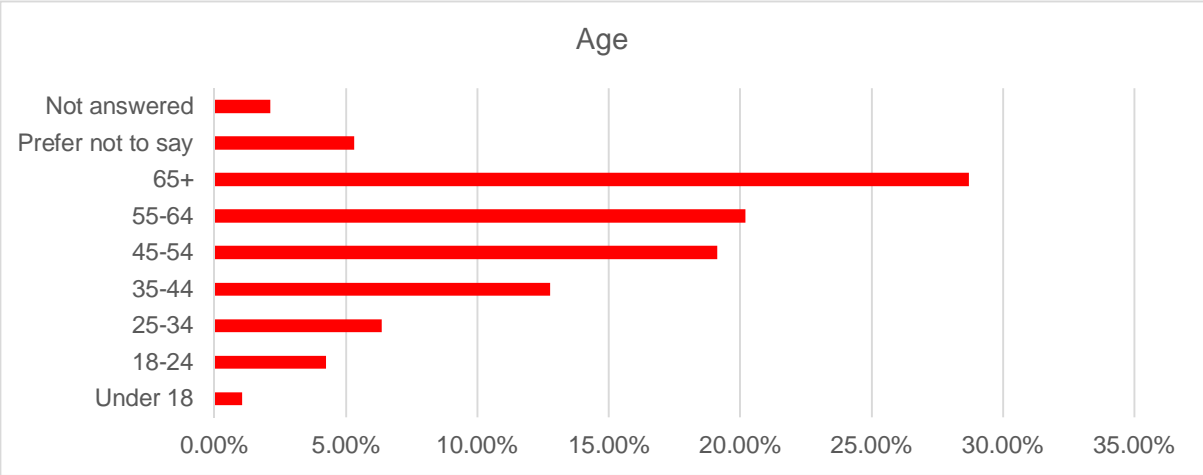
"The local residents of Jubilee Lane and surrounding areas should have been individually informed and consulted before it was published in the local press. The shock of this has been overwhelming and stressful to all the local residents. Our well being and mental health has been adversely compromised." (#037)

12 Demographic questions

Respondents were asked to provide demographic information; however this was not mandatory. The charts below summarise those responses where this information was provided. Data captured included, age, gender, ethnicity, disability questions and carer responsibilities

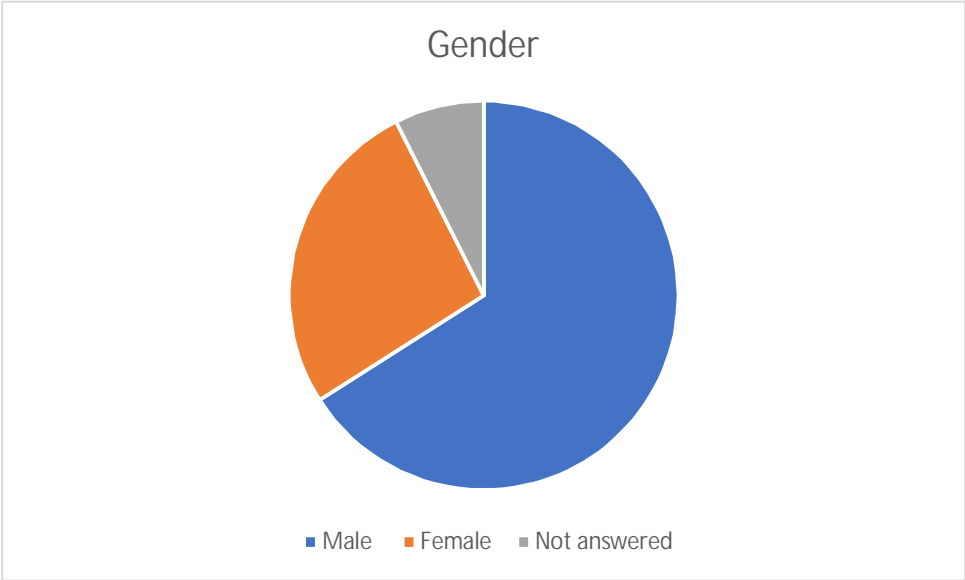
Age

7% of respondents preferred not to state their age or did not answer the question. Where respondents provided this information, the majority indicated that they were over the age of 45 (70%) with 29% of that aged 65+. Of the remaining respondents, 13% were between the ages of 35 and 44, 6% were between the ages of 25 and 34, 4% were between the ages of 18-24 and 1% of responders were under 18.



Gender

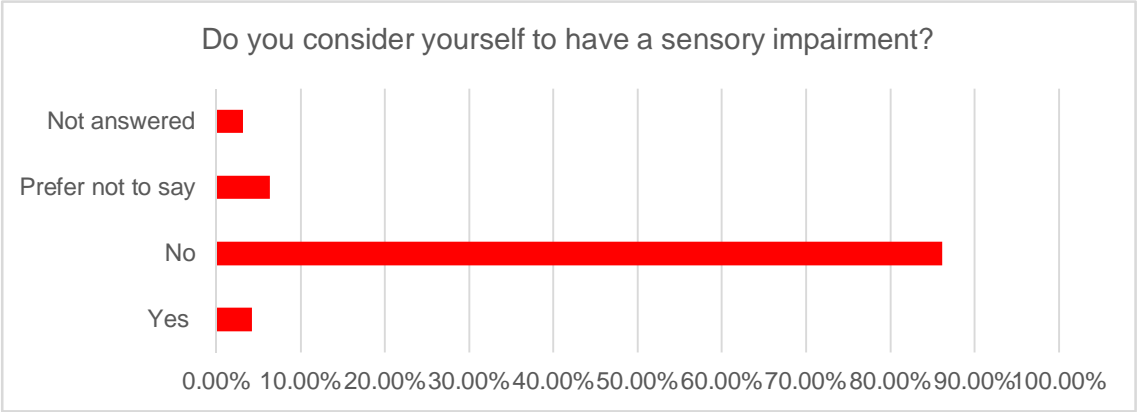
Of those that provided information, the majority identified as male (67%) and only 27% identified as female. 7% opted to no answer the question.



Disability Questions

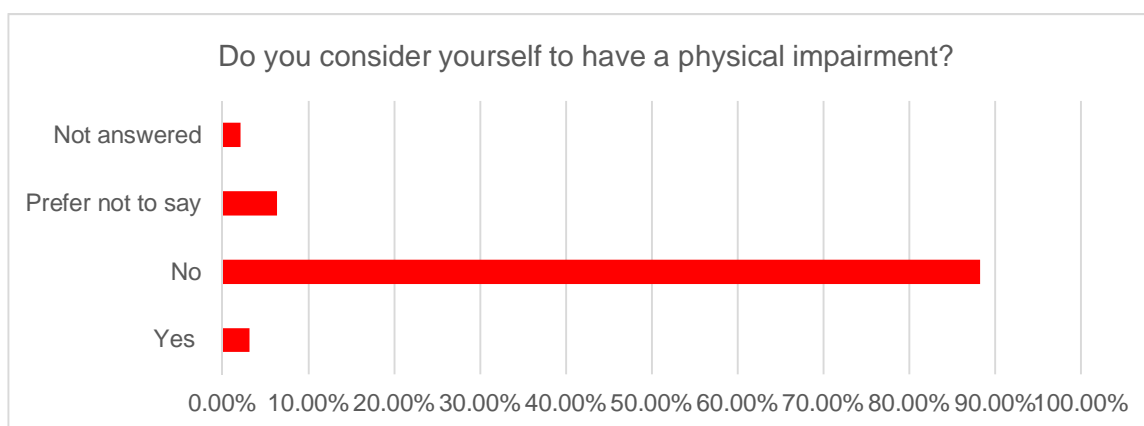
Sensory impairment

The majority of respondents stated that they did not have a sensory impairment (86%), 4% identified as having a sensory impairment and 6% preferred not to say. 3% of respondents did not answer this question.



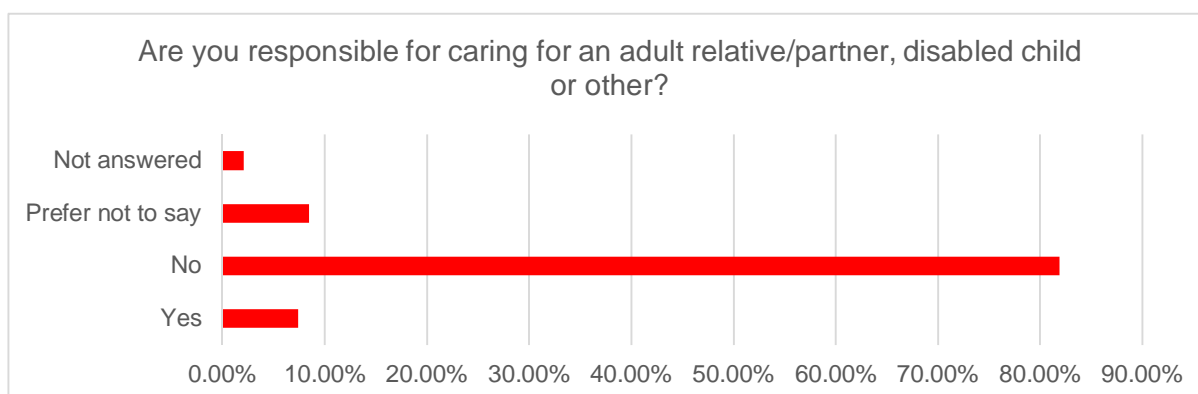
Physical Impairment

3% of respondents identified as having a physical impairment. 88% stated that they did not consider themselves to have a physical impairment and 6% preferred not to say and 2% did not answer the question.



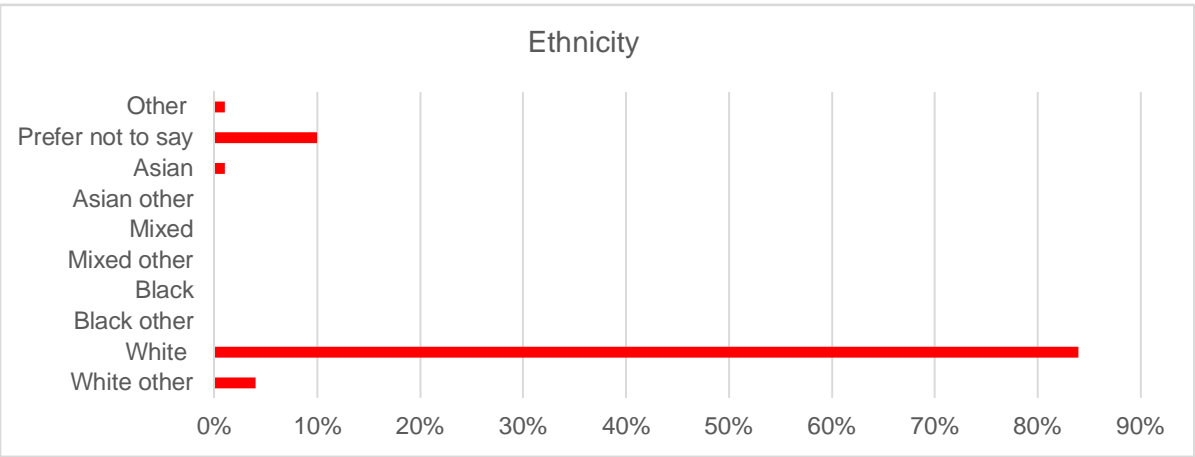
Carer Responsibilities

7% of respondents that answered this question stated that they are responsible for caring for an adult relative/partner, disabled child or other. The majority (82%) indicated that they are not responsible for caring for an adult relative/partner, disabled child or other, and 8% preferred not to say. 2% did not answer.



Ethnicity

Of the total 94 respondents, 93 gave information pertaining to their ethnicity. Of those that indicated what ethnicity they identify with, 88% identified as white including British, English, Welsh, Scottish, Northern Irish, Irish, Gypsy/Roma and Traveller of Irish Heritage. Of the 88% who identified as 4% identified as white other. None of the respondents to this question identified as Black including Black Caribbean or Black African and none of the respondents to this question identified as Mixed including White and Black African, White and Black Caribbean, White and Asian. 1% identified as Asian, specifically Chinese. 10% of respondents preferred not to state their ethnicity. Lastly, 1% indicated that they identified as "Other".



Appendix A Full responses from Local Authorities

There were two responses from local authorities, Tendring District Council and Colchester Borough Council, and one response from the local delivery partner North Essex Garden Communities Ltd.

12.1 Tendring District Council

Tendring District Council welcomes the proposals for a link road between the A120 and A133 and a rapid transit system (RTS) linking into Colchester both of which are vital pieces of infrastructure to assist with movement in North East Essex and in particular to support planned growth in our area. The District Council is pleased to comment on the emerging proposals, continuing the engagement with Essex County Council and Colchester Borough Council, that led to the award of government funding for the schemes.

The link road is considered to have an important role in east-west movements into and out from Tendring as well as providing access to the proposed Tendring Colchester Borders Garden Community. It's construction will improve accessibility thereby bringing economic benefits to the sub-region. The road will need to be designed to achieve both the strategic east-west movement and the local access movements to and from the garden community.

The District Council recognises that a sizeable construction of this type will have impacts on its surroundings and urges Essex County Council to select and develop a scheme that will minimise the negative impacts on existing residents and businesses, the natural environment and heritage assets. It is understood that the consultation options are informed by initial consideration of environmental impacts and look forward more detailed assessment of impacts on the environment, people and businesses being undertaken as the scheme is developed.

The alignment options being consulted on propose a variety of junction positions with the A120 and the A133. Options 1A, 1C and 1D have more easterly junctions onto the A120 than Option 3, which has a junction with the A120 further west. Option 3 raises concerns due to the impact it would have on residential properties, in the Jubilee Lane area, and it runs through the area of search for the proposed garden community. The '1' options have less impact in these regards and Option 1C in particular impacts least on the garden community area. However, the junctions onto the A120 for these options impact Strawberry Grove wooded area and efforts should be made to find a junction solution that will reduce this negative impact.

Two potential positions for the link road junction with the A133 are given for each of the route options. The western option appears to impact less on existing properties and so is likely to be preferable. However, the decision about position of this junction should be informed by consideration of the location of and access to the proposed Park and Choose site as well as impacts on the existing local roads in this area.

Provision of an RTS is supported; it is considered to be an important element of the transport infrastructure needed to support economic growth and also to improve choice of sustainable transport options. The proposed scheme links existing employment, leisure and residential uses, Essex University and the existing transport network as well as providing for links to the proposed garden community, which is welcomed. Colleagues in Colchester, in conjunction with Essex County Council, are well placed to evaluate the options within the town of Colchester. Tendring District Council requests that the system is designed to make access by people approaching the garden community, university and Colchester town from Tendring, as attractive as possible. The location and access to the Park and Choose site will be an key element to achieving this.

The timetable for development and delivery of the scheme, with targets to start construction in 2022 and to complete the project in 2024, is welcomed. The District Council looks forward to working with Essex County Council to assist in realizing this ambitious timetable that will bring benefits to existing and future residents alike.

12.2 Colchester Borough Council

Colchester Borough Council welcomes the opportunity to comment on the proposals and the ongoing continued engagement with Essex County Council on the proposals for the Link Road and the Rapid Transit System. The Borough Council continue to support the proposals for the Link Road and the Rapid Transit System, which is essential to supporting housing and economic growth across the Borough and beyond.

Colchester Borough Council response to A120/A133 Link Road Consultation

The Link Road is regarded as an item of strategic importance to the transport network both within Colchester and the surrounding settlements as well as supporting key east-west traffic movements from within Tendring. Colchester Borough Council (CBC) consider the link road will need to achieve two objectives:

Delivering improvements to the strategic road network which are capable of improving journey times and relieving congestion in Colchester and the surrounding area. The Council recognises the need for the link road to serve a wider than local function and as such its design will need to ensure the efficient flows of traffic to and from the A120 and A133.

Facilitate suitable primary access to the Garden Community, not encroach on to the developable area and ensure that the road is designed in an appropriate way in line with the principles of the proposed Garden Community.

In addition to these objectives CBC also recognise the importance of reducing negative impacts on the local environment including:

existing residents and businesses;

areas of natural habitats including mature woodland; and

heritage assets including below-ground archaeological remains, listed buildings and their settings.

Any future link road will therefore have to demonstrate it can achieve these objectives without unacceptable negative impacts on the local environment. CBC acknowledges the work that has already been carried out in relation to the environmental impacts of the scheme, and that further work will be carried out as the options are developed further.

Furthermore, where new groundworks are required an archaeological assessment should be prepared that assesses the significance of archaeological remains on the route and the potential impact of all groundworks. This includes the proposed park and choose locations which should be the subject of archaeological field evaluation to establish the archaeological significance of these areas. Although the link road is located outside of the Borough, we would expect ECC Place Services to be consulted early on this.

Comments on Route Options

ECC are consulting on two separate options for the Link Road, with different variants on the following:

A120 junction positions

A133 junction positions

All link road options are proposed to be a 50mph two-lane carriageway to carry the flow of traffic that is expected from existing and future growth in the area. The height of the road will vary north to south to blend with existing landscape. The A133 junction will be designed at the level of the current road (at grade) and the A120 junction will be raised over the A120 carriageway with slip roads to join the A120 (grade separated).

Comments are provided below on the options in line with the objectives above and the information provided as part of the consultation.

Option 1A

Option 1A does not significantly encroach on to the Garden Communities developable area. Its location could form the eastern boundary to the potential residential area.

In terms of negative impacts, Option 1A adversely affects the Strawberry Grove wooded area, routed through the middle of the wood and therefore resulting in the loss of woodland. It would also impact on properties in the area including the Grade II Listed Allen's farmhouse.

Option 1C

Option 1C is the most easterly route and therefore would not encroach on to the Garden Communities developable area. Its location could therefore form the eastern boundary to the potential residential area. This is also the shortest route and no land is required from the A120 services or the Waste Transfer Station.

In terms of negative impacts, the proposed slip roads as shown would negatively impact on Strawberry Grove wooded area, removing existing connectivity between the woodland and the natural landscape with potential loss of some woodland. The slip roads as shown appear excessively long. It is considered that this junction arrangement could be reconsidered to assess the potential for the slip roads to be closer to the A120, which although may result in the loss of some of the Strawberry Grove wooded area, would mean that it was not enclosed by roads.

Option 1D

Option 1D is the most westerly of the Option 1 routes and is the longer option. It avoids the areas of woodland, apart from the top corner of the Strawberry Grove wooded area and is further away from the Listed Building.

In terms of negative impacts, the route is further west and therefore has potential to impact on the proposed Garden Community developable area.

Option 3

The northern section of Option 3 runs further westwards than Option 1. The new junction would utilise the existing location of the Bromley Road overbridge, which would be removed and replaced on a different alignment close by. In terms of the relationship to the Garden Community Option 3 is likely to encroach on to the developable area.

In terms of negative impacts Option 3 requires the closure of the existing slip roads to the Waste Transfer Station and traffic may therefore be required to use the local road network. The route also passes close to existing properties and may cause significant impacts on residential amenity. The route would also impact on the Public Right of Way network.

A133 Links

Two locations are proposed for Options 1 and 3 for the junction of the Link Road with the A133. The eastern option would link with Elmstead Road (south of the A133). The second location is slightly to the west of this option. No detail is provided on the impact the two different locations may have on travel patterns. It is considered that further information is required to understand the impact on the local road network. In particular, the eastern

option may result in additional traffic on Elmstead Road south of the A133 and therefore CBC would like to see further detail on the potential increase in traffic on Elmstead Road for this option, and mitigation measures that could be undertaken, prior to a decision being made. The Borough Council would wish to continue the close working and dialogue with the County Council, to further understand the impact on the local road network, particularly on Elmstead Road and links into Wivenhoe, before a decision is made on the location of the junction of the Link Road with the A133.

Conclusions on Link Road Route Options

CBC has reviewed the route options contained in the consultation material in terms of their ability to meet the objectives of serving as primary access for the Garden Community (without encroaching into the developable area), its ability to relate to the design of the garden community, as well as their potential impact on the local environment (residential properties, natural habitats and heritage assets).

In conclusion CBC consider Option 1 as preferable in terms of its ability to meet the objectives. It is considered that Option 1C may be preferable in terms of it being the most easterly proposed layout. However, it is felt that the design of the slip roads in this option are currently too long and result in the area of woodland being left isolated. If this option is taken forward, consideration should be given to redesigning the slip roads to overcome this. CBC considers that continued close liaison with the North Essex Authorities is important to ensure that the road is designed in line with the Masterplan and design principles for the proposed Garden Community, to ensure an appropriate relationship between the road and the future community.

At the southern end of the Link Road, CBC would like to see more detail on the impact on the road network to the south of the A133 before a decision is made on the options.

Colchester Borough Council response to North Essex Rapid Transit System Stage 1 Options Technical Note

The Rapid Transit System (RTS) is a critical piece of transport infrastructure to not only support sustainable transport provisions at the Tendring Colchester Borders Garden Community but also to improve public transport services across the North Essex sub-region. The RTS will achieve this through the provision of a public transport system that links key growth areas at the Garden Communities with established employment, leisure and retail areas including Colchester town centre.

That being the case the future route options of the RTS need to be considered from the perspectives of a variety of users, e.g. future Garden Community residents, existing public

transport users and persuading existing car users to switch to the RTS. These perspectives need to be recognised in decisions made on the route of the RTS as well as other considerations relating to the operation of the service including journey times, number and locations of stops, frequency of service, and integration with the existing transport network (public transport hubs and walking and cycling measures).

The provision of RTS is included in Section 1 of the North Essex Local Plans and as such the North Essex Authorities have published evidence to demonstrate its deliverability. These documents consist of the North Essex Rapid Transit System Study published in December 2017 and the North Essex Rapid Transit System: From Concept to Plan which was published in July 2019.

Comments on Stage 1 Route Options

Essex County Council are consulting on Route Options for the RTS route. The RTS has been split into four sections, where the route varies into different options:

Section A forms the part of the route from the town centre to the existing Colchester Park and Ride site north of the A12;

Section B covers the part of the route through Colchester town centre through to the eastern edge of the existing urban area at Clingoe Hill;

Section C is the part of the route which links the urban edge of Colchester with the University of Essex and the Tendring Colchester Borders Garden Community;

Section D is the routing with the proposed Garden Community.

Section A

Section A covers the existing route of the Colchester Park and Ride service from the parking area to the north of the A12 to Middleborough at the edge of Colchester town centre. Much of this route already has a segregated bus lane in operation. In addition to the existing bus lane on Via Urbis Romanae there is a strip of land located to the west of the Northern Approach Road which has been successfully safeguarded by CBC and ECC for future public transport infrastructure. As this part of the route has been agreed previously it is not being consulted on.

Section B

The Section B route options covers the RTS from Middleborough to Greenstead Roundabout. Due to the nature of the built environment in the Section B area, there are key issues to factor into the evaluation of route options, including:

minimising conflicts with existing uses, including on street parking for residents and businesses;

integrating the RTS with the wider transport network in Colchester (including walking, cycling and other forms of public transport – rail and bus);

maximising the potential for street scene improvements along the route (including new tree planting).

The above points have been factored into CBC's comments on the route options in Section B.

Two options for Section B were considered but are not being taken forward as part of this consultation. These were:

Section B Option 3: adjacent to the rail route between Hythe and Colchester Town Stations. This route was not taken forward at this stage due to number of engineering constraints along the route. However, this route could present a viable option for future improvements of the RTS. CBC considers that this option should be considered in line with a longer-term strategy for using this land for future public transport use. However, it would not support use of this land if it compromised the operation of the Colchester Town railway service.

Section B Option 4: This is a southern route via Military Road. This route is significantly longer than other options and would require land purchase.

The options that are being taken forward are considered below:

Section B, Option 1 - Hythe Level Crossing

This option utilises the existing bus route through the town centre, heads eastbound along the High Street and Southbound along Queen Street, with the westbound RTS route utilising Osborne Street and Head Street. Once southeast of the town centre the route uses Magdalen Street between St Botolph's Roundabout and the Hythe, before following the Hythe Station Road bus lane into Greenstead Road.

Option 1 provides a relatively direct route from Middleborough to Greenstead Roundabout. CBC notes the concerns as to the operation of an RTS which would be in conflict with the level crossing at the Hythe and could result in reliability issues for the RTS. However, it may be that these issues could be overcome, and it is considered that this should be explored before this option is ruled out. In addition to the level crossing conflict CBC also has concerns that Option 1 would require substantial removal of on street parking along Magdalen Street. Any reallocation of road space will have to be carried out in consultation with affected residents and businesses.

Section B, Option 2 - East Gates Level Crossing

This option utilises East Hill, east of the High Street and continues along East Street and over East Gates level crossing to Greenstead Road, before following Greenstead Road to Greenstead Roundabout.

Option 2 also provides a direct route from Middleborough to Greenstead Roundabout albeit with the same concerns as those highlighted in respect of Option 1, above. CBC also notes that the conflict with the East Gates level crossing is more severe than Option 1's conflict with the Hythe level crossing due to the additional train services which run along this section of the railway. As above, it is considered that it may be that these issues could be overcome and this should be explored before this option is ruled out. Again, CBC has concerns that Option 2 would require substantial changes to the road layout including the removal of on street parking. Any proposed changes to existing uses along the route should therefore be carried out in consultation with affected residents and businesses.

Section B, Option 5 – St Andrew's Avenue

This option utilises East Hill, east of the High Street and continues along East Street to the Ipswich Road Junction, before heading north to the A133 / A1232 Ipswich Road / St Andrew's Avenue Junction, and then towards Greenstead Roundabout.

Option 5 runs along the same route as Option 2 but importantly it removes the conflict with the East Gates level crossing by routing up Ipswich Road over the railway bridge. CBC notes that St Andrew's Avenue has benefits as an RTS option due to its relatively wide highway area. However CBC has concerns that the road forms part of the Avenue of Remembrance with extensive tree planting along its sides, the vast majority of which are protected by Tree Protection Order.

Many of these trees were planted to honour fallen servicemen and are therefore considered an important part of the town's history. CBC considers the whole of the Avenue of Remembrance to be a war memorial (as formally designated by the Imperial War Museum: <https://www.iwm.org.uk/memorials/item/memorial/45601>) and therefore any road works which would result in the removal of trees will require careful consideration of this designation. Any further evaluation and feasibility works will therefore require consultation and further consideration by CBC and other interested stakeholders.

From a landscape perspective if Option 5 is taken forward, it would need to be carefully considered as, in addition to the potential loss of an important avenue of trees it may also compromise the setting of the Avenue of Remembrance in other ways, e.g. potential loss of deep grassed verges which form part of the Avenue as the historic setting for the trees.

Section C

This section covers the RTS route from Greenstead Roundabout to the Tendring Colchester Borders Garden Community.

Section C Option 1 – University

This route option utilises existing roads (including Boundary Road) within University of Essex's grounds which have existing bus gates and ANPR barrier systems. Boundary Road is a private road and agreements with the University will be required to facilitate their use as part of the RTS. East of the University new road construction would be required to allow dedicated access into the Tendring Colchester Borders Garden Community by crossing the A133.

CBC recognises the University of Essex as a major stakeholder in both the RTS and the Garden Community and the integration of both with the University will be essential to the future success of the projects. CBC therefore supports the consideration of this option and more widely the RTS utilising roads within the grounds of the University in accordance with any future agreement with the University.

From a landscape perspective Option 1 needs to be carefully considered, as it may have a visual/landscape impact on the Grade II listed Wivenhoe Park. Also, it would potentially involve the loss (breaching) of a number of sections of hedgerows protected by the Hedgerows Regulations 1997 (HR97) to facilitate construction of the link from the University to the B1027. It is recommended that under Appendix K, the Environmental Risk Assessment, when submitted, be informed by a Townscape/Landscape & Visual Impact Assessment, Arboricultural Impact Assessment and HR97 surveys (the latter will need to be undertaken by the LPA (i.e. CBC).

Section C Option 2 – A133

This route will require the installation of RTS lanes along the A133 (configuration and extent to be determined) between Greenstead Roundabout and the proposed junction with the A120-A133 link road. The link road will then provide access to the Garden Community.

CBC considers that this option entails a direct route from the Garden Community to Greenstead Roundabout (without diversion through the University) which offers benefits to the journey times of the RTS. However, CBC recognises that there will need to be careful consideration about the road layout at Clingoe Hill to ensure that congestion is properly managed.

Section C, Option 3 – Direct Access into Proposed Garden Community

This option entails a direct access into the southwestern area of the Garden Community via an access road which will be determined through the future masterplan.

CBC notes that this route is the most direct and therefore will offer the most benefits to RTS journey times however it would also reduce the potential to integrate the RTS with the University which as a significant destination in the area and would warrant a stop on the system. CBC would therefore only support Option 3 if such integration can take place.

Consideration of the access point should take into account potential for land earmarked for other purposes such as future country park along the Salary Brook corridor as it is likely that these two land uses would be incompatible.

As with Option 2 there will need to be careful consideration about the road layout at Clingoe Hill to ensure that congestion is properly managed and that the RTS does not conflict with other traffic.

RTS Town Centre Routing

The current proposals utilise the existing one-way system through Colchester town centre. However, CBC considers that the impact on the town centre, and the potential to alleviate the current challenges of the town centre, should be examined carefully in line with work currently being carried out on the Colchester Transport Strategy and other studies in the town centre including reduction in traffic in the High Street.

RTS Stops/Halts

CBC considers that critical to the operation of the RTS, its use, and growth in Colchester town centre is the location of the stops on the RTS routes. The Council acknowledges that the stops should be spaced far enough apart to ensure that it is rapid. However, CBC considers that, in addition to stops at the stations and the High Street, stops should be considered on Middleborough and at other key potential locations along the route.

Archaeology

In general, the options for the RTS follow existing roads and, therefore, they will have limited impact on below-ground archaeology. However, where new groundworks are required, relating to modifications for the project, there could be the potential for disturbing and damaging archaeological remains. Consequently, an archaeological assessment should be

prepared at the earliest opportunity that assesses the significance of archaeological remains on the route and the potential impact of all groundworks.

Conclusions on RTS Route Options

CBC has reviewed the RTS route options contained in the consultation material to ensure that the RTS is considered from the perspective of a variety of users including existing and future residents, existing public transport users and encouraging modal shift. These considerations relate to the operation of the service including journey times and reliability and the option taken forward should therefore be reliable with consistent journey times. This is particularly relevant to the options that cross the railway line in Section B.

If the route in Section B Option 5 is taken forward, any further evaluation and feasibility works will require consultation and further consideration by CBC and other interested stakeholders to ensure that the scheme does not impact on the avenue of trees along the Avenue of Remembrance.

12.3 North Essex Garden Communities Ltd (NEGC)

This correspondence sets out the response from North Essex Garden Communities Ltd (NEGC) to the A120/A133 Link Road and Rapid Transit System Public Consultation Document and related material that was published for public consultation by Essex County Council in Autumn 2019.

North Essex Garden Communities Ltd (NEGC) is a wholly owned public entity between Braintree District Council, Colchester Borough Council, Tendring District Council and Essex County Council (the Councils). It was established because of the shared desire of the Councils to promote, plan and deliver sustainable strategic growth at scale and over the long term; providing the housing, employment and necessary supporting infrastructure required to ensure the best outcomes for current and future communities of North Essex and beyond.

The centrepiece of the Programme is the creation of three new large-scale cross boundary Garden Communities. These new settlements will act as the catalyst for economic growth and make North Essex an attractive place to live, work and spend time for future generations to come. The proposed Garden Communities will be key to creating a more prosperous North Essex through inclusive economic growth, with new businesses able to compete successfully in national and international markets. The intention is for North Essex to have a diverse and thriving economy, a great choice of job opportunities across many sectors, growing prosperity and improving life chances for all its citizens, today and into the future. The

effective and timely delivery of key infrastructure is an important aspect of the overall approach.

The A120-A133 and RTS proposals form a key part of the proposed Tendring Colchester Borders Garden Community, providing strategic access improvements and promoting sustainable movement across this part of East Colchester. The two pieces of infrastructure are important planning policy requirements set out within the emerging Shared Section 1 Local Plans for Colchester and Tendring. NEGC has been fully supportive of the provision of the infrastructure, and the opportunity presented by the Housing Infrastructure Fund to support early delivery.

The planning and design of the Tendring Colchester Borders Garden Community will have a close relationship with the evolution of proposals for and subsequent implementation of the Link Road and RTS system. As such it will be key to ensure that full consideration is given to the wider approach, influences and implications including that the direct connections should be to the Garden Community and that the local connections should then feed off those direct connections into the Garden Community.

To date and prior to the outcome of the Local Plans Examination in Public, initial conceptual design work has been undertaken to consider the potential development opportunities of the Garden Community site. This has helped to provide some initial understanding of site capacity, layout and the relationship to strategic infrastructure and deliverability. This has helped to inform an initial appreciation of the role of the Link Road and RTS.

Subject to the outcome of the Local Plans Examination in Public, the Councils and NEGC intend to undertake further masterplanning on the Tendring Colchester Borders Garden Community starting early in 2020. Joint working with ECC and the local Councils will be critical to ensuring that the infrastructure design work comes forward in line with a wider appreciation of placemaking, including how the local connections then feed off the direct connection into the Garden Community, in order to ensure that high quality and successful outcome can be secured.

NEGC has set out its comments on the current consultation below. In doing so, NEGC wish to re-assert that these comments are made ahead of detailed masterplanning work and remain clear that it wishes to evolve the Link Road and RTS proposals through a collaborative and close working relationship with ECC. In particular, NEGC would wish to ensure that decisions made about the character of the link road (e.g. width, speed limit, pedestrian and cycle facilities) are not necessarily constrained by decisions made on the design of the link road at this time.

Comments on Link Road

NEGC are supportive of the delivery of the road and acknowledge its vital importance in terms of:

Providing suitable highway connections to the new Garden Community

Reducing demand along key roads into Colchester such as Clingoe Hill, St Andrew's Avenue and Ipswich Road, offering opportunities to reallocate capacity to Rapid Transit

However, NEGC notes that the Link Road has the potential to cause significant severance within the Garden Community if not located appropriately and designed sensitively. Therefore, as well as providing commentary below on the location options presented as part of this consultation, NEGC would also welcome discussion around the form of the link and its proposed designation as a dual carriageway with a maximum speed of 50mph.

For the reasons set out above NEGC believes that the detailed design of the Link Road, in terms of its location and form, should not proceed in advance of the masterplanning work at the Garden Community, in order to ensure a holistic approach is taken and one that is not overly driven by highway design considerations. Alternative options, including a link road with a lower speed limit and potentially more active uses adjoining, could be considered as part of the masterplanning process. Notwithstanding our desire to consider the form of the Link Road more comprehensively, NEGC has set out its initial comments on the consultation proposals below.

A careful approach will be needed to ensure that appropriate noise and visual screening is incorporated along the length of the new road corridor in order to minimise any noise, air quality and visual impacts. Given the anticipated character of the Garden Community, based upon a strong framework of green infrastructure, NEGC would support a focus on landscape, planting and ecological measures that can set the road into a green and attractive setting and promote biodiversity. An appropriate green buffer should therefore be planned for along the length of the corridor with a mixture of landscaping, planting and earthworks to create a strong and as natural a setting as possible for the route.

In order to integrate the Link Road sensitively into the landscape NEGC would seek to minimise the height of the route corridor as far as possible. This will be important not only for future residents of the Garden Community, but also to minimise impacts on neighbouring properties and settlements such as Elmstead Market. NEGC recognise the need for a grade separated junction at the northern end, and the road will need to rise at this point. NEGC

would however seek for any impacts to be minimised and where possible the route to be at or below grade along the remainder of the route.

A key objective of the Garden Community is to promote active modes, walking and cycling. NEGC acknowledges that, if a 50mph dual carriageway is taken forward in the form envisaged, the design of the Link Road will not be suitable for walking and cycling and safe and attractive crossing points will be challenging to deliver. It is critical for any design that suitable segregated crossing points can be integrated at key locations such as at existing and potential public rights of way/footpaths. It might also be possible to provide segregated cycle lanes alongside the Link Road in parts of the Garden Community in order to connect residential and commercial areas.

NEGC anticipate that the main function of the Link Road will be to enable traffic movements between the A120 and A133, this removing through traffic from within the core area of the Garden Community and providing relief across the wider area. The initial Concept Framework anticipates primary access to the Garden Community along the A133 for which NEGC would like to explore options for the location of the junction along the corridor of the identified route alignment. As part of the masterplanning process an access strategy for private vehicles will be developed that seeks to ensure that active modes and public transport are the first choice for local trips. This may require the link road to accommodate some vehicular trips being made between points in the Garden Community not on roads within the Garden Community due to the application of filtered permeability principles. The Link Road will therefore need to provide at least 1 additional access point into the Garden Community for traffic that requires efficient access to the strategic highways network, but possibly more depending on the internal street network developed through the masterplanning process. Any access points should also consider access into any land that is considered suitable for development east of the Link Road, likely to be at the northern end where employment/commercial may be considered suitable. Access points into the Garden Community should be treated as important 'gateways' with a heightened approach to landscaping and planting.

In terms of options, NEGC are most supportive of proposals that can achieve the objectives of the initial Concept Framework and provide the maximum flexibility to evolve proposals within the core development area of the Garden Community. As the options move west they start to have greater impact on the potential of the Garden Community site.

NEGC would be most concerned about the route and impact of Option 3. This alignment runs through a large part of the potential development area of the Garden Community and would have the biggest impact on site layout and capacity. NEGC would question whether this alignment enables the site to deliver the number of residential units that the Local Plans and

original HIF bid was based upon. It would cause the greatest potential severance impacts between development either side of the Route.

NEGC would also point out that the consultation suggests certain routes around the A120 to provide suitable access to the services and waste transfer facility. NEGC would point out that access solutions in the northern part of the site will be better considered via the overall masterplanning approach, with access more likely to be integrated into a comprehensive approach to access and movement across the whole Garden Community, and the northern area of the site in particular. Such uses (including the role and function of the services) would be considered as part of the approach to the masterplanning of the site. The access and land use arrangements are therefore anticipated to be superseded by such masterplanning and therefore the proposals set out in the consultation document will be replaced by more appropriate arrangements in due course. NEGC would like to take this opportunity to repeat an earlier point, namely that the direct connections should be to the Garden Community and that the local connections should then feed off those direct connections into the Garden Community.

Rapid Transit System

NEGC are fully supportive of the provision of a Rapid Transit System (RTS) to serve the site, this part of Colchester and the wider network in to Colchester Town Centre through to Colchester Station and the existing Park & Ride site to the north of the town.

The RTS is a key part of the overall sustainable movement strategy and will need to be delivered in a way that can maximise its attractiveness to future new residents. RTS must therefore be affordable, frequent and deliver reliable journey times that are faster than the car. This consultation is not focused on the service pattern of the RTS but rather on routeing, which is a crucial aspect of delivering reliable journey times faster than the car.

NEGC believes that Options 1 and 2 for Section B would not achieve fast or reliable journey times due to the presence of level crossings along each route. The scope to provide grade-separated crossings of the railway line is limited due to the constraints of the urban form in this location. Therefore, NEGC believes these options should be discounted. Option 5 has the potential to deliver fast and reliable journey times as it crosses the railway over an existing bridge on Ipswich Road and would not therefore be subject to delays at level crossings. There is also significant scope to reallocate road space along St Andrew's Avenue, allowing the RTS to bypass general congestion. Additional priority measures would also need to be considered along Ipswich Road and into the town centre. The Link Road may reduce demand along the route of Option 5. NEGC would urge the design team to adopt as a principle that any spare capacity created as a result of reduced demand should be allocated to RTS.

Section C of the RTS system will directly access and serve the proposed Garden Community. NEGC prefer an alignment that will be able to maximise accessibility to the RTS from future residents of the Garden Community. NEGC therefore support Route C Option 3, with a segregated fast route that can be sympathetically integrated into the masterplanning of the Garden Community and provide new communities with good access to new rapid transit services.

NEGC recognise that a phased approach will be needed but would urge ECC to ensure that from the earliest stages the RTS is (at least) provided up to the site boundary of the Garden Community. Having access to the route corridor for the very first residents on the site will be key to promoting modal shift. NEGC would therefore not be supportive of the RTS system terminating at the University, which would be more difficult for new residents from the Garden Community to access and use.

In relation to Park and Choose, a balance will be needed to implement a viable facility that can work from the early stages of development, but also recognising that the Garden Community will be implemented over several decades and influence the nature of local activity over time. NEGC would suggest that the decision should be reserved until further masterplanning has been undertaken, further clarity is available on the potential phasing of future residential and commercial development on the site, and further understanding is available on how much of the network can be implemented from the HIF funding award. Should it be considered appropriate to bring forward early commercial and residential development at the northern end of the Link Road then it may be best to implement the route through to this part of the site and provide Park and Choose at the most convenient location to the A120. However, should initial phases start along the A133 then a Park and Choose site may be best located at the point that the RTS will enter the Garden Community site. The approach could be phased with an initial smaller scale Park and Choose at this location, but with scope for it to be moved later on in the development programme, and the land reused for other purposes.

NEGC look forward to further close joint working on the planning and delivery of both the Link Road and RTS system.

Appendix B Consultation questionnaire

CONSULTATION QUESTIONNAIRE

You can complete this questionnaire online at www.essex.gov.uk/link-road-and-rapid-transit

Please feel free to use extra paper if the answer space is not sufficient.

Section one - Personal information

Title: First Name: Last Name:
Post Code: Email Address:

This questionnaire is for you to provide information to be used by the A120/A133 Link Road and Rapid Transit System project. Under the GDPR we have a legal duty to protect any information we collect from you. The information will only be used for the purposes of this project and will not be kept longer than is necessary to do so, up to a maximum of five years. We share this information with our partners Jacobs and Ringway Jacobs but we will not share your personal details with any other agency unless we have concerns that you or another individual may be at risk of harm or if it is required by law. We do not collect personal information for commercial purposes.

If you would like to find out more about how Essex County Council uses personal data, please go to www.essex.gov.uk/link-road-and-rapid-transit or call 03457 430 430.

Essex County Council has a Data Protection Officer who makes sure we respect your rights and follow the law. If you have any concerns or questions about how we look after your personal information, please contact the Data Protection Officer at DPO@essex.gov.uk or by calling 03457 430 430 and asking to speak to the Data Protection Officer.

A120/A133 Link Road and Rapid Transit System
Public Consultation Document

Section two - Scheme as a whole

To what extent do you agree with the following statement: 'There is currently a need for transport infrastructure improvements in Colchester?'

- ☐ Strongly agree
☐ Agree
☐ Neutral
☐ Disagree
☐ Strongly disagree

To what extent do you agree with the following statement: 'The infrastructure proposed in this consultation will have a positive impact on Colchester?'

- ☐ Strongly agree
☐ Agree
☐ Neutral
☐ Disagree
☐ Strongly disagree

To what extent do you agree with the following statement: 'The infrastructure proposed in this consultation will facilitate and support the housing & employment growth in the Colchester/Tendring area?'

- ☐ Strongly agree
☐ Agree
☐ Neutral
☐ Disagree
☐ Strongly disagree

Section three - Link Road

To what extent do you agree with the following statement: 'The Link Road will help manage congestion on the A120 and A133?'

- ☐ Strongly agree
☐ Agree
☐ Neutral
☐ Disagree
☐ Strongly disagree

Which A120 junction position do you prefer? (tick all that apply)

- ☐ Option 1a
☐ Option 1c
☐ Option 1d
☐ Option 3
☐ No opinion
☐ Any
☐ None

If you chose option 1a, 1c or 1d do you have a preference on alignment in the middle section?

- ☐ East
☐ West
☐ No opinion
☐ Either
☐ Neither

Which A133 junction position do you prefer?

- ☐ East
☐ West
☐ No opinion
☐ Either
☐ Neither

Do you have any further comments on the proposed options for the Link Road?

.....

Section four – RTS

To what extent do you agree with the following statement: 'The Rapid Transit System will improve connectivity in Colchester?'

☐ Strongly agree

☐ Agree

☐ Neutral

☐ Disagree

☐ Strongly disagree

If the Rapid Transit System was introduced as proposed would you use it?

☐ Yes

☐ No

☐ Maybe

What is important to you from a transport system? (tick all that apply)

☐ Relevant stops

☐ Cost

☐ Journey time reliability

☐ Supporting sustainable transport

☐ Other (Please specify)

.....

Please indicate your most preferred and least preferred option for the Rapid Transit System Section B

	1 - Most preferred	2 - Second preference	3 - Third preference	4 - Least preferred
Option 1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Option 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Option 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Would you support restricting general traffic in the High Street to afford the RTS priority?

☐ Yes - at peak times only

☐ Yes - all the time

☐ No

☐ Don't know

A120/A133 Link Road and Rapid Transit System
Public Consultation Document

Would you support the delaying of general traffic at junctions to afford the RTS priority?

☐ Yes - at peak times only

☐ Yes - all the time

☐ No

☐ Don't know

For the system to be 'rapid' we need as few stops as practicable, what would you consider the top 5 most important stop locations?

1

2

3

4

5

Do you have any further comments on the proposals for the Rapid Transit System?

.....

.....

.....

.....

.....

Section five – Park and Choose

If the Park and Choose facility were to be progressed which would you be more likely to use?

☐ A120

☐ A133

☐ Both/Either

☐ Neither

If the Park and Ride sites developed into Park and Choose with facilities described in the document such as bike hubs etc. Would you be more interested in using it?

☐ More interested

☐ Less interested

☐ No difference

Section six – Consultation

Was the purpose of the consultation clear?

- ☐ Yes
☐ No
☐ Neutral

Was the information present at events, in our consultation document or on the website clear?

- ☐ Yes
☐ No
☐ Neutral

Was the process for the project and the next steps made clear?

- ☐ Yes
☐ No
☐ Neutral

Were you able to discuss any issues that were important to you during the consultation events?

- ☐ Yes
☐ No
☐ Neutral

Do you feel that your feedback/ contributions were valued by the project team?

- ☐ Yes
☐ No
☐ Neutral

Do you feel that the events were worth attending?

- ☐ Yes
☐ No
☐ Neutral

Do you have any comments on the event venue?

.....
.....
.....

If you didn't attend an event were you still able to find enough information?

- ☐ Yes
☐ No
☐ Neutral

Was there anything you would have like more information on?

.....
.....
.....

Section seven – Demographic questions

In order to ensure the continued development of our Diversity and Equality practices, everyone that we work with is asked to complete the information below. You are not obliged to answer any of the questions, but the more information you supply, the more effective our monitoring will be. If you choose not to answer questions, it will not affect your participation. The information you supply below is confidential and will be used solely for monitoring purposes.

Age

- ☐ Under 18
☐ 18-24
☐ 25-34
☐ 35-44
☐ 45-54
☐ 55-64
☐ 65+
☐ Prefer not to say

Gender

- ☐ Male
☐ Female
☐ Other, please specify
☐ Prefer not to say

Do you consider yourself to have a sensory impairment?

- ☐ Yes
☐ No
☐ Prefer not to say

Do you consider yourself to have a physical impairment?

- ☐ Yes
☐ No
☐ Prefer not to say

Do you consider yourself to have a learning difficulty or disability?

- ☐ Yes
☐ No
☐ Prefer not to say

Are you responsible for caring for an adult relative/partner, disabled child or other?

- ☐ Yes
☐ No
☐ Prefer not to say

Ethnicity

White

- ☐ British, English, Welsh, Scottish, Northern Irish
- ☐ Irish
- ☐ Gypsy / Roma
- ☐ Traveller of Irish Heritage
- ☐ Any other White background, please specify

Black/African/Caribbean, Black British

- ☐ Caribbean
- ☐ African
- ☐ Any other Black background, please specify

Mixed/multiple ethnic groups

- ☐ White and Black African
- ☐ White and Black Caribbean
- ☐ White and Asian
- ☐ Any other Mixed background, please specify:

Asian or Asian British

- ☐ Indian
- ☐ Pakistani
- ☐ Bangladeshi
- ☐ Chinese
- ☐ Any other Asian background, please specify:

- ☐ Not Known
- ☐ Prefer not to say
- ☐ Any other background, please specify

Appendix C Landowner letter

Dear [Landowner Name],

Invitation to the A120/A133 Link Road and Rapid Transit System landowner one-to-one meeting

Essex County Council would like to invite you to a one-to-one meeting for landowners to discuss the proposed plans for the new A120/A133 Link Road and Colchester Rapid Transit System.

The appointments will be held on 28 November 2019 at the Colchester Community Stadium, United Way, Colchester CO4 5UP.

This forms part of a wider public consultation we are holding to gain views on the proposed identified routes for the two schemes.

Information on the two schemes will be available from our website www.essex.gov.uk/Link-Road-and-Rapid-Transit from the launch of the consultation on the 04 November 2019.

As a landowner in the area, we would like to hear your view on these proposals. Our team will also be able to discuss any concerns you may have and how it may affect you and your land. Responses to the consultation will be recorded in a consultation report and will be used to influence our final design.

If you would like to book an appointment with our team on the 28 November 2019 please email LinkRoadandRapidTransit@essexhighways.org. Appointments will be 20 minutes long and will be allocated between 9:30am and 4pm.

If you are unable to attend a one-to-one meeting but wish to get involved, we are also hosting general public consultations at:

Wivenhoe House	Tuesday 12 November	1pm - 8pm
Greenstead Community Centre	Friday 15 November	1pm - 6pm
St John's Church and Community Centre	Thursday 21 November	1pm - 8pm
Colchester Community Stadium	Saturday 23 November	10am-5pm
Wivenhoe House	Monday 25 November	1pm - 8pm
Colchester Community Stadium	Monday 9 December	1pm - 8pm

You can also fill out an online questionnaire accessible from our webpage.

We look forward to hearing from you.

Yours sincerely

Essex Highways

Appendix D Stakeholder email

Dear Sir / Madam,

Have your say: The A120/A133 Link Road and Rapid Transit System scheme

Last week saw the launch of a consultation on the new A120/A133 Link Road and Rapid Transit System schemes. This follows a successful funding bid to enable the creation of the new Link Road and for the first stages of an RTS to be implemented linking up key parts of Colchester.

Within our consultation brochure we set out the differing route alignment options for both schemes and are looking for views to enable preferred options to be selected and more detailed design to take place. We would like to invite you to take part in our public consultation as we are keen to hear your thoughts on the proposed idea.

All responses to the public consultation will be recorded in a consultation report and will be considered as part of the options selection process. The closing date for responses to the consultation is 11.59pm on Monday 16 December.

There are a number of ways you can get involved:

Online - You can find all the information on the consultation and a link to the online questionnaire at: Essex.gov.uk/Link-Road-and-Rapid-Transit

Visit a public exhibition - Members of our project team will be available to answer questions and we will also provide paper copies of the consultation brochure and questionnaire to take away. The public exhibitions will take place at the below venues:

Venue	Address	Date	Time
Wivenhoe House	Park Rd, Wivenhoe, Colchester CO4 3SQ	Tuesday 12 November	1pm - 8pm
Greenstead Community Centre	Hawthorn Avenue Colchester, Essex CO4 3QE	Friday 15 November	1pm - 6pm
St John's Church and Community Centre	St John's Church, St John's Cl, Colchester CO4 0HP	Thursday 21 November	1pm - 8pm
Colchester Community Stadium	United Way, Colchester CO4 5UP	Saturday 23 November	10am-5pm
Wivenhoe House	Park Rd, Wivenhoe, Colchester CO4 3SQ	Monday 25 November	1pm - 8pm

Colchester Community Stadium	United Way, Colchester CO4 5UP	Monday 9 December	1pm - 8pm
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Brochure deposit sites - If you are unable to attend the events listed above and you are also unable to download a copy of the brochure from we have a number of information brochures located at deposit points around Colchester. These will be available from Monday 11 November at the locations listed below.

Location	Address
Brochures available for reference	
Colchester Library	Trinity Square, Colchester, CO1 1JB
Prettygate Library	Prettygate Road, Colchester, CO3 4EQ
Greenstead Library	Hawthorn Avenue, Colchester, CO4 3QE
Hythe Community Centre	1 Ventura Dr, Hythe, Colchester CO1 2FG
Old Heath Community Centre	D'Arcy Rd, Colchester CO2 8BB
The Community Hall Abbots	39 Ladbrook Dr, Colchester CO2 8RW
Brochures available to pick up	
Colchester Town Hall	High St, Colchester CO1 1PJ

Yours faithfully,
Essex Highways

Appendix E Stakeholder letter

Dear Resident,

A120/A133 Link Road and Rapid Transit System Consultation

As you may already be aware we have recently launched a consultation for the proposed A120/A133 Link Road and Rapid Transit System. We are looking for feedback on our proposals on the route options for these two schemes.

Information on the two schemes as well as an online questionnaire is available on our website www.essex.gov.uk/link-road-and-rapid-transit. The consultation will run until 11:59pm on 16 December 2019. The feedback gathered from this questionnaire will be compiled into a report and will help us further develop the proposals as well as choose a preferred option for both schemes.

Following feedback from our first event we are writing to inform you about our planned events over the next few weeks. The A120/A133 Link Road and Rapid Transit System project team will be at these events to answer your questions and take you through the schemes.

St John's Church and Community Centre	Thursday 21 November	1pm - 8pm
Colchester Community Stadium	Saturday 23 November	10am-5pm
Wivenhoe House	Monday 25 November	1pm - 8pm
Colchester Community Stadium	Monday 9 December	1pm - 8pm

We hope to see you at our events. If this letter has reached you but not your neighbours please let them know about our events.

Kind regards,

Essex Highways

Appendix F Advertisements

Essex County Council

A120/A133 Link Road and Rapid Transit System consultation

Investing in the right transport infrastructure can help support sustainable planned growth, manage additional traffic and enhance the connectivity of new and existing communities.

It can also help the local economy by keeping people moving.

In August it was announced that the A120/A133 Link Road and the Colchester Rapid Transit System had been successful in securing funding. Essex County Council are now consulting on route options for these schemes, to enable more detailed design work to be undertaken.

You can find details and have your say at www.essex.gov.uk/link-road-and-rapid-transit

Events will take place at the below venues, dates and times:

LOCATION	ADDRESS	DATE	TIME
St John's Church and Community Centre	St John's Church, St John's Cl, Colchester CO4 0HP	Thursday 21 November	1pm - 8pm
Colchester Community Stadium	United Way, Colchester CO4 5UP	Saturday 23 November	10am - 5pm
Wivenhoe House Hotel	University of Essex Colchester Campus, Park Rd, Wivenhoe, Colchester CO4 3SQ	Monday 25 November	1pm - 8pm
Colchester Community Stadium	United Way, Colchester CO4 5UP	Monday 09 December	1pm - 8pm

1326351 Essex CC Map CMYK x143.indd 1

18/11/2019 11:27

Appendix G Website

← A120 to A133 Link Road and Rapid Transit System



Background

Earlier this year Essex County Council successfully bid for funding to help support planned housing growth across the county.

Essex's bids total more than £500 million and cover vital transport infrastructure improvements across Essex.

To enable Essex County Council to support sustainable planned growth, it is necessary to provide improved transport infrastructure to support the additional traffic flows and to enhance the connectivity of future developments.

In August 2019 it was announced that the A120/A133 Link Road and Rapid Transit System (RTS) scheme had been successful in securing funding.

Our Proposal

We are proposing:

Linking the A120 and A133 with a new road will unlock land to provide housing and business space, improving connectivity locally and within the wider region. It will serve a new Park and Choose site and manage traffic congestion going to Colchester Town Centre, the University of Essex and its Knowledge Gateway Technology and Research Park.

A Rapid Transit System that will prioritise public transport on a key route through Colchester. It will enable housing and business growth, allowing new and existing residents to benefit from frequent, high-quality, reliable transport connecting to the key destinations within the town. These types of system have proved successful in other towns and cities, helping create a shift away from car travel. A recently implemented example of this is the Belfast Rapid Transit Glider.

The system will service a new Park and Choose site on the proposed new community east of Colchester and help to better connect future growth areas with the rest of the town.

Need for the scheme

Investing in infrastructure in North Essex will enable future sustainable growth and greater connectivity within Essex and beyond.

- Significant levels of housing growth in the area
- Increase in employment opportunities
- Congestion, Connectivity and Commuting
- Transformational modal shift



How do I get involved?

Complete the [Online Consultation](#) →

Email: LinkRoadandRapidTransit@EssexHighways.org

Freepost: FREEPOST ESSEX HIGHWAYS ENGAGEMENT TEAM

You have until 11:59pm on 16 December to reply to this consultation via one of the official channels above.

There is no guarantee that any responses after this date will be considered. If they are they will be labelled as late responses.

What is happening next?

Bid announced – August 2019

Public Consultation – Autumn 2019

Planning Application – Autumn 2020

Construction Start – Target 2022

Project completion – Target 2024

Events

Below is a list of drop in public information events taking place over the six week consultation period. The A120/A133 Link Road and Rapid Transit System project team will be at these events to answer your questions and take you through the scheme.

Venue	Address	Date	Time
Wivenhoe House	University of Essex Colchester Campus, Park Rd, Wivenhoe, Colchester CO4 3SQ	Tuesday 12 November 2019	1pm-8pm
Greenstead Community Centre	Hawthorn Ave, Colchester CO4 3QE	Friday 15 November	1pm - 6pm
St John's Church and Community Centre	St John's Church, St John's Cl, Colchester CO4 0HP	Thursday 21 November	1pm - 8pm
Colchester Community Stadium	United Way, Colchester CO4 5UP	Saturday 23 November	10am - 5pm
Wivenhoe House	University of Essex Colchester Campus, Park Rd, Wivenhoe, Colchester CO4 3SQ	Monday 25 November	1pm - 8pm
Wivenhoe William Loveless Hall	High St, Wivenhoe, Colchester CO7 9AB	Tuesday 03 December	11.30am - 6pm
Colchester Community Stadium	United Way, Colchester CO4 5UP	Monday 09 December	1pm - 8pm

Appendix H Press release

New transport infrastructure will help 'better connect' Colchester

A consultation in to proposals for a new dual-carriageway between the A133 and the A120, and the first stage of new rapid transit system opens this week.

The plans to help manage future congestion and enable future proposed housing on the east of Colchester will be completed by 2024.

Cllr Kevin Bentley, Deputy Leader of Essex County Council and Cabinet Member for Infrastructure said: "Colchester is a town which continues to see significant levels of housing and economic growth and it's vital this we manage this and ensure that infrastructure is provided to not only maintain the network but better connect our communities and businesses."

"We know that around 50% of journeys coming out of Tendring are heading into Colchester, while through the proposed future housing plans there will be additional demand on the network on the eastern side. The Link Road will help alleviate this through moving vehicles from local roads on to the more strategic roads like the A120 and A12.

"However ultimately what we want to do is encourage people out of their cars completely, and the Rapid Transit System will help do this, providing a route which brings together key parts of the town and also links in with new 'Park and Choose' sites offering a range of different transport options and giving people a genuine alternative to their car"

The consultation, which runs until the 3rd December, looks at high level route options ahead of more detailed design.

Cllr Bentley added: "We know that local people are best placed to tell us what is working and what doesn't work in terms of the journeys they make, and it is really important that we get that insight at this point on the various options we have to enable our engineers and designers to take forward and evolve the plans."

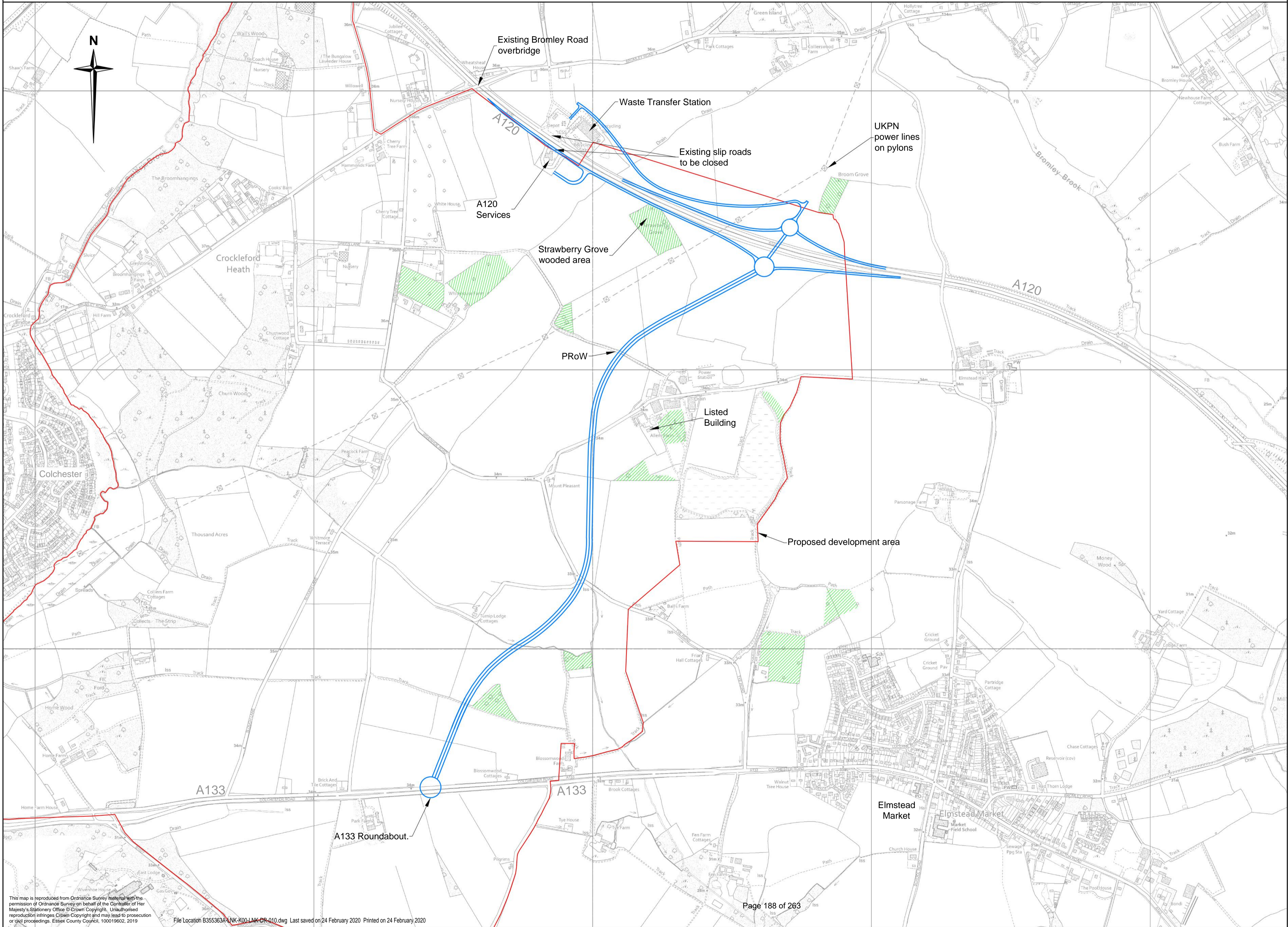
For more information on the consultation and dates of drop-in sessions visit www.essex.gov.uk/linkroadandrapidtransit. Hard copies of the consultation can be found at Colchester Town Hall and can be sent to FREEPOST ESSEX HIGHWAYS ENGAGEMENT TEAM.

Appendix I Consultation Brochure

For technical reasons this appendix is not included in the agenda pack and has been published on the ECC web page for the meeting under the heading 'meeting documents'.

A120/A133 LINK ROAD & RTS

A120/A133 LINK ROAD - OPTION 1C VARIANT



Notes

- Do not scale.
- Link Road based on 85kph (50mph) design speed dual two-lane carriageway.

Rev.	Date	Description of revision	Drawn	Checked	Reviewed	Approved

DRAWING STATUS

S0 - INITIAL STATUS OR WIP

Essex Highways

Essex Highways, Seax House, Victoria Road South, Chelmsford, CM1 1QH.
Tel: 0345 6037631

© Essex County Council

SCHEME TITLE

A120/A133 LINK ROAD & RTS

DRAWING TITLE

**A120/A133 LINK ROAD
ROUTE ALIGNMENT 1C VARIANT**

DESIGNED	DRAWN	CHECKED	REVIEWED	APPROVED
JGD	MC	JGD	MM	PK
DATE	DATE	DATE	DATE	DATE
JAN 20	JAN 20	JAN 20	JAN 20	JAN 20

DRAWING UNITS U.N.O.

DIMENSIONS IN MILLIMETRES

LEVELS IN METRES

SCALE AT A1 (841X594mm)

N.T.S.

DRAWING No.

B355363A-LNK-K00-LNK-DR-010

REV.

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BRINGWAY JACOBS
Integrated expertise

Essex County Council

[illegible]



North Essex Rapid Transit System (RTS)

Stage 2 Section B Preferred Options Technical Note

February 2020

Page 190 of 263

Document Control Sheet

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Approved for issue by	Date
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1 Stage One Section B Summary

1.1 Outcome of Stage 1

Of the five options originally identified for Section B, two were discounted at Stage 1: Option 3 (Rail Route) and Option 4 (Southern Route). These were both found to be unachievable within the time and budget available.

This left three options to be considered at Stage 2:

- Option 1 – Via Magdalen Street
- Option 2 – Via Greenstead Road
- Option 5 – Via St Andrews Avenue

A plan showing details of the Stage 2 route options, and the routes for Section A and Section C can be found in Appendix D - Stage 2 Options. This report details the subsequent work completed at Stage 2 regarding Section B:

1 Conclusions of Option Specific Technical Notes

Each route option has been considered individually; with a technical note for each, detailing the findings, provided as appendices A-C of this report.

Appendix A gives full details of route Option 1 (Magdalen Street): The conclusion being whilst the route directly serves all three Colchester railway stations and appears the most direct, it was observed to have the slowest overall journey time during the live public service vehicle trials. There is also very little opportunity to make meaningful improvements to facilities along the sections solely associated with this route option. The proposal for an eastbound RTS lane along Barrack Street would make for marginal improvements, but would likely receive staunch opposition from local residents. The presence of the Hythe Level Crossing means some journeys in either direction could be held up could be held for significant periods. This would likely be viewed negatively as part of a 'rapid' transit system by patrons and undermine the reliability of the system.

Appendix B gives full details of route Option 2 (Greenstead Road): The conclusion being that route serves all three Colchester railway stations (subject to a 100m walk to Hythe Station). The directness of the route contributes to this option having the shortest overall journey time. There is limited opportunity to implement measures along this section. Realistically these are restricted to implementing parking restrictions and/or a RTS/bus gate along Greenstead Road, to marginally improve RTS journey time and reliability. There is no opportunity to provide dedicated RTS lanes with this option due to site constraints. The presence of the Eastgates Level Crossing means that around a third of journeys will be delayed by the crossing, with average level crossing closures of 3m 4s. A very small proportion of level crossing closures were found to be in excess of 6 minutes. However, the presence of the level crossing may be still be viewed negatively as part of a 'rapid' transit system by patrons as it will, to some degree, undermine the reliability of the system.

Appendix C gives full details on route Option 5 (St Andrew's Avenue): The conclusion being that this option does not directly serve all three Colchester Rail Stations, as the route is located approximately 250m from Colchester Hythe Station. Despite the option having a route length approximately half a kilometre longer than the other options, Option 5 has the intermediate overall journey time observed during the live public service vehicle trials. There is the opportunity to provide RTS lanes and bus priority measures along most of St Andrews Avenue, which could make meaningful improvements to RTS journey time and reliability. The lack of level crossings along the route will also be viewed favourably by patrons.

These technical notes have been used, in part, to inform the 'Objective Fulfilment' and 'Engineering Feasibility' columns of the Option Assessment Matrix found subsequently within this report.

2 Live Public Service Vehicle Trials

To better understand and assess the time that an RTS vehicles may take to move along the existing infrastructure, a Public Service Vehicle (PSV) was sourced to drive sections and route options. On Monday 25th November and Wednesday 3rd December 2019, for both the morning and evening peaks, the PSV was used to acquire real-world journey time data. This corresponded to overall journey times for Section A and Section B's remaining options, as well as more detailed information associated with key links and junctions, such as average speeds and reliability.

With the time and resources available, it was possible to complete one or more runs on each section and route option for both flow directions in both the morning and evening peaks. Using a PSV allowed the existing bus priority measures to be utilised. This gives an approximation for the journey time of an RTS vehicle, providing data indicating where average speeds are slow and/or reliability is poor. This information can help inform where further investigation should be targeted to improve the journey time and reliability of the RTS system.

The analysis of these real-world PSV trials are found within the option specific technical notes found as appendices A-C of this report. As well as this, the raw data and any reasoning behind adjustments made to measurements are detailed. For the purposes of this summary report, the journey time findings are summarised below:

Table 1 – Summary of preferred options route lengths and average journey times

Option	Length (combined)	Eastbound	Westbound	Total
Option 1	6.9km	14m 20s	19m 30s	33m 50s
Option 2	6.8km	12m 2s	13m 48s	25m 50s
Option 5	7.5km	11m 22s	17m 49s	29m 11s

It should be noted that the journey times provided are an **indication** only, with a much larger data set required to draw definitive and reliable conclusions on this type of data. To address this issue the Transportation Planning team are in the process of building both Vissim and Vissum models. Between the two models, accurate predictions should be able to be made about both journey times and the implications of any further RTS priority measures implemented along the routes.

The information collected in this live public service vehicle trial has been used, in part, to inform the 'Objective Fulfilment' and 'Value for Money' columns of the Option Assessment Matrix found subsequently within this report.

3 Stage 2 Cost Estimates

As part of Stage 2, cost estimates were produced for each Section B options, with a dedicated report on these costs found in Appendix E – North Essex Rapid Transit System Feasibility Estimate Report. Estimates for the route options are summarised below:

Table 2 – Summary of preferred option stage 2 estimated costs

Option	Estimated Cost
Option 1	£1,510k
Option 2	£1,243k
Option 5	£6,493k

All option estimates include allowances for infrastructure improvements covering the northern end of North Hill until the junction of High Street and Queen Street, as well as, the eastern end of Osborne Street until the junction of Head Street and High Street. This includes:

- Upgrades/modifications to the North Hill/High Street traffic signal junction.
- Modifications to the High Street including the provision for an RTS stop.
- Upgrades/modifications to the St Botolph's Street/ Osborne Street signal junction.
- Provision for an RTS stop along St Osborne Street.
- Conversion of a Zebra crossing along St John's Street to a Puffin crossing.
- Upgrades/modifications to the St John's Street/ Head Street signal junction.

After this point, the route options diverge and the estimates cover different aspects of infrastructure:

- Option 1 covers proposed upgrades/modifications to the Magdalen Street/Brook Street traffic signal junction and the implementation of an eastbound bus gate along Barrack Street.
- Option 2 covers proposed upgrades/modifications to the High Street/East Hill traffic signal junction, upgrades/modifications to the Guildford Road and Brook Street traffic signal junctions and parking restrictions along sections of Greenstead Rd and/or a RTS/bus gate.
- Option 5 covers proposed upgrades/modifications to the High Street/East Hill traffic signal junction, upgrades/modifications to the Guildford Road and Brook Street traffic signal junctions, and provide eastbound and westbound additional RTS lanes along St Andrews Avenue between the Harwich Road junction and Greenstead Roundabout.

These cost estimates have been used, to inform the 'Affordability' and 'Value for 'Money' columns of the Option Assessment Matrix found subsequently within this report.

4 Trafficmaster and Level Crossing Survey Analysis

4.1 Trafficmaster Congestion Data

The two fastest routes from the live PSV trials, Options 2 and 5, both have very similar routes. They diverge at the East Street/Ipswich Road mini-roundabout, with Option 2 routing via Greenstead Road and Option 5 via St Andrews Avenue, respectively, converging again at Greenstead Roundabout. These routes can be seen on a map in Figure 1. As both routes operate 'with-traffic',

with no bus priority measures (unlike sections unique to Option 1 such as the Hythe Station bus gate), it is possible to explore the differences in journey time using Trafficmaster data. This journey time data is taken from black boxes fitted in both commercial and private vehicles that log the vehicles location and speed. This data therefore corresponds to real vehicle journeys around the highway network.

The 2017 data set was used; this decision was made to avoid using a more recent data set that would be influenced by the Ipswich Road works, which commenced in 2018. The significant traffic management placed in the area would greatly effect collected journey time data in the vicinity. The 2017 data set used has been through a process of 'cleaning', where weekends, Fridays, bank holidays and months that have atypical congestion trends are removed to give representative results. The data set was cleaned as a whole prior to specific data relating to this scheme being extracted.

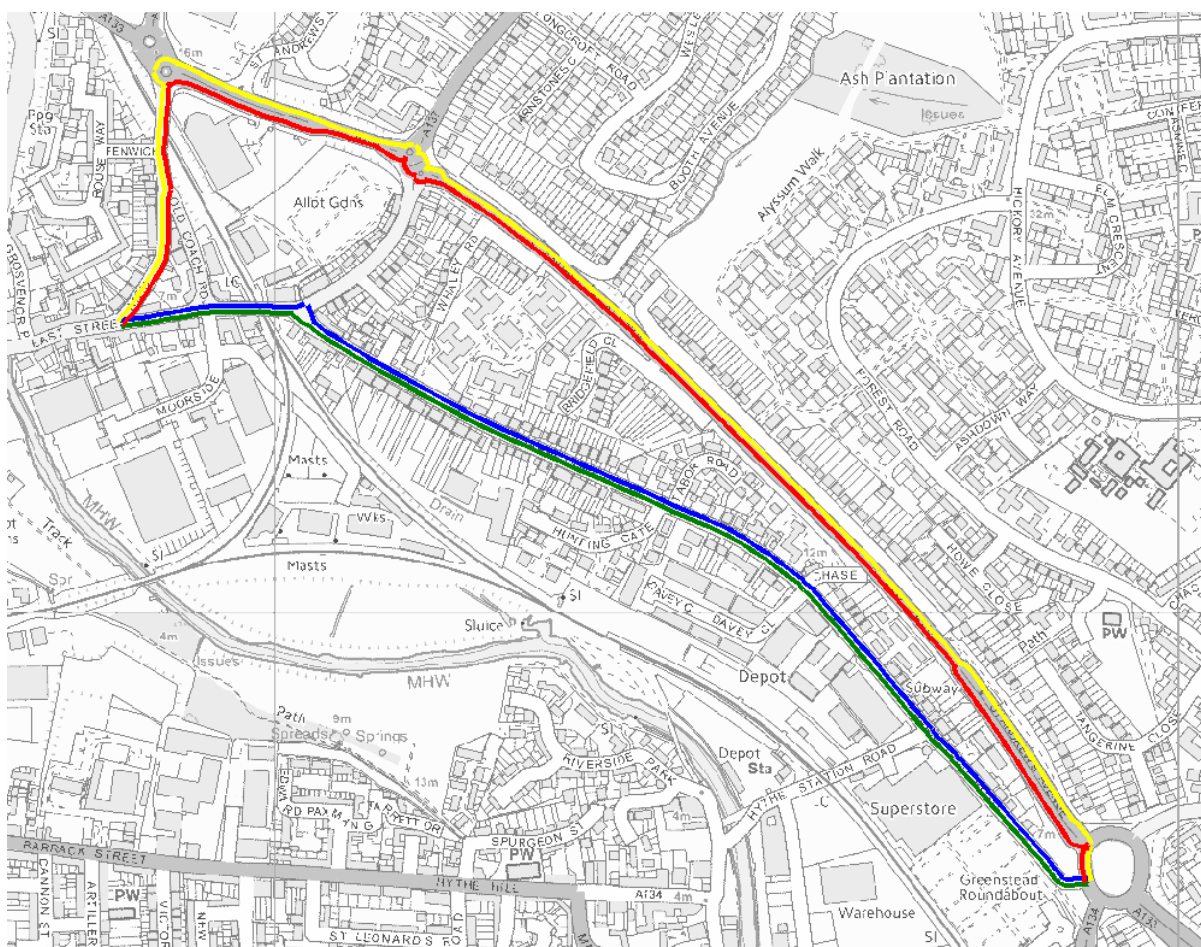


Figure 1 - Map showing the eastbound and westbound routings of Options 2 and 5, where their routings deviate (Yellow – EB Option 5, Red – WB Option 5, Blue EB Option 2, Green WB Option 2)

To understand existing average journey times, 2017 Trafficmaster data was extracted and then averaged across the morning peak (07:00 – 10:00), inter-peak (10:00 – 16:00) and evening peak (16:00 – 19:00), with the results for Option 2 shown in green/blue and Option 5 in yellow/red, corresponding to the map in Figure 1:

Table 3 – 2017 TrafficMaster data for Option 2 between Greenstead Roundabout and the Ipswich Road/East Street Junction

Option 2 Routing - Eastbound Ipswich Rd/East St Junction to Greenstead Roundabout 2017 Trafficmaster Data		Option 2 Routing - Westbound Greenstead Roundabout to Ipswich Rd/East St Junction 2017 TrafficMaster Data	
Time Period	Average Journey Time	Time Period	Average Journey Time
Morning Peak (07:00 - 10:00)	2m 58s	Morning Peak (07:00 - 10:00)	3m 31s
Inter-Peak (10:00 - 16:00)	3m 3s	Inter-Peak (10:00 - 16:00)	2m 51s
Evening Peak (16:00 - 19:00)	3m 1s	Evening Peak (16:00 - 19:00)	2m 53s
Free Flow	1m 49s	Free Flow	1m 52s

Option 2 shows a generally consistent average journey time throughout the day of around 3 minutes. There is a small spike in the in-bound morning peak average journey time, likely associated with ‘rat-running’ to avoid queues along St Andrews Avenue.

Along with average journey times, ‘free flow’ journey times are also shown; these correspond to journey times achievable where a vehicle can move along the network uninhibited, akin to driving on empty streets in the early hours of the morning. These free flow journey times do not account for delays associated with the Eastgates Level Crossing, giving a journey time achievable where the gates are open. When comparing average journey times with free flow journey times, a combination of congestion and level crossing closures account for difference in time. For Option 2, this amounts to approximately one minute of associated delay, being slightly more in the westbound morning peak.

Similarly, 2017 Trafficmaster data was extracted for Option 5:

Table 4 - 2017 TrafficMaster data for Option 5 between Greenstead Roundabout and the Ipswich Road/East Street Junction

Option 5 Routing - Eastbound Ipswich Rd/East St Junction to Greenstead Roundabout 2017 TrafficMaster Data		Option 5 Routing - Westbound Greenstead Roundabout to Ipswich Rd/East St Junction 2017 TrafficMaster Data	
Time Period	Average Journey Time	Time Period	Average Journey Time
Morning Peak (07:00 - 10:00)	4m 47s	Morning Peak (07:00 - 10:00)	4m 16s
Inter-Peak (10:00 - 16:00)	4m 8s	Inter-Peak (10:00 - 16:00)	3m 8s
Evening Peak (16:00 - 19:00)	4m 36s	Evening Peak (16:00 - 19:00)	3m 15s
Free Flow	2m 10s	Free Flow	2m 5s

This shows that there is significantly longer average journey times eastbound than westbound, with average journey times of approximately 4m 30s eastbound and 3m 10s westbound. This is however not the case for the westbound morning peak, where the average journey time increase to 4m 16s. The average journey times are found to be considerably longer than the free flow journey times in both directions, meaning there is significant congestion causing an increase in average journey times of approximately 2 minutes in the morning peaks and inter-peaks, and a minute and two minutes to westbound and eastbound evening peaks, respectively.

When comparing the average journey times for Option 2 and 5 in Table 3 & Table 4, the data shows that even with the presence of a level crossing along Option 2, average journey times are always shorter routing this way, when compared to Option 5. **This data is caveated in that it is possible for vehicles to reroute from Option 2 when approaching and in clear view of the level crossing. This means that some data points associated with vehicles being held at a closed level crossing may be lost, as drivers upon seeing the crossing is down can divert. This could skew Option 2 average journey times to be shorter than observed in reality.**

4.2 Eastgates Level Crossing Survey

As the Trafficmaster data has the potential to be skewed for Option 2, a survey of the Eastgates level crossing was undertaken on Tuesday 28th January 2020, to understand its operation. The survey was conducted over 16 hours between 06:00 and 22:00. It was found that over this period the level crossing was closed 98 times, for a total of 5h 27s, accounting for 31.3% of the 16-hour survey duration. This proportion of closure time was found to be largely consistent across hourly intervals, with the results shown in Figure 2:

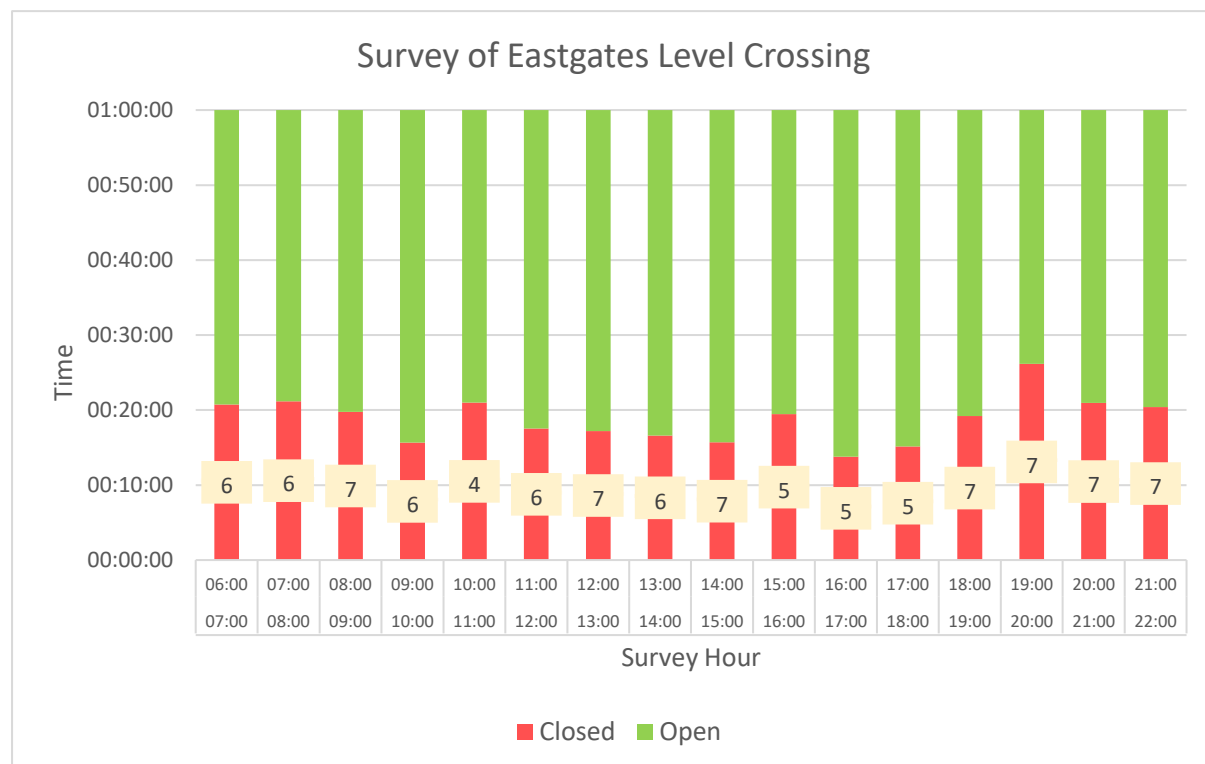


Figure 2 –Survey undertaken at Eastgates Level Crossing on Tuesday 28th January 2020 between 06:00 and 22:00, with the number of closures per hour shown on the chart bars

It was found that the average duration of a closure was 3m 4s, with closure durations being observed as such:

Table 5 – Closure and 'typical' wait times extracted from the Tuesday 28th January 2020 06:00 – 22:00 Eastgates Level Crossing survey

Duration	Closure Observations	Cumulative Closure Observations	Typical Wait Time Count*	Cumulative Typical Wait Time Count*
0 – 1 minute	2	2	21	21
1 – 2 minutes	19	21	52	73
2 – 3 minutes	41	62	20	93
3 – 4 minutes	11	73	4	97
4 – 5 minutes	12	85	1	98
5 – 6 minutes	8	93	0	98
6 – 7 minutes	3	96	0	98
7 – 8 minutes	1	97	0	98
8 – 9 minutes	1	98	0	98

This shows that 74% of all closure durations are less than 4 minutes, with only 5% of closure durations being above 6 minutes. *It is important to consider that RTS vehicles would typically not arrive at the level crossing just as it closes. Instead, it can be assumed an RTS service not synchronised with the level crossing would reach it, if closed, on average, halfway through this closure duration. Consequently, each observed closure duration has been halved to produce the values in the 'Typical Wait Time' columns. Taking account of this, the overall likelihood of an RTS vehicle being held by a closure of the level crossing would be 31.3%, with a 95% likelihood of the associated delay being less than 3 minutes.

Using the outputs from the level crossing survey it is possible to calculate the average level crossing associated delay:

$$\begin{aligned}
 \text{Average Level Crossing Delay} &= \text{Likelihood of Closure} \times \text{Average Wait Time} \\
 \text{Average Level Crossing Delay} &= \frac{\text{Duration of Closures}}{\text{Total Survey Duration}} \times \frac{\left(\frac{\text{Duration of Closures}}{\text{No. of Closures}} \right)}{2} \\
 \text{Average Level Crossing Delay} &= \frac{5h\ 27s}{16h} \times \frac{\left(\frac{5h\ 27s}{98} \right)}{2} = 29\ \text{seconds}
 \end{aligned}$$

It is worth considering that the longest delay associated with the level crossing was 8m 45s, therefore in the very unlikely scenario that the RTS arrived at the level crossing as it closed for this period, the RTS vehicle would be held for this full 8m 45s. It may be possible in the future to organise the RTS service timetable to better align with scheduled level crossing closures, and this should be explored in the later design stage. This could help further reduce the likelihood of an RTS vehicle being held at the level crossing for significant periods. Despite efforts to do this, the reliability of the service would be sometimes unavoidably undermined by the presence of the level crossing, with RTS vehicles being held in rare instances for significant durations.

As this survey was only conducted over one day, it is recommended that a full weeklong survey is undertaken. This would give a better understanding of the reliability implications of using this option's routing.

Knowing existing condition data regarding the two options makes it possible to explore the benefits of proposed infrastructure improvements, these benefits being made to journey time and reliability.

4.3 Infrastructure Journey Time and Reliability Improvements

There are proposals for infrastructure along both Option 2 and Option 5:

- Option 2 – Provide journey time and reliability improvements along Greenstead Road, through the implementation of a bus gate to remove through-traffic, or the removal /modification of parking to lessen congestion associated with restricted carriageway space.
- Option 5 – Provide journey time and reliability improvements along St Andrews Avenue between the Harwich Road Junction and Greenstead Roundabout, through the implementation of additional eastbound and/or westbound RTS lanes.

Option 2

Infrastructure proposals associated with Option 2 attempt to provide nearly uninhibited RTS movements along the length of Greenstead Road. The existing Trafficmaster data shown in Table 3 is caveated with regard to average journey times, as it is possible to divert from the routing in advance

of the level crossing upon seeing that it is closed. To estimate journey time improvements that can be made; a mixture of free flow journey times and level crossing survey outputs have been used.

Assuming the 2017 Trafficmaster free flow journey time can be achieved (with a +15 second contingency) along Option 2's unique sections of route, the only delays to this journey will be associated with the level crossing. It is anticipated that a bus gate and/or parking modifications, along with associated signage/enforcement would cost around £50k. This infrastructure, when discounting the level crossing, would be expected to achieve an average journey time close to that of the free flow journey time. Using level crossing survey data found in Table 5, the implementation of RTS infrastructure as described above along Option 2 is predicted to result in the following average journey times, and associated average journey time savings:

Table 6 –Predicted average journey times and associated journey time savings for RTS vehicles as a result of the implementation of Infrastructure along Option 2, for both eastbound and westbound flows

Option 2 Routing - Eastbound Ipswich Rd/East St Junction to Greenstead Roundabout			
2017 Trafficmaster Free Flow Journey Time (s)	+15s contingency	Average Level Crossing Delay	Predicted Average RTS Journey Time
1m 49s	2m 4s	29s	2m 33s

Time Period	2017 Trafficmaster Average Journey Time	Predicted Average RTS Journey Time	Predicted Average Journey Time Saving
Morning Peak (07:00 - 10:00)	2m 58s	2m 33s	25s
Inter-Peak (10:00 - 16:00)	3m 3s	2m 33s	30s
Evening Peak (16:00 - 19:00)	3m 1s	2m 33s	28s

Option 2 Routing - Westbound Greenstead Roundabout to Ipswich Rd/East St Junction			
2017 Trafficmaster Free Flow Journey Time	+15s contingency	Average Level Crossing Delay	Predicted Average RTS Journey Time
1m 52s	2m 7s	29s	2m 36s

Time Period	2017 Trafficmaster Average Journey Time	Predicted Average RTS Journey Time	Predicted Average Journey Time Saving
Morning Peak (07:00 - 10:00)	3m 31s	2m 36s	55s
Inter-Peak (10:00 - 16:00)	2m 51s	2m 36s	15s
Evening Peak (16:00 - 19:00)	2m 53s	2m 36s	17s

The above table shows that, with a 15-second contingency, journey times for Option 2 are predicted to reduce to an average of 2m 33s and 2m 36s for eastbound and westbound flow, respectively. This corresponds to a predicted journey time saving over the previously caveated 2017 Trafficmaster average journey time of between 15s and 55s across the peaks. This predicted saving would be achieved through the introduction of a bus gate and/or parking modifications along this section's length.

Option 5

Infrastructure proposals associated with Option 5 are for dedicated additional RTS lanes provided alongside St Andrews Avenue between Greenstead Roundabout and the Harwich Road junction in the eastbound and/or westbound directions:

- The eastbound lane would commence east of the Harwich Road junction and continue alongside St Andrews Avenue until remerging with regular traffic in advance of an existing underpass. This merge would be via a bus priority measure.
- The westbound lane would commence west of Greenstead Roundabout and continue until the approach to the Harwich Road Junction where the lane would need to be terminated to allow regular traffic to enter the left turning lane.

To calculate predicted average journey times and associated savings, 2017 Trafficmaster average journey and free flow times have been extracted for the proposed RTS lane extents detailed above. It is assumed that when moving in an RTS lane the vehicle will be travelling at free flow speeds. Comparing the average journey time to this free flow journey time for the extent of the proposed RTS lanes provides predicted journey time savings associated with the implementation of these lanes:

Table 7 – Predicted average journey time savings for RTS vehicles as a result of the implementation of infrastructure along Option 5, for both eastbound and westbound flow

Option 5 Routing - Eastbound Ipswich Rd/East St Junction to Greenstead Roundabout			
Time Period	2017 Trafficmaster Average Journey Time RTS Lane Extent	2017 Trafficmaster Free Flow Journey Time RTS Lane Extent	Predicted Average Journey Time Saving
Morning Peak (07:00 - 10:00)	58s	49s	9s
Inter-Peak (10:00 - 16:00)	53s	49s	4s
Evening Peak (16:00 - 19:00)	54s	49s	5s

Option 5 Routing - Westbound Greenstead Roundabout to Ipswich Rd/East St Junction			
Time Period	2017 Trafficmaster Average Journey Time RTS Lane Extent	2017 Trafficmaster Free Flow Journey Time RTS Lane Extent	Predicted Average Journey Time Saving
Morning Peak (07:00 - 10:00)	2m 1s	1m 6s	55s
Inter-Peak (10:00 - 16:00)	1m 28s	1m 6s	22s
Evening Peak (16:00 - 19:00)	1m 24s	1m 6s	18s

The above table shows that the predicted journey time savings are more significant in the westbound direction, most notably the morning peak where it's predicted nearly 1 minute could be saved. The eastbound predicted journey time savings are short across the time periods, suggesting an eastbound RTS lane is of limited benefit. This is in part due to site constraints, which require the lane to terminate in advance of Greenstead Roundabout. This means the RTS vehicle does not bypass where vehicle speeds are typically lowest.

Comparison of Options

To help compare the options it is important to consider the existing average journey times, predicted average journey times, associated cost and predicted journey time savings. To do this information has been compiled from Table 3, Table 4, Table 6 and Table 7, as well as estimated costs for the above described infrastructure, derived from the overall option costs found in Appendix E – North Essex Rapid Transit System Feasibility Estimate Report. This information has been used to populate the below table which combines both eastbound and westbound flows for Options 2 and 5.

Table 8 – Existing and predicted journey times for combined eastbound and westbound flow for Option 2 and Option 5, with associated infrastructure costs and journey time saving/cost ratios

Option 2 Routing - Combined Eastbound & Westbound - Ipswich Rd/East St Junction to Greenstead Roundabout					
Time Period	Existing Average Journey Time	Predicted Average Journey Time	Predicted Average Journey Time Saving	Estimated Cost	Predicted Journey Time Saving/Cost Ratio
Morning Peak	6m 29s	5m 9s	1m 29s	£126k	0.7
Inter-Peak	5m 54s	5m 9s	45s		0.4
Evening Peak	5m 54s	5m 9s	45s		0.4

Option 5 Routing - Combined Eastbound & Westbound - Ipswich Rd/East St Junction to Greenstead Roundabout					
Time Period	Existing Average Journey Time	Predicted Average Journey Time	Predicted Average Journey Time Saving	Estimated Cost	Predicted Journey Time Saving/Cost Ratio
Morning Peak	9m 3s	7m 59s	1m 4s	£4,681k	0.014
Inter-Peak	7m 16s	6m 50s	26s		0.005
Evening Peak	7m 51s	7m 28s	23s		0.005

The above table shows that despite sizeable investment in Option 5, the predicted average journey times are still significantly higher than Option 2 with a modest investment. This difference in journey times being 2m 50s in the morning peak, 1m 41s in the inter-peak and 2m 19s in the evening peak. These differences mean that Option 2, subject to level crossing delays that exceed the 29-second average, could still be quicker than routing via option 5. This is achieved with a significantly lesser investment that could be utilised to improve journey times elsewhere along the route option.

Option 5's average journey time is closest to Option 2's in the inter-peak, where a level crossing associated delay of more than 1m 41s would result in Option 2 being slower. The likelihood of this occurring is equal to the likelihood of meeting a closed level crossing (33%), multiplied by the proportion of delay durations greater than or equal to 1m 41s seconds (29%), giving a likelihood of 10%. This percentage likelihood would be further reduced in the morning and evening peaks, where increased congestion along Option 5 increases the difference in predicted average journey times between the two options.

Furthermore, the predicted journey time saving/cost ratio has been calculated by dividing the predicted average journey time saving in seconds, by the estimated infrastructure cost in £1,000's. The results show that the cost-benefit of Option 2 is considerably better than Option 5.

If efforts could be made to avoid the longer planned level crossing closures, this would further support Option 2 and increase reliability. Despite efforts to avoid closures, the reliability could still be undermined when train services were disrupted or RTS vehicles were delayed to become uncoordinated with the rail services.

As the referenced Eastgates level crossing survey was only conducted over a single day, it is recommended that a full weeklong survey is undertaken. This would give a better understanding of the reliability implications of using this option's routing. It should also be noted, if the number of rail services utilising the level crossing increase in future years, this could further undermine the reliability of the system and increase the average delay and average RTS journey time. However, Option 5's congestion will also likely increase year on year, increasing RTS journey times for the with-traffic sections of the route.

This analysis has been used, in part, to inform the 'Objective Fulfilment' and 'Value for Money' columns of the Option Assessment Matrix found subsequently within this report.

5 Stakeholder Engagement

Public consultation events were held throughout November and December 2019, with route preference a key topic consulted on. As part of the questionnaire, which was completed by 92 individuals, the question “Please indicate your most preferred and least preferred option for the Rapid Transit System Section B” which yielded the following results:

Table 9 – Results of public consultation questionnaire to question “Please indicate your most preferred and least preferred option for the Rapid Transit System Section B”

Option	Most Preferred	Second Preferred	Least Preferred
Option 1	16%	16%	30%
Option 2	12%	32%	11%
Option 5	30%	8%	21%

It should be noted that the above percentages do not total 100%, as a portion of respondents did not rank all three options.

This information has been used to inform the ‘Stakeholder Feedback’ column of the Option Assessment Matrix found subsequently within this report.

A stakeholder at a particular exhibition suggested that a ‘satellite route’ be considered that by-passed the town centre via Cowdray Avenue, providing an even faster link to Colchester North Station from the Park & Choose site. Unfortunately, there was not sufficient time to trial this route with the PSV. However, as this route has no bus priority measures, it should be possible to use available traffic data to explore this opportunity. The client has requested that this option be investigated further.

6 Environmental Considerations

The Stage 1 Options Technical Note, informed by the Stage 1A/2 Environmental Risk Assessment (ERA) report (Jacobs, August 2019), have concluded that the majority of Section B is urban, with less prevalent environmental impacts. The ERA took a high-level look at the environmental constraints present, and an early look at the potential impacts of each design option, if it was progressed to construction and operation.

The key environmental constraints that were identified include:

- Existing sensitivity to air quality; the ‘Area 1 – Central Corridors’ AQMA covers North Hill, Head Street, High Street, Queen Street, St Botolph’s Street, Osborne Street, and St John’s Street;
- The ‘Colchester Area 1’ Conservation Area covers all town centre routes, where all trees are afforded TPO-level protection. All proposals would need to be sympathetic to the surroundings, taking into account any conservation area requirements;
- Existing sensitivity to high traffic noise levels at various NIAs in close proximity to the town centre routes;
- Potential disruption to a national cycle route; National Cycle Network 1 runs along High Street, Queen Street, St Botolph’s Street, Osborne Street, and St John’s Street;
- Potential adverse impact to existing urban landscape character where the roads have wide grass verges, mature trees and shrubs forming a green corridor which screen adjacent housing from the St. Andrew’s Avenue, the majority of trees here are TPO-protected;

- Changing the existing highway layout here could have adverse effects on the noise environment and nearby NIAs; and
- Potential adverse impact to the Salary Brook Local Nature Reserve, located approximately 130m east of Elmstead Road and 220m southeast of Greenstead Roundabout.

The ERA was able to inform our decision to halt further progress for Options 3 and 4, for reasons including land-take of allotment gardens and/or land with potential to be contaminated.

The presence of trees with 'Memorial Tree' status along the Avenue of Remembrance has been highlighted as a key constraint to Option 5; removal of these trees is considered to have adverse effects on the local community and would affect the landscape character and visual amenity to adjacent sensitive residential receptors. Having been identified early on, the presence of these important trees will inform the design development for the proposed scheme. The preferred Option chosen will take into account key environmental constraints identified, the potential impacts on the environment and the potential to mitigate against these. In the first instance, and where possible, the design of the proposed scheme will aim to avoid any impact on the environment. Where, however, this is not possible, measures would be considered to minimise the impacts and provide appropriate mitigation when weighing up the benefits of the proposed scheme. A more detailed environmental impact assessment would be undertaken at Stage 2/3a to further inform detailed design of the proposed scheme; this will include, but is not limited to the following studies and activities:

- A scoping air quality assessment;
- A scoping noise and vibration assessment;
- A scoping heritage assessment;
- An ecological appraisal, including site survey(s); and
- Consultation with Colchester Borough Council regarding Memorial Trees and landscape, air quality, noise and cultural heritage issues.

This information has been used to inform the 'Environmental Constraints' column of the Option Assessment Matrix found subsequently within this report.

7 Geotechnical Considerations

A Stage 2 Geotechnical Desk Study has been completed to identify the anticipated ground conditions, geotechnical risks and to assist planning of subsequent ground investigation works. For the study, construction areas associated with Option 5, along St Andrews Avenue between the Harwich Road and Greenstead roundabouts, were considered.

The Section B Option 5 construction area will require ground investigation works, and geotechnical design input, to:

- Develop the ground model for materials management and road foundation design.
- Assess the potential impact of the scheme on existing structures (mainly an existing subway and large retaining wall).
- Design potential structures / earthworks to enable memorial trees to be retained.
- Assess stability of existing slopes and new earthworks.

The general ground model of Section B comprises Made Ground overlying areas of Alluvium, Head, possible River Terrace Deposits and Kesgrave Catchment Subgroup above London Clay.

The geotechnical risks in the identified construction area, as well as scheme wide geotechnical risks are identified in the Geotechnical Risk Register in the Stage 2 Geotechnical Desk Study. The main risks in the Section B construction areas are:

- Soft, compressible and low strength ground (mainly from alluvial deposits)
- Made Ground and soil contamination
- Existing sloping ground, including adjacent to properties
- Existing structures (retaining walls, subway)

Although not all the options in Section B have been assessed as part of the Geotechnical Desk Study due to the scope of the proposals, a brief review of the geological map indicates that there is some variation in ground model between the options, with more alluvial deposits present beneath Section B Options 1 and Option 2. This would increase the risk of encountering soft clays with lower shear strength and increased settlement potential should earthworks or structures be required.

The information collected in this stage 2 geotechnical study has been used, in part, to inform the 'Engineering Feasibility' column of the Option Assessment Matrix found subsequently within this report.

8 Option Assessment Matrix

Using the information found above and in the option specific appendix reports, the following matrix has been produced to directly compare options:

Table 10 - Option Assessment Matrix

Option	Option Description	Comments	Objective Fulfilment	Engineering Feasibility (e.g. physical constraint, land availability and design standards)	Environmental Constraints (e.g. impact on Environmental factors)	Affordability	Value for Money	Stakeholder Feedback	Total
Section B - Option 1	Magdalen Street	Original HIF bid routing Hythe Level Crossing Limited opportunity along Barrack Street	0	1	2	2	0	1	6
Section B - Option 2	Greenstead Road	Eastgates Level Crossing Opportunities along Greenstead Road	3	4	2	3	4	2	18
Section B - Option 5	St Andrews Avenue	No level crossing Opportunities along St Andrews Avenue	3	2	0	0	0	3	8

Qualitative assessment against identified objectives	
4	Beneficial
3	Slight Beneficial
2	Neutral / Marginal Impact
1	Slight Adverse
0	Adverse
-1	Very Adverse

9 Conclusions

9.1 Option 1 – Magdalen Street

Option 1 performs the weakest in the option assessment matrix, receiving an overall score of 6. This score is significantly lower than Option 2 and slightly lower than Option 5:

- ‘Objective Fulfilment’ – Score: 0 – Adverse – Option 1 had a significantly slower journey time observed in the live Public Service Vehicle trials and a very limited opportunity to improve this journey time along sections unique to its routing. Additionally the presence of the Hythe Level Crossing would undermine reliability.
- ‘Engineering Feasibility’ – Score: 1 – Slight Adverse – Option 1, has limited opportunities for implementation of infrastructure along sections unique to its routing beyond an eastbound RTS lane along Barrack Street, which would likely receive staunch opposition from local residents.
- ‘Environmental Constraints’ – Score: 2 – Neutral – Option 1, in proposing limited infrastructure improvements along sections unique to its routing, is unlikely to have positive or negative environmental impacts.
- ‘Affordability’ – Score: 2 – Neutral – Option 1 had the second largest estimated cost, a value which is thought to be covered by the budget.
- ‘Value for Money’ – Score: 0 – Adverse – Option 1 has limited opportunities for infrastructure that will improve journey times along sections unique to its routing. This infrastructure is limited to an eastbound RTS lane along Barrack Street, which will only provide journey time savings in one flow direction and improvements to the Brook Street junction which is diluted by the RTS vehicle having to approach the junction with-traffic. As the observed existing slow average journey times cannot be reduced significantly for the estimated capital investment, this option is considered poor value for money.
- ‘Stakeholder Feedback’ – Score 1 – Slight Adverse – Option 1 was marginally the least favourable option amongst stakeholders.

Given the relatively low overall score of this option and the prevalent issues in reducing the observed, long existing journey time, it is recommended that Option 1 is not progressed to the next stage.

9.2 Option 2 – Greenstead Road

Option 2 performs the best in the option assessment matrix, receiving an overall score of 18. This score is significantly higher than both Option 1 and 2:

- ‘Objective Fulfilment’ – Score: 3 – Slight Beneficial – Option 2 had the lowest observed overall journey time in the live Public Service Vehicle trials. Additionally, improvements along Greenstead Road have the potential to reduce journey times further. The presence of the East gates Level Crossing does undermine reliability, but analysis of a survey undertaken at the level crossing shows the vast majority of delays would result in this option still be faster than Option 5.
- ‘Engineering Feasibility’ – Score: 4 – Beneficial – Option 2’s proposals, being modifications to parking and/or the implementation of an RTS/bus gate along Greenstead Road, will not involve modifying kerb lines. Therefore, implementation of sections unique to Option 2’s routing will be feasible and have limited associated risks.

- ‘Environmental Constraints’ – Score: 2 – Neutral – Option 1, in proposing limited infrastructure improvements along sections unique to its routing, is unlikely to have positive or negative environmental impacts.
- ‘Affordability’ – Score: 3 – Slight Beneficial – Option 2 had the lowest estimated cost, a value which is thought to be covered by the budget.
- ‘Value for Money’ – Score: 4 – Beneficial – Option 2 has the shortest observed existing average journey time with improvements along Greenstead Road able to reduce this further. This option was found to offer significantly better value in providing journey time improvements for capital spend compared to Option 5.
- ‘Stakeholder Feedback’ – Score 2 – Neutral – Option 2 was the second preferred option amongst stakeholders.

Option 2 gained the highest overall score in the option assessment matrix, receiving an overall score of 18. This option received the highest score in almost all categories except Objective Fulfilment, and Stakeholder Feedback. For Objective Fulfilment it scored the same as Option 5, although the quickest, it was marked down because of the reliability concerns introduced by the level crossing. This option was the second preferred option by 32% of responders to the consultation, but only 12% suggested it would be the most preferred, hence the score was less than Option 5.

Given that this option has the highest overall score, lowest estimated cost, lowest observed existing journey time and lowest average predicted journey time; it is recommended that Option 2 be progressed to the next stage, Preliminary Design. Despite this recommendation, concerns remain around journey time reliability due to the presence of Eastgates level crossing along the routing. Further modelling, surveys and discussions with Network Rail should be undertaken to better understand the impact of the level crossing and potential mitigation measures to ensure this option meets the objectives of the RTS.

9.3 Option 5 – St Andrews Avenue

Option 5 performs the second best in the option assessment matrix, receiving an overall score of 8. This is 10 points less than Option 2, and only two more than Option 1, which scored the least.

- ‘Objective Fulfilment’ – Score: 3 – Slight Beneficial – Option 5 had the second lowest observed existing journey time in the live Public Service Vehicle Trials, due to the current levels of congestion. There are however, opportunities to provide RTS infrastructure along St Andrews Avenue that would benefit RTS journey time and reliability. This infrastructure would still give a slower predicted average journey time compared to Option 2. This option would however, benefit from improved journey time reliability compared to the other options, due to lack of a level crossing on the routing.
- ‘Engineering Feasibility’ – Score: 2 – Neutral – Option 5’s proposals, are achievable, however the site constraints will make this costly and difficult to implement. This option is further complicated by the presence of the Memorial trees.
- ‘Environmental Constraints’ – Score: 0 – Adverse – Option 5 will likely impact on Memorial trees along St Andrews Avenue. It is anticipated that at least 32 would be affected by the proposals, which is considered a significant negative environmental impact.
- ‘Affordability’ – Score: 0 – Adverse – Option 5 has the highest estimated cost by a considerable margin, a value which is thought to exceed the current budget, therefore requiring further funding to deliver.
- ‘Value for Money’ – Score: 0 – Adverse – Option 5 currently has the median journey time and the highest capital cost for implementing the proposed measures. Initial analysis of the available

existing condition data suggests that even with the measures proposed, the average journey time achieved is longer than Option 2. Consequently Option 5 has been scored low in this category

- ‘Stakeholder Feedback’ – Score 3 – Slight Beneficial- Option 5 was the preferred route option amongst 30% of responders.

Option 5’s overall score is significantly less than the highest scorer in the option assessment matrix; Option 2. This option did however receive the highest score Stakeholder Feedback, as well as an equal score to Option 2 for Objective Fulfilment, due to the reliability of journey times it provides by avoiding level crossings.

This option did perform well in the ‘Objective Fulfilment’ and ‘Stakeholder Engagement’ categories, however given the intermediate overall existing and predicted average journey times, significant capital cost and environmental concerns result in the overall score being considerably less than Option 2. However, given the concerns around journey time reliability of Option 2 due to the presence of Eastgates level crossing, it is recommended that Option 5 is progressed to the preliminary design stage.

In summary, it is recommended that Option 2 and 5 be progressed to the Preliminary Design stage, with further development of both options required before a single option can be selected. It is recommended that Option 1 is discounted and not developed further.

9.4 Further Considerations

In addition to the original options, Cowdray Avenue is also recommended to be progressed to the next stage. This could well provide an alternative ‘by-pass’ route between the proposed Park & Choose and Colchester North Station without negotiating the Town Centre.

Appendix A - Section B Option 1 Technical Note

Appendix B - Section B Option 2 Technical Note

Appendix C - Section B Option 5 Technical Note

Appendix D – Stage 2 Options Plan

Appendix E – North Essex Rapid Transit System Feasibility Estimate Report



North Essex Rapid Transit System (RTS)

Stage 2 Section C Technical Note
February 2020

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Section C

Section C connects Section B at Greenstead Roundabout, to the proposed Tendring – Colchester Borders Garden Community and A120 / A133 Link Road junction. This junction's location is not yet defined, but will be along the A133 east of the A133 / B1027 Colchester Road Junction.

Essex University is located immediately to the south of the A133 Clingoe Hill. An initial meeting was held with the university management team, where they expressed support for the RTS and acknowledged the benefits it could provide to students and staff. The university has its own private internal road network, predominantly comprising of Boundary Road, which is restricted access. The university management team expressed that they would ultimately like the RTS to be routed via Boundary Road, collecting students from within the university grounds. However, they appreciated this less direct routing would add journey time so would have to be carefully considered. This option, to service Essex University via Boundary Road, is denoted Option 1.

The most direct Section C routing to reach Greenstead Roundabout is therefore along the A133 highway corridor, via the B1027 Colchester Road and Knowledge Gateway Junctions. The outbound route mirroring the inbound. This option is denoted Option 2. Within this route option, there are variants A-C, which are subsequently detailed.

A further route option, Option 3, is to provide a more direct connection into the proposed Tendring – Colchester Borders Garden Community, with its access to be located towards the western extent of the development. This option's feasibility is highly dependent on the layout and development of the Colchester Borders Garden Community Masterplan, with suitable links to the Park & Choose site considered as part of the development's layout.

All three option routings, as well as their connections to Section B, are compiled on a drawing found in Appendix A – Stage 2 Section C Options.

1 Section C Option 1 Overview

Option 1 would utilise Essex University's private internal road, Boundary Road, to allow RTS vehicles to service the university. Initial meetings with the university's management team showed their support for the general scheme, acknowledging the benefits it could provide to students and staff. The university has expressed a preference for the RTS to service the campus as much as possible, ideally at multiple stops throughout the campus. This approach, whilst maximising the potential university associated patronage for the RTS, will increase RTS journey times so will need to be carefully considered alongside the aspirations of the entire system.

The existing B1027 carriageway would be used as part of this route, widening of the existing road to reach Boundary Road is problematic, as the existing carriageway is a single lane and the Highway Boundary does not extend sufficiently far beyond the back of the adjacent footways to accommodate an additional RTS lane in both directions.

The ability to reach Boundary Road offline, via land south of the A133 and immediately east of the B1027 Colchester Road is dependent on the development plans for the area. Additionally, this offline routing is dependent on the, to be defined, location of the proposed development access junction. To connect to Boundary Road in this way, RTS priority measures will be required to cross both the B1027 Brightlingsea Road and the B1027 Colchester Road, to maintain RTS journey time and reliability.

Once on Boundary Road the RTS vehicle can use the private road network to move through the university campus. Existing bus services service the university in this way, so no infrastructure upgrades will be required beyond new, or modified existing, stops that cater for RTS vehicles.

At the western end of Boundary Road, there is a Roundabout with Capon Road connecting to the Knowledge Gateway. Here RTS vehicles could re-join the A133 highway corridor and utilise RTS lanes and RTS priority measures as proposed in Option 2 variants.

Locations of stops, their format and frequency of service will need to be developed in partnership with the university. The additional length of this routing, in relation to other options, and the associated effect on RTS journey time and reliability will have to be carefully considered against the wider scheme aspirations.

2 Section C Option 2 Overview

Section C Option 2 and associated variants all utilise the A133 highway corridor between the proposed Tendring – Colchester Borders Garden Community access junction and Greenstead Roundabout. This access/egress junction is likely to be a roundabout, positioned between the junction with the B1027 Colchester Road and the western edge of Elmstead Market. There are three further variants (A-C) within Option 2, which correspond to different levels of RTS infrastructure. Option 2A provides RTS lanes over the length along almost the entire length of Section C Option 2. The other variants (B&C) feature RTS lanes and provision over shorter portions of Section C. They are described subsequently, with their differences detailed in relation to Option 2A.

For all Option 2 variants, provision for pedestrian / cycle facilities, along with associated lighting, are to be provided along the northern edge of the A133 highway corridor. This will provide connectivity between the proposed development, Essex University (via the existing crossing facilities at the Knowledge Gateway) and Colchester Town Centre (via Greenstead Roundabout). The exact form of this infrastructure to be implemented, either a shared use facility or a hybrid cycle track, will need to be explored at a later design stage once the achievable widths are known. Constraints such as Salary Brook Bridge and the existing Highway Boundary extent may introduce pinch points where the achievable width is reduced after the introduction of RTS infrastructure.

Drawings showing these three Section C Option 2 variants are attached as Appendices B-D of this report. These indicative layouts have been produced based on Ordnance Survey data only. This has been known to differ by up to 1m horizontally from the situation found on site, therefore can only be used for preliminary designs. Definitive conclusions on a suitable alignment and available widths cannot be made until a full topographical survey has been completed. This survey is due to be undertaken in the near future.

3 Option 2A – Route Details – Westbound

A plan showing Section C Option 2A can be found in Appendix B – Section C Option 2A Indicative Layout.

3.1 Garden Community roundabout to B1027 Colchester Rd / A133 Clingoe Hill Junction

The location of the access/egress to the proposed development is not yet defined. However, it is known to be positioned somewhere between the A133 Clingoe Hill / B1027 Colchester Road signalised junction and the western edge of Elmstead Market. This section of the A133 Clingoe Hill / Clacton Road is a dual carriageway, with two lanes in either direction. The likely junction format for access into the development will be a roundabout. A proposed additional RTS lane, forming lane one, will need to develop immediately off the roundabout's western arm. This would allow RTS vehicles to travel at free flow speeds, avoiding any queuing or slow moving traffic west of the roundabout inbound towards Colchester Town Centre.



Figure 1 – Westbound A133, west of proposed development access junction

To provide the width required for an additional westbound RTS lane, carriageway widening into the existing central reservation and nearside verge will be required. Lane narrowing may also be required to keep the widening within the existing Highway Boundary. Constraints include a significant ditch along the nearside verge and the central reserve required to be a minimum of 1.2m wide, to accommodate a vehicle restraint system. This vehicle restraint system now required due to proposed narrowing of the central reserve. Access to side roads and existing properties will need to be carefully considered as part of the proposals.

3.2 B1027 Colchester Rd / A133 Clingoe Hill Junction

The B1027 Colchester Road / A133 Clingoe Hill signalised junction is busy and has a complex arrangement. Vehicles entering Colchester from Wivenhoe, Alresford and Elmstead Market all move through the junction. Additionally, a proportion of university-associated traffic utilises the junction and there are a number of adjacent farm accesses that need to be maintained.



Figure 2 – Westbound approach to the A133 Clingoe Hill / B1027 Colchester Road Junction

To provide an additional RTS lane through the junction, carriageway widening will be required into the wide existing central reservation.

Modifications to existing signal and street lighting layouts will be required and there will be some conflict with existing turning movements. Consequently, 'left out of' and 'left into' the B1027 Colchester Road will be required to cross the RTS lane. Additionally, the RTS vehicle would move through the junction on a phase associated with regular traffic moving westbound through the junction along the A133.

Given the cost implications and conflicts created by this infrastructure, its inclusion will need to be carefully considered alongside journey time and reliability benefits to the RTS.

3.3 B1027 Colchester Rd / A133 Clingoe Hill Junction to Knowledge Gateway

West of the B1027 Colchester Road / A133 Clingoe Hill junction, the A133 continues as a dual carriageway with two westbound lanes. The central reserve is very wide, with trees planted within. There is a narrow footway located within the nearside verge. An additional RTS lane would require carriageway widening into the central reservation with some associated tree felling.



Figure 3 – Westbound A133 Clingoe Hill, B1027 Colchester Road Junction to Knowledge Gateway

There is an existing bus stop hard standing, its location adjacent to the northern edge of Essex University in advance of the westbound left turn lane of the Knowledge Gateway Junction. Repurposing this hardstanding as an RTS stop would not currently allow direct access to the university grounds, requiring students to walk to the Knowledge Gateway before entering university grounds. Placing a university associated RTS stop here along the A133, as opposed to within university grounds, would benefit RTS journey times into the town centre. However, this location might be perceived as too far from the university to encourage usage. Discussions need to be held with the university to understand the feasibility of providing a new and attractive access to link the university and an RTS stop along the A133 Clingoe Hill, along with a review and potential upgrade of pedestrian / cycle facilities.

3.4 Knowledge Gateway Junction

The Knowledge Gateway is a large signalised junction, which caters for the majority of the university's traffic. It has pedestrian and cycling facilities throughout to connect the university with shared use and footpath facilities along the northern side of the A133 Clingoe Hill, providing access into the Town Centre.



Figure 4 – Westbound A133 Clingoe Hill approach to Knowledge Gateway

To provide an additional RTS lane through the junction, carriageway widening will be required into the existing central reservation. Lane narrowing may also be required, due to constraints associated with refuge areas in the central reservation required for pedestrians and cycles.

Modifications to existing signal and street lighting layouts will be required and there will be some conflict with existing turning movements. Consequently, 'left out of' and 'left into' Boundary Road will be required to cross the RTS lane. Additionally the RTS vehicle would move through the junction on a phase associated with regular traffic moving east-west through the junction, along the A133.

Given the cost implications and conflicts created by this infrastructure, its inclusion will need to be carefully considered alongside journey time and reliability benefits to the RTS.

Should RTS vehicles be required to service the university without utilising the length of Boundary Road, as in Option 2, services could join Boundary Road and return to the A133 Clingoe Hill at the Knowledge Gateway. Services could use the Boundary Road / Capon Road roundabout with an RTS stop located to the north of this junction to quickly access the university grounds. The servicing of the university and the provision / location of an RTS stop would need to be agreed with the university. An on-campus stop could potentially negate the need for a stop along the A133 as discussed above.

3.5 Salary Brook Bridge

Salary Brook is a watercourse that is spanned by the A133 Clingoe Hill via an existing structure. The dual carriageway at this location has wide verges and a central reservation. To provide an additional westbound RTS lane, widening would be required into both the verge and central reserve. The central reserve will not be able to be reduced below 1.2m, as narrowing will require the introduction of a vehicle restraint system.

As the structure is existing, its suitability for an additional traffic lane and resultant loading will need to be assessed. Strengthening or replacement of the structure will have significant cost implications.



Figure 5 - Salary Brook Bridge parapet adjacent to westbound A133 Clingoe Hill

3.6 Clingoe Hill

As the A133 approaches Greenstead Roundabout, and Section B, the verge width narrows and the presence of property boundaries mean an additional RTS lane cannot be provided on the approach. Instead, an RTS priority measure can be introduced to allow RTS vehicles to join traffic lanes of the A133 Clingoe Hill on termination of the RTS lane. This would take the form of traffic signals that would hold traffic when an RTS vehicle approaches, allowing it join the queue associated with Greenstead Roundabout uninhibited.



Figure 6 – Narrowing verge and zebra crossing on westbound approach to Greenstead Roundabout

There are zebra crossings across the A133 dual carriageway on the eastern approach to Greenstead Roundabout. Should their use be negatively affecting RTS journey time and reliability sufficiently, they could be replaced by toucan crossings. This would encourage platooning of the pedestrians and cyclists, which could reduce the overall time queuing traffic is held. Additionally, traffic signals could also be linked to the RTS priority measures to ensure traffic is not held for pedestrians / cycles when an RTS vehicle is approaching the crossing and roundabout.

4 Option 2A – Route Details – Eastbound

4.1 Clingoe Hill

A proposed additional nearside RTS lane along the eastbound A133 Clingoe Hill will ideally develop immediately from the Greenstead Roundabout. This would allow RTS vehicles to leave Greenstead Roundabout and immediately begin moving at free flow speed, regardless of traffic levels in the adjacent traffic lanes. To facilitate the carriageway width required for the additional RTS lane, widening into the existing verge and central reserve will be required.



Figure 7 - Zebra crossing and eastbound A133 Clingoe Hill just off Greenstead Roundabout

Off Greenstead Roundabout, there are existing zebra crossings across the dual carriageway. Should their use be negatively affecting RTS journey time and reliability sufficiently, they could be replaced by toucan crossings. This would encourage platooning of pedestrians and cyclists, which could reduce the overall time queuing traffic is held.

The existing footpath on the northern side of the A133 is narrow. As walking and cycling links are to be considered as part of the RTS proposals, improvements should be made to this facility to support cyclists. This would provide links to the development via the proposed access along the A133 and to the university by the existing crossing facilities at the Knowledge Gateway. A wider facility with a dedicated cycle track should be considered if sufficient widths are achievable. It should be noted that there is an existing embankment at the back of the verge. Widening and construction of a pedestrian / cycle facility may require the use of a retaining structure to remain within the Highway Boundary. Existing street lighting will need to be relocated to the back of the pedestrian / cycle facility.

4.2 Salary Brook Bridge

Salary Brook is a watercourse that is spanned by the A133 Clingoe Hill via an existing structure. The dual carriageway at this location has verges and a central reserve, with a link to Salary Brook Trail; a shared use facility just west of the structure, running beneath the A133. To provide an additional eastbound RTS lane, widening would be required into both the verge and central reserve. The central reserve will not be able to be reduced below 1.2m, as narrowing will require the introduction of a vehicle restraint system. Lane narrowing may also be required to keep the widening within the existing bridge deck.



Figure 8 - Salary Brook Bridge parapet, existing shared use facility connecting to Salary Brook Trail, adjacent to eastbound A133 Clingoe Hill

As the structure is existing, its suitability for additional traffic lane and resultant loading will need to be assessed. Strengthening or replacement of the structure will have significant cost implications.

There is an existing shared use facility across the structure. The widening or upgrade of this facility may create a pinch point due to the limited space available if utilising the existing structure. The

available width across the structure and appropriate pedestrian / cycle facility should be explored further once the exact widths are known. The existing bridge parapet may need modification or replacement if its height is insufficient for adjacent cycling, the required height being 1.4m.

There is a BT chamber located within the shared use facility across the structure, it is expected to require relocation / amendment as it will likely be located within the carriageway widening.

East of the Salary Brook structure the provision for the additional RTS lane and pedestrian / cycle facility will require widening into the existing verge and central reservation, with some associated tree felling. It should be noted that there is an existing embankment at the back of the verge.

Widening and construction of a pedestrian / cycle facility may require the use of a retaining structure to remain within the Highway Boundary. Existing street lighting will need to be relocated to the back of the pedestrian / cycle facility.

4.3 Knowledge Gateway Junction

The Knowledge Gateway is a large signalised junction, which caters for the majority of the universities traffic. It has pedestrian and cycling facilities throughout to connect the university with shared use and footway facilities along the northern side of the A133 Clingoe Hill, providing access into the Town Centre.

To provide an additional RTS lane through the junction, carriageway widening will be required into the existing verge and the shared use cycle facility will need to be relocated, with some associated tree felling. It should be noted that there is an existing embankment at the back of the verge. Widening and construction of a pedestrian / cycle facility may require the use of a retaining structure to remain within the Highway Boundary. Existing street lighting will need to be relocated to the back of the pedestrian / cycle facility.

Modifications to existing signal and street lighting layouts will be required that preserve existing pedestrian / cycle movements through the junction.

It should be noted that if it were possible to separate the RTS lane and carriageway lanes by a physical island, eastbound RTS vehicles could move freely through the junction, only being held for pedestrian / cycle phases. This is because the existing traffic lanes associated with the Knowledge Gateway could operate independently of the RTS lane. The separation island would be required to ensure vehicles turning right out of Boundary Road did not stray into the free flowing eastbound RTS lane. The benefits of this arrangement would need to be carefully considered.

Should RTS vehicles be required to service the university without utilising the length of Boundary Road, as in Option 2, services could join Boundary Road and return to the A133 Clingoe Hill at the Knowledge Gateway. Services could use the Boundary Road / Capon Road roundabout with an RTS stop located to the north of this junction to quickly access the university grounds. The servicing of the university and the provision / location of an RTS stop would need to be agreed with the university. An on-campus stop could potentially negate the need for a stop further east along the A133 as discussed below.



Figure 9 - Eastbound A133 Clingoe Hill through Knowledge Gateway

4.4 Knowledge Gateway to B1027 Colchester Rd / A133 Clingoe Hill Junction

East of the Knowledge Gateway, the A133 continues as a dual carriageway with two eastbound lanes. The central reserve is very wide, with trees planted within. There is a narrow footway located within the nearside verge. An additional RTS lane would require carriageway widening into the central reservation with some associated tree felling as well as widening into the nearside verge and footway. Construction of pedestrian / cycle facilities adjacent to the RTS lane will be required to provide connectivity between the proposed development and the university / town centre.



Figure 10 - Eastbound A133 Clingoe Hill, Knowledge Gateway to B1027 Colchester Road Junction

For parity with the westbound infrastructure, an eastbound RTS stop could be placed along the A133 Clingoe Hill. This stop would need to be located closer to the Knowledge Gateway than the inbound RTS stop, as patrons would be required to cross the A133 via the existing facilities at the Knowledge Gateway junction. A stop in this location may be considered too far from the university grounds to attract university-associated patronage.

4.5 B1027 Colchester Rd / A133 Clingoe Hill Junction

To provide an additional RTS lane through the junction, carriageway widening will be required into the wide existing central reservation and nearside verge and footway, with some associated tree felling. Modifications are required to the existing signal layouts. Construction of pedestrian / cycle facilities adjacent to the RTS lane will be required to provide connectivity between the proposed development and the university / the town centre. It should be noted that there are a number of farm accesses that need to be maintained. The proposed pedestrian / cycle facilities across these accesses will require a more robust construction to handle loading associated with farm vehicles.



Figure 11 - Eastbound A133 Clingoe Hill through the A133 / B1027 Colchester Road Junction

It should be noted that if it were possible to separate the RTS lane and carriageway lanes by a physical island, eastbound RTS vehicles could move through the junction uninhibited. This is because the existing traffic lanes associated with the junction could operate independently of the RTS lane. The separation island would be required to ensure vehicles turning right out of The B1027 Colchester Road did not stray into the free flowing eastbound RTS lane. The benefits of this arrangement would need to be carefully considered.

4.6 B1027 Colchester Rd / A133 Clingoe Hill Junction to Garden Community Access Roundabout

The location of the access/egress to the proposed development is not yet defined. However, it is known to be east of the A133 Clingoe Hill / B1027 Colchester Road signalised junction. To provide space for an additional eastbound RTS lane, carriageway widening into the existing central reservation and nearside verge will be required. Lane narrowing may also be required to keep the widening within the existing Highway Boundary. Construction of pedestrian / cycle facilities adjacent to the RTS lane will be required to provide connectivity between the proposed development and the university / town centre. Constraints include an intermittent significant ditch along the nearside verge and the central reserve required to be a minimum of 1.2m wide, to accommodate a vehicle restraint system. This vehicle restraint system now required due to proposed narrowing of the central reserve. There are accesses and side roads along the northern edge of the A133, which will need to be maintained if alternative access points cannot be provided. Additionally there is an existing bus stop, which will need to be located alongside the RTS lane with insufficient space to provide a hardstand.



Figure 12 - Eastbound A133, west of B1027 Colchester Road Junction. Showing Side roads and footway

As the A133 approaches the junction with the proposed development, an RTS priority measure can be introduced to allow RTS vehicles to join traffic lanes along the A133 upon termination of the RTS lane. This would take the form of traffic signals that would hold traffic when an RTS vehicle approaches, allowing it to avoid most of the queue associated with the proposed development junction.

5 Option 2B

A plan showing Section C Option 2B can be found in Appendix C – Section C Option 2A Indicative Layout.

In reality, the budget may not be available to construct all RTS measures described in Option 2A concurrently. Therefore, either a phased approach, or a curtailed scheme, may be required to meet the available budget.

To investigate the best place to provide infrastructure, 2018 Trafficmaster data (the most up to date available) was sourced for the length of the A133 highway corridor covered by improvements details in Section C Option 2A. This journey time data is taken from black boxes fitted in both commercial and private vehicles that log the vehicles location and speed. This data therefore corresponds to real vehicle journeys around the highway network. The 2018 data set used has been through a process of 'cleaning', where weekends, Fridays, bank holidays and months that have atypical congestion trends are removed to give representative results. The data set was cleaned as a whole prior to specific data relating to this scheme being extracted.

This Trafficmaster journey time data sourced corresponds to 'with-traffic' movement of an RTS vehicle, with no dedicated infrastructure. With additional dedicated RTS lanes and 'hurry call' technology implemented at junctions along the A133, it is assumed that RTS vehicles will be able to move at 'free flow' speeds. These free flow journey times correspond to where a vehicle can move along the network uninhibited, akin to driving in the early hours of the morning. Breaking both

eastbound and westbound RTS lanes into sections allows each to be examined and compared to see where the largest journey time savings can be made. The available Trafficmaster data allowed journey time data to be extracted for the following sections, which can be found annotated on a plan found in Appendix E – Section C Option 2B Analysed Sections.

Eastbound

- **E1** - Greenstead Roundabout to the eastbound stop line associated with the traffic signal junction at the Knowledge Gateway. The infrastructure proposed at this location would be an additional dedicated RTS lane.
- **E2** - The Knowledge Gateway junction to the divergence of the right turn lane associated with A133/B1027 Colchester Road Junction. The infrastructure proposed at this location would be an additional dedicated RTS lane and modification to traffic signals.
- **E3** - The A133/ B1027 Colchester Road Junction to the proposed location of the development access. The infrastructure proposed at this location would be an additional dedicated RTS lane.

Westbound

- **W1** – The Knowledge Gateway to Greenstead Roundabout. The infrastructure proposed at this location would be an additional dedicated RTS lane with RTS priority measure on the approach to Greenstead Roundabout.
- **W2** - The A133/B1027 Colchester Road Junction to the westbound stop line associated with the traffic signal junction at the Knowledge Gateway. The infrastructure proposed at this location would be an additional dedicated RTS lane and modification to traffic signals.
- **W2 Short** – As per W2, but with the dedicated bus lane developing part way along the section, where Nesfield Road meets the A133, approximately halving the length RTS lanes length and retaining it on the Approach to The Knowledge Gateway.
- **W3** - The proposed location of the development access to the westbound stop line associated with the traffic signal between the A133 and B1027 Colchester Road. The infrastructure proposed at this location would be an additional dedicated RTS lane and modification to traffic signals.

For the above sections, both the morning peak (07:00 – 10:00) and evening peak (16:00 – 17:00) average journey time data was sourced, as well as the free flow journey time. Assuming the infrastructure described above can facilitate the RTS moving at free flow speeds, the difference between these times is the predicted average journey time saving as a result of the implementation of RTS infrastructure. Furthermore, estimated costs have been sourced for the RTS infrastructure (excluding cycle facilities) for each of the sections described above. Dividing the predicted journey time savings in seconds by the estimated cost in millions provides a cost – benefit ratio (with regard to average journey time improvements) for each section so that they can be compared:

Table 1 – Analysis of average journey time savings and associated costs for eastbound Option 2B infrastructure

Eastbound 2018 Trafficmaster Data					
Time Period	Average Journey Time	Free Flow Journey Time	Predicted Average Journey Time Saving	Estimated Cost (M)	Journey Time Saving / Cost Ratio
E1 – Greenstead Roundabout to Knowledge Gateway					
Morning Peak	40s	32s	8s	£1.520	5.8
Evening Peak	40s		8s		5.8
E2 – Knowledge Gateway to A133/B1027 Colchester Road Junction					
Morning Peak	52s	43s	9s	£1.856	5.0
Evening Peak	58s		15s		8.1
E3 – A133/B1027 Colchester Road Junction to Proposed Development Access					
Morning Peak	36s	33s	3s	£1.885	1.6
Evening Peak	34s		1s		0.4

The above table shows there is limited journey time savings to be made with the introduction of any eastbound RTS infrastructure. Traffic is observed to typically flow well outbound from the town the as A133 highway corridor becomes more rural. The predicted average journey time saving to estimated cost ratios are low, meaning a low return on investment with regard to average journey time savings.

Table 2 - Analysis of average journey time savings and associated costs for westbound Option 2B infrastructure

Westbound 2018 Trafficmaster Data					
Time Period	Average Journey Time	Free Flow Journey Time	Predicted Average Journey Time Saving	Estimated Cost (M)	Journey Time Saving / Cost Ratio
W1 – Knowledge Gateway to Greenstead Roundabout					
Morning Peak	3m 17s	31s	2m 46s	£1.801	92.5
Evening Peak	2m 40s		2m 9s		71.6
W2 – A133/B1027 Colchester Road Junction to Knowledge Gateway					
Morning Peak	1m 31s	40s	51s	£2.694	18.9
Evening Peak	1m 37s		57s		21.1
W2 Short – Reduced Length - A133/B1027 Colchester Road Junction to Knowledge Gateway					
Morning Peak	57s	17s	40s	£1.212	33.5
Evening Peak	59s		42s		34.8
W3 – Proposed Development Access to A133/B1027 Colchester Road Junction					
Morning Peak	54s	40s	14s	£2.575	5.7
Evening Peak	59s		19s		7.7

The table shows that there are large journey time savings to be made to W1, westbound from the Knowledge Gateway to Greenstead Roundabout, with an average journey time saving of 2m 46s in the morning peak. For W2, the section between the A133/B1027 Colchester Road junction to the Knowledge Gateway, there are lesser savings of 51 and 57 seconds in the morning and evening peak, respectively. For W2 Short, the average journey time savings are found to be around 75% of W2, meaning that approximately half the length of infrastructure can contribute to the vast majority of average journey time savings. This is reflected in the predicted average journey time saving to

estimated cost ratios, where 'W2 Short' performs much better than W2. Further east, W3, from the proposed development access to the A133/B1027 Colchester Road junction has limited average journey time savings to be made by the introduction of infrastructure. The very low predicted average journey time saving to estimated cost ratios suggesting that even infrastructure placed just on the approach to the A133/B1027 Colchester Road junction, similar to 'W2 Short', would not yield significant values.

Based on the above analysis it is recommended that W1 and 'W2 Short' be combined to form an additional westbound RTS lane, developing between the A133/B1027 Colchester Road and Knowledge Gateway junctions. This dedicated lane would continue until RTS priority measures placed on the approach to Greenstead Roundabout to facilitate existing vehicle movements. This arrangement will form Section C Option 2B, offering the best value for average journey time savings. An indicative layout can be seen in Appendix C – Section Option 2B indicative Layout. Refinements to where the RTS lane should develop can be informed in the next design stage by the Vissim and Vissum models in the next design stage.

It should be noted that the arrangement of Option 2B is recommended for when the RTS system first becomes operational. As congestion and the development evolve over time, other sections of infrastructure may be required to further improve or maintain RTS journey times and reliability.

6 Option 2C

A plan showing Section C Option 2C can be found in Appendix D – Section C Option 2A Indicative Layout.

Option 2C requires no additional RTS lanes to be constructed as existing lanes on both the eastbound and westbound A133 would be repurposed as RTS lanes. The RTS lanes would need to be terminated in advance of left-turning lanes and side roads to allow existing manoeuvres. This would result in the following modifications to the existing arrangement:

- The westbound A133, west of the proposed development access junction, would require the two existing traffic lanes to merge before the commencement of the lane one RTS lane. This is due to A133 east of the junction having two existing traffic lanes on the westbound approach.
- On the westbound approach to the A133 / B1027 Colchester Road Junction, left turning vehicles would be required to cross the RTS lane, requiring its temporary termination. The capacity of the junction for vehicles moving east-west would be greatly reduced as one of the two existing straight ahead lanes would be designated for RTS vehicles.
- On the westbound approach to the Knowledge Gateway Junction, left turning vehicles would be required to cross the RTS lane to reach Boundary Road, requiring its temporary termination. Similarly, vehicles turning left out of Boundary Road would be required to cross the RTS lane to reach lane two, similarly requiring its intermittent termination. The capacity of the junction for vehicles moving east-west would be greatly reduced as one of the two existing straight ahead lanes would be designated for RTS vehicles.
- On the approach to Greenstead Roundabout, the westbound RTS lane will need to be terminated to allow vehicles wanting to turn left to occupy lane one. Despite this arrangement having two lanes discharging onto the roundabout, capacity will be affected as vehicles will not be able to move into lane one until termination of the RTS lane. The earlier the termination of the RTS lane, the longer potential queue the RTS vehicle will join when approaching the roundabout.
- The eastbound RTS lane along the A133 Clingoe Hill would develop on the circulatory of Greenstead Roundabout as a left-turn, bus-only lane. Regular traffic would then access lane two only from Greenstead Roundabout, reducing discharge over the existing arrangement.

- The capacity of the Knowledge Gateway junction for vehicles moving eastbound would be greatly reduced due to the reallocation of a traffic lane to RTS vehicle dedication.
- Designating lane one as an RTS lane through the A133 / B1027 Colchester Road Junction is problematic, this is due to the presence of accesses along the northern edge of the A133 which would need to be maintained. This may require the RTS lane to be for RTS vehicles and 'for access' in the vicinity of the accesses. Due to the presence of diverge hatching between the existing lane one and diverging right turn lane, this carriageway space could be reallocated as a trafficked eastbound lane two. This arrangement would still require localised widening to improve the alignment and provide suitable lane widths, however, it will likely not have a significant effect on capacity.
- Eastbound along the A133, east of the junction with the B1027 Colchester Road Junction, there are a number of road and accesses along the northern edge. These would need to be maintained by either terminating the RTS lane in advance of side roads and accesses to allow vehicles to enter lane one and turn left, or designate the RTS lane for RTS vehicles and 'for access'. The RTS lane will need to be terminated on the approach to the proposed development access junction. This would allow regular traffic to move into lane one and would allow all movements at this junction.

This option, in dedicating an existing lane in both directions to RTS, will be much cheaper than Option 2A & 2B. However, reducing capacity significantly at each of the strategic junctions along this key corridor into Colchester will have far-reaching impacts on congestion. This option, whilst achieving the goals of RTS, would need to be carefully considered in light of associated traffic impacts.

7 Section C Option 3 Overview

Option 3, as well as the other two option routings, are compiled on a drawing found in Appendix A – Stage 2 Section C Options.

Option 3 is to provide a spur north from the A133 Clingoe Hill into the western extent of the proposed Tendring – Colchester Borders Garden Community. This connection would be direct and would likely avoid RTS vehicles being required to travel further east along the A133 than the Knowledge Gateway. Whilst moving along the A133 Clingoe Hill, the RTS service would utilise RTS lanes and RTS priority measures as outlined in Option 2 variants. This would be with the addition of an eastbound spur or left turning lane into the development, as well as, likely modifications to the Knowledge Gateway to allow RTS vehicles to access the A133 westbound.

This options feasibility and design is highly dependent on the layout and development of the Tendring-Colchester Borders Garden Community Masterplan. Routing through the development, provisions for stops and the connection to the proposed Park & Choose location would have to be built into the masterplan. Unfortunately, the Masterplan is not suitably developed at the time of writing this report so this option's feasibility is still undecided.

8 Other Considerations

8.1 Land Acquisition

For Option 2A, to provide an additional RTS lane in both directions as well as a 5m pedestrian / cycle facility on the northern side of the A133, land acquisition will be required. The affected area of land is located in the vicinity of Slough Lane.

Depending on whether this land can be acquired in a timeframe fitting for the scheme and for a suitable cost, alternatives may need to be explored that keep the proposals within the existing Highway Boundary. Alternatives could include termination of the additional RTS lanes in advance of the point where land purchase would be required or narrowing the pedestrian / cycle facilities in the vicinity. Information relating to the exact areas of land acquisition and alternative solutions that remain within the Highway Boundary will be provided when a topographical survey has been completed and the design progressed.

The land acquisition process should be started as soon as defined areas to acquire are known. If the landowner is unwilling to negotiate the sale of the land, a Compulsory Purchase Order may be required to acquire the land. This process can take a significant amount of time to complete.

8.2 Statutory Undertakers' Plant

The presence of statutory undertakers' plant (stats) and any required diversions have the potential to add significant costs to options and variants. To better understand the risks, C2 statutory searches were performed, with the findings summarised in the table below:

Table 3- Statutory Undertakers' plant present along the A133 highway

	Greenstead roundabout to Knowledge Gateway	Knowledge Gateway to A133 / B1027 Colchester Rd Junction	A133 / B1027 Colchester Rd Junction to Proposed Development Access Junction
National Grid (Gas)			
Indigo pipelines (Gas)			
Cadent Gas			
GTC			
NWG Property Solutions (Water)			
Essex and Suffolk Water			
Affinity Water (Asbestos Distribution Main)			
Anglian Water services LTD			
Anglian Water services (Combined Sewer)			
Anglian Water services (Surface Sewer)			
Anglian Water services (foul) LTD			
Overhead High Voltage (UK Power Networks)			
Overhead Low Voltage (UK Power Networks)			
Underground High voltage (UK Power Networks)			
Underground Low voltage (UK Power Networks)			
BT Openreach Overhead Telecom			
BT Openreach Underground Telecom			
Street Lighting			
Structures			
Minor undertakers			
ITS			
Virgin Media			
Vodafone			

Plant not present or unaffected	
Plant present, potential to affect	
Plant present, high likelihood of affecting	

It is clear from the above table that some stats diversions are likely to be required with all options excluding 1C. This is due to the presence of plant between Greenstead Roundabout and the Knowledge Gateway, which all options share. A summary of the most significant issues has been provided below;

- Gas – There is gas plant present along much of the A133 highway corridor. Proposed additional RTS lanes and carriageway widening will have a significant likelihood of requiring diversion. Physical constraints such as Salary Brook Bridge and proposed retaining features will limit the available width for this plant to be diverted into.
- Water supply – Water supply plant is more prevalent at the eastern end of the A133, near Greenstead Roundabout. The location of the the asbestos distribution main indicates that providing RTS lanes east of the B1027 could attract significant additional cost if diversions of this main are required.

- Electricity – High voltages are cables are present throughout the A133 highway corridor. Proposed additional RTS lanes and carriageway widening will have a significant likelihood of requiring the diversion of this plant.
- Telecommunications – Telecommunication plant is present throughout the A133 highway corridor. Proposed additional RTS lanes and carriageway widening will have a significant likelihood of requiring the diversion of this plant.

8.3 Environmental Considerations

The Stage 1 Options Study, informed by the Stage 1a/2 Environmental Risk Assessment report (Jacobs, August 2019) has concluded that, although there would be potential environmental impacts from Section C Options 1 and 2. These are unlikely to be significant and therefore a statutory EIA would not be required for these two options; however, further environmental assessment is required to confirm this. If there are no significant environmental effects, and on the assumption that works remain within the Highway Boundary, then permitted development rights would be applicable for both options, and a planning application would not be required. For Option 3, the construction of a new road may result in significant environmental effects, and a statutory EIA may be required. If an EIA were required, then this would be undertaken as part of the Masterplan. If an EIA were not required, non-statutory environmental assessments would be undertaken to support the planning application, in line with planning authority requirements.

Key environmental constraints identified in the Environmental Report for Section C include:

- Potential adverse impact to the Salary Brook Local Nature Reserve (LNR), located immediately adjacent northeast to /salary Brook bridge on A133 Clingoe Hill;
- The potential widening of the A133 to facilitate additional RTS lanes would have an adverse effect on existing mature roadside trees along the A133, potentially also affecting Clingoe Hill Wood, with has Tree Preservation Order (TPO) status and is designated as a Priority Habitat; and
- Two NIAs are located along the A133, one near Greenstead Roundabout, marking this area particularly sensitive to traffic noise.

Land-take and mitigation requirements cannot be determined until further environmental assessment is undertaken. Option 2 is likely to result in the direct loss of some trees, vegetation and potential habitats, and mitigation to offset any impacts would be identified during the preliminary design stage. It should be noted that if Clingoe Hill Wood is to be impacted, then replacement planting would need to be undertaken at a designated biodiversity compensation site, as agreed with the County Ecologists.

8.4 Budgetary Considerations

It has not been possible to accurately cost Options 1 and 3 with any certainty at this stage:

- Option 1 could well operate satisfactorily within the existing university and highway road network. Therefore could be provided with only minimal capital cost to provide access for RTS vehicles via the existing university barrier system.
- Option 3 could be funded via the Tendring – Colchester Borders Garden Community Masterplan, and as discussed in the report the extent of the infrastructure cannot be quantified until the masterplan develops.

Option 2, however, has been the subject of a high level costing for all variants below, with full costing details available in the cost report provided in Appendix E:

- Option 2A has a total estimated capital cost of £16,251,624.
- Option 2B has a total estimated capital cost of £7,301,962.
- Option 2C has a total estimated capital cost of £4,363,599, which appears better value, as it is cheaper than the other variants. However, it must be noted that this variant would have a significant negative impact on general traffic, which would need to be carefully assessed.

It is clear that Option 2A is unlikely to be achievable in its entirety with the current HIF funding provision, Option 2B is likely to be achievable and could be delivered in two phases if required to fit potential future budget pressures. Option 2C is likely to be achievable within the current budget, however this would have significant detrimental effects on the remaining highway network

9 Conclusions

9.1 Option 1

Option 1 is dependent on the development plans of Essex University and the level of student patronage. It is most likely that some services will travel via Boundary Road, but this will increase journey times and therefore, services along the A133 are likely to also run. As Boundary Road is already in place and general traffic is already restricted, extensive design work should not be required to make this option operational. Therefore, it is recommended that Option 2B is progressed ahead of Option 1, with routing associated with the university to be implemented in the future as the system develops further. The University management team have provisionally agreed with this approach.

It should however be noted that the proposed RTS lane provided by Option 2B on the approach to Greenstead Roundabout, would also benefit the westbound Option 1 journey

9.2 Option 2A, 2B and 2C

Option 2A, although the most comprehensive and the most robust solution for RTS journey time and reliability, will require significant funding to realise compared to Options 2B & 2C. Option 2B attempts to provide infrastructure where the most significant average journey time savings can be achieved at the time of opening when considering capital expenditure. Given that the programme for development of the proposed Tendring – Colchester Borders Garden Community means it will be in its infancy when the RTS becomes operational, limited traffic will be added to the network in the earlier years. Therefore, Option 2B offers the best short-term approach to balancing capital investment and RTS journey time improvements. As the development scales, further sections of RTS lanes found in the robust Option 2A may need to be added to maintain or improve RTS journey times.

Option 2B can be further refined and future proofed using outputs from the Vissum and Vissim models alongside and will also benefit Options 2 and 3 when they develop. This is because the westbound approach to Greenstead Roundabout is common to all options.

Option 2C, in repurposing existing A133 lanes in both directions to RTS, will be significantly cheaper than Options 2A & 2B and achieve the goals of RTS. However, it is believed that such a reduction in capacity along the A133, a strategic route into Colchester, will have far-reaching negative effects on congestion and consequently is likely to be vehemently opposed by residents.

It is therefore recommended that Option 2B is progressed, with additional Option 2A elements incorporated in the future (if/when traffic modelling outputs support their inclusion, and budgetary constraints allow).

It is anticipated that the Vissum and Vissim models will quantify the extent of the congestion impact, and therefore Option 2C should not be progressed to the next design stage at this time. However, this may provide a partial or interim solution, and therefore should not be totally discounted.

9.3 Option 3

Option 3 is dependent on the Tendring - Colchester Borders Garden Community Masterplan, which is not due to be released for the foreseeable future. Due to time pressures associated with the delivery of the project, it is recommended that Option 2B is progressed.

Should the Masterplan align with the RTS for routing through the development, infrastructure associated with Option 2B can be curtailed to improve RTS journey times and reliability west of this connection. Therefore, it is recommended that development of Option 3 is held in abeyance until sufficient details on the Masterplan are made available.

It should however be noted again that the proposed RTS lane provided by Option 2B on the approach to Greenstead Roundabout, would also benefit the westbound Option 3 journey time.

Appendix A – Stage 2 Section C Options

Appendix B – Section C Option 2A Indicative Layout

Appendix C – Section C Option 2B Indicative Layout

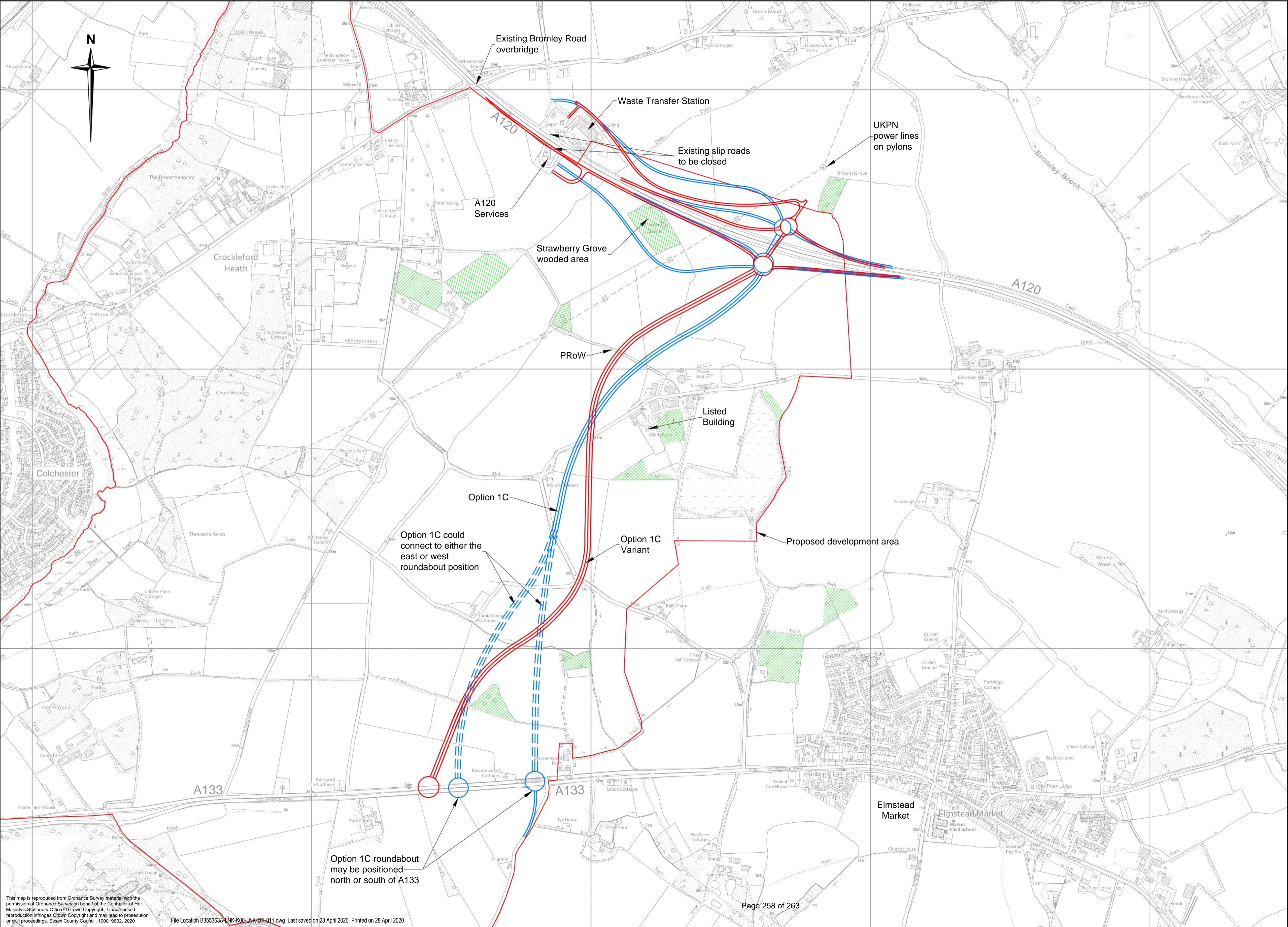
Appendix D – Section C Option 2C Indicative Layout

Appendix E – Section C Option 2B Analysed Sections

Appendix F – North Essex Rapid Transit System Feasibility Estimate Report

A120/A133 LINK ROAD & RTS

A120/A133 LINK ROAD - OPTIONS 1C & 1C VARIANT



Notes

- Do not scale.
- Link Road based on 85kph (50mph) design speed dual two-lane carriageway.

Key

- Option 1C
- Option 1C Variant

Rev.	Date	Description of revision	Drawn	Checked	Reviewed	Approved

DRAWING STATUS

S0 - INITIAL STATUS OR WIP

Essex Highways

Essex Highways, Seax House, Victoria Road South, Chelmsford, CM1 1QH.
Tel: 0345 6037631

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SCHEME TITLE

A120/A133 LINK ROAD & RTS

DRAWING TITLE

**A120/A133 LINK ROAD
ROUTE ALIGNMENTS 1C
AND 1C VARIANT**

DESIGNED	DRAWN	CHECKED	REVIEWED	APPROVED
JGD	JGD	MM	MM	PK
DATE	DATE	DATE	DATE	DATE
APR 20	APR 20	APR 20	APR 20	APR 20

DRAWING UNITS U.N.O.

DIMENSIONS IN MILLIMETRES

LEVELS IN METRES

SCALE AT A1 (841X594mm)

N.T.S.

DRAWING No.

B355363A-LNK-K00-LNK-DR-011

REV.

-

BRINGWAY JACOBS

Integrated expertise

Essex County Council

Forward Plan Ref No. FP/647/03/20

Report title: Decisions taken by or in consultation with Cabinet Members	
Report author: Secretary to the Cabinet	
Date: 26 May 2020	For: Information
Enquiries to: Emma Tombs, Democratic Services Manager, 03330 322709	
County Divisions affected: All Essex	

The following decisions have been taken by or in consultation with Cabinet Members since the last meeting of the Cabinet. The Covid-19 pandemic has necessitated an unusual number of urgent decisions.

Some urgent decisions have been taken where they were key decisions taken urgently without being on the forward plan, and were also exempted from call in. Others, usually not key decisions, were exempted from call in because they needed to be implemented without call in. Urgent decisions and the type are indicated in the list below.

Leader of the Council

FP/653/03/20	Locality Fund Arrangements
FP/663/03/20	Charges for Insuring Maintained Schools
FP/666/03/20	To formalise Essex County Council withdrawal from Vine HR Ltd.
FP/667/03/20	Application to strike off ReMaDe Essex Ltd from the Companies Register
FP/668/03/20	Application to withdraw from membership of IESE Ltd from Companies House
FP/675/04/20	Appointments to the Cabinet and Delegations of Executive Functions
FP/681/04/20	Replenishment of General Balance using COVID 19 Funding
FP/687/04/20	Supporting Community Infrastructure Levy Uptake across Essex
FP/702/05/20	To agree to the sale of the Authority's shareholdings in Essex Local Education Partnership Ltd, Essex Schools (Holdings) Ltd and Essex Schools Holdings (Woodlands) Ltd

The following key decisions were taken urgently without being on the forward and was exempt from call in:

*FP/654/03/20	Funding for Adult Social Care: COVID 19 Response
*FP/658/03/20	Funding for Adult Social Care: COVID 19 Response
*FP/662/03/20	Funding for Adult Social Care: COVID 19 Response
*FP/674/04/20	Funding for Adult Social Care: COVID 19 Response
*FP/676/04/20	Management of Excess Deaths due to COVID-19
*FP/679/04/20	Funding for Adult Social Care: COVID 19 Response
*FP/683/04/20	Funding for Adult Social Care: COVID 19 Response
*FP/701/05/20	Financial arrangements for the funding of COVID-19 Enhanced Discharge Services

The following decisions were exempt from call in:

FP/677/04/20	Agreement to Funding for the Adult Social Care COVID 19 Response and Agreement to Enter into a Contract for Care Technology to assist with the Response
FP/690/05/20	Funding for Adult Social Care: COVID 19 Response

Deputy Leader & Cabinet Member for Infrastructure

*FP/550/11/19	Extension of Devolution Pilot with Parish and Town Councils
FP/655/03/20	Procurement of Bus Infrastructure Supplier (Flags, Poles and Timetable Frames)
FP/680/04/20	Proposed introduction of bus gate orders on A1019 Velizy Avenue and Post Office Road, Harlow and amendment of 2016 Harlow Bus Lane Order to permit use of authorised vehicles
FP/686/04/20	Local Highway Panel - Scheme Approvals for Essex Local Highway Panel Delivery for Financial Year 20/21
FP/689/05/20	20mph Zone – Bellrope Meadows, Burns Way, Mosscofts, Thaxted
FP/699/05/20	Casualty Reduction Schemes 2020/2021

The following decisions were exempt from call in:

- | | |
|---------------------|--|
| FP/665/03/20 | Coronavirus Outbreak – Temporary Highways and Transportation Service Changes |
| FP/669/03/20 | Coronavirus Outbreak – Temporary Closure of Park and Ride services |

Cabinet Member for Children and Families

- | | |
|---------------------|--|
| FP/673/04/20 | Community Clubs and Activities for Children with Disabilities across Essex |
|---------------------|--|

Cabinet Member for Customer, Corporate, Culture and Communities

- | | |
|----------------------|--|
| *FP/562/11/19 | Library Investment and Improvement (Library Refurbishments) |
| FP/652/03/20 | To agree on procurement approach for a new Libraries Management System for the Library service and its customers |
| *FP/513/09/19 | Inclusion of Offshoring to the Fujitsu TCS Contract |

The following decisions were exempt from call in:

- | | |
|---------------------|---|
| FP/657/03/20 | Coronavirus Outbreak – Temporary Closure of Libraries |
| FP/664/03/20 | Coronavirus Outbreak – Temporary closure of Essex Records Office and suspension of certificates service |

Cabinet Member for Economic Development

The following decisions were exempt from call in:

- | | |
|----------------------|---|
| *FP/613/01/20 | Inward Investment Contract : Future Plans |
|----------------------|---|

Cabinet Member for Education and Skills

- | | |
|----------------------|---|
| FP/649/03/20 | Appointment and Re-Appointment of School Governors by Essex LA – Schedule 342 |
| *FP/518/09/19 | Extension of the Essex English National Concessionary Travel Scheme administration provider contracts |
| *FP/601/01/20 | SEND Integrated Therapy Service |

FP/670/04/20	Appointment and Re-Appointment of School Governors by Essex LA - Schedule 344
FP/672/04/20	Appointment and Re-Appointment of School Governors by Essex LA - Schedule 343
*FP/600/01/20	Determination of School Term Dates for Community and Voluntary Controlled School 2021-2022
*FP/637/02/20	Agreement of Concessionary Fare Scheme for 2020/21

The following key decisions were taken urgently without being on the forward and was exempt from call in:

*FP/685/04/20	Coronavirus Outbreak – payments to operators for local bus and home to school contracted services (including ticketing agreements) and Park and Ride services
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The following decisions were exempt from call in:

FP/656/03/20	Covid-19 Response - Suspension of Adult Community Learning Classroom based provision
FP/671/04/20	Coronavirus Outbreak – Extension of the hours of operation of the Essex English National Concessionary Fares Schemes (ENCTS)

Cabinet Member for Environment and Climate Change Action

*FP/614/01/20	Adoption of the Essex Green Infrastructure Strategy
*FP/634/02/20	To approve ECC's role as a delivery partner in the LoCASE 4 project, delivering energy efficiency improvements for our public estate.

The following decisions were exempt from call in:

FP/659/03/20	COVID 19 Response: Temporary Closure of Essex Outdoors and Cancellation of Bookings
FP/660/03/20	COVID-19 Outbreak – Temporary Closure of Recycling Centres for Household Waste
FP/661/03/20	Coronavirus Outbreak – Temporary Closure of Country Parks

Cabinet Member for Finance

FP/698/05/20	Replenishment of General Balance using COVID 19 Funding
FP/700/05/20	Anxiety and Resilience – Early Intervention Pilot
FP/703/05/20	Coronavirus Outbreak – Payments to Total Facilities Management Contractor during lockdown period

Cabinet Member for Health and Adult Social Care

The following decisions were exempt from call in:

FP/682/04/20	Repurposing of funding for Adult Social Care: COVID 19
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Total of urgent key decisions taken without being on the forward plan and exempted from call in: 9

Total of decisions exempted from call in: 13

*** Key Decisions**