

## Appendix C - Consultation Report

Active Travel Fund 2 – Proposed Implementation of ‘20mph Speed Limit’, Various Streets, Colchester		
A Consultation was carried out between 24/03/22 to 14/04/22. 12 objections were received as summarised as per below		
Comment Type	Comment	Response
Objection 1 Member of the public	<p>&gt; County Councillor Sue Lissimore led a robust and meaningful local consultation, included a series of in-person consultation road-show events at the locations where the schemes are being proposed, to allow people to view the plans and ask questions.</p> <p>I was not aware of any or where these consultations were held. Obviously, I would have comments. I have lived in Colchester all my life and in Lexden/town centre area for the last 40 odd years. I also drive pretty much everyday, in and around Colchester, and many other towns in the South East.</p> <p>&gt;</p> <p>&gt; The proposals for Colchester will see walking and cycling connections improved and the introduction of 20mph areas. The proposals address journeys which we know are currently being made by car, and for which we look to make walking and cycling a more attractive opportunity.</p> <p>The proposed changes will make no difference to Cycling or walking. One of the main problems with cycling in the town which no one has addressed as far as I am aware is that there is nowhere safe from theft or damage you can leave you bike, lets assume the average value is around 600 pounds, you have no guarantee it will still be where you left it when you come back. This is the main reason I dont cycle any more around the town.</p> <p>&gt;</p> <p>&gt; The reduction in speed limit to 20mph is to improve the walking and shopping environment of Colchester Town centre by lower vehicle speeds helping to encourage people to visit the town and local businesses. Lower speed limits in</p>	<p>A standard response has been sent to all the objectors:</p> <p><i>“Thank you for your response in relation to the above advertised proposal. The period for comment/objection has now closed and officers are compiling a report for Councillor Lee Scott, Cabinet Member for Highways and Transportation to inform the decision-making process. You will be notified of the outcome of that decision when it is made. The decision when made will also be made public on the Council’s website</i></p> <p><a href="https://cmis.essex.gov.uk/essexcmis5/Decisions.aspx">https://cmis.essex.gov.uk/essexcmis5/Decisions.aspx</a>.</p>

	<p>the residential areas will help to encourage local sustainable travel to schools and shops.</p> <p>The 20 MPH limit: this is unnecessary, in my experience it's pretty rare one can go faster than that in the various streets mentioned (most) when its busy or not, and the people who do go faster than the current national limit are not going to be deterred by a 20 MPH limit, it's a waste of funds, which could be better spent elsewhere.</p> <p>I travel to schools around the south east a lot. Very few anywhere have a successful catchment of cyclists, and the few they do have stop when it's cold or raining. I'm a governor at a school in the Colchester area, and we have tried to instigate cycling, and frankly have given up as it involves a major road which is used by commerce, without any facility, or possible facility to make for safe walking, let alone cycling.</p> <p>Unless there is a 'ground up' redesign of infrastructure around parts of Colchester, all thats being achieved is piecemeal 'cycle routes that the few activist cyclists like, it just annoys, and impedes everyone else. It would be perfectly feasible to have some decent cycle routes into the town centre, but unless highways and planners and councillors are willing to make some serious efforts by using some parkland, for example, and making some difficult decisions, all this is just a 'sap' to keep the lobbyists, who seem to have the moral high ground, happy.</p> <p>&gt;</p> <ul style="list-style-type: none"> <li>&gt; The Statutory Order Making Process requires an additional public</li> <li>&gt; consultation to take place giving residents an opportunity to make</li> <li>&gt; comment before any final decision is undertaken on implementing the</li> <li>&gt; permanent 20 mph speed limits</li> </ul> <p>It's clear that something needs to be done, but please help to get out done properly, with a long term plan and solution. Some bikes getting into the town centre is not going to save Colchester or its economy.</p>	
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<p>Objection 2 Member of the public</p>	<p>We strongly object to spending public money on such a ridiculous scheme. It is currently almost impossible to achieve 20mph on most of the roads shown in red on the plan. Possible exceptions are Oxford and Beverley Roads plus Norman Way (an access road to two large schools) Presumably it would involve erecting ugly, unnecessary and expensive signs on the roads earmarked. This is totally unacceptable.</p> <p>The money would be far better spent on filling in potholes PROPERLY and repairing footpaths which are mostly in a deplorable condition. This would certainly make cycling and walking into town much safer for pedestrians and cyclists alike</p>	<p>A standard response has been sent to all the objectors (see above).</p>
<p>Objection 3 Member of the public</p>	<p>I support the proposal, but I would request that physical measures are introduced where possible to encourage slower vehicle speeds. Simply installing "20mph" signage is unlikely to be sufficient.</p>	<p>A standard response has been sent to all the objectors (see above)</p>
<p>Objection 4 Member of the public</p>	<p>"to create an environment that is safer for both walking and cycling". Really? And someone actually believes that by introducing 20mps limits that can be achieved? The environment is already 100% safe for walking and being safer for cycling would be welcome, but 20mps does not help here.</p> <p>It is obvious that 20mps will not create anything, it will be disruptive to the economy.</p> <p>I am unhappy with the plan to introduce 20mps limits. I am particularly disgusted that the proposal frames it as good for health, environment, economy while in fact the implementation of the plan will cause active damage to the town and its inhabitants in all those areas.</p>	<p>A standard response has been sent to all the objectors (see above)</p>

<p>Objection 5 Member of the public</p>	<p>I am emailing in regards to the 20mph zone along Belle Vue Road, Colchester being made permanent.</p> <p>I have objections to the new proposal and I would like them noted.</p> <p><u>My reasons for objection are well founded and are as follows:</u></p> <ul style="list-style-type: none"> <li>- Belle Vue Road is extremely narrow, with residential parking along <b>ONE</b> side. There is a single yellow line the other side of the road. However this <b>DOES NOT</b> stop people parking on the restricted side of the road 24/7. Making it sometimes impossible to get down to park for my home. (An issue which I have raised with the council on previous occasions to no avail) This, combined with the narrowness of the road in the first instance, already makes it impossible to get above 15mph.</li> <li>- Belle Vue Road is a short road and a dead end. I have never been able (or seen other vehicles be able) to get past 20mph along this road as it is. Therefore, making it 20mph is obsolete and a waste of council money (on signage/enforcement techniques for example).</li> </ul> <p><i>Money that could arguably be given back to residents. Residents that have to pay yearly to park outside their own homes, yet regularly cannot get parked!</i></p> <ul style="list-style-type: none"> <li>- To leave/pull out of Belle Vue Road onto Colne Bank Avenue, is already almost impossible. Both in and out of rush hour. So, no one is exactly speeding out of the road and pulling onto a main road, therefore I do not believe there are safety justifications to this proposal.</li> <li>- No statistical work/traffic surveys have been conducted here. If there had been, it would show the average speed in which vehicles get to along this road and show that the limit is not necessary.</li> </ul>	<p>A standard response has been sent to all the objectors (see above)</p>
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	<p>Ultimately. The 20mph speed limit on Belle Vue Road is unnecessary and will only be a financial detriment on the council.</p> <p>Funding for the wider project or not, it could be put to better use on a road actually in need of a speed change.</p> <p>Not on a road that you can hardly drive down in the first place, let alone 'speed' down.</p> <ul style="list-style-type: none"> <li>• I ask the local councillor to come and visit Belle Vue Road to confirm all of which I am highlighting.</li> <li>• I invite the councillor to attend at weekends when visitors to the local church and theatre centre blatantly disregard the restrictions making it difficult to drive into or out of the road. Making it impossible to park outside my home as it isn't possible to manoeuvre into a space when people are parked opposite said space.</li> <li>• I invite the councillor to visit on weekdays, when there are less cars parked here as people drive to work, yet residents still cannot get parked.</li> <li>• I invite the councillor to visit when parking enforcement officers attend this road to give tickets and deter non residents from parking on the road - though this may be a challenge as there aren't often enforcers here. Another complaint I have raised with the council in the past. To no avail.</li> </ul> <p>Finally (another issue raised previously) I invite the councillor to attend Belle Vue Road, to see how fire/ambulance services cannot physically get their vehicles down the road to get to the addresses to which they are required. (Something that has also happened before and has been highlighted to the council).</p> <p>In candid conclusion, making Belle Vue Road permanently 20mph, is a waste of time and money for the council and benefits no one.</p> <p>I hope the executive member reviewing the proposals, takes the above objections along with their reasons seriously.</p>	
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Objection 6 Member of the public	In response to your proposed (20mph Speed Limit ) Order 202* I would object to the inclusion of the roads known as St Marys area which includes Rawstorn , Crowhurst, Papillon, Manor and St Albans Roads. I am not sure whether your engineer has actually driven in these roads but I would challenge him to reach let alone exceed 20mph in this area. The vehicles parking in this area mostly on both sides of the road mean that driving over 20mph is not only difficult but dangerous due to meeting on coming vehicles. I cant see the point in wasting money erecting signs which serve no purpose and are practically unenforceable. Road conditions in themselves create a 20mph zone without any signs being needed.. I am sure Councillor Bentley Leader of ECC will endorse my views!	A standard response has been sent to all the objectors (see above)
Objection 7 Member of the public	20mph speed limits. You have them already. The older roads are narrow and filled with parked cars. Lexden Road Schools. Dreadful but what do you expect? These schools are not neighbourhood schools. Children have to travel to and fro. Walking. The pavements are dreadful, full of cracks, holes etc. Who wants to come into the area? I have seen people fall.	A standard response has been sent to all the objectors (see above)
Objection 8 Member of the public	I would like to object to the proposed order I am not sure what is the evidence that reducing speed limit to 20mph, encourages walking & Cycling Also slowing down to 20 mph increases journey time and thus would cause more damage to the environment. This would perhaps lead to more mishaps In view of the above I am submitting my objections to the proposed order	A standard response has been sent to all the objectors (see above)
Objection 9 Member of the public	As a resident of Cambridge Road, which adjoins Beverley Road and is effectively one road as well as a continuous section of highway, I can assure you that traffic speeds regularly through this area, right down to the junction with Lexden Road (and also towards the other end with the junction of Maldon Road)	A standard response has been sent to all the objectors (see above)

	<p>Having lived in the street since 2004, there are many pupils from local schools who use Cambridge Road and Beverley Road, Victoria Road and West Lodge Road to walk to school. The 20mph zone should be extended to all these streets.</p> <p>All these roads are also shortcuts /'rat runs' for local traffic used throughout the day, but particularly Cambridge Road during rush hour. Changing the speed limit in Beverly Road without considering the full length of Cambridge Road makes no sense whatsoever. Traffic will use Victoria and West Lodge Road to continue at 30mph.</p> <p>It should also be noted that recently my neighbours and I have noticed an increase in goods traffic and emergency blue light vehicles and we can only conclude that sat navs are now sending vehicles a long Beverly Road and Cambridge Road as a connective route.</p> <p>If the 20 mph does not extend to include Cambridge Road we will almost certainly see Increase in drivers speeding as they accelerate out of the 20 zone.</p> <p>If Beverly Road becomes part of a school zone and traffic will not be permitted, vehicles will simply be pushed up Cambridge Road and other streets and cause more risk and traffic there. Essex County Council Will be responsible for simply pushing a perceived problem elsewhere.</p> <p>Many pupils attending Colchester Royal Grammar school are collected by cars and bus-vehicles from out of the area and these vehicles already park in our local streets - at Queens Road and Creffield Road and Cambridge Road, for example.</p> <p>I can not impress enough how this green policy will not work in this street or those surrounding Colchester County High School for girls or st Benedict's Catholic College as the schools are selective and therefore not schools exclusively for local children; large numbers are collected by family cars from out of the area. This will not change.</p>	
<p>Objection 10</p> <p>Member of the public</p>		<p>A standard response has been sent to all the objectors (see above)</p>

	<p>I fully support this proposal but I wish Glen Avenue, Elanore Road and Sanders Drive to be considered with this planning.</p> <p>This route has become quite a busy rat run in the morning rush hour, cars regularly speed too.</p> <p>They drive up Glen Avenue and instead of driving to the top of the road to turn left on Lexden Avenue and it's morning congestion they turn left onto Elanore Road. Once on Elanore Road they then turn right onto Sanders Drive, often cutting off the junction/corner too. At the top of Sanders Drive they then turn left onto Lexden Road cutting out some of the traffic jam. This route is getting a lot busier and both roads are not wide enough to accommodate speeding traffic. Sanders Drive also has two significant bends. It's a quiet residential area with a mainly elderly population. Whilst it won't stop cars using this route, a 20MPH limit would make it much safer.</p>	
<p>Objection 11 Local business – bus operator</p>	<p>BRAINTREE/COLCHESTER</p> <p>We also operate a large number of routes in and around Braintree, and a lesser number in and around Colchester.</p> <p>In both these cases the cumulative effect of the proposed 20mph zones on bus services is quite significant, and will adversely affect our ability to provide efficient and cost-effective services. A bus is generally traversing the same route multiple times in a day (in some cases twice an hour, or hourly), and so could under the proposals be restricted to 20mph for a significant proportion of its schedule.</p> <p>Particularly where delays are caused due to traffic congestion and other incidents, buses need some ability to catch up and return to schedule. A 33% reduction in top speed will have a significant adverse impact.</p>	<p>A standard response has been sent to all the objectors (see above)</p>