

Active Travel Fund 2 – Station Way Cycle Lane, Colchester: Consultation Report

<u>Comment Type</u>	<u>Comment</u>	<u>Response</u>
1.	<p>TRAF-8004 objection: I have just read you are considering some form of bike lane which will impact the bus lane as a resident who has been down that way at all times I have never seen more than 1 or 2 bikes using it and I would consider it an incredible waste of time and money. More people use the bus than will ever use that bike lane and I feel some more detailed investigation needs to be done if I am walking towards Asda it's bad enough that at the bus stop by wicks cyclists have priority over the walking public but to then give them preference over a bus lane is utter madness I know I have never seen a bike use the area by that bus stop as for me walking around is a hassle so I just use it and I've never seen a bike there may be a few who use it and I visit in the daytime but you have seriously got to stop giving over roads for sole access to bikes they pay no tax and for that area you are just going to make congestion worse when it isn't used and is like a dinosaur hanging around your neck.</p>	<p>The changes to the bus lanes and new cycle lane, forms part of a whole package of measures that are being proposed for Colchester to create a safer and more conducive environment for local residents and visitors to live and visit.</p> <p>Whilst ECC policy is very supportive of encouraging bus trips and is working with the bus companies to improve services, it is also equally committed to increasing the numbers of people walking and cycling. Once the new facilities are established, evidence from other similar areas have shown that more people are encouraged to walk and cycle, particularly if these and complimentary measures reduce the number of cars sharing the roads.</p> <p>These measures are linked to the following committed Strategic Priorities under the Organisational Strategy 'Everyone's Essex':</p> <ul style="list-style-type: none"> • Infrastructure, • Levelling up the environment, • Green Communities, • Transport and the built environment, • NetZero, • Healthy lifestyles. <p>The measures proposed are an important component in the wider programme of sustainable and active travel improvements identified in other pieces of ECC work and provides an important additional link in the City Centre. It contributes to a higher-quality environment and it will support health, wellbeing and independence by improving sustainable connectivity and more active travel.</p> <p>The funding for these schemes was as a result of a successful bid to Government in order to specially introduce these schemes and the money cannot be spent on any other transport schemes.</p>

2.	<p>TRAF-8004 Objection: I object to any and all further inconveniencing of vehicles on behalf of the minority of cyclists in Colchester. Specifically plans at Station Way. You backed off on St John's Street, but not before closing down Music Warehouse (an important local institution for the musicians of Colchester!) in the process. There's a reason Colchester is considered the unhappiest city in the country. It's because you insist on continuing to make it worse and worse to get around the town. Colchester isn't Denmark. We're not going to cycle everywhere. Do what you're supposed to do and represent the majority and improve the roads.</p>	<p>Through both ECC and Government policies, much effort and funding is going into improving the fabric of our urban areas such as Colchester in order that residents don't feel that the City is the "unhappiest city in the country". Evidence has shown from elsewhere that if the facilities are provided, people will be encouraged to try them and many of these trial journeys become more regular.</p> <p>The funding that will fund these measures have been specifically bid for to introduce the new cycle lanes and the rest of the package of measures across Colchester and other areas of Essex.</p>
3.	<p>TRAF-8004 Objection: I strongly object to the proposals and instead suggest the bus lane is reinstated to its full length. The cycle lane is rarely used, and the bus stop lay by is now too short leaving buses overhanging into the traffic causing congestion and unnecessary pollution especially at peak times. This is an ill-thought solution which completely negates the whole bus lane, rapid transport solution for public transport. Any time gained is lost at this bottleneck.</p>	<p>In order to encourage greater physical exercise and reduce the number of private cars on the roads of Colchester, ECC has received funding from central Government to introduce measures to encourage more active modes, including cycling. Evidence has shown from elsewhere that if the facilities are provided, people will be encouraged to try them and many of these trial journeys become more regular.</p> <p>To retain the bus lane and still create the space required to achieve the necessary improvements to the cycling and walking infrastructure would require the reduction of the existing southbound A134 Station Way general traffic lanes to one lane (currently 2 lanes). This would be counter-productive to bus services, significantly increasing traffic queues in the peak periods, causing increased general traffic queuing and greater impact to bus services than the repurposing of a length of the existing bus lane.</p> <p>Whilst the promotion of bus use is still a priority of ECC, of equal importance is the promotion of a healthier, more active lifestyles and so in achieving this balance, ECC has designed a scheme that does involve the removal of some lengths of bus lane. On balance, the reduction in the number of car journeys will reduce congestion on the roads and so reduce the overall need of bus lanes.</p>

4.	<p>TRAF-8004 Objection: I would like to object to the proposal to make this section of highway a permanent contraflow cycle lane. Please return it back to a designated bus lane and ease the congestion around North station. I travel this section of highway every morning Monday - Friday at approximately 07:45hrs for nursery drop off and then onto work. Some days I will be sat stationary in traffic all the way back up the A134 Northern approach road, the cause of this, two or more busses are queuing on the highway waiting to pull back into the bus lane segment to pick up or drop off passengers. I understand there is a need for pedestrian and cyclist safety on busy roads, however I could count on one hand the number of cyclists I see using the designated lane in a month. More often than not, when I do see a cyclist they use the highway designated for cars and busses etc. rather than the temporary cycle lane. Again, please return the lane to busses and free up the flow of traffic around North station. Thank you for taking the time to read my objection to the proposal.</p>	<p>The changes to the bus lanes forms part of a whole package of measures that are being proposed for Colchester to create a safer and more conducive environment for local residents and visitors to live and visit. Whilst ECC policy is very supportive of encouraging bus trips, it is also equally committed to increasing the numbers of people walking and cycling.</p> <p>To retain the bus lane and still create the space required to achieve the necessary improvements to the cycling and walking infrastructure would require the reduction of the existing southbound A134 Station Way general traffic lanes to one lane (currently 2 lanes). This would be counter-productive to bus services, significantly increasing traffic queues in the peak periods, causing increased general traffic queuing and greater impact to bus services than the repurposing of a length of the existing bus lane.</p> <p>Once the new facilities are established, evidence from other similar areas have shown that more people are encouraged to walk and cycle, particularly if these and complimentary measures reduce the number of cars sharing the roads.</p> <p>The schemes that have been consulted formed a successful bid to central Government to introduce these schemes across Essex. These schemes are part of the Government's own objective to increase walking and cycling in order to tackle air pollution and to promote a healthier population which in turn contribute to reducing pressures on the Country's healthcare system. To now backtrack, given they received much support, would be difficult and may affect the success of winning future funding for other schemes.</p>
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5.	<p>TRAF-8004: Regarding the cycle lane that has taken over the bus lane. I travel daily on the train from Colchester station and coming from the station along station road in rush hour is atrocious and this is made worse by the busses having to merge into all the traffic as their bus lane is taken over by the cycle lane. I hardly ever see cyclists using it. In fact, most cyclists use the footpath on completely the other side of the road. There is also another big safety issue I regularly have to turn left into Wicks for building supplies on my way home and have numerus times nearly been hit by Taxis's using the bus lane to skip the que to Essex Hall Roundabout and quickly go across and not giving way when myself or other vehicles are already turning left into Clarendon Way.</p>	<p>The design of the cycle lane, its new configuration and the effects of the proposed scheme on the surrounding area, including the effect on local safety, have all been considered by the scheme's designers. Behind the scheme is the objective to encourage greater numbers of people to cycle and to that end ECC successfully bid to Central Government to design and build this scheme and others around Essex.</p> <p>Any scheme that has been designed is subject to a safety audit that is designed to ensure that any potential safety issues are dealt with early on in the design and build process. Also, as a final check, a further safety audit is carried out once the scheme has been built to ensure nothing is causing ant problems.</p>
6.	<p>TRAF-8004: Please do not shut the bus lane to create a cycle lane. I have a small retail business in Colchester and make deliveries all over the area. There are simply not enough cycle journeys to warrant this proposed closure. Likely because the only way to town centre from this direction is a significant hill. I run two EV vans and therefore would feel a far better solution would be to allow EV delivery vehicles to use the bus lanes and gates</p>	<p>The design of the new scheme, its new configuration and the effects of the proposed scheme on the surrounding area, including the effect on the local economy have all been considered. Because with the new facilities, encouraging both greater walking and cycling will lead to more people being the area and therefore likely to spend money on local good and services. One of the main objectives of both this particular scheme and the other similar schemes around Essex, is to increase the number of journeys made by cycles and on foot and so the schemes have been designed with that objective in mind.</p> <p>To retain the bus lane and still create the space required to achieve the necessary improvements to the cycling and walking infrastructure would require the reduction of the existing southbound A134 Station Way general traffic lanes to one lane (currently 2 lanes). This would be counter-productive to bus services, significantly increasing traffic queues in the peak periods, causing increased general traffic queuing and greater impact to bus services then the repurposing of a length of the existing bus lane.</p> <p>ECC is currently developing an Electric Vehicle Strategy which will be published later this year and will be aimed at encouraging more EV car and van take up as we develop our EV infrastructure.</p>

7.	<p>TRAF-8004 Objection: I am a Colchester resident and council taxpayer. I strongly object to the "cycle lane" at North station. This restricts access to our town and is used by a tiny number of people who can go about their business on a bicycle, the vast majority of us cannot conduct our daily work and family responsibilities on a bicycle.</p>	<p>By introducing the full package of measures, the cycle lanes are only part, they will together make Colchester a more pleasant and healthier City to move around. With the increase in walking, cycling and indeed bus use, the numbers of private cars will fall and with it, congestion and air quality will rise to everyone's benefit.</p> <p>Evidence has shown from elsewhere that if the facilities are provided, people will be encouraged to try them and many of these trial journeys become more regular.</p>
8.	<p>TRAF-8004 Objection: I would like to raise an objection to the proposed permanent cycle lane in Station Road, Colchester. Ref TRAF/8004. As both a cyclist and public transport user in the city, the bus lane here is incredibly useful to avoid the heavy congestion that occurs in this area at peak times when using the bus. By making the cycle lane permanent, it will cause further delay to buses and lead to a reduction in air quality here due to idling buses. A sensible solution would be to re-instate the bus lane, but also allow cycles to ride in the bus lane, giving both cyclists protection and buses and bus users priority.</p>	<p>By introducing the full package of measures, the cycle lanes are only part, they will together make Colchester a more pleasant and healthier City to move around. Also, these schemes are supporting ECC in achieving a low carbon economy. With the increase in walking, cycling and indeed bus use, the numbers of private cars will fall and with it, congestion and air quality will rise to everyone's benefit. By making the cycle lane permanent it makes clear that ECC supports the growth in cycling and therefore encourage more to cycle.</p> <p>To retain the bus lane and still create the space required to achieve the necessary improvements to the cycling and walking infrastructure would require the reduction of the existing southbound A134 Station Way general traffic lanes to one lane (currently 2 lanes). This would be counter-productive to bus services, significantly increasing traffic queues in the peak periods, causing increased general traffic queuing and greater impact to bus services than the repurposing of a length of the existing bus lane.</p> <p>Evidence has shown from elsewhere that if the facilities are provided, people will be encouraged to try them and many of these trial journeys become more regular.</p>
9.	<p>TRAF-8004 Objection: Having just read a report which provided this link, I wish to register my objection to this absurd idea. I have read Sir Bob Russell's reported comments and I have to agree that he speaks for the sensible majority of Colchester citizens when he criticises this plan in its entirety. How ridiculous it is that the Authority responsible for proposing this idea seems to have little</p>	<p>ECC has designed a package of walking and cycling improvements designed to encourage more walking and cycling across Colchester, in line with both Central Government and ECC policies and objectives to encourage a healthier population at large and to help reduce the pressures on the nation's healthcare services. Also, it forms part of the drive</p>

	<p>regard common sense, imposing unnecessary cycle lanes, catering for the few cyclists, while totally ignoring the needs of the many. The plans completely contradict stated intentions for promoting better public transportation while contributing to even greater chaos and traffic congestion in this busy area of Colchester. We have previously witnessed the withdrawal of an unnecessary cycle lane in Colchester, which was removed in St John's Street after it created problems for bus traffic. As a local council taxpayer over many years, I do not wish to witness yet another similar expensive mistake being made again.</p>	<p>to help contribute to the country's low carbon future.</p> <p>The Pandemic demonstrated that there is a latent demand for cycling but to lock in that increase, best practice has shown that the right infrastructure is needed and that the roads are safe. The younger generation, finding the costs of running a car, difficult, will often look for alternatives such as cycling.</p> <p>With the medium to long term objective to reduce the number of cars on our road network, in areas where congestion is occurring, this will recede as more and more of cycle lanes are built, so encouraging more and more people out of their cars.</p>
10.	<p>TRAF-8004: I write regarding the proposal to make the cycle lanes under North Station Bridge permanent. As a cyclist, I rarely use the cycle lanes in that location as they are often busy with pedestrians, scooters, and barriers that have been knocked into the lane. My preference is for it to revert back to a bus lane, I feel far safer then as fewer obstructions and am able to cycle more predominantly in the centre of the lane, bus drivers are respectful and do not overtake as they know they have a stop approaching. This also means buses have faster transit through the area, and reduces congestion caused by buses queuing for the stop (can be seen on a daily basis). Overall having a bus lane is better for ALL, the cycle lane in that location helps no-one.</p>	<p>Whilst your comments are appreciated and understand your preferences, for the more novice cyclist, having dedicated cycle lanes are preferable. This will help in achieving ECC's Objective of increasing the number of cycle journeys and in contributing to a more carbon neutral future that is a priority of both ECC and Central Government.</p> <p>With the medium to long term objective to reduce the number of cars on our road network, in areas where congestion is occurring, this will recede as more and more of cycle lanes are built, so encouraging more and more people out of their cars.</p>
11.	<p>TRAF-8004 Objection: Objection to current plans for a permanent cycle lane - the number of cyclists does not justify the increased congestion of having the buses merge with the rest of the traffic</p>	<p>The design of the bus lane, its new configuration and the effects of the proposed scheme on the surrounding area and local economy, have all been considered. Because with the new facilities, encouraging both greater walking and cycling will lead to more people being the area and therefore likely to spend money on local good and services. One of the main objectives of both this particular scheme and the other similar schemes around Essex, is to increase the number of journeys made by cycles and on foot and so the schemes have been designed with that objective in mind.</p>
12.	<p>TRAF-8004: Words fail me to think you are considering reducing the width of the road which approaches the rail bridge to construct a cycle way? The approaches to the bridge has been a "Choke-Point"</p>	<p>The design of the scheme and the effects of the proposed scheme on the surrounding area and local economy, have all been considered.</p>

	<p>either side for decades and your scheme will only exasperate the situation. Seems to me you are trying to please a minority of Cyclists who travel along that stretch of road and not the majority off Vehicle drivers. I have no axe to grind with Cyclists, I have a bicycle and run a car - its the waste of tax-payers money. I wonder if you have carried out a census along that stretch of road during a specificate period of time? No of Cyclists compared to the number of cars/lorries/ buses etc? To be blunt, it seems another Colchester crack-pot idea to saturate the town with little used and very "expensive" cycle-ways</p>	<p>Any scheme that has been designed is subject to a safety audit that is designed to ensure that any potential safety issues are dealt with early on in the design and build process. Also, as a final check, a further safety audit is carried out once the scheme has been built to ensure nothing is causing ant problems.</p> <p>Behind the scheme is the objective to encourage greater numbers of people to cycle and to that end ECC successfully bid to Central Government to design and build this scheme and others around Essex. As such the funding cannot be used on other projects, it has to be spent on this scheme.</p>
13.	<p>TRAF-8004 Objection: 1 The number of cyclists using the bus lane is far exceeded by the number of buses that use this route despite the cycle lane have had a considerable time to attract users. The buses carry a multiple of travellers who should be encouraged to use public transport. 2 Congestion is already being caused by buses, queueing at the bus stop, projecting into the running lanes. This happens very frequently with the impact being clearly seen on the roundabouts to the North of the bridge. 3 The topography of Colchester does not lend itself to cycling in the way that York and Cambridge do particular in travelling North to South. Despite several millions of pounds being spent on cycle routes in the city over the past few years, there has been little if any appreciable increase in cycle use. As a ratepayer, I resent this colossal misuse of public funds.</p>	<p>The changes to the bus lanes and new cycle lane, forms part of a whole package of measures that are being proposed for Colchester to create a safer and more conducive environment for local residents and visitors to live and visit. An important element is the reduction of the overall levels of traffic in Colchester so resulting in less congestion.</p> <p>From surveys, there was an increase in cycling across Colchester City Centre during the Covid19 pandemic and it is this increase that the measures are designed to lock in for the future.</p> <p>Whilst ECC policy is very supportive of encouraging bus trips and is working with the bus companies to improve services, it is also equally committed to increasing the numbers of people walking and cycling. Once the new facilities are established, evidence from other similar areas have shown that more people are encouraged to walk and cycle, particularly if these and complimentary measures reduce the number of cars sharing the roads.</p> <p>The schemes that have been consulted formed a successful bid to central Government to introduce these schemes across Essex. These schemes are part of the Government's own objective to increase walking and cycling in order to tackle air pollution and to promote a healthier population which in turn contribute to reducing pressures on the Country's healthcare system. It is impossible to divert this funding into any other project.</p>

14.	<p>TRAF-8004 Objection: I object to the cycle Lane being made permanent- the traffic flow around that area is already utterly ridiculous without a barely used cycle Lane. The added traffic from McDonald's and the poor sequencing of the lights makes traveling around this area a farce. I can only assume the person's proposing this do not live in the area. The amount of congested traffic is of utmost grave concern causing poor air quality.</p>	<p>The design of the scheme and the effects of the proposed scheme on the surrounding area and local economy, have all been considered.</p> <p>Any scheme that has been designed is subject to a safety audit that is designed to ensure that any potential safety issues are dealt with early on in the design and build process. Also, as a final check, a further safety audit is carried out once the scheme has been built to ensure nothing is causing any problems. Any issues around the McDonalds restaurant and sequencing of lights, will be addressed if problems occur.</p>
15.	<p>TRAF-8004 Objection: I would like to register my objection and disapproval of the proposed alterations to the bus and cycle lanes at North Station, Colchester, on the grounds that by closing the bus lane at this critical point it causes major traffic congestion and delays to the bus services. The result will be the inconvenience of hundreds who rely on public transport daily for work, shopping, etc, for a few dozen cyclists who could either use the bus lane or the footpath.....dismounting first of course. The closure of this bus lane that originally cost so much and was declared essential for the flow of buses including the Park and Ride will surely be considered as a waste of public money in these days of extreme economy.</p>	<p>The design of the scheme and the effects of the proposed scheme on the surrounding area and local economy, have all been considered and taken into account by the designers of the scheme.</p> <p>Whilst we appreciate that not everybody is in favour of what has been proposed, from consultations it has been found that there is a majority who do support the proposed new measures. Designers of the scheme regard the proposed schemes as being the most effective way to encourage more cycling.</p> <p>To retain the bus lane and still create the space required to achieve the necessary improvements to the cycling and walking infrastructure would require the reduction of the existing southbound A134 Station Way general traffic lanes to one lane (currently 2 lanes). This would be counter-productive to bus services, significantly increasing traffic queues in the peak periods, causing increased general traffic queuing and greater impact to bus services than the repurposing of a length of the existing bus lane.</p> <p>Any scheme that has been designed is subject to a safety audit that is designed to ensure that any potential safety issues are dealt with early on in the design and build process. Also, as a final check, a further safety audit is carried out once the scheme has been completed and open.</p>

16.	<p>TRAF-8004 Objection: Just wishing to register my objection to the proposed plans to make the cycle lane under North Station bridge permanent. This is rarely used and the space would be much better utilised with a return of the bus lane in order to ease congestion in this area.</p>	<p>ECC has designed a package of walking and cycling improvements designed to encourage more walking and cycling across Colchester, in line with both Central Government and ECC policies and objectives to encourage a healthier population at large and to help reduce the pressures on the nation's healthcare services. Also, it forms part of the drive to help contribute to the country's low carbon future.</p>
17.	<p>TRAF-8004 Objection: I refer to your survey and advise that I OBJECT to the proposal to construct cycle lanes in this area of "North Station". It is time authorities stopped the installation of these cycle lanes. It appears they are being introduced purely to appease the climate and cycle lobbyists. Generally, they are being constructed with insufficient thought for the motor vehicle traffic, creating further congestion, and all that goes with that such as more traffic fumes, delays to business and thus the economy. Our road networks are not designed to accommodate cyclists and these "odd" introductions should be terminated and reversed until a sensible and workable system can be accommodated. What's more it creates greater friction and division between the various users, at a time when we desperately need to cooperate together.</p>	<p>ECC has designed a package of walking and cycling improvements designed to encourage more walking and cycling across Colchester, in line with both Central Government and ECC policies and objectives to encourage a healthier population at large and to help reduce the pressures on the nation's healthcare services. Also, it forms part of the drive to help contribute to the country's low carbon future.</p> <p>With the medium to long term objective to reduce the number of cars on our road network, where congestion is occurring, this will recede as more and more of these measures are introduced so encouraging more and more people out of their cars.</p>
18.	<p>TRAF-8004 Objection: I do not agree with your proposals to partially removed the bus line (Southbound) near Colchester Station. I firstly do not consider there is sufficient need for this to become a cycle lane because my experience as a cyclist is that there will be insufficient usage of such a lane. Also, Essex CC ought to be promoting efficient and effective bus travel, and the removal of this bus lane will have significant detriment to the running of the bus service though this vital bus "junction".</p>	<p>ECC has designed a package of walking and cycling improvements designed to encourage more walking and cycling across Colchester, in line with both Central Government and ECC policies and objectives to encourage a healthier population at large and to help reduce the pressures on the nation's healthcare services. Also, it forms part of the drive to help contribute to the country's low carbon future.</p> <p>With the medium to long term objective to reduce the number of cars on our road network, where congestion is occurring, this will recede as more and more of these measures are introduced so encouraging more and more people out of their cars.</p>

19.	<p>TRAF-8004 Objection: I wish to strongly object to the proposal to put in a new two-way cycleway near the station, starting at the junction with Clarendon Way. The Station Way bus lane was built roughly eight years ago at a cost of £1 million to the public. The intention was to keep buses flowing better at the expense of other traffic - a sensible idea to try and make buses more reliable and therefore more used. If your bus can run on time you may leave the car at home and use the bus more so a really worthwhile scheme. During Covid some silly changes were put in that resulted in the bus lane being used exclusively by cyclists. This resulted in the buses having to compete with all the other traffic, increasing congestion and thereby getting delays. Once your bus is not reliable then why use it? I would suggest that a change like that actually increases the traffic not decreases it. From observation whenever I am in that area the number of cyclists using the route is minimal and has resulted in more congestion, more traffic and more pollution. You may have the right motive to try and make people healthier by getting cycleways but when you do something like this you have a negative impact on the health of those who would walk and use the bus except they are now delayed in the general traffic congestion and not reliable. Please take an overall look at all modes of transport and don't penalise those who will make the effort to use buses for the sake of a handful of cyclists - that is not a good trade-off. The council should be promoting public transport as a good and efficient way of reducing congestion, emissions and pollution. Making that new cycleway won't result in a big increase in people using it. You may say you asked the public did they want more cycleways, and did they want to be healthier - of course we would all answer yes to such a survey as it is the 'right' answer to give. It doesn't mean that we will actually get on our bikes more in practice does it? A vast sum was spent replacing the bridge over Balkan Hill so that cyclists could cycle across there. Have you gone back and done a check on whether the expenditure was worthwhile or not? I suspect not but if you did you would find very few cyclists use it. Think about making the buses better and reliable instead. Spend the</p>	<p>ECC has designed a package of walking and cycling improvements designed to encourage more walking and cycling across Colchester, in line with both Central Government and ECC policies and objectives to encourage a healthier population at large and to help reduce the pressures on the nation's healthcare services. Also, it forms part of the drive to help contribute to the country's low carbon future.</p> <p>Despite some of the bus lane being turned into the cycle lane, ECC is still committed to supporting bus services in Essex. Less other traffic on the roads that buses share will lead to greater reliability and punctuality of services and this in itself will act to attract more people to use them.</p> <p>To retain the bus lane and still create the space required to achieve the necessary improvements to the cycling and walking infrastructure would require the reduction of the existing southbound A134 Station Way general traffic lanes to one lane (currently 2 lanes). This would be counter-productive to bus services, significantly increasing traffic queues in the peak periods, causing increased general traffic queuing and greater impact to bus services than the repurposing of a length of the existing bus lane.</p> <p>With the medium to long term objective to reduce the number of cars on our road network, where congestion is occurring, this will recede as more and more of these measures are introduced so encouraging more and more people out of their cars.</p> <p>There is certainly no intention to penalise any form of sustainable transport and they all have an important role to play when delivering a balanced Transport Strategy, as part of delivering a low carbon future. More funding and joint working with the bus companies will continue to be a priority and there is soon to be published a 'Bus Service Improvement Plan' and is undertaking a bus Accessibility improvements in order to improve and prioritise investment in Essex's bus network.</p>
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	<p>millions you are putting to cycleways, that just won't give the results you want, on bus improvements. Get a feasibility study looking at putting that money to improved bus services and the means to give them priority. One bus can reduce many cars from using the road. ECCH seem intent on putting forward many silly small cycleway proposals, none of which will actually do much to increase the level of cycling. I do have a bike but none of your cycleway schemes would persuade me to use it more than I do currently as they are all meaningless bitty patches with no joined up route. Scrap all these stupid ideas and look at improving public transport instead. Please scrap this ill conceived proposal.</p>	
20.	<p>TRAF-8004: Re your proposal to make the bus lane a permanent cycle lane in Colchester. You introduced the cycle lane under the pretext of covid and it's been a disaster ever since. Have you witnessed it in action? It stops buses from accessing the bus stop on the south side of the railway bridge as they have to queue to get into the stop as they are blocked from the bus lane. They then block the traffic and cause build-ups across the roundabout to the north. I'm a cyclist and I don't use it as a cycle lane and you are well aware of the survey that's been conducted by the former MP of Colchester, Bob Russell, which proves this. Stop making our lives a misery and listen to local residents and not the cycling lobby. They don't use it and could continue cycling along it as a bus lane. Please return it to its pre covid state and return it to a bus lane. We're fed up.</p>	<p>ECC has designed a package of walking and cycling improvements designed to encourage more walking and cycling across Colchester, in line with both Central Government and ECC policies and objectives to encourage a healthier population at large and to help reduce the pressures on the nation's healthcare services. Also, it forms part of the drive to help contribute to the country's low carbon future.</p> <p>Despite some of the bus lane being turned into the cycle lane, ECC is still committed to supporting bus services in Essex. Less other traffic on the roads that buses share will lead to greater reliability and punctuality of services and this in itself will act to attract more people to use them.</p> <p>With the medium to long term objective to reduce the number of cars on our road network, where congestion is occurring, this will recede as more and more of these measures are introduced so encouraging more and more people out of their cars.</p> <p>There is certainly no intention to penalise any form of sustainable transport and they all have an important role to play when delivering a balanced Transport Strategy, as part of delivering a low carbon future. More funding and joint working with the bus companies will continue to be a priority and there is soon to be published a 'Bus Service Improvement Plan' and is undertaking a bus Accessibility improvements in order to improve and prioritise investment in Essex's bus network.</p>

21.	<p>TRAF-8004 Objection: PLEASE BE AWARE THAT RESPONSES TO THE PUBLIC NOTICES IN RESPECT OF STATION WAY, COLCHESTER – FOR THE PURPOSE-BUILT BUS LANE TO BE MADE PERMANENTLY INTO A CYCLE PATH – ARE BEING SKEWED BY PRO-CYCLING ZEALOTS WHO HAVE ORCHISTRATED SUPPORT FOR THE PROPOSAL! From Bob Russell – who does not support the proposal which means Colchester has the only purpose-built Bus Lane in Britain from which buses are banned!</p>	<p>Whilst a small part of the existing bus lane is proposed to be converted into part of the proposed bus lane, the large majority of the bus lane will still be open for use by buses.</p> <p>Whilst we appreciate that not everybody is in favour of what has been proposed, from consultations it has been found that there is a majority who do support the proposed new measures. Designers of the scheme regard the proposed schemes as being the most effective way to encourage more cycling.</p>
22.	<p>TRAF-8004: I use the bus services from Great Horkesley to and from Colchester Town Centre in an effort to limit my car usage whenever possible. However the temporary cycle lane has made the journey by bus longer and less convenient than prior to when the temporary cycle lane was introduced. The cycle lane should not remain as more traffic is likely due to the considerable amount of house building to the north of Colchester. If the council wants to encourage public transport they should make the bus services more efficient and less expensive. Cycle lanes should not be established at the expense of public transport. One area where there should be a cycle lane and a better pedestrian pavement is from Great Horkesley to the Chesterwell development. Traffic on the A134 at that point is very fast and is very close to the narrow pavement. Many children and adults have to use the narrow pavement which is just on one side of the road in order to get from Great Horkesley to and from the safer pavement and cycle lanes by the Chesterwell development. The stretch of pavement is also unlit which deters many pedestrians and people from cycling or walking. This area should be considered as a priority instead.</p>	<p>ECC has designed a package of walking and cycling improvements designed to encourage more walking and cycling across Colchester, in line with both Central Government and ECC policies and objectives to encourage a healthier population at large and to help reduce the pressures on the nation's healthcare services. Also, it forms part of the drive to help contribute to the country's low carbon future.</p> <p>The scheme that was introduced at the beginning of the Covid pandemic was aimed to provide a safe cycling environment for those who previously used a bus but because of Covid, didn't want to use a bus and cycling appealed as an alternative. In order to turn those temporary cycle habits into permanent ones ECC has designed the schemes that have been consulted upon and ECC would like to implement, funded by specific Central Government funding to design and implement them.</p> <p>The schemes have been developed and will be built within a tight budget, and no scope to add in significant additional measures such as new links between Great Horkesley and the Chesterwell development. If a need for this additional measure is identified, ECC have other separate budgets to fund such schemes.</p>

23.	<p>I wish to object to the Essex County Council-Proposed Traffic Regulation Order. TRAF-8004.</p> <p>My reasons for objection are as follows:-</p> <ol style="list-style-type: none"> 1. The permanent removal of the bus lane in North Station Road (with the exception of a length of 65m towards the Essex Hall Roundabout) to allow for a segregated cycle lane. The balance of the actual travel mode is too skewed towards cyclists and bus passengers will see little or no improvement in their overall journey times. This proposal is part of the Colchester North-South corridor and really does nothing to assist buses, their operation and their passengers. See my detailed points below. 2. This bus priority measure must be reinstated to its previous length which was in place prior to the COVID-PANDEMIC measures between the North Station Road/Turner Road Approach Roundabout and the Essex Hall Roundabout. I assume the TRO for this lane closure is experimental. <p>There are on a Mon-Fri daytime average, 16 buses per hour travelling southbound, towards Colchester City Centre, this number does not include services which have a frequency of more than every 60 minutes; it does however include the Colchester Park and Ride service of 4 buses per hour which is supported by ECC which requires a high priority of a quicker travel time for customers visiting Colchester who have left their cars at the P&R site.</p> <ol style="list-style-type: none"> 3. On the basis of 16 buses per hour, if on each bus there is an average of 10 passengers per bus then this would equate to 160 passengers per hour travelling towards Colchester. There would have to be 160 cyclists per hour using the cycle lane to match the bus patronage, which I suggest in the peak time would have to be even higher because of the increased demand on the buses from schools/colleges and students travelling to the University of Essex. 4. The bus stop within the existing bus lane, south of the railway bridge is important and really acts as the bus/rail 	<p>ECC successfully bid for funding to deliver a package of measures from the Government's ATF2 fund. The measures were introduced for a range of benefits including health benefits, but also to address the reduction in public transport capacity during the pandemic due to the restrictions imposed by social distancing to support sustainable transport. All schemes have been designed by experienced designers and have considered the effects of the proposed scheme on the surrounding area and local economy, in particular. The consultation that took place showed that there is a high level of support for the proposed schemes. The schemes have been approved by the Government and to reverse the decision to implement the schemes would count against ECC when it bids for further funding.</p> <p>Ideally ECC would develop a highway corridor providing a segregated two-way cycleway, separate footway provisions and retain a southbound bus lane to maximise the infrastructure for sustainable modes of travel. However due to space constraints at this particular location on the A134 makes it impossible to achieve every desired objective, therefore a balanced approach to the allocation of highway space has been developed.</p> <p>To retain the bus lane and still create the space required to achieve the necessary improvements to the cycling and walking infrastructure would require the reduction of the existing southbound A134 Station Way general traffic lanes to one lane (currently 2 lanes). This would be counter-productive to bus services, significantly increasing traffic queues in the peak periods, causing increased general traffic queuing and greater impact to bus services than the repurposing of a length of the existing bus lane.</p> <p>Experience has shown that there is a latent demand for cycling. The scheme that was introduced at the beginning of the Covid pandemic was aimed to provide a safe cycling environment for those who previously used a bus but because of Covid, didn't want to use a bus and cycling appealed as an alternative. In order to turn those temporary cycle habits into permanent</p>
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	<p>interchange stop for the railway station. This is because since First Bus made changes to their services in April 2022, very few of their services now use the Station Forecourt on the north side of the railway bridge.</p> <p>I am a regular user of First Bus Services 87 and S1 and buses on these routes are heavily delayed approaching the roundabout at North Station Road/ Turner Road Approach roundabout before they can actually reach the bus stop and the short section of bus lane which you propose to retain. I would suggest in order to have a more balanced travel mode in this area and if it is practical, that the lane markings be amended (much lower cost) so that the bus lane is widened to 4m to accommodate the southbound cycle flow. This would be a better solution than removing most of the existing bus lane.</p>	<p>ones ECC has designed the schemes that have been consulted upon and ECC would like to implement, funded by specific Central Government funding to design and implement them.</p> <p>Whilst we appreciate that not everybody is in favour of what has been proposed, from consultations it has been found that there is a majority who do support the proposed new measures. Designers of the scheme regard the proposed schemes as being the most effective way to encourage more cycling.</p>
24.	<p>I would like to register my objection to the permanent removal of the southbound bus lane on Station Way in Colchester to create a two-way cycle lane.</p> <p>In terms of numbers of people to benefit it makes a great deal more sense to restore the southbound bus lane which could be shared with cyclists. This bus lane was created by ECC at a cost of £1m. It is one of the most intensively served bus corridors in the city and is destined to become more so when the 'Rapid Transit' scheme is implemented. The city's bus services are notoriously unreliable due to lack of bus lanes and chronic congestion and restoring the bus lane is one of the most cost effective measures ECC Highways can take to ameliorate this situation. It would also support your own declared intentions in the ECC Bus Strategy.</p> <p>I am a cyclist myself but I can see the bigger picture and believe the biggest benefit for the largest number of people would be gained by restoring the bus lane.</p> <p>Thank you for your consideration and I look forward to hearing from you in the near future.</p>	<p>Whilst we appreciate that not everybody is in favour of what has been proposed, from consultations it has been found that there is a majority who do support the proposed new measures. Designers of the scheme regard the proposed schemes as being the most effective way to encourage more cycling. Indeed, the experience of the last few years has shown that there is appetite for cycling particularly where there is suitable high-quality infrastructure in place.</p> <p>To retain the bus lane and still create the space required to achieve the necessary improvements to the cycling and walking infrastructure would require the reduction of the existing southbound A134 Station Way general traffic lanes to one lane (currently 2 lanes). This would be counter-productive to bus services, significantly increasing traffic queues in the peak periods, causing increased general traffic queuing and greater impact to bus services than the repurposing of a length of the existing bus lane.</p> <p>With the medium to long term objective to reduce the number of cars on our road network, in areas where congestion is occurring, this will recede as more and more of cycle lanes are built, so encouraging more and more people out of their cars.</p>

		<p>Whilst ECC policy is very supportive of encouraging bus trips and is working with the bus companies to improve services, it is also equally committed to increasing the numbers of people walking and cycling. Once the new facilities are established, evidence from other similar areas have shown that more people are encouraged to walk and cycle, particularly if these and complimentary measures reduce the number of cars sharing the roads.</p>
25	<p>I oppose these proposals which frequently cause congestion as they reduce the road to a single lane as buses queue to enter the bus stop.</p>	<p>In order to encourage greater physical exercise and reduce the number of private cars on the roads of Colchester, ECC has received funding from central Government to introduce measures to encourage more active modes, including cycling. Whilst the promotion of bus use is still a priority of ECC, of equal importance is the promotion of healthier, more active lifestyles and so in achieving this balance, ECC has designed a scheme that does involve the removal of some lengths of bus lane. On balance, the reduction in the number of car journeys will reduce congestion on the roads and so reduce the overall need of bus lanes.</p>
26.	<p>I have followed the debate on the provision of the cycle lane by the removal of the Bus Lane and wish to add my own comments.</p> <p>I am a car driver and user of the bus services past the affected area, but do not cycle due to my age and physical impairment.</p> <p>My comment is:</p> <p>Sometimes the simple solutions are overlooked, and therefore I wish to submit a simple solution which would be of benefit to all road users.</p> <p>Purchase from Wickes and the Car Sales area a strip of land adjacent to the highway, retaining the existing hedge, of sufficient width for the cycle lane. During my many visits to Wickes, the car park has never been full, with plenty of free space.</p> <p>The advantages and benefits of this solution would be:</p> <ul style="list-style-type: none"> • the cycle lane user would have a dedicated and protected area away from 	<p>Whilst in theory these ideas hold merit, ECC has been awarded the funding for the schemes that have been advertised and has no more funding to go back and redesign these measures. The schemes have been designed by experienced designers within the budgets set so other than minor changes there is not the scope to makes expensive purchases of land as suggested.</p> <p>If indeed the issues that you raise are in need, then ECC will use other Highways budgets to deal with these if the prove to be of a high priority.</p> <p>Whilst we appreciate that not everybody is in favour of what has been proposed, from consultations it has been found that there is a majority who do support the proposed new measures. Designers of the scheme regard the proposed schemes as being the most effective way to encourage more cycling. Indeed the experience of the last few years has shown that there is appetite for cycling particularly where there is suitable high quality infrastructure in place.</p>

	<p>the noise and fumes of the traffic, possibly encouraging more people to cycle.</p> <ul style="list-style-type: none"> • Re-introduction of the dedicated Bus Lane would lead to a more reliable bus service, encouraging more people to use the bus instead of their car. 	
27.	<p>In response to the consultation opportunity, I strongly object to the proposed cycle only lane - to replace the once very useful bus lane - in the northern part of North Station Road. I can see no reason whatsoever as to why busses should continue to be excluded from using this area of road and would support that this lane be equally shared by both busses and cycles.</p>	<p>Whilst ECC policy is very supportive of encouraging bus trips and is working with the bus companies to improve services, it is also equally committed to increasing the numbers of people walking and cycling. Once the new facilities and infrastructure are established, evidence from other similar areas have shown that more people are encouraged to walk and cycle, particularly if these and complimentary measures reduce the number of cars sharing the roads.</p>
28.	<p>I would like to make the following objections to the traffic scheme TRAF/8004 in Station Way, Colchester. I live in Turner Rise and use this route frequently, both on foot and by car, and my objections are based on personal experience. The existing bus lane was developed to help to alleviate congestion on this very busy route, especially at peak periods. It essentially achieved that aim and, from the outset, the bus lane was used by taxis and cyclists although many cyclists preferred to cycle on the footway. They still do. The bus lane was temporarily coned off in early 2020 as a Covid measure to assist with social distancing, the pavement under the rail bridge being very narrow. The unsightly plastic barriers are still in place and are regularly being damaged. During that time, nearly 3 years, the sight of a cyclist actually using the temporary cycle lane is so unusual as to be noteworthy.</p> <p>1. Forcing buses and taxis into the two outer lanes will increase, not decrease, congestion in this area. During peak periods the traffic queues are back beyond the Turner Road junction on the Northern Approach Road and this congestion has been made worse by the recent approval of the drive-through McDonalds on the Turner Rise retail park. I object to the travel arrangements of the majority being negatively impacted in order to pander to the lifestyle of a tiny minority.</p>	<p>Whilst we appreciate that not everybody is in favour of what has been proposed, from consultations it has been found that there is a majority who do support the proposed new measures. Designers of the scheme regard the proposed schemes as being the most effective way to encourage more cycling. Indeed the experience of the last few years has shown that there is appetite for cycling particularly where there is suitable high quality infrastructure in place. It is unfortunate that cyclists have been using the footways but it is hoped that the new facilities will help persuade them to keep off the footways.</p> <p>Any scheme that has been designed is subject to a safety audit that is designed to ensure that any potential safety issues are dealt with early on in the design and build process. This includes the impact of any proposed scheme on other road users that will run alongside a new scheme, including where buses may overhang into the carriageway. Also, as a final check, a further safety audit is carried out once the scheme has been completed and open.</p> <p>As regards use, once the new facilities are established, evidence from other similar areas have shown that more people are encouraged to walk and cycle, particularly if these and complimentary measures reduce the number of cars sharing the roads. In fact, monitoring has demonstrated that</p>

<p>2. There has been negligible use of the cycle lane during its 3-year temporary existence. Why is more use anticipated just because the road markings are permanent? The few cyclists I've seen using the lane or the footway continue their journey along the North Station Road bus lane, along with the buses and taxis. Why is a system that is acceptable in North Station Road deemed unacceptable in Station Way?</p> <p>3. During peak periods, when several buses can arrive together, the back of the last bus extends into the left-hand traffic lane, blocking all traffic movement until the first bus moves on. I have seen this block blue-light emergency vehicles for several minutes. I don't think the plans for the permanent changes have addressed this problem. Previously buses simply queued in the bus lane and caused no additional congestion.</p> <p>4. Pedestrians hate shared footway/cycle lanes as cyclists have a habit of approaching from behind, at speed and with no shouted warning or bell. At the proposed shared area to the south of the cycle lane the footway is not very wide and can have people waiting at or crossing to the bus stop so sharing this limited space with cyclists seems very dangerous.</p> <p>5. Are north-bound cyclists expected to cross at the signal-controlled crossing and continue on the cycle lane? What is the expectation when they reach the northern end of the lane, especially if they wish to go to the station or up the Bergholt or Mile End Roads? I anticipate that very few cyclists will dismount in order to cycle 100ms on a purpose-built cycle lane, instead they will cycle under the bridge in the north-bound traffic lanes or footway as now.</p> <p>6. It is not clear what yellow thermoplastic road markings are but I assume they will be plastic barriers, similar to the green ones currently in place, used to separate the traffic lanes from the cycle lanes. If this is correct I anticipate they will incur the same regular damage and will quickly become an eyesore and require continual, expensive maintenance - which ECC cannot afford.</p> <p>7. The funding for this unnecessary scheme is provided by the Government's ATF2 fund but requires</p>	<p>in Colchester and elsewhere where these kinds have been introduced, cycle use has increased.</p> <p>The scheme that ECC has designed does involve the removal of some lengths of bus lane. However, on balance, the objective of a reduction in the number of car journeys will in turn lead to reduced congestion on the roads and so reduce the overall need of bus lanes.</p> <p>The issues that pedestrians sometimes face as a result of being in close proximity to cyclists is valid and should have been picked up and considered through the safety audit process. However, there is an onus on all users to be aware and considerate to all other road users, be it cyclist, pedestrians and car drivers. Some element of shared facilities is often found in similar schemes and regarded as perfectly acceptable in safety terms.</p> <p>Whilst north-bound cyclists have the option of crossing at the signal-controlled crossing, it is not mandatory, just as any cycle facility, a number of cyclists will only use the roads and ride with the traffic. These tend to be the experienced cyclists, but it is the less experienced ones that the new facilities are aimed at. With a growing network of cycle lanes, more and more cycle journeys will be made and with it reduce the congestion and lead to improvements to the quality of the air for all.</p> <p>The scheme has not been implemented yet and anything that is on the ground at present will be taken away and the new scheme will be completely new and is designed to be positioned in such a way that it is safely installed and not vulnerable to collisions. Maintenance and care is an important element in the design so that they are not a unnecessary drain on Council budgets.</p> <p>Behind the scheme is the objective to encourage greater numbers of people to cycle and to that end ECC successfully bid to Central Government to design and build this scheme and others around Essex. The funding for the schemes are however mainly from the successful bid and not an equal amount from ECC and</p>
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	<p>match funding by Essex County Council, who have just announced they have insufficient funds to maintain the existing roads. Again, there seems to be an unfathomable desire to ignore the needs of the majority in preference to attempting some minority social engineering. This scheme should be abandoned on a financial priority case alone.</p> <p>8. Frankly, Colchester deserves better and this scheme should be abandoned and the original, successful bus lane restored.</p> <p>Regards,</p>	<p>to withdraw that funding would mean that the schemes could not be implemented which would not be acceptable to the Government. This may have serious implications to future bidding and financial settlements, much to the detriment of ECC and the people that rely on it for services and help. There are separate budgets that are specifically for maintenance and there is a full annual programme of maintenance work every year which deals with the most pressing issues as a priority.</p>
29.	<p>TRAF-8004</p> <p>Thank you for sharing the proposals regarding the Active Travel plans for North Station Road, in Colchester. I wish to respond formally on behalf of First Essex Buses Ltd (FEB).</p> <p>FEB operates around 70 buses in and around the city of Colchester, with a network of local routes within the city, and a few longer routes extending out to adjacent towns and cities. These routes, daily provide essential connections for customers providing access to employment, education, retail, and leisure facilities in the area.</p> <p>The road network that we run on is congested and, on an annual basis, we are facing increasing levels of traffic across the county (as well as within Colchester). This is in addition to our business recovery in the aftermath of the pandemic. We are currently/still building back our patronage against a background of significantly increasing costs. It is essential that our services can be delivered efficiently, reliably, and punctually. We need to encourage customers to use our services and maintain the network's viability and deliver the wider benefits to the community that it serves.</p> <p>Having studied the plans with colleagues, I wish to formally object to the plans presented for consultation. The Statement of Reasons incorrectly states, in my opinion, that the Active Travel Funds were put in place to replace public transport journeys with cycling and walking during the pandemic in the summer of 2020. In fact, the Active Travel funds were intended to</p>	<p>ECC successfully bid for funding to deliver a package of measures from the Governments ATF2 fund. The measures were introduced for a range of benefits including health benefits, but also to address the reduction in public transport capacity during the pandemic due to the restrictions imposed by social distancing to support sustainable transport. All schemes have been designed by experienced designers and have considered the effects of the proposed scheme on the surrounding area and local economy, in particular. The consultation that took place showed that there is a high level of support for the proposed schemes.</p> <p>Ideally ECC would develop a highway corridor providing a segregated two-way cycleway, separate footway provisions and retain a southbound bus lane to maximise the infrastructure for sustainable modes of travel. However due to space constraints at this particular location on the A134 makes it impossible to achieve every desired objective, therefore a balanced approach to the allocation of highway space has been developed.</p> <p>To retain the bus lane and still create the space required to achieve the necessary improvements to the cycling and walking infrastructure would require the reduction of the existing southbound A134 Station Way general traffic lanes to one lane (currently 2 lanes). This would be counter-productive to bus services, significantly increasing traffic queues in the peak periods, causing increased general traffic queuing and greater impact to bus services than the repurposing of a length of the existing bus lane.</p>

<p>encourage healthier transportation options, to capitalise on the reduction in traffic as businesses/establishments gradually opened back up and therefore new greener habits would form, and we would not fully return to our old congested and polluting ways.</p> <p>There are a number of points that I wish to raise, which I have set out below;</p> <p>The removal of a significant stretch of permanent bus lane goes against the principles of the Government's Bus Back Better strategy, which encourages local authorities to increase bus priority. This will make buses more reliable and attractive to use and thereby increase patronage through modal shift. I would be interested to hear how this has been taken into consideration.</p> <p>The current temporary cycle lane does not currently use the full width of the existing bus lane as it exits the roundabout. The plans for the traffic lanes heading south off the North Station Roundabout will in effect become narrower in practice if the full width of the bus lane becomes a cycle track. Therefore, our buses will need to straddle the two lanes when exiting the roundabout compared to now, which will cause more tailbacks for traffic heading in a southbound direction.</p> <p>Please could you provide the number of cyclists who are currently using the section of temporary cycle lane, and what increase in use is forecast from introducing a two way cycle lane as proposed?</p> <p>It is unlikely that those individuals that are cycling to the station will use the cycle lane as they would then need to get across the roundabout. Are the forecast numbers based solely on those who are predicted to use the cycle lane to access the A134 corridor?</p> <p>I wish to stress that we do not oppose the principle of Active Travel measures, but in this instance we feel that the plans will be detrimental to the performance of the local bus network. This is counter-productive to the aims of achieving modal shift and reducing congestion and pollution in the local area. We would support a scheme that both improves</p>	<p>It is therefore important not to look at this one location in isolation, but reflect all the work that will be undertaken across this suburb of Colchester over the next few years through other funded capital works, which will see wider measures to enhance the bus network in the immediate and local vicinity</p> <p>As regards the current temporary cycle lane does not currently use the full width of the existing bus lane, the design intent is to reflect an appropriate radius that still permits the introduction of the permanent cycleway while still retaining good lane discipline for vehicles within the remaining general traffic lanes. The reinforcement of this point made through your consultation response will be forwarded to the project team.</p> <p>The data has been provided directly to First Essex Buses Ltd. Using cycling and walking data alongside the DfT's Propensity to Cycle Tool, the LCWIP map for Colchester has been developed. This has shown the north-south route through Station Way as a key corridor. Various future targets scenarios are used nationally of between 9%-22% for cyclable journey distances, and through the development of the infrastructure our aspiration will be to reflect continued growth in sustainable and active travel.</p> <p>With significant housing growth in the north of Colchester (Severalls redevelopment, Northern Gateway), as well as connecting the city centre to established and new key infrastructure: Colchester main railway station, Colchester general hospital, Colchester stadium, Colchester Sports Park and P&R, the need for high quality, consistent and safe infrastructure continues to grow in importance. The LCWIP network will look to provide a high-quality network allowing the interconnectivity of the whole Colchester urban area with key destinations across the city. Station Way is part of the proposed LCWIP network being developed and forms part of LCWIP route 1. The active works are part of the long-term strategy to upgrade this and other key corridors and the development of the design and funding remains a key objective going forward.</p>
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	<p>the flow of bus movements through improved bus priority, and also the provision of facilities to encourage Active Travel options as well.</p> <p>Unfortunately, at this time, we feel that this scheme does not meet these aims.</p>	<p>As outline above, there are notable improvements occurring in parallel which will see considerable improvements locally to the network that will benefit buses. In addition, as part of the Rapid Transit works further investment and improvements across the wider Colchester network will also see additional bus lanes and signal improvements. We look forward to working with all bus operators to improve the overall sustainable transport network in Colchester for the benefit of buses, cyclists and pedestrians.</p>
30.	<p>I am writing to raise my objection to the proposed removal of a section of the North Station roundabout Bus Lane in favour of a bicycle path.</p> <p>I believe it would be a mistake to give less priority to buses and could potentially lead to greater delays in journey times for bus users on the services that use this route.</p>	<p>In order to encourage greater physical exercise and reduce the number of private cars on the roads of Colchester, ECC has received funding from central Government to introduce measures to encourage more active modes, including cycling. Whilst the promotion of bus use is still a priority of ECC, of equal importance is the promotion of healthier, more active lifestyles and so in achieving this balance, ECC has designed a scheme that does involve the removal of some lengths of bus lane. On balance, the reduction in the number of car journeys will reduce congestion on the roads and so reduce the overall need of bus lanes.</p>