



# A120/A133 LINK ROAD AND RAPID TRANSIT SYSTEM

## Public Consultation Document

Autumn 2019

[www.essex.gov.uk/link-road-and-rapid-transit](http://www.essex.gov.uk/link-road-and-rapid-transit)



Essex County Council



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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](http://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 on the proposed new community east of Colchester and help to better connect future growth areas with the rest of the town.

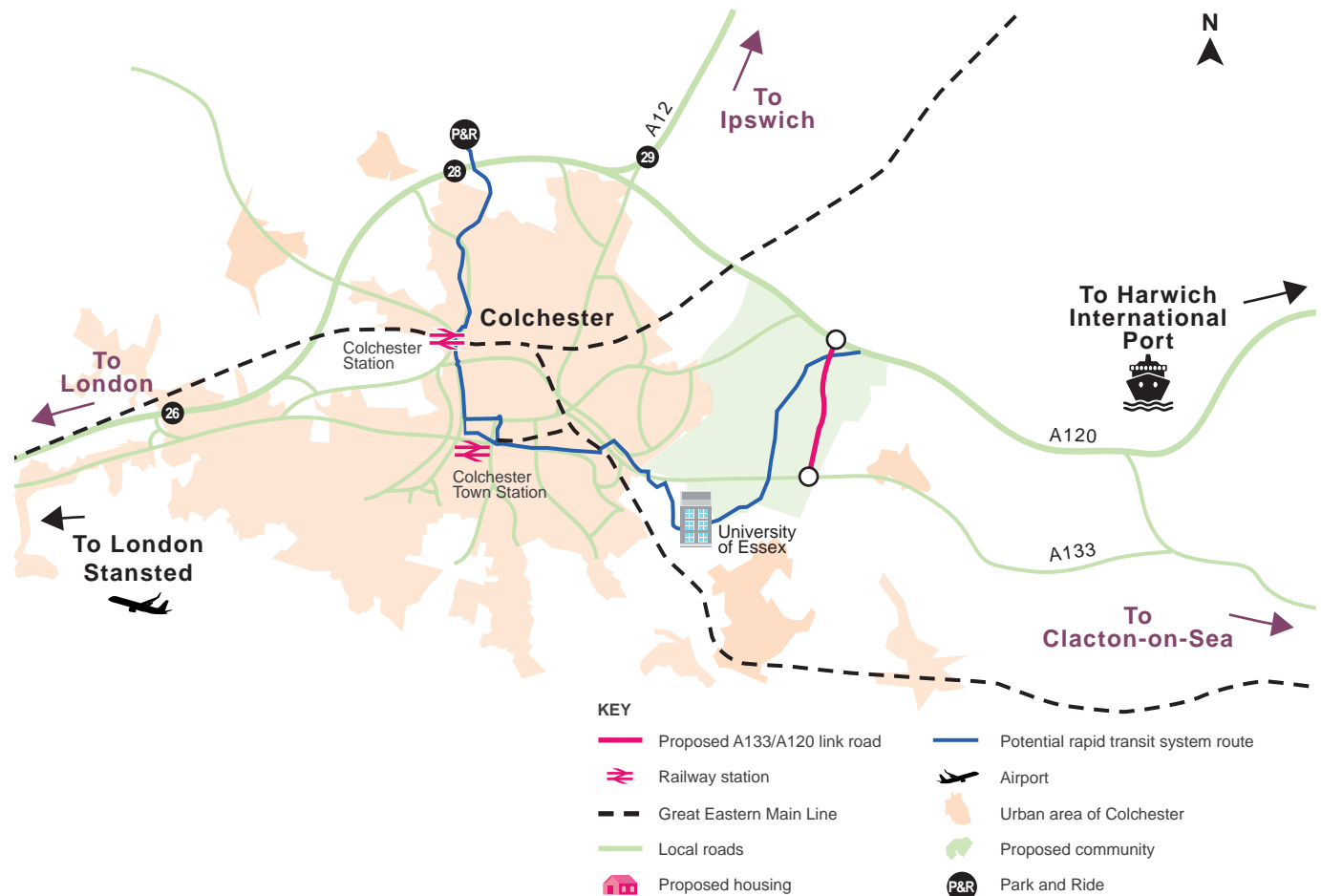


Figure 2: Bid proposal concept infographic



# 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.

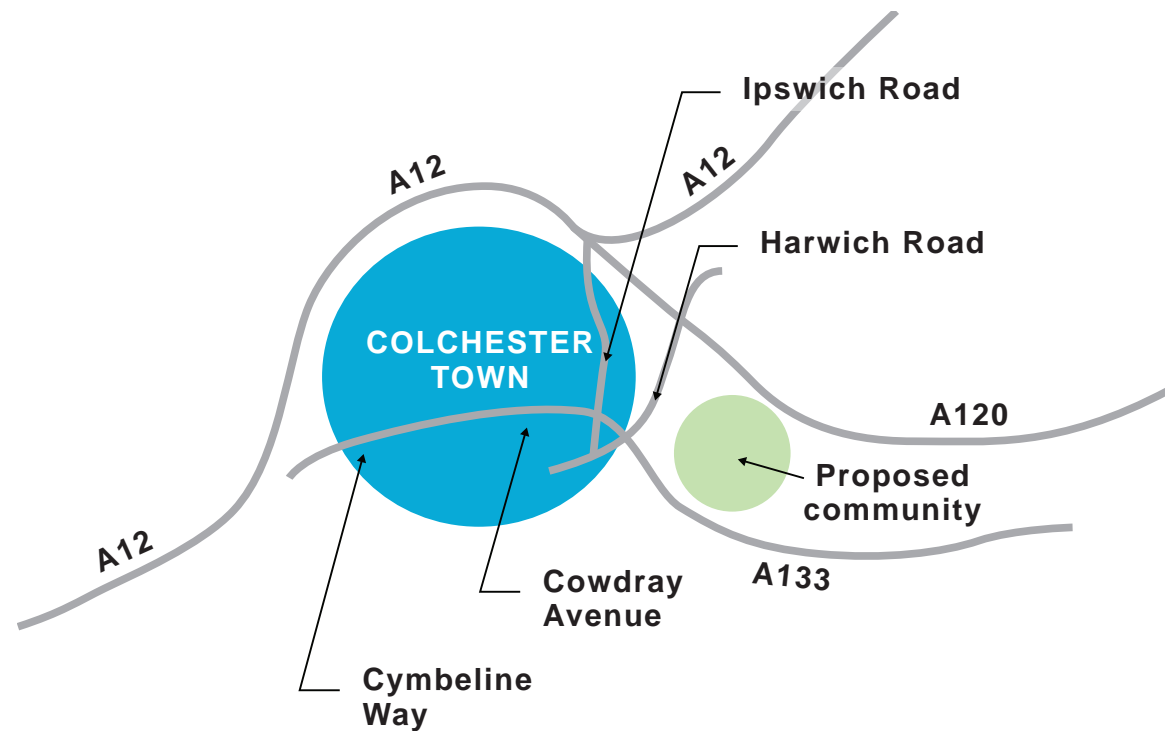


Figure 3: traffic modeling key locations

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.

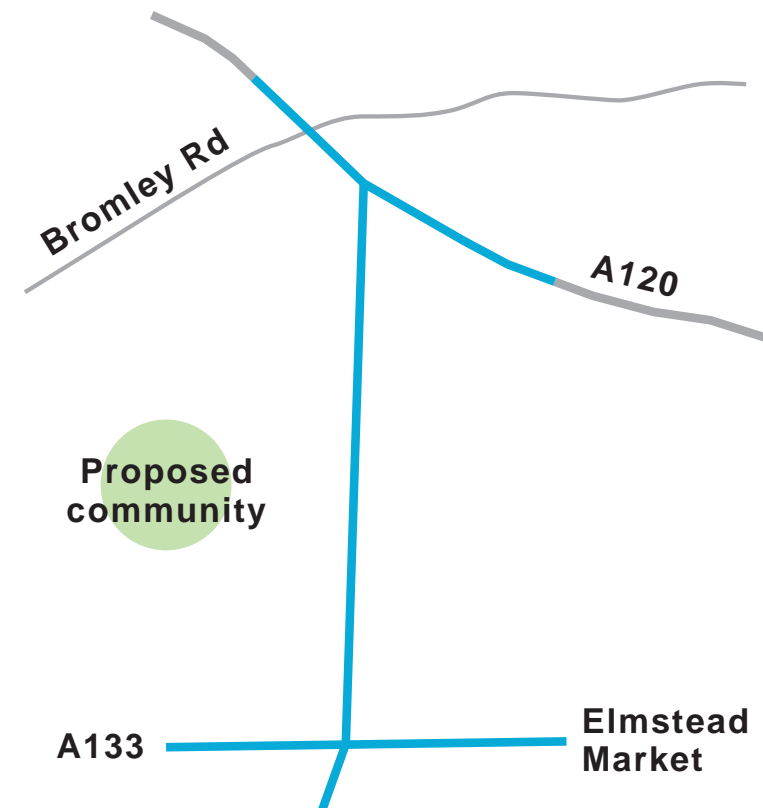


Figure 4: The link road makes it easier to access the strategic road network.



**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.

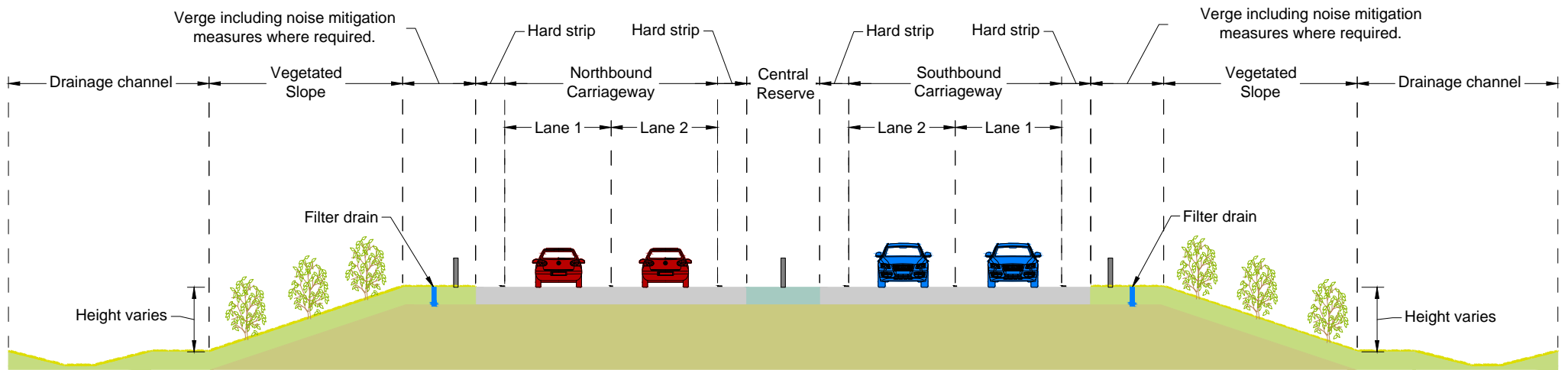
A dumbbell junction has two roundabouts linked by a single bridge (to resemble a weightlifter's dumbbell).

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



Key

- Verge
- Carriageway
- Centre line / edge line
- Earthworks
- VRS
- Drainage

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.

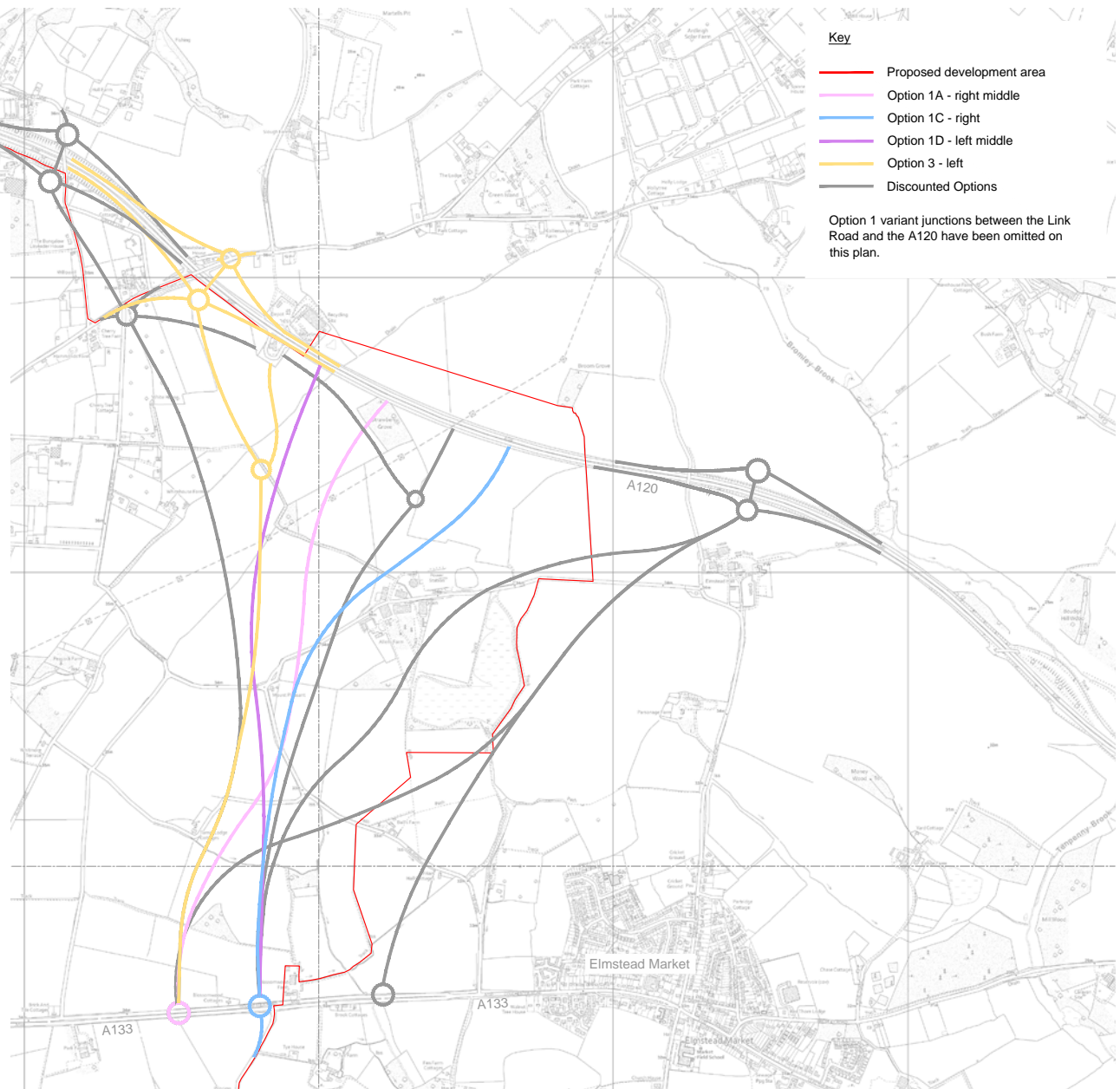
**Option 2: This is the most easterly option.**

- 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.**

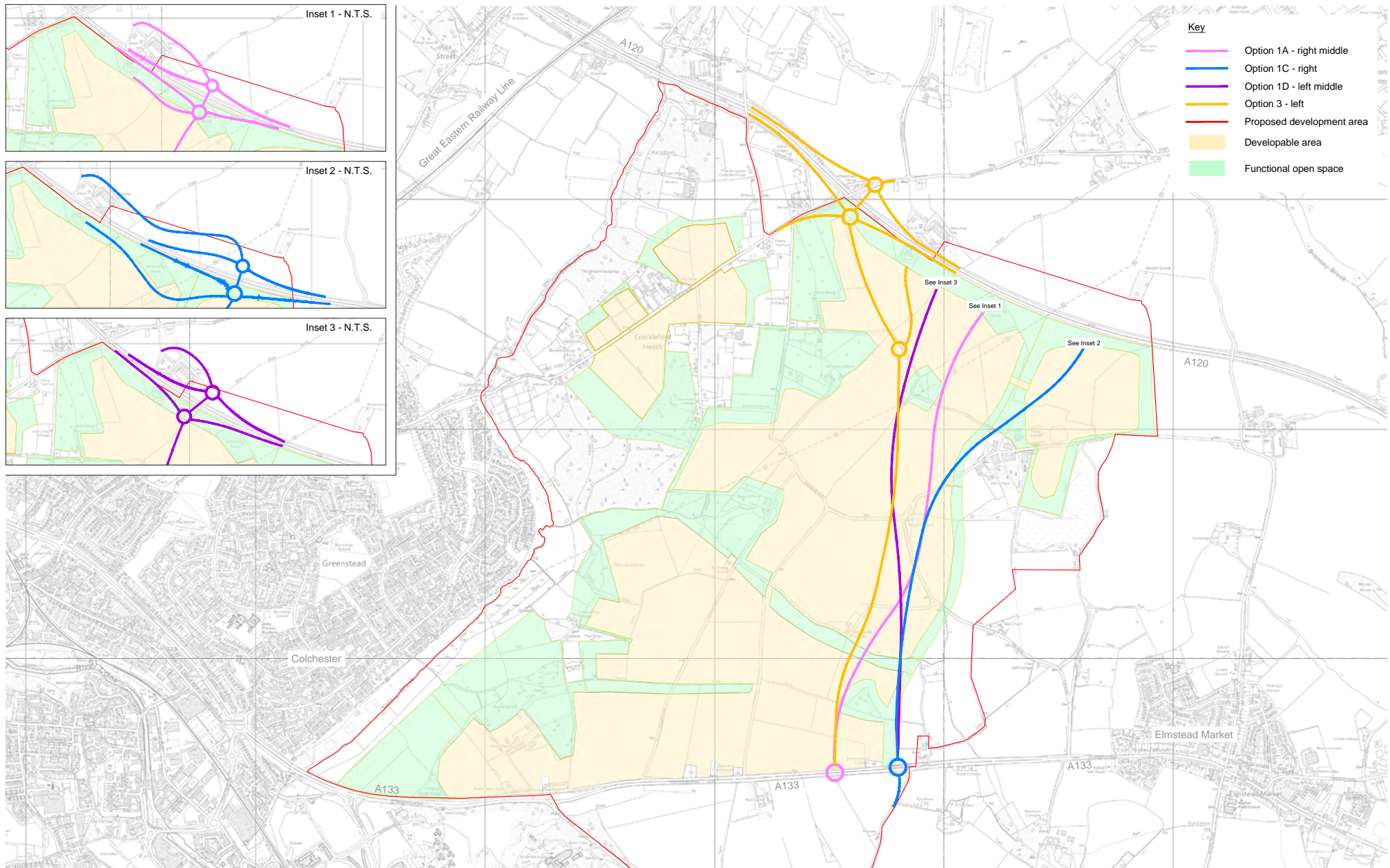
- It would pass through the core of the proposed development area which would lead to severance issues.
- It is the longest route.

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.

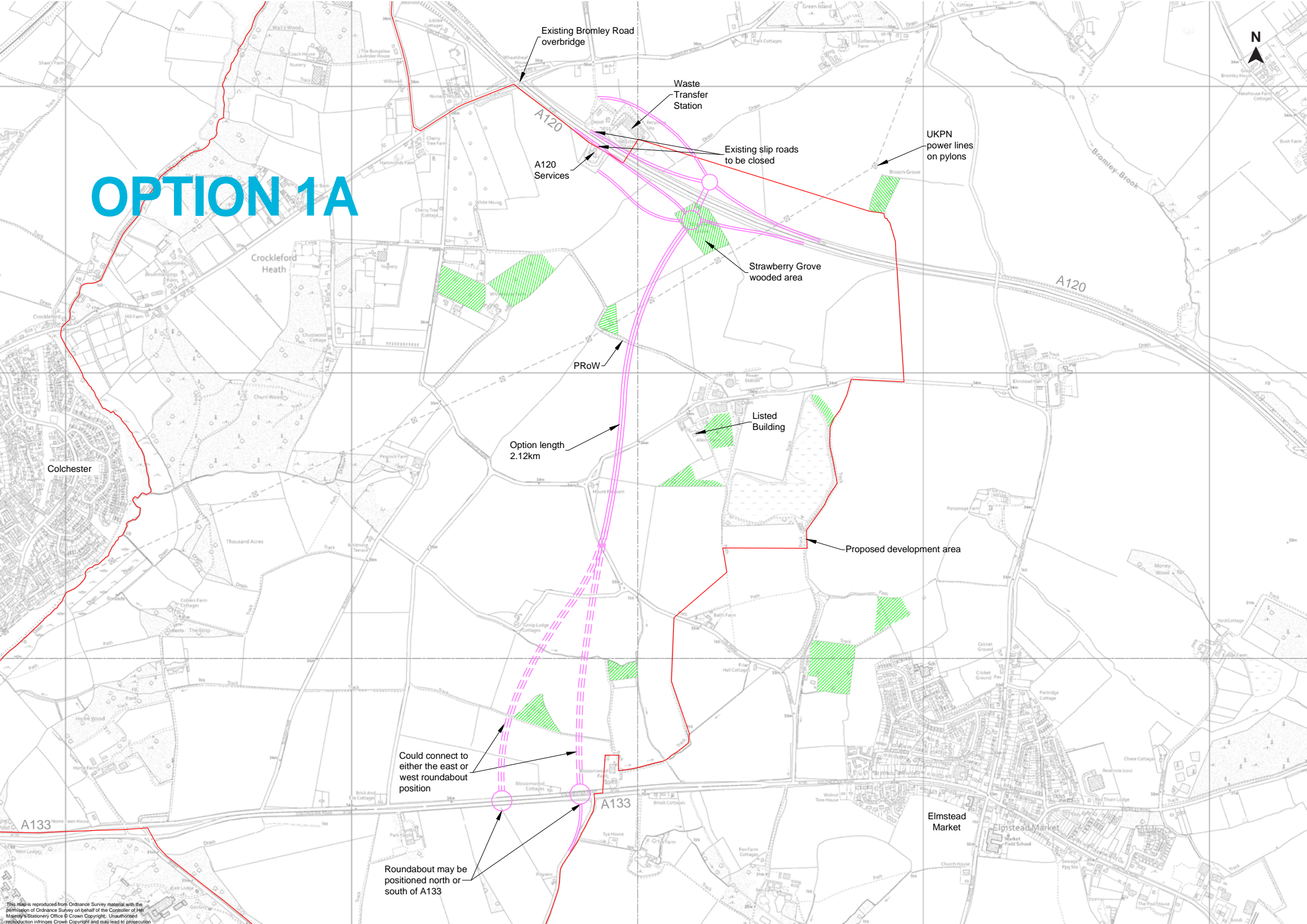
- There is no land required from the A120 Services or Waste Transfer Station but the proposed alternative access road to the Services is longer than 1A.
- At the A120 the route is more easterly than 1A and 1D at the northern end.

## **1D**

The A120 junction is positioned west of Strawberry Grove.

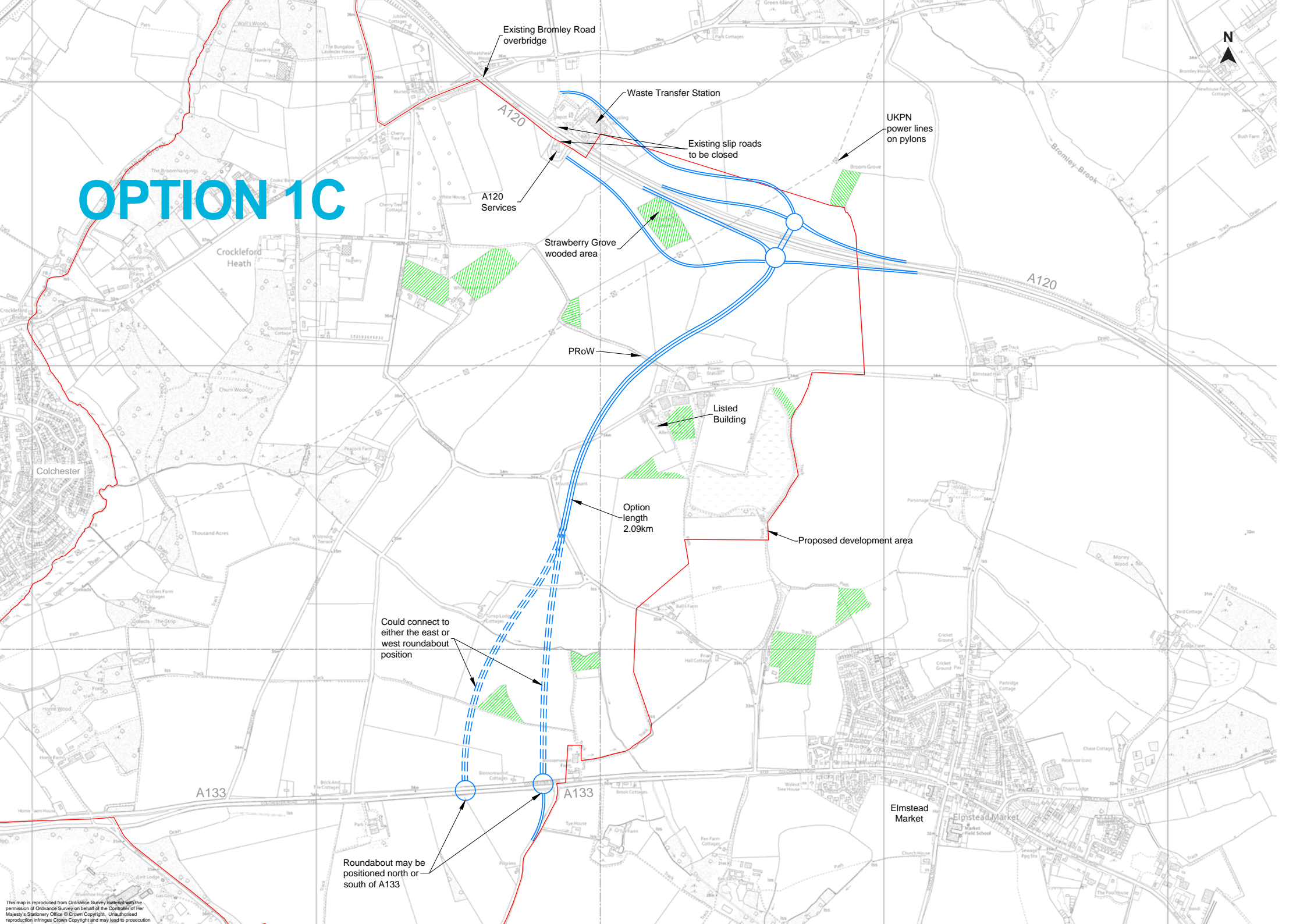
- The A120 Services may need to be relocated or closed due to land required for this junction.
- At the A120 the route is more westerly than 1A and 1C at the northern end.

# OPTION 1A



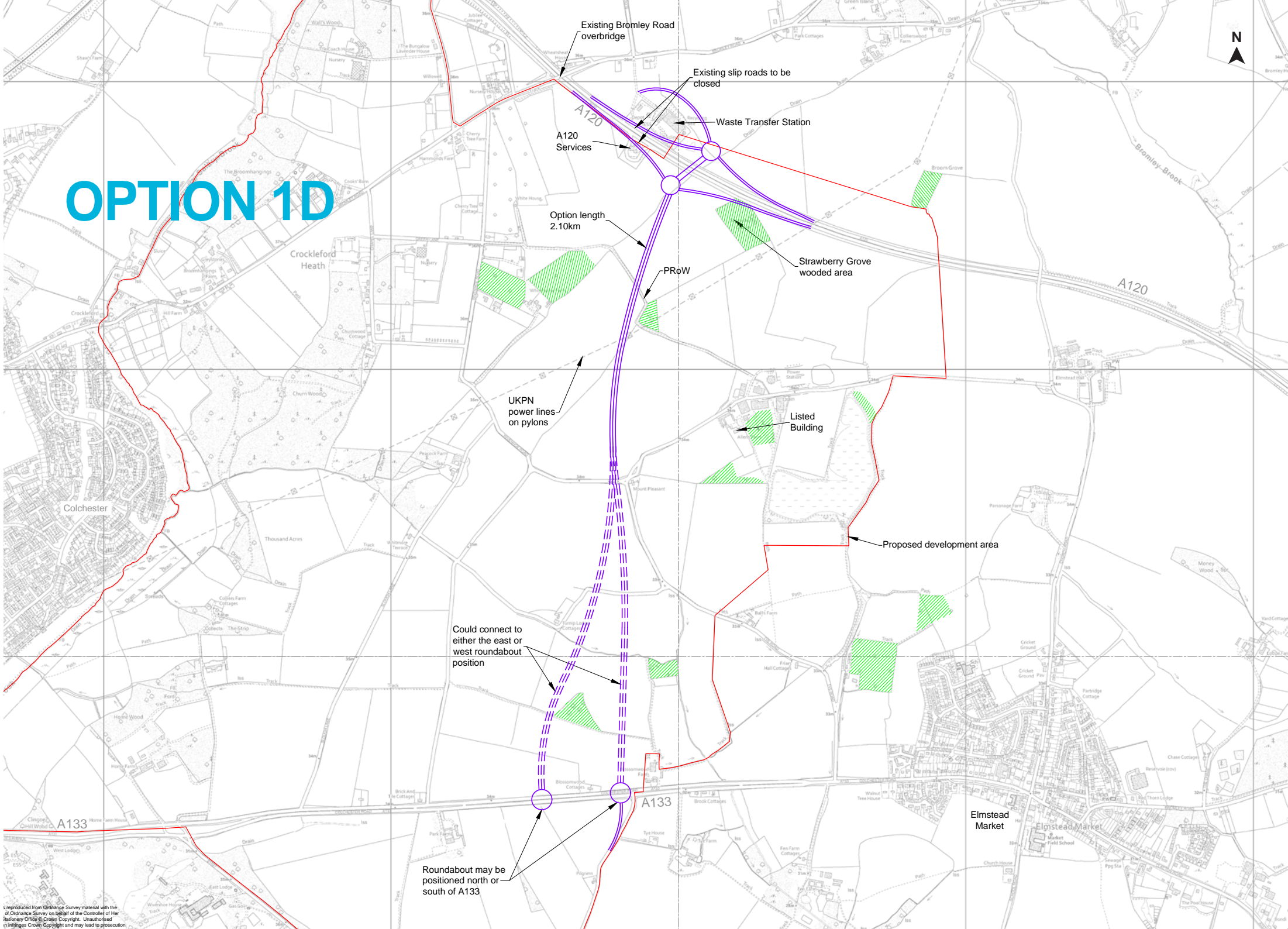
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# OPTION 1C



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# OPTION 1D

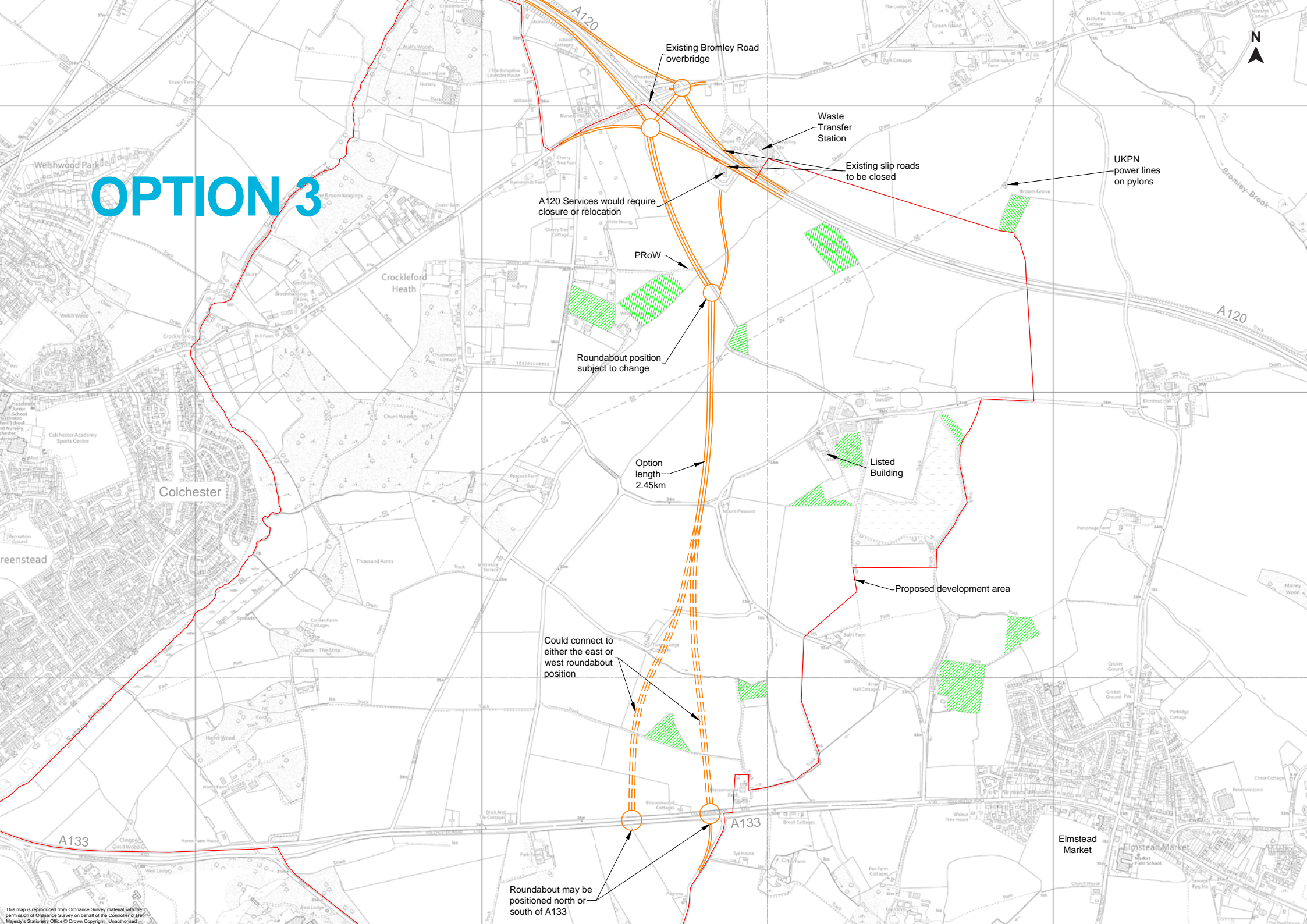


# OPTION 3

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.

# 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

Roundabout may be positioned north or south of A133





# 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:

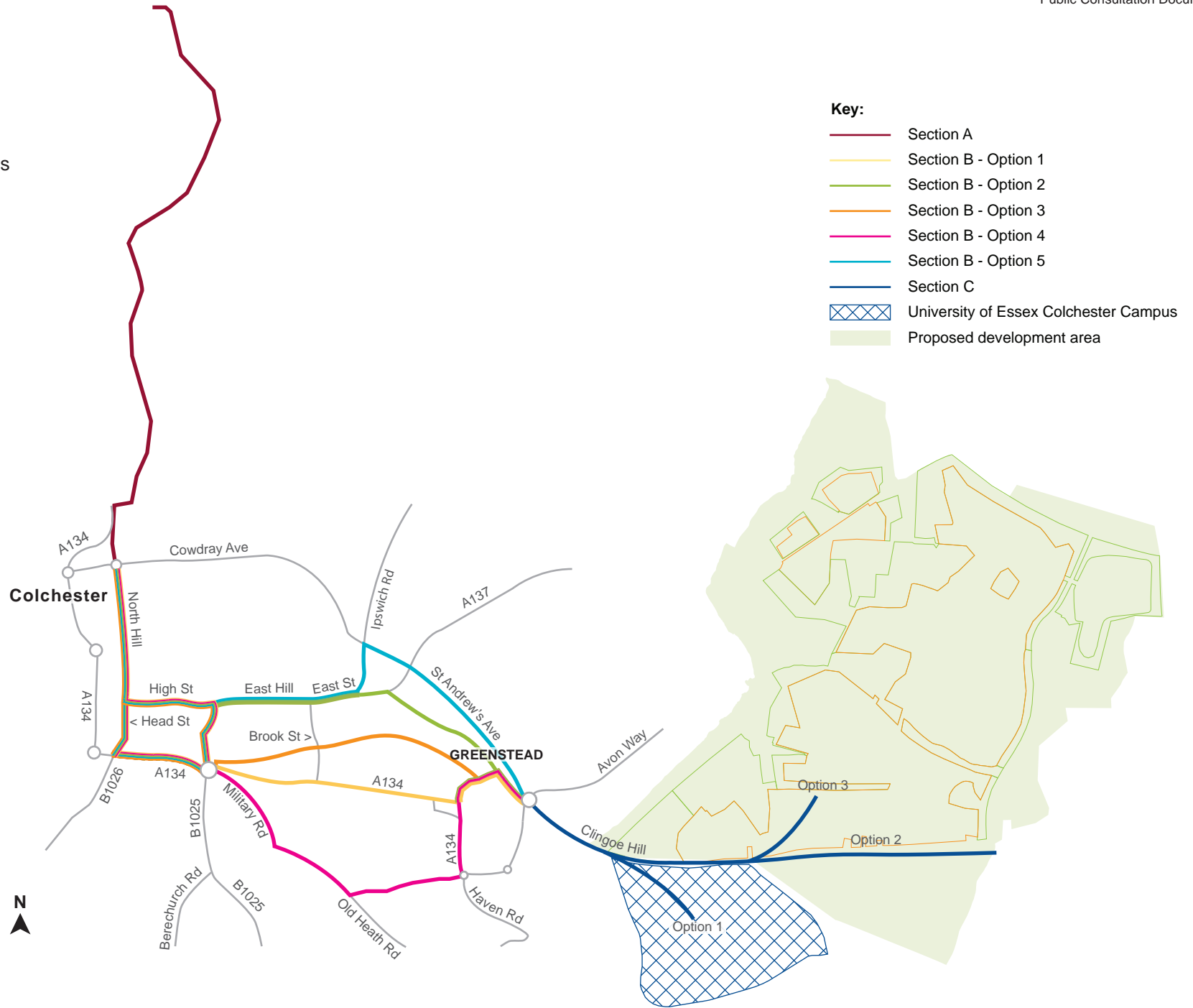
- more reliable,
- more sustainable,
- more cost effective,
- more accessible
- and better connected than conventional scheduled bus services and/or light rail options.

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

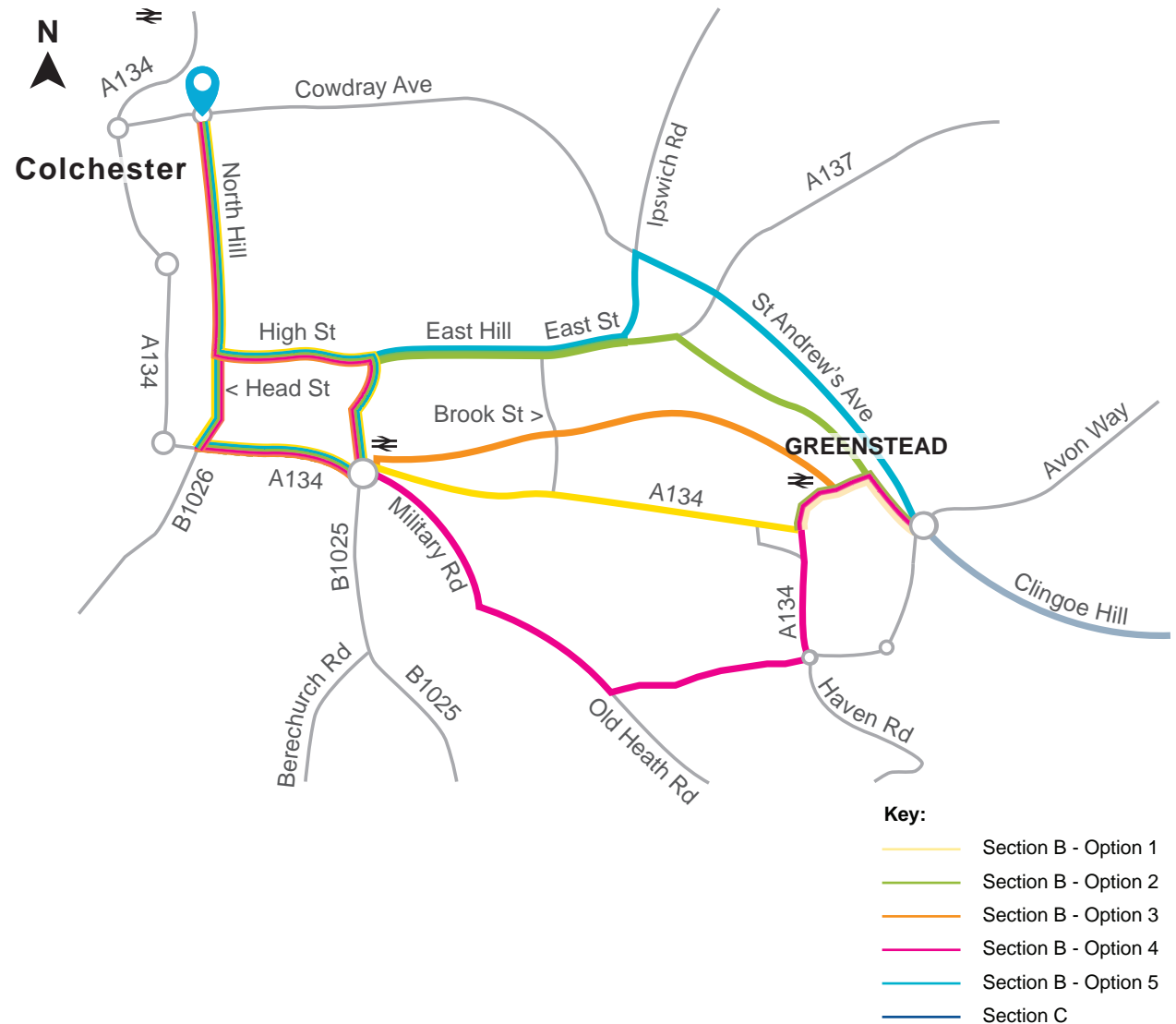
- There are a number of engineering site constraints along the route which would present significant and costly obstacles.
- There is a lack of ECC/CBC land ownership which would further increase the cost and the time to implement this option.
- Much of the existing track is also well screened by established 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.

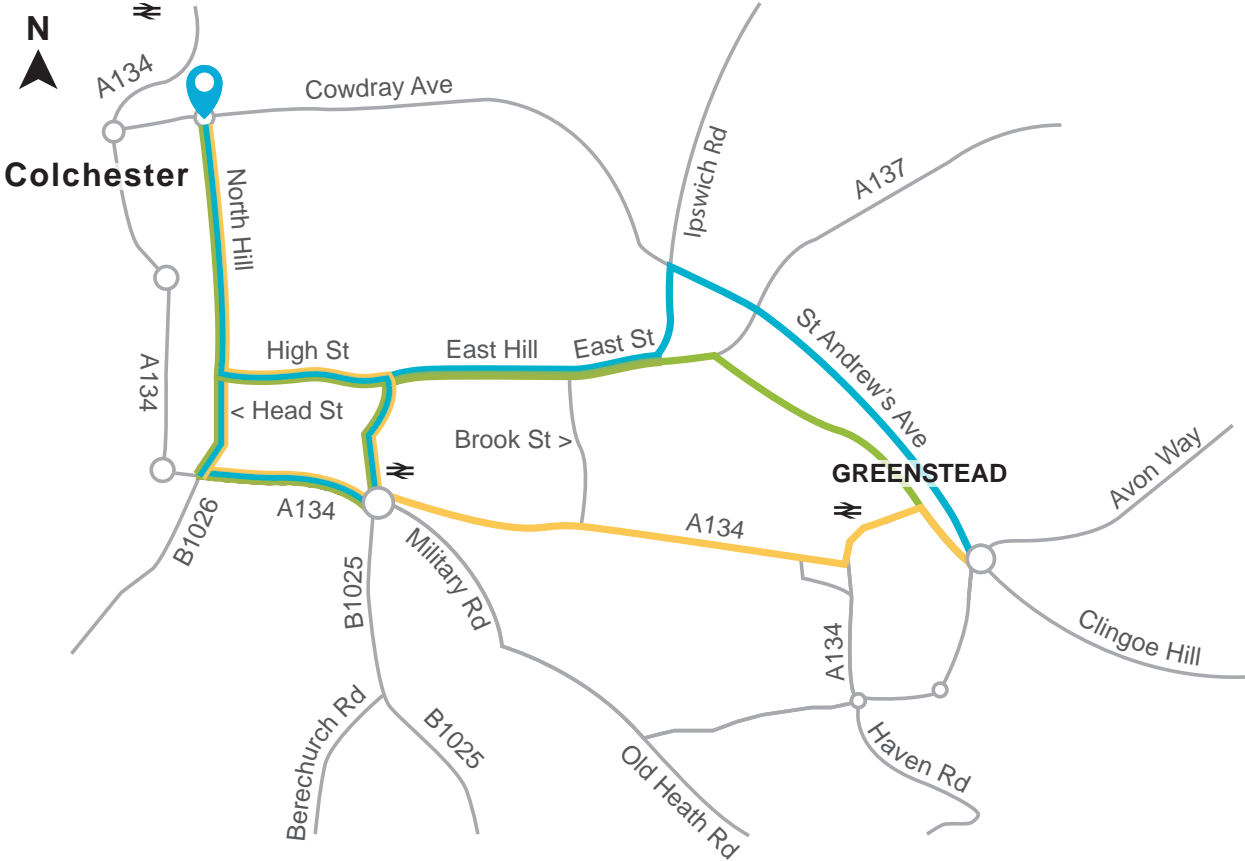
## Section B Option 4 – Southern route

- 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.

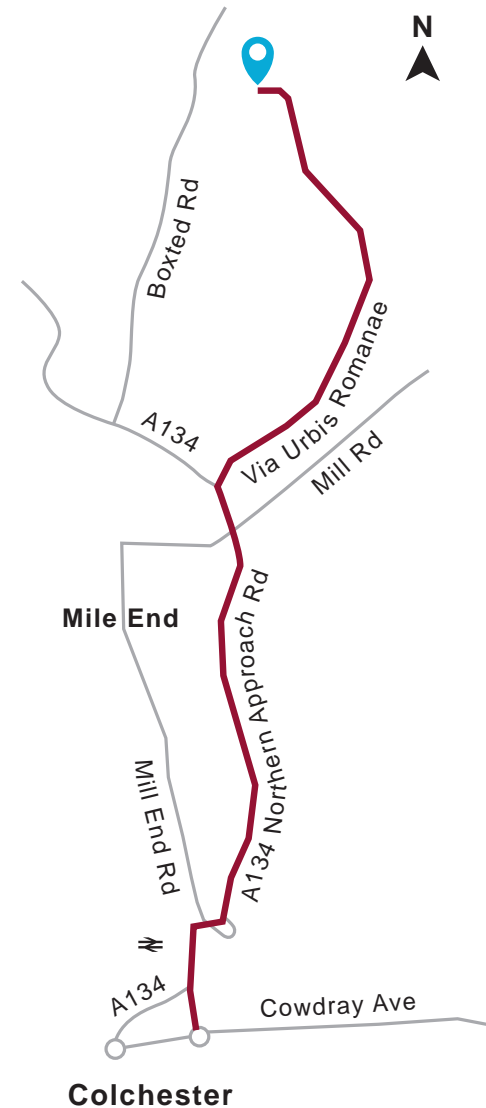


Figure 7: Section A

## 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.

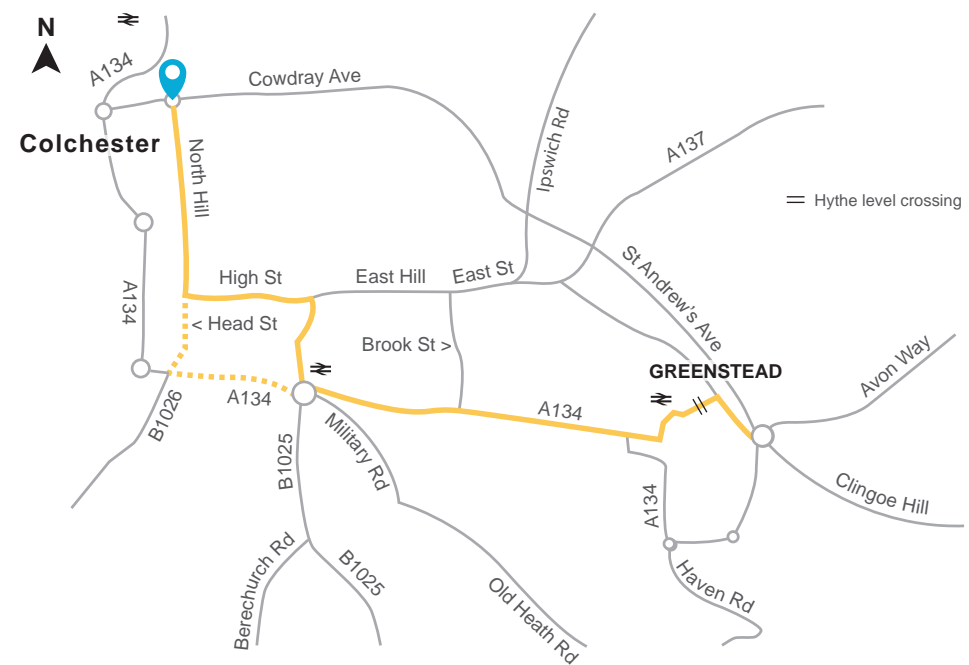


Figure 8: Section B - Option 1

## 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.

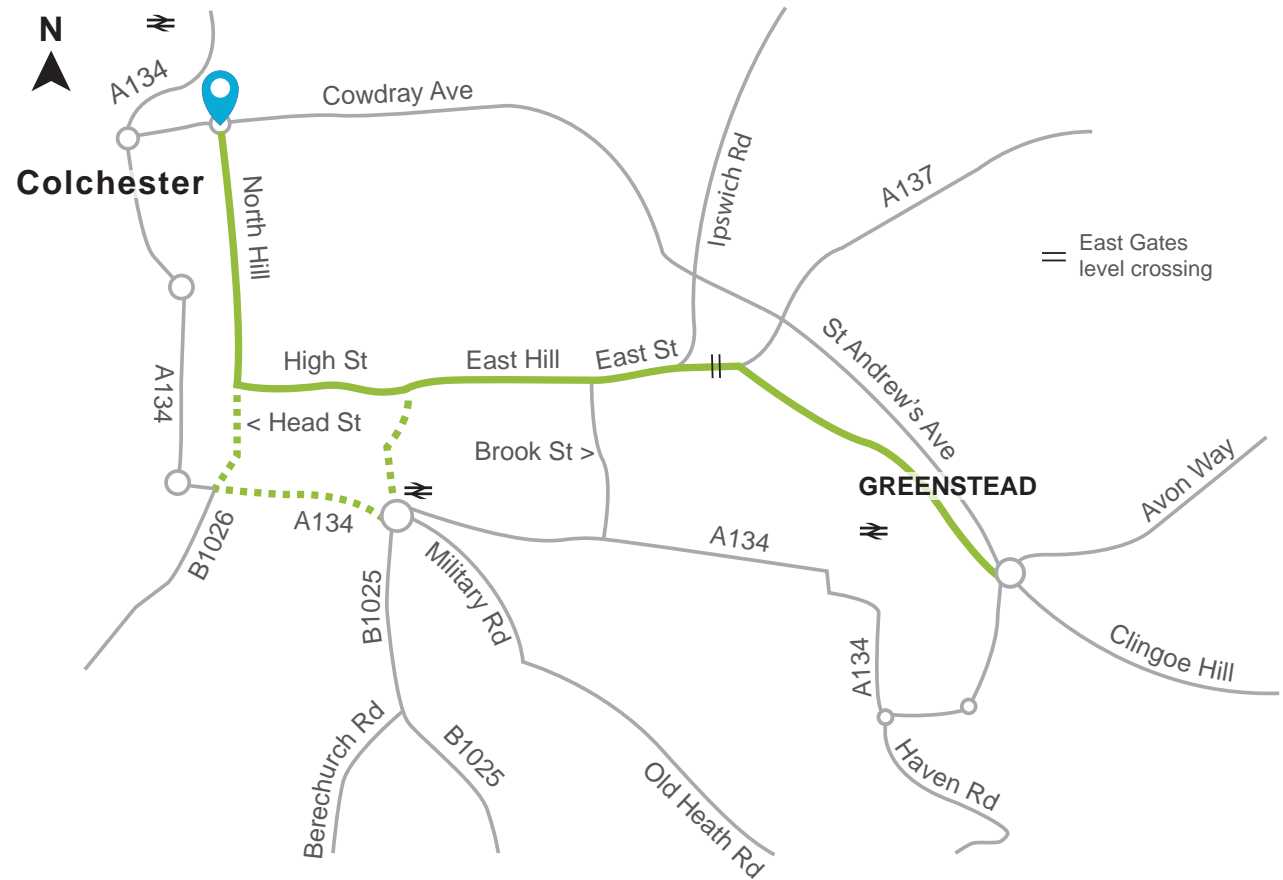


Figure 9: Section B - Option 2



## 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.

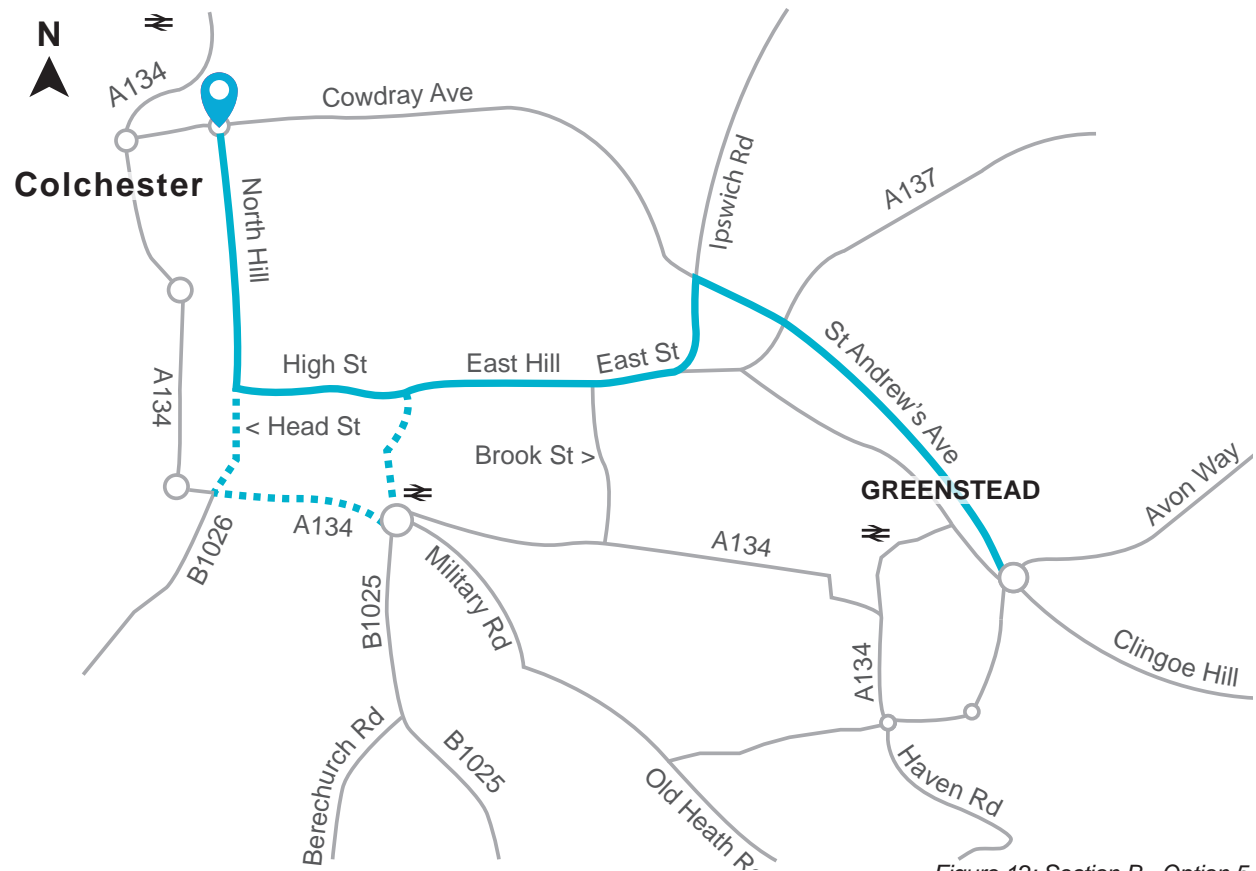


Figure 12: Section B - Option 5

## 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.

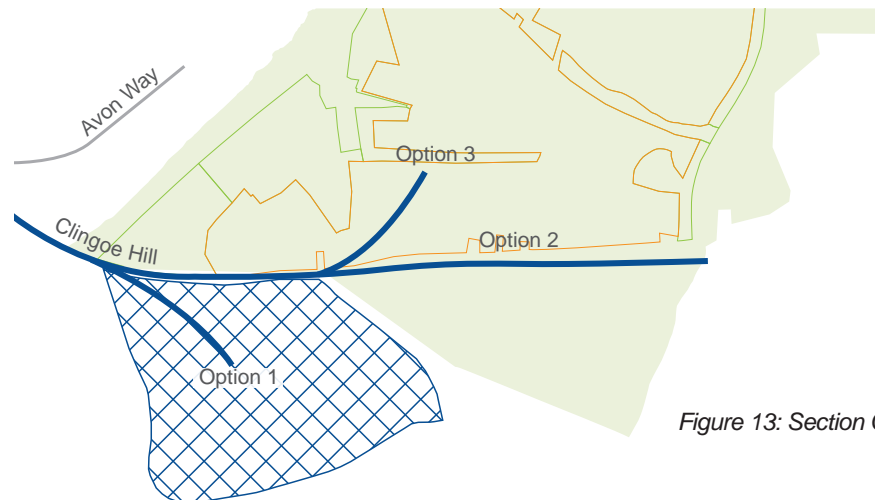


Figure 13: Section C

# 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:

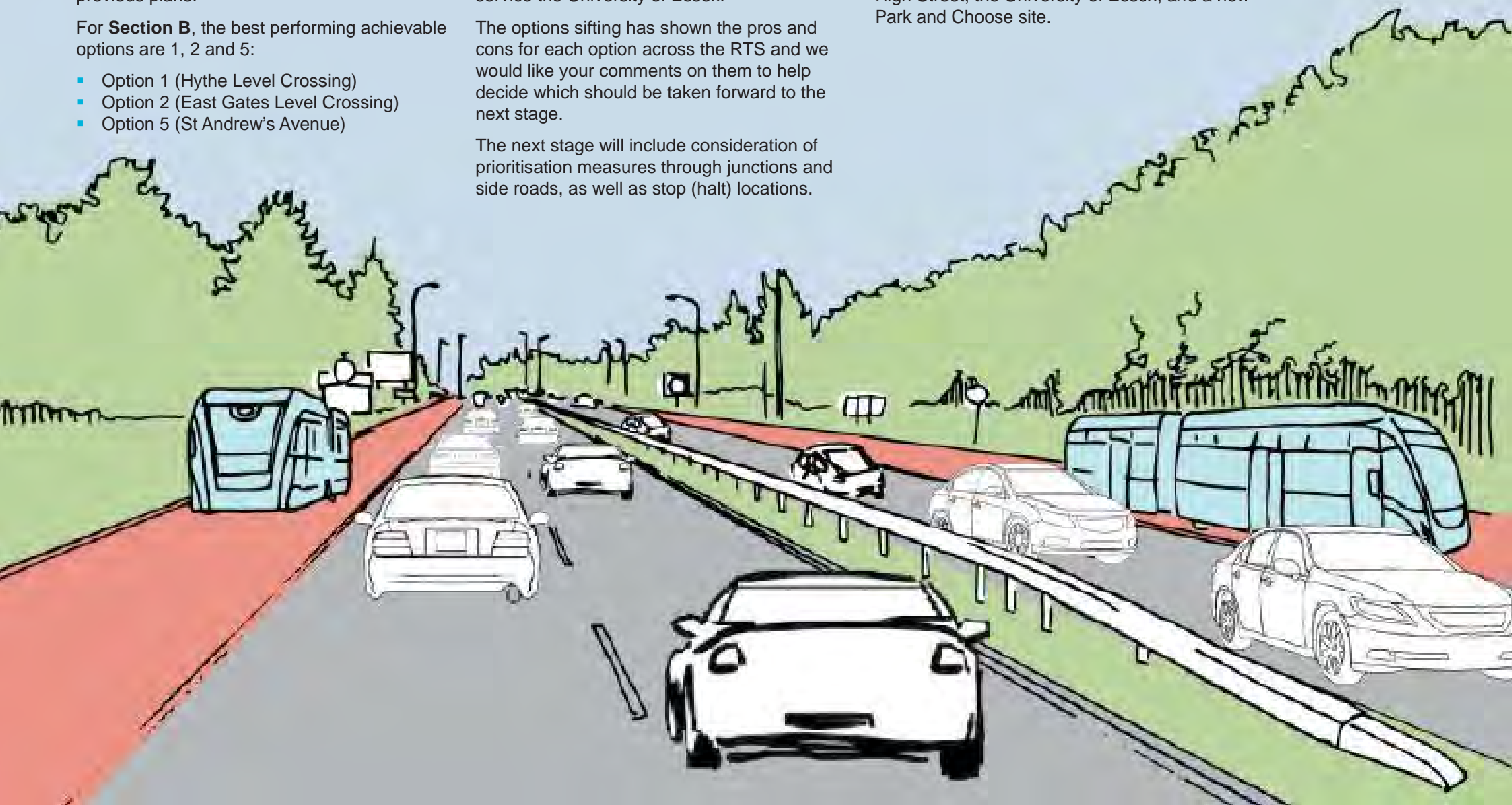
- Option 1 (Hythe Level Crossing)
- Option 2 (East Gates Level Crossing)
- Option 5 (St Andrew's Avenue)

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.

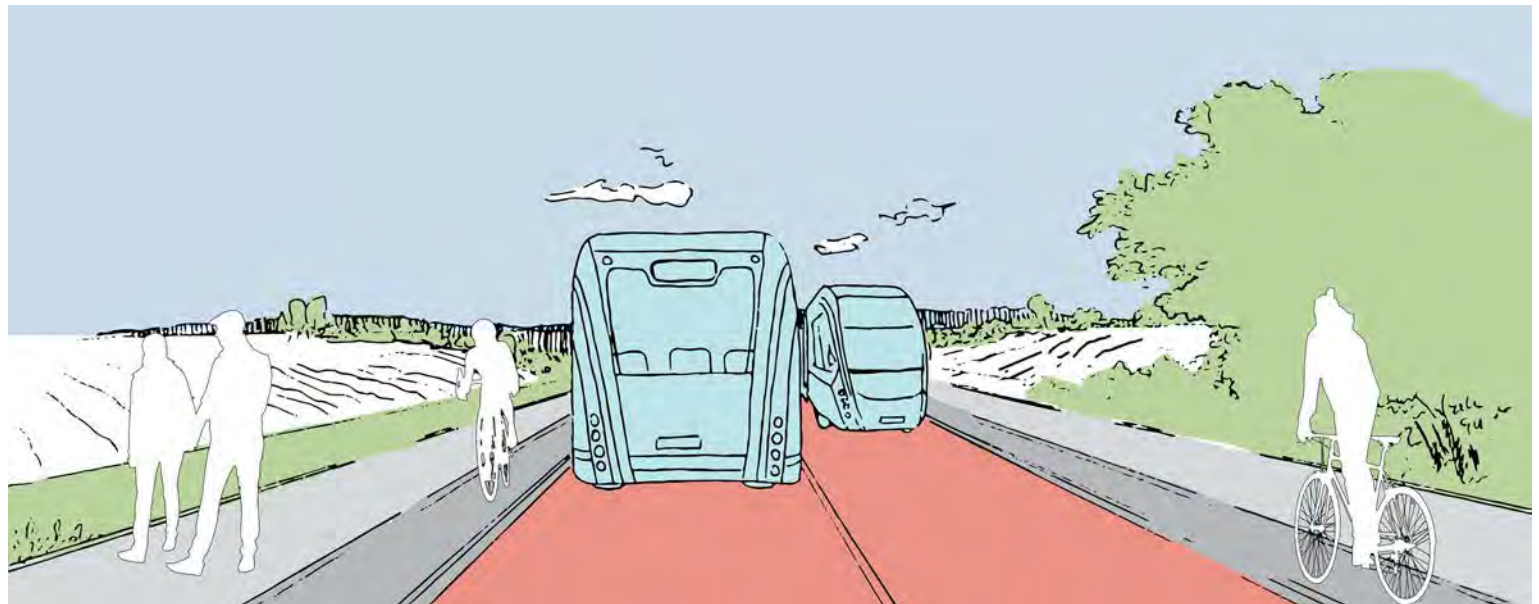
The potential sites have been chosen based on expected uptake to individual locations along the RTS route including Colchester Hospital, town centre, Colchester Bus Station and the University of Essex.

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.



## Local road, pedestrian, cyclist, and horse rider networks

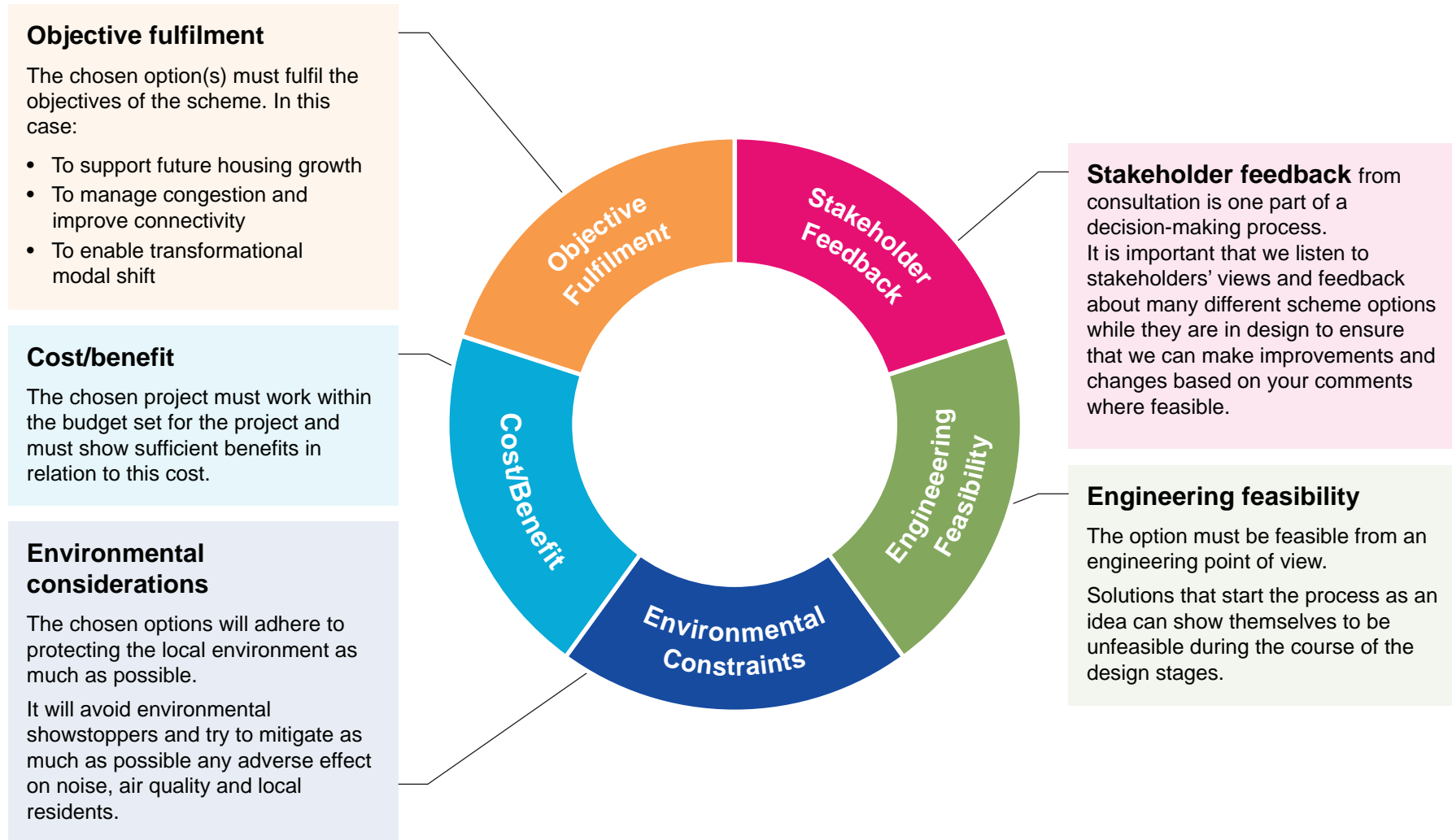
Following the selection of the preferred Link Road and RTS route, the project team will progress the details as to how the new infrastructure will connect existing local roads, Public Rights of Way, Bridleways and existing cycle networks and private accesses. There will be a further opportunity for engagement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

Funding  
Announcement  
**August 2019**

Public  
Options  
Consultation  
**Autumn 2019**

Preferred  
Route  
Announcement  
**Early 2020**

Planning  
Application  
**Autumn  
2020**

Construction  
Start  
**Target 2022**

Project  
Completion  
**Target 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](http://www.essex.gov.uk/link-road-and-rapid-transit)

**Email:** you can email your response to: [linkroadandrapidtransit@essexhighways.org](mailto: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](http://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](http://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](http://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](mailto: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](mailto:Linkroadandrapidtransit@essexhighways.org)

 [www.essex.gov.uk/link-road-and-rapid-transit](http://www.essex.gov.uk/link-road-and-rapid-transit)

 **FREEPOST ESSEX HIGHWAYS ENGAGEMENT TEAM**

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The information contained in this document can be translated,  
and/or made available in alternative formats, on request

Published Autumn 2019

