

**HI4064 - Feasibility Study - Proposed Shared Footway/Cycleway Links
Monkwick Estate, Colchester**

1.0 Brief

The Highways Liaison Manager (Sonia Church) has requested that the Highway Improvements Design Team at SMO1 undertakes a feasibility study into the provision of shared cycleway links within the Monkwick Estate, Colchester following requests from councillors Mudie and Barton.

Proposals include shared facilities on existing footway adjacent to the carriageway and urban footpaths to link Berechurch Road, Stansted Road, Monkwick Infants School, Monkwick Junior School and Thomas Lord Audley School.

2.0 Site Description and action points

The paths of the proposed links vary in nature including:

Grassed areas in open spaces/parks;

Unpaved footpaths;

Existing urban footpaths in a suburban area;

Existing carriageways in a suburban area, subject to a 30MPH speed limit by virtue of street lighting.

Action Points as outlined within the design brief

- Obtain statutory undertakers' plant location plans and determine what impact any plant may have on any of the proposals.
- Confirm highway boundaries along each route; where routes outside of the highway boundary, determine land ownership and if routes may be implemented.
- Investigate the feasibility of providing shared footway/cycleways along the routes identified.

3.0	<p><u>Site Location Plan</u></p> <p>See Appendix A.</p>
4.0	<p><u>Site Observations</u></p> <p>Section 1.1 Existing footpath from King George Road to north side of Queen Mary Avenue square.</p> <ul style="list-style-type: none">• The existing bound surface is 1.7m wide.• Existing street lighting column at the north end of the path is located centrally and creates a localised narrowing.• There are no existing drop kerbs.• There is a narrow verge to each side of the footpath at the back of each are houses and fences forming the physical boundary.• This is an existing Public Right of Way (footpath).• The path links two residential streets which have 30MPH limits by virtue of street lighting.• At this stage it is unknown to whom the land belongs. <p>Section 1.2 Existing footpath across Queen Mary Avenue square.</p> <ul style="list-style-type: none">• The existing bound surface is 1.7m wide.• There are no existing drop kerbs.• The footpath crosses a grassed area with no physical boundaries, which may allow the existing surfaced area to be increased in width.• This is an existing Public Right of Way (footpath).• This path crosses a grassed area bordered by residential streets which have 30MPH limits by virtue of street lighting.• At this stage it is unknown to whom the land belongs. <p>Section 2.1 Existing footpath from Queen Mary Avenue to electricity sub-station.</p> <ul style="list-style-type: none">• The existing bound surface is 3.0m wide.• It appears that this section may be used as an access road for maintenance vehicles accessing the electricity sub-station and/or Colchester Cemetery.• This section is bound by narrow grass verges at the back of which are houses and garden fences forming the physical boundary on each side.• This is an existing Public Right of Way (footpath).• This path links from a residential street with a 30MPH limit by virtue of street lighting and the existing public footpath network.• At this stage it is unknown to whom the land belongs.

Section 2.2

Existing footpath from electricity sub-station to Harrison Road.

- The existing bound surface is 1.4m wide.
- Existing street lighting columns are situated at the bottom of the embankment on the west side of the path.
- An embankment runs along most of the length of this section on the west side of the path at the top of which are garden fences forming the physical boundary.
- A metal fence and vegetation forms the physical boundary between Colchester Cemetery and the edge of the path on the east side of the path.
- This is an existing Public Right of Way (footpath).
- At this stage it is unknown to whom the land belongs.

Section 2.3

Existing footpath from Harrison Road to Lord Holland Road.

- The existing bound surface is is 1.4m wide.
- A play area exists opposite garages on Harrison Road which forms localised narrowing.
- An alternative on-street route (see Section 2.3A) could be used to link Sections 2.2 and 2.4.
- This is an existing Public Right of Way (footpath).
- At this stage it is unknown to whom the land belongs.

Section 2.4

Existing footpath from Lord Holland Road to footpath running between the crematorium grounds and allotment gardens.

- The existing bound surface is 1.6m wide.
- There is no street lighting along this section.
- A metal fence and vegetation forms the physical boundary between the crematorium grounds and the edge of the path on the east side of the path.
- A children's play area and houses form the physical boundary to the west side of the path for a short section, after which there is a verge, undergrowth and trees to the edge of a grassed area of which ownership is not known.
- This section is believed to be an existing Public Right of Way (footpath).
- At this stage it is unknown to whom the land belongs.

Section 3.1

Proposed path from the footpath running between the crematorium and allotment gardens to Sections 3.2/3.3.

- There is no bound surface; however there is evidence that this route is used as a footpath across the grassed area as there is a substantially worn path.
- A short section of this route adjoining Sections 2.4, 4.1 and 8.1 has severe gradients, suggesting the remnants of a ditch or embankment.
- Trees and vegetation may be passable on foot but could pose issues for cyclists.
- This route does not form part of the Public Rights of Way or highway network.
- At this stage it is unknown to whom the land belongs.

Section 3.2

Proposed path from proposed Section 3.1 to Valentinus Crescent.

- There is no bound surface; however there is evidence that this route is used as a footpath across the grassed area as there is a substantially worn path.
- This route does not form part of the Public Rights of Way or highway network.
- At this stage it is unknown to whom the land belongs.

Section 3.3

Proposed path from proposed Section 3.1 to Secundus Drive.

- There is no bound surface; however there is evidence that this route is used as a footpath across the grassed area as there is a substantially worn path.
- This route does not form part of the Public Rights of Way or highway network.
- At this stage it is unknown to whom the land belongs.

Section 4.1

Existing footpath running between the crematorium and allotment gardens.

- The existing bound surface is 1.9m wide.
- A metal fence forms the physical boundary between the crematorium grounds and the edge of the path on the north side of the path.
- A metal fence forms the physical boundary between the allotment gardens and the edge of the path and the south side of the path.
- Where this section meets Sections 2.4, 3.1 and 8.1 the height of the adjacent fences reduces visibility drastically.
- This section is believed to be a Public Right of Way (footpath).
- At this stage it is unknown to whom the land belongs.

Section 5.1

Existing footpath running between the crematorium and Wych Elm.

- The existing bound surface is 1.8m wide.
- A metal fence forms the physical boundary between the crematorium grounds and the edge of the path on the west side of the path.
- Concrete and timber fences form the physical boundary between private gardens and the edge of the path on the east side of the path.
- The Wych Elm entrance to the path has prohibition of cycling signs.
- This section is believed to be a Public Right of Way (footpath).
- At this stage it is unknown to whom the land belongs.

Section 5.2

Existing footpath running between the crematorium and Monkwick Junior School.

- The existing bound surface is 1.85m wide.
- In places the existing bound surface is defective, probably due to the growth of tree roots beneath the surface.
- A metal fence forms the physical boundary between the Ormiston Centre and The Thomas Lord Audley School and the path on the west side of the path.
- A metal fence forms the physical boundary between Monkwick Junior School and the path on the east side of the path.
- This is an existing Public Right of Way (footpath).
- At this stage it is unknown to whom the land belongs.

Section 6.1

Proposed path from School Road to Queen Elizabeth Way (across grassed area).

- There is no bound surface; however there is evidence that this route is used as a footpath across the grassed area as there is a substantially worn path.
- This route does not form part of the Public Rights of Way or highway network.
- At this stage it is unknown to whom the land belongs.

Section 7.1

Existing footway west side of Queen Elizabeth Way between no 64 and Windsor Close.

- The existing bound surface is 1.9m wide.
- Existing grass verge 2.8m wide.
- This section would be on a residential street with a 30MPH limit by virtue of street lighting.
- There are two trees and a telegraph post in the grass verge.
- Street lighting is present on this street, but not within this section.
- Brick walls and driveways form the physical boundary between residences and the footway.
- A grass verge forms the physical boundary between the footway and the carriageway.
- This street forms part of the existing highway network.

Section 7.2

Existing footway northwest side of Queen Elizabeth Way between Windsor Close and the car park outside no's 26 to 52.

- The existing bound surface is 2.0m wide.
- Existing grass verge 3.3m wide.
- This section would be on a residential street with a 30MPH limit by virtue of street lighting.
- Street lighting is present on this street, but not within this section.
- Low rise shrubs form the physical boundary to the back of the footway.
- A grass verge forms the physical boundary between the footway and the carriageway.
- There is some evidence that the verge is used for parking.
- This street forms part of the existing highway network.

Section 7.3

Existing footway north side of Queen Elizabeth Way, between the car park outside no's 26 to 52 to the junction with Buxton Road.

- The existing bound surface is 1.9m wide.
- Existing grass verge 3.1m wide.
- This section would be on a residential street with a 30MPH limit by virtue of street lighting.
- There are many trees, a telegraph post, and street lighting columns in the grass verge.
- There is a bus stop with shelter between the footway and carriageway, in line with the grass verge.
- Shrubs, knee high timber fencing and brick walls and driveways form the physical boundary to the back of the footway.
- A grass verge forms the physical boundary between the footway and the carriageway.
- There is some evidence that the verge is used for parking.
- This street forms part of the existing highway network.

Section 7.4

Existing footway north side of Queen Elizabeth Way, between junction with Buxton Road and junction with Mersea Road.

- The existing bound surface is 1.8m wide.
- Existing grass verge varies from 3.6 to 16.0m.
- This section would be on a residential street with a 30MPH limit by virtue of street lighting.
- There are many trees, a telegraph post and a street lighting column in the grass verge.
- Brick walls and driveways form the physical boundary at the back of the footway.
- A grass verge forms the physical boundary between the footway and the carriageway.
- There is some evidence that the verge is used for parking.
- This street forms part of the existing highway network.

Section 8.1

Existing footpath from the footpath running between the crematorium and allotment gardens to existing cycleway (*Boadicea Route*).

- The existing bound surface is 1.3m wide.
- There is no street lighting along this section.
- A wooded area forms the boundary on the north and west sides of the path.
- Fencing of the allotment gardens and The Thomas Lord Audley School forms a physical boundary to the east and south sides of the path.
- It appears that this section is used by maintenance vehicles accessing the allotment gardens from Valentinus Crescent.
- This route does not form part of the Public Rights of Way or highway network.
- At this stage it is unknown to whom the land belongs.

Section 9.1

Existing footway west side of Queen Elizabeth Way between no 64 to no. 78/80.

- The existing bound surface is 2.0m wide.
- This section would be on a residential street with a 30MPH limit by virtue of street lighting.
- A knee high timber fence forms the physical boundary at the back of the footway.
- There are two street lighting columns at the back of the footway in this section.
- This street forms part of the existing highway network.

Section 9.2

Existing footway, west side of Queen Elizabeth Way from no 78/80 to junction with Monkwick Avenue.

- The existing bound surface is 2.0m wide.
- Existing grass verge 2.0m wide.
- This section would be on a residential street with a 30MPH limit by virtue of street lighting.
- A telecommunications cabinet, bus shelter, pillar box and a street lighting column are located in the verge.
- Brick walls and driveways form the physical boundary to the back of the footway.
- A grass verge forms the physical boundary between the footway and the carriageway.
- This street forms part of the existing highway network.

Section 9.3

Existing footway, west side of Queen Elizabeth Way from the junction with Monkwick Avenue to the junction with Coronation Avenue.

- The existing bound surface is 1.8m wide.
- This section would be on a residential street with a 30MPH limit by virtue of street lighting.
- There is a street lighting column in the back of the footway.
- Brick walls and driveways form the physical boundary to the back of the footway.
- The carriageway forms the physical boundary to the front of the footway.
- This street forms part of the existing highway network.

Section 9.4

Existing footway, west side of Queen Elizabeth Way, from the junction with Coronation Avenue to the junction with Parnell Close.

- The existing bound surface is 1.8m wide.
- Existing grass verge 2.1m wide.
- This section would be on a residential street with a 30MPH limit by virtue of street lighting.
- A street lighting column and two trees are located in the verge.
- Brick walls and driveways form the physical boundary to the back of the footway.
- A grass verge forms the physical boundary between the footway and the carriageway.
- This street forms part of the existing highway network.

Section 9.5

Existing footway, west side of Queen Elizabeth Way, from the junction with Parnell Close to the junction with Prince Philip Road.

- The existing bound surface is 1.8m wide.
- Existing grass verge 2.5m wide.
- This section would be on a residential street with a 30MPH limit by virtue of street lighting.
- A telegraph post and two trees are located in the verge.
- Brick walls and driveways form the physical boundary to the back of the footway.
- A grass verge forms the physical boundary between the footway and the carriageway.
- This street forms part of the existing highway network.

Section 9.6

Existing footway, west side of Queen Elizabeth Way, from the junction with Prince Philip Road to a point opposite no 119.

- The existing bound surface is 1.8m wide.
- This section would be on a residential street with a 30MPH limit by virtue of street lighting.
- Two street lighting columns and a bus shelter are located in the footway.
- Private property, brick walls, driveways/vehicular accesses and other features form the physical boundary to the back of the footway.
- The carriageway forms a physical boundary to the front of the footway.
- This street forms part of the existing highway network.

Section 9.7

Existing footway, northwest side of Queen Elizabeth Way, from a point opposite no 119 to the junction with Monkwick Avenue.

- The existing bound surface is 1.8m wide.
- This section would be on a residential street with a 30MPH limit by virtue of street lighting.
- Street lighting is present on this street, but not within this section.
- Timber fencing, brick walls and driveways form the physical boundary to the back of the footway.
- The carriageway forms a physical boundary to the front of the footway.
- This street forms part of the existing highway network.

Section 10.1

Existing footway, north side of Monkwick Avenue, from the junction with Queen Elizabeth Way to the junction with Sage Road.

- The existing bound surface is 2.0m wide.
- This section would be on a residential street with a 30MPH limit by virtue of street lighting.
- A telegraph post is located in the back of the footway.
- Street lighting is present along this street, but not within this section.
- Timber fencing, brick walls and driveways form the physical boundary to the back of the footway.
- The carriageway forms a physical boundary to the front of the footway.
- This street forms part of the existing highway network.

Section 10.2

Existing footway, north side of Monkwick Avenue, from the junction with Sage Road to the junction with School Road.

- The existing bound surface is 2.0m wide.
- This section would be on a residential street with a 30MPH limit by virtue of street lighting.
- Traffic signs, a dog waste bin and a telecommunications cabinet are located in the footway.
- Street lighting is present along this street, but not within this section.
- An existing cycleway joins the street in this section.
- A knee high fence forms a physical boundary at the back of the footway.
- The carriageway forms a physical boundary to the front of the footway.
- This street forms part of the existing highway network.

Section 10.3

Existing footway, north side of Monkwick Avenue, from the junction with School Road to a point opposite no 37.

- The existing bound surface is 1.9m wide.
- This section would be on a residential street with a 30MPH limit by virtue of street lighting.
- Street lighting columns are located in the footway.
- An existing cycleway joins the street at the end of this section.
- Brick walls and driveways form the physical boundary at the back of the footway.
- The carriageway forms a physical boundary to the front of the footway.
- This street forms part of the existing highway network.

Section 10.4

Existing footway, west side of Monkwick Avenue, from a point opposite no 37 to a point outside no 106.

- The existing bound surface is 1.8m wide.
- This section would be on a residential street with a 30MPH limit by virtue of street lighting.
- Street lighting columns, traffic signs and a bus shelter are located in the footway.
- An existing cycleway joins the street at the end of this section.
- Brick walls and driveways form the physical boundary at the back of the footway.
- The carriageway forms a physical boundary to the front of the footway.
- This street forms part of the existing highway network.

Section 10.5

Existing footway, southwest side of Monkwick Avenue, from a point opposite no 65 to the west side of the access road serving the garages between no's 152 and 164.

- The existing bound surface is 1.8m wide.
- This section would be on a residential street with a 30MPH limit by virtue of street lighting.
- Street lighting columns, traffic signs and a telecommunications cabinet are located in the footway.
- Brick walls and driveways form the physical boundary at the back of the footway.
- The carriageway forms a physical boundary to the front of the footway.
- This street forms part of the existing highway network.

Section 10.6

Existing footway, southwest side of Monkwick Avenue, from a the east side of the access road serving the garages between no's 152 and 16d to the junction with Middlewick close.

- The existing bound surface is 1.8m wide.
- Existing grass verge (approx. 2/5 length of this section) 3.7m wide.
- This section would be on a residential street with a 30MPH limit by virtue of street lighting.
- A telegraph post is located in the back of the footway.
- A street lighting column and a tree are located in the verge.
- Timber fences, hedges, brick walls and driveways form the physical boundary at the back of the footway.
- The carriageway forms a physical boundary to the front of the footway for 3/5 of its length. A verge forms a physical boundary to the front of the footway for 2/5 its length.
- This street forms part of the existing highway network.

Section 10.7

Existing footway, southwest side of Monkwick Avenue, from the junction with Middlewick Close to the junction with Barfield Road.

- The existing bound surface is 1.8m wide.
- This section would be on a residential street with a 30MPH limit by virtue of street lighting.
- Existing grass verge (approx. 1/10 length of this section) 3.7m wide.
- Two street lighting columns and a telegraph post are located in the back of the footway.
- A telegraph post is located in the verge.
- Timber fences, hedges, brick walls and driveways form the physical boundary at the back of the footway.
- The carriageway forms a physical boundary to the front of the footway for 9/10 of its length. A verge forms a physical boundary to the front of the footway for 1/10 of its length.
- This street forms part of the existing highway network.

Section 10.8

Existing footway, southwest side of Monkwick Avenue, from the junction with Bardfield Road to the junction with Berechurch Hall Road

- The existing bound surface is 1.8m wide.
- This section would be on a residential street with a 30MPH limit by virtue of street lighting.
- Existing grass area (approx. 3/4 length of this section) 11.0m wide.
- Telecommunications cabinets and a bus shelter are located at the back of the footway.
- Street lighting is present along this street, but not within this section.
- Timber fences, brick walls, driveways and a grassed area form the physical boundary at the back of the footway.
- The carriageway forms a physical boundary to the front of the footway.
- This street forms part of the existing highway network.
- It is unknown to whom the grassed area belongs.

5.0 Considerations

Designing for cyclists: a guide to good practice (Essex County Council) has been used as a basis for design decisions at this stage. In that document, Table 1 - Cycle track widths gives 2.50m as a minimum width and 3.00m as a preferred width for shared use, unsegregated cycle track/footways. An additional 0.5m is required on any side that is bound by a physical obstruction, including but not limited to walls, fences and vegetation.

An audit of cycling has not been carried out at this stage.

The author has not been in discussion with any local cycling groups at this stage.

The author has not determined or contacted any land or property owners at this stage.

Section 1.1

Existing footpath from King George Road to north side of Queen Mary Avenue square.

- The existing bound surface would require widening; approximately 43.6m² of new surface including full depth construction would be required.
- Existing street lighting column at the north end of the path would need to be replaced as it is located centrally to the path and would therefore pose an obstruction or hazard to cyclists. As it is a concrete column it would not survive relocation and therefore it would need to be disposed of and a new galvanised column installed, instead.
- Cycleway terminal/repeater signs would be required. Terminal signs require illumination, but could be installed on the new street lighting column to reduce clutter and the number of electrical connections required.
- Consideration to the use of tactile paving should be considered.
- New drop kerbs would be required at the north end of this section.
- Existing drop kerbs at the south end of this section would need to be amended to suit the proposed widening of the path.
- At this stage it is unknown to whom the land in question belongs, and if they would be willing for it to be dedicated as a footway/cycleway.
- Construction/implementation of this section would be physically possible; dependent on the land ownership issue it may also be economically viable.

Section 1.2

Existing footpath across Queen Mary Avenue square.

- The existing bound surface would require widening; approximately 78.5m² of new surface including full depth construction would be required.
- Cycleway repeater signs would be required.
- The use of tactile paving should be considered.
- Existing drop kerbs at the north end of this section would need to be amended to suit the proposed widening of the path.
- New drop kerbs would be required at the south end of this section, including re-profiling of the existing concrete footway to suit the falls.
- At this stage it is unknown to whom the land in question belongs, and if they would be willing for it to be dedicated as a footway/cycleway.
- Construction/implementation of this section would be physically possible; dependent on the land ownership issue it may be economically viable.

Section 2.1

Existing footpath from Queen Mary Avenue to electricity sub-station.

- The existing bound surface is wide enough for the implementation of a shared footway/cycleway.
- Cycleway repeater signs would be required.
- At this stage it is unknown to whom the land in question belongs, and if they would be willing for it to be dedicated as a footway/cycleway.
- Implementation of this section would be physically possible; dependent on the land ownership issue and implementation of adjoining proposed sections it may be economically viable.

Section 2.2

Existing footpath from electricity sub-station to Harrison Road.

- The existing bound surface would require widening; as the route is bound on both sides a minimum width of 3.5m is required, however the minimum width between boundaries features on this section is 3.0m. As this section is fairly straight, and therefore has good forward visibility, and in places widens, this issue has been overlooked for the purposes of this report and this section is being considered as having suitable width in which the existing path may be widened.
- As the fences on the west side of the path are situated at the top of an embankment, it would be necessary for the embankment to be truncated with a retaining wall in order for the minimum width to be met.
- In order for the embankment to be truncated several trees would need to be felled and a long section of undergrowth would need to be cut back.
- Existing street lighting columns would need to be relocated else they would be located centrally in the footway/cycleway and therefore pose an obstruction/hazard to cyclists.
- Cycleway repeater signs would be required, but could be installed on street lighting columns in order to reduce clutter.
- At this stage it is unknown to whom the land in question belongs, and if they would be willing for it to be dedicated as a footway/cycleway.
- Construction/implementation of this section may be physically possible, but it is likely to be prohibitively expensive due to the requirement for a retaining wall and relocation of existing street lighting columns.

Section 2.3

Existing footpath from Harrison Road to Lord Holland Road.

- The existing bound surface is 1.4m and would therefore require widening which would not be physically possible along some of the path due to fencing on both sides and the Gurdon Road Play Area.
- At this stage it is unknown to whom the land in question belongs, and if they would be willing for it to be dedicated as a footway/cycleway.
- An alternative on-street route (see Section 2.3A) could be used to avoid the pinch points, although this may necessitate the use of a guardrail chicane or similar to prevent cyclists continuing along the footpath, which due to its narrowness could pose a hazard to other users if used as a cycleway.

Section 2.4

Existing footpath from Lord Holland Road to footpath running between the crematorium and allotment gardens.

- The existing bound surface would require widening; approximately 353.5m² of new surfacing including full depth construction would be required.
- Some trees would need to be felled and undergrowth cut back to remove obstacles to the west side of the path. This would also become a greater maintenance liability as a wide section would need to be kept clear.
- It may be necessary to install new street lighting columns as it likely that this section may form part of a school commuter route.
- Consideration should be given to the use of tactile paving where the path meets others.
- Cycleway repeater signs would be required.
- At this stage it is unknown to whom the land in question belongs, and if they would be willing for it to be dedicated as a footway/cycleway.
- Construction/implementation of this section may be physically possible; dependent on the land ownership issue, and whether adjoining proposed sections are implemented it may be economically viable.

Section 3.1

Proposed path from the footpath running between the crematorium and allotment gardens to 3.2 and 3.3.

- A new bound surface would be required, approximately 74m² of new surfacing including full depth construction.
- Landscaping would be required to ensure falls for drainage and that the cycle track/footway is not too steep and fit for purpose.
- Some trees would need to be felled and undergrowth cut back to remove obstacles on both sides of the path.
- It may be necessary to install new street lighting columns as it is likely that this section may form part of a school commuter route.
- Consideration should be given to the use of tactile paving where the path would meet others.
- Cycleway repeater signs would be required.
- At this stage it is unknown to whom the land in question belongs, and if they would be willing for it to be dedicated as a footway/cycleway.
- Construction/implementation of this section may be physically possible; dependent on the land ownership issue, whether street lights are required and adjoining proposed sections are to be implemented it may be economically viable.

Section 3.2

Proposed path from proposed Section 3.1 to Valentinus Crescent.

- A new bound surface would be required, approximately 166m² of new surfacing including full depth construction.
- Landscaping would be required to ensure falls for drainage and that the cycle track/footway is not too steep and fit for purpose.
- It may be necessary to install new street lighting columns as it is likely that this section may form part of a school commuter route.
- Consideration should be given to the use of tactile paving.
- Cycleway terminal/repeater signs would be required, and terminal signs would need to be illuminated.
- At this stage it is unknown to whom the land in question belongs, and if they would be willing for it to be dedicated as a footway/cycleway.
- Construction/implementation of this section may be physically possible; dependent on the land ownership issue, whether street lights are required and adjoining proposed sections are to be implemented it may be economically viable.
- Given the cost involved in implementing a new cycleway in a green area, it may be prudent for only one section from 3.2 and 3.3 to be implemented.

Section 3.3

Proposed path from proposed Section 3.1 to Secundus Drive.

- Bound surface would be required, approximately 257m² of new surfacing including full depth construction.
- Landscaping would be required to ensure falls for drainage and that the cycle track/footway is not too steep and fit for purpose.
- It may be necessary to install new street lighting columns as it is likely that this section may form part of a school commuter route.
- Consideration should be given to the use of tactile paving.
- Cycleway terminal/repeater signs would be required, and terminal signs would need to be illuminated.
- At this stage it is unknown to whom the land in question belongs, and if they would be willing for it to be dedicated as a footway/cycleway.
- Construction/implementation of this section may be physically possible; dependent on the land ownership issue, whether street lights are required and adjoining proposed sections are to be implemented it may be economically viable.
- Given the cost involved in implementing a new cycleway in a green area, it may be prudent for only one section from 3.2 and 3.3 to be implemented.

Section 4.1

Existing footpath running between the crematorium and allotment gardens.

- The existing bound surface would require widening which would not be physically possible due to the well-established and fenced boundaries of the crematorium and allotment gardens.
- At this stage it is unknown to whom the land in question belongs, and if they would be willing for it to be dedicated as a footway/cycleway.
- Implementation would not be physically possible due to its narrowness which could pose a hazard to other users if used as a cycleway.
- The only suitable alternative would appear to be to implement Section 8.1 which links to the existing *Boadicea Route* cycleway which connects to Berechurch Road and Monkwick Avenue.

Section 5.1

Existing footpath running between the crematorium and Wych Elm.

- The existing bound surface would require widening which would not be physically possible due to the well-established and fenced boundaries of the crematorium and private dwellings.
- At this stage it is unknown to whom the land in question belongs, and if they would be willing for it to be dedicated as a footway/cycleway.
- Implementation would not be physically possible due to its narrowness which could pose a hazard to other users if used as a cycleway.

Section 5.2

Existing footpath running between the crematorium and Monkwick Junior School.

- The existing bound surface would require widening which would not be physically possible due to the well-established and fenced boundaries of the allotment gardens, Ormiston Centre, The Thomas Lord Audley School and Language College, and Monkwick Junior School.
- At this stage it is unknown to whom the land in question belongs, and if they would be willing for it to be dedicated as a footway/cycleway.
- Implementation would not be physically possible due to its narrowness which could pose a hazard to other users if used as a cycleway.

Section 6.1

Proposed path from School Road to Queen Elizabeth Way (across green area).

- A new bound surface would be required, approximately 618m² of new surfacing including full depth construction.
- Landscaping would be required to ensure falls for drainage and that the cycle track/footway is not too steep and fit for purpose.
- It may be necessary to install new street lighting columns as it is likely that this section may form part of a school commuter route.
- Consideration should be given to the use of tactile paving.
- Cycleway terminal/repeater signs would be required, and terminal signs would need to be illuminated.
- At this stage it is unknown to whom the land in question belongs, and if they would be willing for it to be dedicated as a footway/cycleway.
- Construction/implementation of this section may be physically possible; dependent on the land ownership issue and whether street lights are required it may be economically viable.

Section 7.1

Existing footway west side of Queen Elizabeth Way between no 64 and Windsor Close.

- The existing bound surface would require widening; approximately 39m² of new surfacing including full depth construction would be required.
- Some trees would need to be felled.
- An existing telegraph post would need to be relocated.
- Consideration should be given to the use of tactile paving.
- Cycleway repeater signs would be required.
- Construction/implementation of this section may be physically possible, but is likely to be prohibitively expensive due to the relocation of the existing telegraph post. Furthermore it is not envisaged that removing the trees would be considered an environmentally sound decision.

Section 7.2

Existing footway northwest side of Queen Elizabeth Way between Windsor Close and the car park outside no's 26 to 52.

- The existing bound surface would require widening; approximately 14m² of new surfacing including full depth construction would be required.
- Consideration should be given to the use of tactile paving.
- Cycleway repeater signs would be required.
- Construction/implementation of this section may be physically possible; dependent on the implementation of adjoining proposed sections it may also be economically viable.

Section 7.3

Existing footway north side of Queen Elizabeth Way, between the car park outside no's 26 to 52 to the junction with Buxton Road.

- The existing bound surface would require widening; approximately 71m² of new surfacing including full depth construction would be required.
- Street lighting columns would need to be removed/relocated.
- Telegraph posts would need to be removed/relocated.
- Bus shelter would need to be removed/relocated.
- Consideration should be given to the use of tactile paving.
- Cycleway repeater signs would be required.
- Construction/implementation of this section may be physically possible, but it is likely to be prohibitively expensive due the nature and number of roadside features that would need to be removed/relocated.

Section 7.4

Existing footway north side of Queen Elizabeth Way, between junction with Buxton Road and junction with Mersea Road.

- The existing bound surface would require widening; approximately 69m² of new surfacing including full depth construction would be required.
- Street lighting columns would need to be removed/relocated.
- Telegraph posts would need to be removed/relocated.
- Consideration should be given to the use of tactile paving.
- Cycleway terminal/repeater signs would be required.
- Construction/implementation of this section may be physically possible, but it is likely to be prohibitively expensive due the nature and number of roadside features that would need to be removed/relocated.

Section 8.1

Existing footpath from the footpath running between the crematorium and allotment gardens to existing cycleway (*Boadicea Route*).

- The existing bound surface would require widening; approximately 200m² of new surfacing including full depth construction would be required.
- Landscaping would be required to ensure falls for drainage and that the cycle track/footway is not too steep and fit for purpose.
- It may be necessary to install new street lighting columns as it is likely that this section may form part of a school commuter route.
- Some trees would need to be felled and undergrowth would need to be cut back.
- Consideration should be given to the use of tactile paving.
- Cycleway repeater signs would be required.
- At this stage it is unknown to whom the land in question belongs, and if they would be willing for it to be dedicated as a footway/cycleway.
- Construction/implementation of this section may be physically possible; dependent on the land ownership issue, and whether adjoining proposed sections are implemented it may be economically viable.

Section 9.1

Existing footway west side of Queen Elizabeth Way between no 64 to no. 78/80.

- The existing bound surface would require widening; approximately 42m² of new surfacing including full depth construction would be required in green area.
- Removal/relocation of existing knee high timber fencing would be required in green area.
- Removal/relocation of existing street lighting column would be required.
- Consideration should be given to the use of tactile paving.
- Cycleway repeater signs would be required
- At this stage it is unknown to whom the land in question belongs, and if they would be willing for it to be dedicated as a footway/cycleway.
- Construction/implementation of this section may be physically possible; dependent on the land ownership issue, and whether adjoining proposed sections are implemented it may be economically viable.

Section 9.2

Existing footway, west side of Queen Elizabeth Way from no 78/80 to junction with Monkwick Avenue.

- The existing bound surface would require widening; approximately 36m² of new surfacing including full depth construction would be required.
- Removal/relocation of existing telecommunications cabinet and bus shelter would be required.
- Consideration should be given to the use of tactile paving.
- Cycleway repeater signs would be required.
- Widening would be in grass verge between footway and carriageway.
- Construction/implementation of this section may be physically possible, but it is likely to be prohibitively expensive due the nature and number of roadside features that would need to be removed/relocated.

Section 9.3

Existing footway, west side of Queen Elizabeth Way from the junction with Monkwick Avenue to the junction with Coronation Avenue.

- The existing bound surface would require widening which would not be physically possible due to existing boundaries. The only other option would be to widen the path into the carriageway which would be costly and undesirable.
- Implementation would not be physically possible due to its narrowness which could pose a hazard to other users if used as a cycleway.

Section 9.4

Existing footway, west side of Queen Elizabeth Way, from the junction with Coronation Avenue to the junction with Parnell Close.

- The existing bound surface would require widening; approximately 59m² of new surfacing including full depth construction would be required.
- Removal/relocation of existing street lighting columns would be required.
- Removal of trees would be required.
- Consideration should be given to the use of tactile paving.
- Cycleway repeater signs would be required.
- Construction/implementation of this section may be physically possible, but it is likely to be prohibitively expensive due the nature and number of roadside features that would need to be removed/relocated.

Section 9.5

Existing footway, west side of Queen Elizabeth Way, from the junction with Parnell Close to the junction with Prince Philip Road.

- The existing bound surface would require widening; approximately 64m² of new surfacing including full depth construction would be required.
- Removal/relocation of existing street lighting columns would be required.
- Consideration should be given to the use of tactile paving.
- Cycleway repeater signs would be required.
- Widening would be in grass verge between footway and carriageway.
- Construction/implementation of this section may be physically possible, but it is likely to be prohibitively expensive due the requirement to relocate existing street lighting columns.

Section 9.6

Existing footway, west side of Queen Elizabeth Way, from the junction with Prince Philip Road to a point opposite no 119.

- The existing bound surface would require widening which would not be physically possible due to existing boundary at the back of the footway and the carriageway.
- Implementation would not be physically possible due to its narrowness which could pose a hazard to other users if used as a cycleway.

Section 9.7

Existing footway, northwest side of Queen Elizabeth Way, from a point opposite no 119 to the junction with Monkwick Avenue.

- The existing bound surface would require widening which would not be physically possible due to existing boundary at the back of the footway and the carriageway.
- Implementation would not be physically possible due to its narrowness which could pose a hazard to other users if used as a cycleway.

Section 10.1

Existing footway, north side of Monkwick Avenue, from the junction with Queen Elizabeth Way to the junction with Sage Road.

- The existing bound surface would require widening which would not be physically possible due to existing boundary at the back of the footway and the carriageway.
- Implementation would not be physically possible due to its narrowness which could pose a hazard to other users if used as a cycleway.

Section 10.2

Existing footway, north side of Monkwick Avenue, from the junction with Sage Road to the junction with School Road.

- The existing bound surface would require widening; approximately 25m² of new surfacing including full depth construction would be required.
- Removal/relocation of existing timber knee high fence would be required.
- Removal/relocation of existing sign posts would be required.
- Removal/relocation of existing dog waste bin would be required.
- Removal/relocation of existing telecommunications cabinet would be required.
- Construction/implementation of this section may be physically possible, but is likely to be prohibitively expensive due to the nature and number of roadside features that would need to be relocated.

Section 10.3

Existing footway, north side of Monkwick Avenue, from the junction with School Road to a point opposite no 37.

- The existing bound surface would require widening which would not be physically possible due to existing boundary at the back of the footway and the carriageway.
- Implementation would not be physically possible due to its narrowness which could pose a hazard to other users if used as a cycleway.

Section 10.4

Existing footway, west side of Monkwick Avenue, from a point opposite no 37 to a point outside no 106.

- The existing bound surface would require widening which would not be physically possible due to existing boundary at the back of the footway and the carriageway.
- Implementation would not be physically possible due to its narrowness which could pose a hazard to other users if used as a cycleway.

Section 10.5

Existing footway, southwest side of Monkwick Avenue, from a point opposite no 65 to the west side of the access road serving the garages between no's 152 and 164.

- The existing bound surface would require widening which would not be physically possible due to existing boundary at the back of the footway and the carriageway.
- Implementation would not be physically possible due to its narrowness which could pose a hazard to other users if used as a cycleway.

Section 10.6

Existing footway, southwest side of Monkwick Avenue, from a the east side of the access road serving the garages between no's 152 and 16d to the junction with Middlewick close.

- The existing bound surface would require widening which would not be physically possible due to existing boundary at the back of the footway and the carriageway.
- Implementation would not be physically possible due to its narrowness which could pose a hazard to other users if used as a cycleway.

Section 10.7

Existing footway, southwest side of Monkwick Avenue, from the junction with Middlewick Close to the junction with Barfield Road.

- The existing bound surface would require widening which would not be physically possible due to existing boundary at the back of the footway and the carriageway.
- Implementation would not be physically possible due to its narrowness which could pose a hazard to other users if used as a cycleway.

Section 10.8

Existing footway, southwest side of Monkwick Avenue, from the junction with Bardfield Road to the junction with Berechurch Hall Road.

- The existing bound surface would require widening which would not be physically possible due to existing boundary at the back of the footway and the carriageway.
- Implementation would not be physically possible due to its narrowness which could pose a hazard to other users if used as a cycleway.

6.0 Recommendations

Based on the previous information the author makes the following recommendations, assuming there is support from councillors, local cycle groups and any other interested parties and any land may be acquired or otherwise be designated as highway to allow tracks to be constructed, and that the adjacent sections are to be implemented, so that each route is connected to a main thoroughfare or cycleway.

The recommended sections are shown Appendix B (drawings 102-115).

Implement section 1.1

Implement section 1.2

Implement alternative section (2.1A) in place of Sections 2.1, 2.2 and 2.3.

As section 2.2 is physically possible, but likely to be prohibitively expensive, it is being recommended that an on carriageway route is signed from Queen Mary Avenue to Lord Holland Road via Berechurch Road, Daniel Cole Road and Gurdon Road. This will then link sections 1.2 and 2.4, thereby making them worthwhile.

Existing carriageway widths would not allow mandatory cycle lanes on the carriageway, and on-street parking would make advisory cycle lanes ineffective so the suggestion would be to use cyclist direction signs at each junction and the ends of the shared footway/cycleway to allow cyclists to continue an onward journey.

This would not suit less experienced cyclists, however it would allow for a longer contiguous cycle route, and this on-carriageway section of the route is mostly residential streets with fewer vehicles and slower traffic speeds.

Implement section 2.4

Implement section 3.1

Implement alternative section (3.2A) in place of sections 3.2 and 3.3.

Either section 3.2 and 3.3 would be physically possible; however it is more likely that a shorter length, and therefore the smallest area of hard standing would be approved. This would reduce costs of installation and take up of green space and reduce drainage requirements.

Whilst it is likely that cyclists and pedestrians will continue to follow the two desire lines demonstrated by sections 3.2 and 3.3 during dry weather, as may be their permissive right, during the wetter months pedestrians and cyclists will benefit from a hardened path connecting into a network of such.

Do not implement section 4.1 as the path is too narrow and there are visibility issues which could cause conflict between pedestrians and cyclists. The only reasonable alternative for cyclists wishing to use this route would be to use section 8.1 and the existing Boadicea Route with the final part of the journey having to be completed on the carriageway via Monkwick Avenue and School Road.

Do not implement section 5.1 as the path is too narrow and there are visibility issues which could cause conflict between pedestrians and cyclists. There is no suitable alternative.

Do not implement section 5.2 as the path is too narrow which could cause conflict between pedestrians and cyclists.

Implement section 6.1.

Implement section 7.1.

Implement section 7.2.

Implement section 7.3.

Implement section 7.4

Implement section 8.1

Implement alternative section (9.1A) in place of sections 9.1 and 9.2.

As the cost of relocating various roadside features is likely to be high it is being recommended that on carriageway route is signed from the end of sections 6.1 and 7.1 and joins the end of section 9.3A, another recommendation on the carriageway.

Existing carriageway widths would not allow mandatory cycle lanes on the carriageway, and on-street parking would make advisory cycle lanes ineffective so the suggestion would be to use cyclist direction signs at each junction and the ends of the shared footway/cycleways to allow cyclists to continue an onward journey.

This would not suit less experienced cyclists, however it would allow for a longer contiguous cycle route, and this on-carriageway section of the route is mostly residential streets with fewer vehicles and slower traffic speeds.

Implement alternative section (9.3A) in place of sections 9.3, 9.4, 9.5 and 9.6.

The footway where sections 9.3 and 9.6 are proposed is too narrow to allow the creation of a shared footway/cycleway and implementing the relatively short sections 9.4 and 9.5 in isolation would lead to an incohesive route and a greater degree of conflict between different types of road users.

Existing carriageway widths would not allow mandatory cycle lanes on the carriageway, and on-street parking would make advisory cycle lanes ineffective so the suggestion would be to use cyclist direction signs at each junction and the ends of the shared footway/cycleways to allow cyclists to continue an onward journey.

This would not suit less experienced cyclists, however it would allow for a longer contiguous cycle route, and this on-carriageway section of the route is mostly residential streets with fewer vehicles and slower traffic speeds.

Implement alternative section (10.1A) in place of sections 10.1, 10.2 and 10.3.

The footway where sections 10.1, 10.2 and 10.3 are proposed is too narrow to allow the creation of a shared footway/cycleway.

Existing carriageway widths would not allow mandatory cycle lanes on the carriageway, and on-street parking would make advisory cycle lanes ineffective so the suggestion would be to use cyclist direction signs at each junction and the ends of the shared footway/cycleways to allow cyclists to continue an onward journey.

This would not suit less experienced cyclists, however it would allow for a longer contiguous cycle route, and this on-carriageway section of the route is mostly residential streets with fewer vehicles and slower traffic speeds.

Implement alternative section (10.4A) in place of sections 10.4, 10.5, 10.6 and 10.7.

The footway where sections 10.4, 10.5, 10.6 and 10.7 are proposed is too narrow to allow the creation of a shared footway/cycleway.

Existing carriageway widths would not allow mandatory cycle lanes on the carriageway, and on-street parking would make advisory cycle lanes ineffective so the suggestion would be to use cyclist direction signs at each junction and the ends of the shared footway/cycleways to allow cyclists to continue an onward journey.

This would not suit less experienced cyclists, however it would allow for a longer contiguous cycle route, and this on-carriageway section of the route is mostly residential streets with fewer vehicles and slower traffic speeds.

Implement alternative section (10.8A) in place of section 10.8.

The footway where section 10.8 is proposed is too narrow to allow the creation of a shared footway/cycleway.

Existing carriageway widths would not allow mandatory cycle lanes on the carriageway, and on-street parking would make advisory cycle lanes ineffective so the suggestion would be to use cyclist direction signs at each junction and the ends of the shared footway/cycleways to allow cyclists to continue an onward journey.

This would not suit less experienced cyclists, however it would allow for a longer contiguous cycle route, and this on-carriageway section of the route is mostly residential streets with fewer vehicles and slower traffic speeds.

7.0 Cost Estimate

Section 1.1

Existing footpath from King George Road to north side of Queen Mary Avenue square (24.5 metres). **£10,750**

Section 1.2

Existing footpath across Queen Mary Avenue square (43.6 metres). **£10,250**

Section 2.1

Existing footpath from Queen Mary Avenue to electricity sub-station (25 metres). **£1,750**

Section 2.1A

Carriageway route from Queen Mary Avenue to Lord Holland Road (664.9 metres). **£8,400**

Section 2.2

Existing footpath from electricity sub-station to Harrison Road (159.3 metres). **£676,500**

Section 2.3

Existing footpath from Harrison Road to Lord Holland Road (149.2 metres). **£35,750**

Section 2.4

Existing footpath from Lord Holland Road to footpath running between the crematorium and allotment gardens (252.5 metres). **£52,250**

Section 3.1

Proposed path from the footpath running between the crematorium and allotment gardens to 3.2 and 3.3 (29.5 metres). **£12,000**

Section 3.2

Proposed path from proposed Section 3.1 to Valentinus Crescent (79.6 metres). **£23,750**

Section 3.2A

Proposed path from proposed Section 3.1 to Valentinus Crescent (67.9 metres). **£18,000**

Section 3.3

Proposed path from proposed Section 3.1 to Secundus Drive (102.8 metres). **£29,000**

Section 4.1

Existing footpath running between the crematorium and allotment gardens. **Not physically possible.**

Section 5.1

Existing footpath running between the crematorium and Wych Elm. **Not physically possible.**

Section 5.2

Existing footpath running between the crematorium and Monkwick Junior School. **Not physically possible.**

Section 6.1

Proposed path from School Road to Queen Elizabeth Way (across green area) (247.3 metres). **£66,000**

Section 7.1

Existing footway west side of Queen Elizabeth Way between no 64 and Windsor Close (64.6 metres). **£30,250**

Section 7.2

Existing footway northwest side of Queen Elizabeth Way between Windsor Close and the car park outside no's 26 to 52 (27.9 metres). **£22,500**

Section 7.3

Existing footway north side of Queen Elizabeth Way, between the car park outside no's 26 to 52 to the junction with Buxton Road (118.1 metres). **£45,500**

Section 7.4

Existing footway north side of Queen Elizabeth Way, between junction with Buxton Road and junction with Mersea Road (98.7 metres). **£45,500**

Section 8.1

Existing footpath from the footpath running between the crematorium and allotment gardens to existing cycleway (*Boadicea Route*) (167 metres). **£28,000**

Section 9.1

Existing footway west side of Queen Elizabeth Way between no 64 to no. 78/80 (106 metres). **£10,500**

Section 9.1A

Carriageway route along Queen Elizabeth Way from no. 64 to junction with Monkwick Avenue (188.5 metres). **£3,400**

Section 9.2

Existing footway, west side of Queen Elizabeth Way from no 78/80 to junction with Monkwick Avenue (72.5 metres). **£12,000**

Section 9.3

Existing footway, west side of Queen Elizabeth Way from the junction with Monkwick Avenue to the junction with Coronation Avenue. **Not physically possible.**

Section 9.3A

Carriageway route along Queen Elizabeth Way from north junction with Monkwick Avenue to south junction with Monkwick Avenue (571.3 metres). **£7,200**

Section 9.4

Existing footway, west side of Queen Elizabeth Way, from the junction with Coronation Avenue to the junction with Parnell Close (83.7 metres). **£15,000**

Section 9.5

Existing footway, west side of Queen Elizabeth Way, from the junction with Parnell Close to the junction with Prince Philip Road (91.7 metres). **£14,000**

Section 9.6

Existing footway, west side of Queen Elizabeth Way, from the junction with Prince Philip Road to a point opposite no 119. **Not physically possible.**

Section 9.7

Existing footway, northwest side of Queen Elizabeth Way, from a point opposite no 119 to the junction with Monkwick Avenue. **Not physically possible.**

Section 10.1

Existing footway, north side of Monkwick Avenue, from the junction with Queen Elizabeth Way to the junction with Sage Road. **Not physically possible.**

Section 10.1A

Carriageway route along Monkwick Avenue, from the north junction with Queen Elizabeth Way to the junction with Thomas Lord Audley School entrance (336.3 metres). **£4,800**

Section 10.2

Existing footway, north side of Monkwick Avenue, from the junction with Sage Road to the junction with School Road.

Section 10.3

Existing footway, north side of Monkwick Avenue, from the junction with School Road to a point opposite no 37. **Not physically possible.**

Section 10.4

Existing footway, west side of Monkwick Avenue, from a point opposite no 37 to a point outside no 106. **Not physically possible.**

Section 10.4A

Carriageway route along Monkwick Avenue from the junction with Thomas Lord Audley School entrance to the south junction with Queen Elizabeth Way (590.9 metres). **£3,600**

Section 10.5

Existing footway, southwest side of Monkwick Avenue, from a point opposite no 65 to the west side of the access road serving the garages between no's 152 and 164. **Not physically possible.**

Section 10.6

Existing footway, southwest side of Monkwick Avenue, from a the east side of the access road serving the garages between no's 152 and 16d to the junction with Middlewick close. **Not physically possible.**

Section 10.7

Existing footway, southwest side of Monkwick Avenue, from the junction with Middlewick Close to the junction with Barfield Road. **Not physically possible.**

Section 10.8

Existing footway, southwest side of Monkwick Avenue, from the junction with Bardfield Road to the junction with Berechurch Hall Road. **Not physically possible.**

Section 10.8A

Carriageway route along Monkwick Avenue, from the south junction with Queen Elizabeth Way to the junction with Berechurch Hall Road (159.5 metres). **£4,800**

Total cost to implement physically possible proposed sections = £1,160,000

Total cost to implement recommended sections = £375,000

Prepared by:	Iain Jones – Design Engineer	Date:	5 th June 2015
Approved by:	Nigel Finch – Senior Design Engineer	Date:	11 th June 2015

Appendix A - Site Location Plans

Drawing number: HI4064/00/001

Includes sections:

- 1.1
- 1.2
- 2.1
- 2.2
- 2.3
- 2.4
- 3.1
- 3.2
- 3.3
- 4.1
- 5.1
- 5.2
- 7.1
- 7.2
- 7.3
- 7.4
- 8.1

Drawing number: HI4064/00/002

Includes sections:

- 5.2
- 6.1
- 7.1
- 9.1
- 9.2
- 9.3
- 9.4
- 9.5
- 9.6
- 9.7
- 10.1
- 10.2
- 10.3
- 10.4
- 10.5
- 10.6
- 10.7
- 10.8



Rev	Date	Description of rev	Drawn	Checked	Reviewed	Approved

DRAWING DETAILS

FOR CONSULTATION



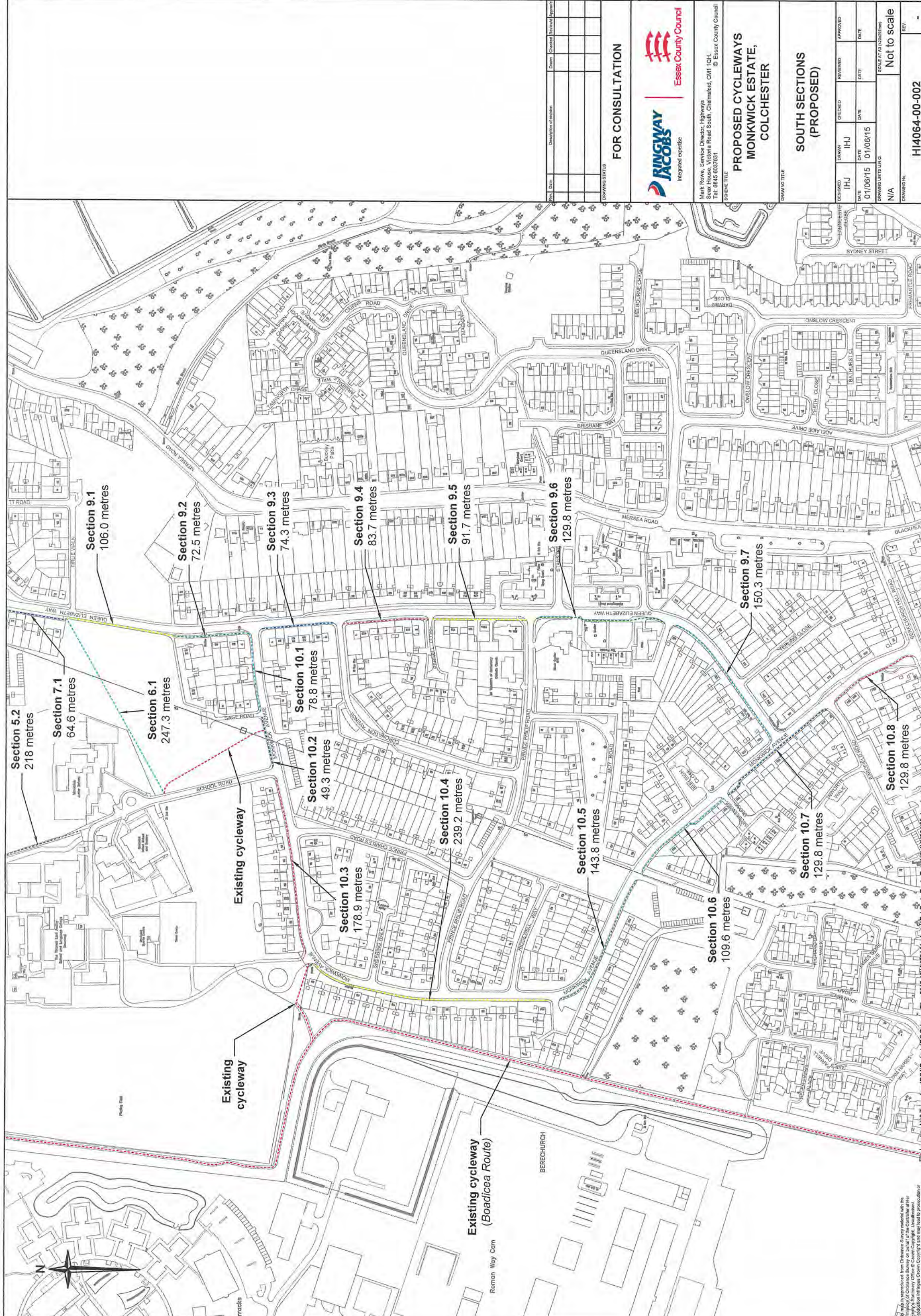
Mark Rowe, Services Director, Highways
 Sixax House, Victoria Road South, Chelmsford, CM1 1QH.
 Tel: 0845 6037631
 SCHEME TITLE

**PROPOSED CYCLEWAYS
 MONKWICK ESTATE,
 COLCHESTER**

DRAWING TITLE
**NORTH SECTIONS
 (PROPOSED)**

DESIGNED	DRAWN	CHECKED	REVIEWED	APPROVED
IHJ	IHJ			
DATE	DATE	DATE	DATE	DATE
01/06/15	01/06/15			
DRAWING UNITS U.K.				SCALE AT (E0027/100)
N/A				Not to scale

DRAWING NO.
H14064-00-001



Section 5.2
218 metres

Section 7.1
64.6 metres

Section 6.1
247.3 metres

Section 9.1
106.0 metres

Section 9.2
72.5 metres

Section 9.3
74.3 metres

Section 9.4
83.7 metres

Section 9.5
91.7 metres

Section 9.6
129.8 metres

Section 9.7
150.3 metres

Section 10.1
78.8 metres

Section 10.2
49.3 metres

Section 10.3
178.9 metres

Section 10.4
239.2 metres

Section 10.5
143.8 metres

Section 10.6
109.6 metres

Section 10.7
129.8 metres

Section 10.8
129.8 metres

Existing cycleway

Existing cycleway
(Boadicea Route)



Rev	Date	Description of revision	Drawn	Checked	Released/Approved

DRAWING STATUS

FOR CONSULTATION



Mark Rowe, Service Director - Highways
 Sixx House, Victoria Road South, Chelmsford, CM1 1QH,
 Tel: 0845 6037631

ESSEX COUNTY COUNCIL

**PROPOSED CYCLEWAYS
 MONKWICK ESTATE,
 COLCHESTER**

DRAWING TITLE

**SOUTH SECTIONS
 (PROPOSED)**

REVISION	DATE	BY	DESCRIPTION	APPROVED

SCALE AT A3 (A200/1000mm)

Not to scale

DRAWING NO: **H14064-00-002**

File Location N:\9 Trans Imp\DC\Projects\DC Scheme Files\15-16\H14064 Monkwick Est Cycle Route Feasibility\H14064-00.dwg Last saved by: jain.jones on 11 June 2015. Printed By: jain.jones on 11 June 2016

Appendix B – Recommended Sections for Implementation

Drawing number: HI4064/00/003

Includes sections:

- 1.1
- 1.2
- 2.2A
- 2.4
- 3.1
- 3.2A
- 7.1
- 7.2
- 7.3
- 7.4
- 8.1

Drawing number: HI4064/00/004

Includes sections:

- 6.1
- 7.1
- 9.1A
- 9.3A
- 10.1A
- 10.4A
- 10.8A



Rev	Date	Description of revision	Drawn	Checked	Approved

DRAWING STATUS

FOR CONSULTATION



**PROPOSED CYCLEWAYS
MONKWICK ESTATE,
COLCHESTER**

**NORTH SECTIONS
(RECOMMENDED)**

DESIGNED	DRAWN	CHECKED	REVIEWED	APPROVED
IHJ	IHJ			
DATE	DATE	DATE	DATE	DATE
01/06/15	01/06/15			

DRAWING TITLE: N/A
SCALE: As shown
Not to scale
DRAWING NO: H14064-00-003
REV: -



Rev	Date	Description of revision	Drawn	Checked	Reviewed/Approved

DRAWING STATUS
FOR CONSULTATION



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Essex County Council

**PROPOSED CYCLEWAYS
MONKWICK ESTATE,
COLCHESTER**

DRAWING TITLE
**SOUTH SECTIONS
(RECOMMENDED)**

DESIGNED	DRAWN	CHECKED	REVIEWED	APPROVED
IHJ	IHJ			
DATE	DATE	DATE	DATE	DATE
01/06/15	01/06/15			
DRAWING DATE U.K.D.				SCALE AT A3 (A2x27mm)
N/A				Not to scale

DRAWING No.
H14064-00-004

File Location N19 Trans Imp\DC\Projects\DC Scheme Files 2015-16\H14064 Monkwick Est Cycle Route Feasibility\H14064-00.dwg - Last saved by Ian Jones on 11 June 2015. Printed By Ian Jones on 11 June 2015

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