

# Local Plan Committee Meeting

**Grand Jury Room, Town Hall, High Street,  
Colchester, CO1 1PJ  
Monday, 03 April 2023 at 18:00**

**The Local Plan Committee** deals with the Council's responsibilities relating to the Local Plan

## Information for Members of the Public

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**COLCHESTER CITY COUNCIL**  
**Local Plan Committee**  
**Monday, 03 April 2023 at 18:00**

**The Local Plan Committee Members are:**

Councillor Martin Goss	Chairman
Councillor Kayleigh Rippingale	Deputy Chairman
Councillor Lewis Barber	
Councillor Michelle Burrows	
Councillor Richard Kirkby-Taylor	
Councillor Jocelyn Law	
Councillor Sam McLean	
Councillor Patricia Moore	
Councillor Paul Smith	
Councillor William Sunnucks	

**The Local Plan Committee Substitute Members are:**

Other than the Local Plan Committee members, all members of the Council who are not members of the Planning Committee.

**AGENDA**  
**THE LIST OF ITEMS TO BE DISCUSSED AT THE MEETING**  
**(Part A - open to the public)**

**Members of the public may wish to note that Agenda items 1 to 5 are normally brief.**

**Live Broadcast**

Please follow this link to watch the meeting live on YouTube:

[\(107\) ColchesterCBC - YouTube](#)

**1 Welcome and Announcements**

The Chairman will welcome members of the public and Councillors and remind everyone to use microphones at all times when they are speaking. The Chairman will also explain action in the event of an emergency, mobile phones switched to silent, audio-recording of the meeting. Councillors who are members of the committee will introduce themselves.

**2 Substitutions**

Councillors will be asked to say if they are attending on behalf of a Committee member who is absent.



3 **Urgent Items**

The Chairman will announce if there is any item not on the published agenda which will be considered because it is urgent and will explain the reason for the urgency.

4 **Declarations of Interest**

Councillors will be asked to say if there are any items on the agenda about which they have a disclosable pecuniary interest which would prevent them from participating in any discussion of the item or participating in any vote upon the item, or any other registerable interest or non-registerable interest.

5 **Minutes of Previous Meeting**

The Councillors will be invited to confirm that the minutes of the meeting held on the 6 February 2023 are a correct record.

**2023-02-06 CCC Local Plan Committee Minutes**

7 - 14

6 **Have Your Say! (Hybrid Council meetings)**

Members of the public may make representations to the meeting. This can be made either in person at the meeting or by joining the meeting remotely and addressing the Council via Zoom. Each representation may be no longer than three minutes. Members of the public wishing to address the Council remotely may register their wish to address the meeting by e-mailing [democratic.services@colchester.gov.uk](mailto:democratic.services@colchester.gov.uk) by 12.00 noon on the working day before the meeting date. In addition a written copy of the representation will need to be supplied for use in the event of unforeseen technical difficulties preventing participation at the meeting itself.



There is no requirement to pre register for those attending the meeting in person.

7 **Colchester City Centre Masterplan - Supplementary Planning Document**

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The Committee are invited to approve the publishing of the draft City Centre Masterplan Supplementary Planning Document (SPD) for public consultation in accordance with the Planning Regulations and Statement of Community Involvement.

**Local Plan Committee Background Information Version 2 July 2022**

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**8 Exclusion of the Public (not Scrutiny or Executive)**

In accordance with Section 100A(4) of the Local Government Act 1972 to exclude the public, including the press, from the meeting so that any items containing exempt information (for example confidential personal, financial or legal advice), in Part B of this agenda (printed on yellow paper) can be decided. (Exempt information is defined in Section 100I and Schedule 12A of the Local Government Act 1972).

**Part B  
(not open to the public including the press)**

## LOCAL PLAN COMMITTEE

### 6 February 2023

<i>Present: -</i>	Councillors Goss (Chair), Barber, Law, Kirkby-Taylor, McLean, Moore, Ripplingale, Scordis, Sunnucks
<i>Substitute Member: -</i>	Councillor Spindler for Councillor Smith
<i>Also in Attendance: -</i>	

#### 258. Minutes

The Minutes of the meeting held on the 12 December 2022 were confirmed as a correct record subject to the correction that where appropriate Highwoods is changed to reference “High Woods Country Park”.

#### 259. Have Your Say!

Richard Martin addressed the Committee pursuant to provisions of Meetings General Procedure Rule 5 (1). The speaker outlined that the NHS Clinical Commissioning Group were taking a digital approach to care and had objected to an application on proposed flats as these would overwhelm the health provision. The speaker linked this response to the proposed development at Middlewick and questioned whether this would mean that any proposed development there would lead to the same objection.

The Committee heard that that the biodiversity and ecology report for Middlewick required that a bird breeding survey would need to be conducted and that the Council had allowed Middlewick to be included in Section 2 of the Local Plan despite the flaws in the ecology report. It was detailed that Council adopted Section 2 of the Local Plan despite advice to wait before adopting the proposal. The Committee heard that significant data was missing which included 878 areas without a habitat score with some of the details including that a previously extinct species had been found on the site with 1048 species on site (878 with habitat scores), 2 which were on the European red list, 109 on the global red list, 3 species requiring legal protection and many more listed under the law to be protected with one species which had been classified as extinct. The speaker concluded by asking whether one of the most biodiverse sites in the Councils area would increase its species by 10% bearing in mind the high level of habitat score that a bespoke metric had to be created to stop it getting rejected.

The Lead Officer for Planning and Place Strategy responded to the points made by the speaker outlining that the Council would be in contact with the Health Authority at the appropriate time in the planning process and noted that the digital first approach as mentioned by the speaker had not been rolled out as expected and confirmed that the ecology evidence presented to the Council would be updated in the planning process. The Lead Officer concluded that the point raised regarding the bird breeding evidence had been presented to the Planning Inspectorate when examining Section 2 of the Local Plan.

Richard Kilshaw addressed the Committee pursuant to provisions of Meetings General

Procedure Rule 5 (1). The speaker outlined that they congratulated the Council on the proposed biodiversity strategy and Supplementary Planning Document that was to be decided later in the meeting but questioned how this would allow any developments to take place on Middlewick.

The speaker outlined that the Clean Air Bill that was currently passing through Parliament could cause further issues with the proposal at Middlewick as the additional traffic and proposal would destroy the areas natural values including its ability to store carbon. The speaker concluded by outlining how the Government had dropped housing targets and the responsibility to act on the Climate change by 2030 were the two main drivers to remove Middlewick from the Local Plan.

The Lead Officer for Planning and Place Strategy advised the Committee that the housing targets from Government had not been revoked and that the current proposals described for reforming the planning system were still in the draft form. The Principal Planning Officer (Environment) added that the proposed Supplementary Planning Document on biodiversity that was on the agenda did not add any new policies to the Councils Local Plan but provided further guidance to the policies already adopted in the Local Plan. The Chair noted that the contents of the adopted plan would be reviewed every 5 years.

Sir Bob Russell addressed the Committee pursuant to provisions of Meetings General Procedure Rule 5 (1). The speaker congratulated the previous speakers for speaking up on the issues raised at the meeting so far and asked the Chair to contact the Local MP regarding Middlewick Ranges and the proposed development. The speaker outlined that Therese Coffey had released a statement pledging that the government would have open spaces for urban dwellers and drew the comparison that Middlewick was currently surrounded on three sides by urban dwellers and requested that elected Members of the Council in the current enlightened times stop development on Middlewick in the same way that the Council created the High Woods Country Park. The Committee heard that the government had put new emphasis on the importance of protecting the environment and questioned the Ministry of Defence's decision to sell off a military asset at this time. The speaker concluded by outlining that the proposal would create a planning and environmental nightmare.

The Chair of the Committee responded and confirmed that they would contact the City's MP regarding Middlewick after the meeting as Chair of the Local Plan Committee.

## **256. Amendments to Colchester Conservation Area No 4: North Station Road and Environs Designation, Character Statement & Management Proposals**

David Rayner addressed the Committee pursuant to provisions of Meetings General Procedure Rule 5 (1). The speaker outlined that they and previous generations of their family, had lived in Colchester since the 16<sup>th</sup> century and raised concern that an enforcement notice had been issued on a site where a fixture had been on site for over 100 years. It was outlined that the notice had been issued under the Millfield conservation area and action had been taken by Place and Client services at the Council. It was detailed that officers at the Council had not responded to the notice and a dialogue was opened which involved Councillors. The speaker asked that the Council consider very carefully how they consult with their community to ensure that businesses as well as residents were informed of any consultations and proposed changes to conservation areas. The speaker concluded that a resolution had been found to the issue but questioned why the Council did not follow the regulations.

The Chair of the Committee responded that the Local Plan Committee did not oversee the

Council's Planning Enforcement team but relayed his appreciation that a resolution had been found. The Lead Officer for Planning and Place Strategy outlined how they would have been disappointed if Officers had not been able to help with regards to the points raised. It was noted that nobody had disputed the sign and was glad that an agreement had been reached but confirmed that they had been involved in conversations regarding the issue with Councillors and confirmed that the Council would look into how it communicates with residents on issues such as this.

David Rayner addressed the Committee pursuant to provisions of Meetings General Procedure Rule 5 (1) allowing them a 1 minute response. The Committee heard that it was obvious in the Council's paperwork why no-one was notified of the changes to the conservation area and that the report detailed how only one business was contacted but no businesses had received any consultation.

Members of the Committee commented on how consultations should ensure that businesses were consulted and how there needed to be a more open dialogue with planning policy and planning applications.

Sir Bob Russell addressed the Committee pursuant to provisions of Meetings General Procedure Rule 5 (1). The Committee heard that North station area had been part of the speakers life for the past 70 years and they had lived in north castle for 52 years and questioned what was the link that needed fixing. The Committee heard that North Station Road to the Albert roundabout was the City's most cosmopolitan street with takeaways and convenience stores with and raised concerns why shop owners had been asked to take stock inside as it was supposedly blocking the pavement. It was noted that the Council was also spending £13,000 on metal planters and trees and detailed how a previous proposal had been taken onboard and the conservation area had been extended. However, it was noted that if one side of Causton Road would become part of the conservation area then both sides should and consideration should be given to Albert Street due to crossing boundaries. The speaker concluded by asking that the conservation area was looked at and asked that an answer be provided as to who had authorised the spending of the £13,000 for the planters and trees in North Station Road.

The Chair responded by confirming that there would be a record of the decision as mentioned however it was not within the Committee's remit.

Eirini Dimerouki, Historic Buildings and Areas Officer, presented the report to the Committee outlining that the Committee were asked to proceed to public consultation on the revised character appraisal for the Conservation Area which detailed an expansion of the area to include 12-18 Causton Road which forms a group that includes the boundary in the conservation area. The previous management of the area had been reviewed in 2019 and was now due for further examination following the adoption of the Local Plan in 2022 and changes to permitted development rights. It was noted that the new proposal was on the key corridor of North Station Road and that the proposals were sensitive to piecemeal changes which were detailed in the proposed consultation documents.

The Development Manager responded to Members questions on issues including: that the article 4 in the procedure detailed how signage was used in the area and that the Council would be contacting residents and businesses as this was part of the gateway to the historic town.

The Chair highlighted the points that had been raised by Sir Bob Russell regarding Albert Street were important due to the split and that this could be fed back into the consultation

response. It was noted that the North of Albert Street had been heavily altered and that its inclusion would dilute the quality of the document.

*RESOLVED* (UNANIMOUSLY) that the public consultation, commencing on during February 2023 , concerning a small proposed extension to the designated area of the Colchester Conservation Area No 4: North Station and Environs to include a further 6 terraced houses in Causton Road can proceed

And

That the consultation would use the revised supporting documentation and in particular, a revised character statement and management proposals;

And

That the statutory process of an article 4 direction as proposed in section 5.9 of the report is agreed.

And

That responses received to the consultation will then be reported back for future consideration together with any suggested revisions to the supporting statement and management proposals, including the draft article 4 direction.

## **257. Affordable Housing Supplementary Planning Document**

Bethany Jones, Principal Planning Policy Officer presented the report to the Committee and explained that the documents before the Committee provided further updates since the October 2022 meeting of the Committee where the consultation was agreed. The Principal Planning Policy Officer elaborated that the Supplementary Planning Document draft had been updated from the responses to the consultation and was attached to the report as appendix 2. The presentation concluded with the officer outlining the recommendation that the Local Plan Committee adopt the new Affordable Housing Supplementary Planning Document which would replace the Councils current 2011 version.

The Lead Officer for Planning and Place Strategy responded to questions from the Committee on issues including: that Affordable Housing included a number of tenure types in its description as well as local lettings policies. It was noted that the Supplementary Planning Document included Rural Exception Sites to be brought forward; an example of which had been approved by the Planning Committee in the week prior to the meeting.

The Committee debated the item and commented on how feedback had been received from Little Hawksley on the aspect of Rural Exception Sites as some small villages only wanted smaller developments to support their community. A question was raised regarding the settlement boundary and contiguous development and whether proposed land for a rural exception site would have to be directly adjacent to a settlement boundary. The Lead Officer for Planning and Place Strategy detailed that a common sense approach would be taken when looking at sites and gave examples of developments in Fordham and Layer de la Haye where market homes had been allowed in conjunction with Affordable Homes. The Officer concluded their response by confirming that a common sense approach would be undertaken but that this would not be compromised where a proposal was remote and unsustainable.

*RESOLVED* (UNANIMOUSLY) that the Local Plan Committee Adopt the Affordable Housing Supplementary Planning Document as detailed in appendix 2 of the agenda, and revoke the existing SPD.

## **258. Local Development Scheme**

Lucy Massey, Planning Policy Assistant presented the report to the Committee outlining that the Local Development Scheme had last been updated in 2021 when updates to Supplementary Planning Documents and consultations had come forward. Members were asked to note the contents of the report which included: the Affordable Housing SPD, Climate Change, Biodiversity, Active Travel, City Centre Masterplan and Tendring Colchester Borders Garden Community. Details of all the changes as well as timetables for their implementation were included in the report. The Planning Policy Assistant concluded by asking the Committee to approve the changes to the Local Development Scheme.

*RESOLVED* (UNANIMOUSLY) that the Local Plan Committee Approve the changes to the Local Development Scheme.

## **259. Consultation on the revisions to the National Planning Policy Framework.**

Sandra Scott, Place Strategy Manager presented the report to the Committee outlining that it related to the Government's current consultations on a range of issues including, housing supply, wind energy, and beauty of sites and invited comments on the scope of the proposals as detailed in the Levelling Up and Regeneration Bill (LURB) introduced into Parliament in May 2022 with an update to the NPPF to come following Royal Assent of the LURB. It was outlined that Officers would provide the detailed responses for a Portfolio Holder Report with Members of the Committee being asked to provide comments and thoughts to be included in the response. It was noted that the largest fundamental change was around housing supply which supported the Governments objectives but made it harder for speculative developments and would add testing to ensure that sites were deliverable. The Place Strategy Manager noted that the standard method would be used as an advisory going forward and that there would be a softening of the tests for Soundness of Local Plans going forward and that the examination would assess whether the target meets the need and would be deliverable. The Officer cautioned that although this was generally welcomed it could lead to challenges to Local Plans due to the lack of evidence and clear guidance from Government was required on this. The Place Strategy Manager concluded by detailing that the report set out the questions in the consultation and that sections 5.58 and 5.59 detailed the key matters for consultation in the future.

A question was raised by the Committee on how seriously the proposals in the consultation should be taken considering that a general election was coming up in 2 years time and queried whether the bar should be raised for developers and try to expand organic growth of sites. A further point was raised that they would like to see a responsive model to the change in circumstances and that it should be done in a holistic manner.

The Place Strategy Manager responded to the points made and outlined that the Council did need to provide a response and that future documents had been programmed by the Council but could not determine where national policies would be in the future. It was noted that the changes to Local Plans and the NPPF were due to the crossover of policies and that new Local Plans were re-inventing the wheel at every stage.

Members continued to debate the consultation and the changes to the NPPF and how it would impact Neighbourhood Plans and whether there was any further support for these as they were extremely time consuming and were created by volunteers from Parish Councils and residents in many communities. Some Members felt that the lack of support for Neighbourhood Plans meant that some communities were falling between the cracks of the planning system without Neighbourhood Plans. Further to this Members were concerned regarding the consistency of financial obligations and contributions through Section 106 Agreements as they did not want to see smaller ones that contributed next to no monies.

Members debated whether the proposals for onshore wind were appropriate as they would be using up good farmland and asked whether the Committee would be happy to comment that they did not want to promote onshore wind. Members debated the role of sustainable food production in the UK with and the balance needed to create sustainable energy and how they reduced the requirement for large pylons to transfer power. The Place Strategy Manager proposed that on shore wind turbines were not appropriate in every location and that the response could include wording to this effect to show that the Council supported on shore wind in the right locations.

The Committee's debate concluded with Members discussing energy generation and how industrial and commercial units should be used for solar power as well as car parks where the spaces are covered by solar panels.

*RESOLVED* (UNANIMOUSLY) that the comments made by the Local Plan Committee during the meeting would be fed into Colchester City Council's response to the Consultation.

## **260. Statement of Community Involvement 2023**

Laura Goulding, Planning Policy Officer presented the report to the Committee outlining that the updated document detailed how the Council could consult with regards to policy documents as well as how citizens and could get involved in the process. The Statement of Community Involvement had been updated to be in line with legislation and include details of the Council's speaking arrangements at Committee meetings. The document also included details regarding Neighbourhood Planning and a guide which would be published on the Council's website as well as how the Council would look at written representations and the appeals process. The Planning Policy Officer concluded by detailing that the updated document was appended to the report and that the recommendation was to adopt the updated statement.

*RESOLVED* (UNANIMOUSLY) that the changes to the Statement of Community Involvement be agreed as detailed in the Officer recommendation and that the updated statement be published on the Council's website.

## **261. Biodiversity Supplementary Planning Document.**

**Councillor Sunnucks declared a Disclosable Pecuniary Interest in the item and left the meeting prior to the Biodiversity Supplementary Planning Document being heard.**

Shelley Blackaby, Principal Planning Policy Officer (Environment) presented the report to the Committee outlining that the Supplementary Planning Documents (SPD's) on Climate Change and Active Travel would be presented at a future meeting. The Principal Planning Policy Officer confirmed that the SPD did not introduce new planning policies and would not add to the burden of development. The Committee heard that the biodiversity and geodiversity referred to the mitigation hierarchy which would come into effect in November



2023 and that the SPD set out the principals and requirements of the Council in a concise way whilst referencing other relevant documents. It was noted that the document detailed: protected species, the mitigation hierarchy of avoiding harm, mitigating harm, and compensating as a last resort, Nature design principles including, street tree planting and integral swift bricks in new developments. The SPD included advice for householder application and detailed what information should be submitted for planning applications. The Principal Planning Officer concluded by confirming that the officer recommendation was that the Biodiversity SPD be published for consultation as detailed in the officer recommendation.

Members debated the proposed document on the definition of irreplaceable habitats and whether the maps detailed in the document were the most up to date. Queries were raised by the Committee on the protections to biodiversity and whether this would be just for legally protected or ones that had been declared extinct and rediscovered. The Principal Planning Policy Officer responded that the irreplaceable habitat was included within the glossary of the document but noted that it included a wider terminology which included ancient woodlands and important hedgerows. The Principal Planning Policy Officer detailed that they thought that the maps were up to date but these could be amended prior to publication if there were any errors and that the protected species list could be expanded as required.

The Committee Members debated the application of the document in reality and how it could be used in practice when designing a site and how it would interact with the Councils existing policy allocations and ENV 1. The Principal Planning Policy Officer detailed that if a site did get put forward for residential use then the developer would be encouraged not to build on that site to protect whatever element of biodiversity there was there or that they avoid the most sensitive part of the site if it was a large enough parcel of land.

Members raised concern over the maps contained within the document noting that there appeared to be an error on some areas including Cudmore Grove on Mersea Island. The Lead Officer for Planning and Place Strategy clarified that the maps would be reviewed prior to publication if the Committee were minded to send the document out for consultation. It was suggested by a Member of the Committee that a link be included to ensure that the most up to date maps were associated with the SPD.

The debate concluded with Members discussing the designation of sites and what protections it would afford to sites that were currently being developed and any that would be coming before the Council for determination.

*RESOLVED* (UNANIMOUSLY) that the draft Biodiversity Supplementary Planning Document is published for public consultation in accordance with the Planning Regulations and Statement of Community Involvement

and;

That minor changes to the draft Biodiversity SPD be approved by the Lead Officer for Housing and Planning and Chair of the LPC prior to the consultation commencing.



3 April 2023

Report of	Simon Cairns / Sandra Scott, Place and Client Services	☎ 01206 508650 / 282975
Title	Colchester City Centre Masterplan - Supplementary Planning Document	
Wards affected	Castle, New Town & Christchurch	

## 1. Executive Summary

- 1.1 Colchester City Council, together with Essex County Council, jointly commissioned consultants to prepare a City Centre Masterplan accompanied by a City Centre Transport Plan. We Made That were appointed and have prepared a draft City Centre Masterplan, attached to this Report as Appendix A. Transport consultants, Steer, have prepared the accompanying City Centre Transport Plan, attached as Appendix B.
- 1.2 The City Centre Masterplan has been informed by consultation and engagement but has now reached the stage where it is proposed to undertake wider public consultation with a view to it being adopted as a Supplementary Planning Document (SPD) to support delivery and add further guidance to key policies within the Colchester Local Plan.

## 2. Recommended Decision

- 2.1 It is recommended that the Committee approve publishing the draft City Centre Masterplan SPD for public consultation in accordance with the Planning Regulations and Statement of Community Involvement.

## 3. Reason for Recommended Decision

- 3.1 The Council can prepare SPDs to provide further guidance to Local Plan policies. In this instance the adoption of the Masterplan as an SPD will provide a clear and comprehensive approach to development opportunities within the City Centre. It will provide guidance to supplement relevant policies in the Local Plan and assist applicants and the Council in making decisions in accordance with local transport priorities as well as Local Plan requirements.

## 4. Alternative Options

- 4.1 The alternative option is to not produce a City Centre Masterplan SPD and rely on Local Plan policies. There is also the option to adopt the masterplan as guidance, however, an SPD provides the greatest weight in decision making.

## 5. Background Information

- 5.1 Supplementary planning documents (SPDs) build upon and provide more detailed advice or guidance on policies in an adopted local plan. As they do not form part of the

development plan, they cannot introduce new planning policies. They are a material consideration in decision-making and should not add unnecessarily to the financial burdens on development.

- 5.2 The Council have worked in collaboration with Essex County Council to progress the masterplanning work for Colchester City Centre. The pivotal role and influence of the highway network within the City Centre and the need and opportunities for enhancement are fundamental to the joint approach ventured for the preparation of the Draft City Centre Masterplan SPD.
- 5.3 In early 2022 a consortium of consultants, under the lead of 'We Made That' were appointed jointly by the Council's to prepare a City Centre Masterplan (CCMP). The consortium included a comprehensive range of key skills including urban design, heritage, socio-economic and transport. Steer were appointed to provide input and expertise on the transport matters to provide a fully integrated City Centre Transport Plan (CCTP) to inform the wider master planning. This holistic approach is critical to success given the challenges and nature of the City Centre.
- 5.4 The focus /scope of the masterplan is on the core city centre area - the primary and secondary shopping areas as defined in the Local Plan, as well as the main city centre development allocations and gateways to the surrounding neighbourhoods. However, the continued economic and cultural vibrancy of the city centre lies in reconnecting it to the surrounding neighbourhoods and improving the walking and cycling experience of routes to the mainline rail station, the Roman Circus and the Hythe and University campus in particular. The masterplan therefore includes recommendations for wider area improvements with regard to connectivity into and through the city centre and public realm.
- 5.5 Design frameworks have been prepared for the main city centre development allocations and gateways, which have been referred to as key sites. A summary of the masterplan is set out below.
- 5.6 The Executive Summary sets out that interventions are proposed at three different levels:
- the wider city centre in context
  - an urban design strategy for the core
  - urban design frameworks for 6 key sites.

Interventions are proposed to deliver the five key guiding strategic objectives. These are:

- i) An active response to the Climate Emergency;
- ii) Providing a safe, healthy and accessible city centre;
- iii) Diversifying uses to promote footfall;
- iv) Support the city centre economy for the benefit of all;
- v) Making the most of Colchester's rich cultural heritage.

- 5.7 The context is provided by Chapter 1: Setting the Scene identifies the opportunities and challenges for the city centre, sets out the scope of the masterplan and confirms the fully integrated approach with the associated CCTP. The CCTP identifies a range of transport and public realm interventions along key corridors and gateways with strategic matters to facilitate delivery. The CCTP recommendations are fully integrated with the CCMP. The Delivery Note provides a strategy for CCC/ECC and identifies the governance structures, actions and processes required to successfully implement the plan recommendations.

- 5.8 The strategic context of the CCMP/TP is set out relating the plan to adopted policies and regeneration initiatives. The masterplanning process is explained together with a baseline appraisal undertaken to establish the wider context and summary headlines for key themes (transport, heritage and socio-economic). The wider engagement undertaken is set out with a summary of the highlights of responses received.
- 5.9 The strategic vision for the city centre is explained in Chapter 2: Strategic Vision with a graphic summary of the interventions responding to the five strategic objectives. The masterplan is structured by these key strategic objectives (set out at para. 5.6 above) which the urban design strategies then provide a series of related interventions to deliver. Each of these strategic objectives is addressed through a dedicated 'layer' in the CCMP which sets out how each objective can be delivered through active interventions that are illustrated graphically in a summary plan diagram. The approach adopted in the CCMP provides a clear and concise series of related individual remedies directly linked to the strategic objectives that underpin the plan and provides a logical explanation / justification for each. The annotated mapping provides a visual summary and overview of the proposals and overview of how they may work together.
- 5.10 The urban design strategies are then focused on six key areas of the City Centre where their principles are applied to site specific urban design frameworks (briefs). These principally relate to redevelopment sites together with the High Street (whose importance justifies a dedicated strategy) and each includes proposals for public realm improvements/redevelopment briefs. The six frameworks are:
- 1) High Street:** comprising a *"low-traffic, people focused street, where space for walking, cycling and outdoor seating is maximised while ensuring necessary public transport, deliveries and blue badge access is maintained."* The key point is that complete pedestrianisation is not being proposed.
  - 2) Southway and St John's Street/Osborne Street.** The proposed strategy seeks to *reconnect "communities to the south with the city centre through frequent, at-grade crossings for pedestrians and cyclists. Creating a more attractive public realm that can catalyse the development of sites on either side and turn Southway from a 'back' to a 'front' while keeping the traffic flowing."*
  - 3) Former Bus Station Site:** The strategy proposes *"public space and mixed-use development including space for creative and digital industries alongside housing. New public realm for events and casual use, including next to the Roman Wall."*
  - 4) Britannia Yard:** The strategy seeks to deliver *"A significant new public space that can be used for events, markets and casual use, designed to highlight the extraordinary heritage of St Botolph's Priory. New urban housing of various types, fully integrated with the existing neighborhood south of Priory Street."*
  - 5) Vineyard Gate:** the framework seeks to deliver *"a public open space next to the Roman Wall, an attractive walking and cycling route through to Queen Street and fine grain, tight-knit new homes and business spaces as infill in and around existing buildings."*
  - 6) St Botolph's Junction:** The framework seeks to deliver *reclaimed "space for people, interchange between different transport modes, and to mend the street frontage to the south of the junction through new mixed-use development."* ECC has developed detailed proposals for the redesign of the junction based on the principles of the framework and

CCTP. Consultation on these detailed proposals will be undertaken concurrently with the proposed public engagement on the CCMP/TP as this will enable each to be considered in context by stakeholders.

- 5.11 Each framework provides a detailed contextual analysis and design framework to inform and shape future development proposals. These include helpful exemplars of successful precedents drawn from a wide area to demonstrate the look and feel of the design solutions proposed.
- 5.12 Next Steps: The CCMP concludes with a summary of delivery recommendations (Chapter 04) which include a summary masterplan delivery outline for CCC/ECC to take forward the plan's proposals. (Para.5.14 below also refers).
- 5.13 Steer has prepared this City Centre Transport Plan (CCTP) on behalf of the Councils. This key document has been used to frame and inform the holistic masterplan for the city centre. It is attached in full as Appendix B to this report. The overall aim of the CCTP is to recommend a range of transport interventions that can be packaged together to take forward as part of Colchester's City Centre Masterplan. The CCTP recommendations have been integrated into the Masterplan. The key conclusions set out in full in the CCTP (Appendix B) which have informed the masterplan work are summarised below;
- The CCTP shortlists a range of transport and urban realm interventions (across various modes and disciplines) that could be integrated into the Colchester masterplan.
  - The CCTP identifies six corridors and three City Gateways which are considered important to inform Colchester's masterplan from a transport perspective. It identifies the following as the most beneficial to bring forward as the first phase of masterplanning and the modelling exercise;
    - **St Botolph's Circus** - It is recommended in the CCTP to consider St Botolph's as the key City Gateway for further testing for the following reasons:
      - Many stakeholders raised existing accessibility and safety issues.
      - It plays a key role in supporting the success of interventions at the adjacent Colchester Town station, Britannia development site, and St Botolph's Priory site.
      - The extensive work that is already ongoing in this area as well as the funding CBC has bid for.
      - The site's role as a gateway to the shopping core due to its location at the end of Osborne Street and St Botolph's Street, as well as its connection towards the south of the City centre and onwards to the University & Knowledge Gateway.
    - **Red Lion Yard / Stanwell Street**- It is recommended in the CCTP considering the Red Lion Yard / Stanwell Street Corridor as a North-South corridor in priority for the following reasons:
      - Red Lion Walk already forms a robust pedestrian core for this corridor.
      - The existing Vineyard Gate elevator supports accessibility across the City Centre's topography.
      - More importantly, this corridor would link the shopping core to several destinations:

- East Stockwell Street and the Dutch Quarter residential area to the north, the Vineyard Street Development site, an improved bus interchange at Osborne Street, and across Southway (A134) to the Roman Circus SAM, as well as existing residential areas and the Garrison Regeneration Area to the south.
- **Balkerne Gate – Culver Street-** It is recommended in the CCTP to consider the Balkerne Gate / Culver Street Corridor as the east-west corridor for further testing for the following reasons:
  - Culver Street West and Culver Street East already form a robust pedestrian core for this corridor.
  - Improving the pedestrian experience along Church Street and the eastern end of Culver East would not dramatically impact traffic.
  - More importantly, this corridor would link several destinations which are currently poorly connected to the shopping core and each other:
    - the FirstSite community centre, the Natural History Museum, the Jumbo Water Tower and Mercury Theatre, as well as Balkerne Gate and the proposed City Wall walk, the St Mary's Car Park and the residential area further west.
- The CCTP also highlights next steps including indicating where further studies and consideration of issues are necessary including the impacts on the wider network of behaviour change, a Bus Improvement Plan, detailed design of St Botolph's city gateway, Southway corridor strategic study, and adoption of detailed design guidance MfS, MFs 2 and LTN 1/20 (in relation to cycle facilities).

5.14 A separate delivery outline has been prepared by consultants (prd) for Colchester City Council and Essex County Council. This has been developed to highlight opportunities for partnerships, financing and delivery structures, as well as the actions / process required to implement the initiatives contained in the masterplan. The full Colchester Masterplan Delivery Outline is attached as Appendix C.

## Engagement

5.15 As part of the process of drafting the masterplan there has been significant public and stakeholder engagement. This is explained in more detail in the draft masterplan on pages 24-27. The early engagement includes a range of activities involving, Council Members from both the City and County Councils, Strategic stakeholders, local businesses and the BID, youth groups and general public events. The key points raised as part of this engagement are:

- Heritage should be a source of pride for Colchester and enhance the experience of visiting the city centre;
- Colchester does not yet have the infrastructure to support a complete transition to public transport and active travel (parking options are still required);
- Business would like to see increased spend / revenue in the city centre;
- Loss of large stores from the city centre (such as M&S and Debenhams) presents opportunities for more local independent businesses and community facilities;
- Retention of young people – offer them a good experience when they are here as students to encourage them to stay;
- Accessibility and inclusivity should be an overarching and holistic goal of the masterplan;

- Need for an improved pedestrianised experience and separation from cyclists / e-scooter.
- 5.16 The next steps will include wider consultation as required by the Town and Country Planning regulations and in accordance with the Council's Statement of Community Involvement. This will include statutory and non- statutory consultees and those individuals included on the Local Plan database. In addition, those who have engaged in the early formulation of the masterplan will also be notified of the consultation. All information will be available on the Council's website with information regarding how and when to respond. Notifications will be sent out and the documents will also be available in paper copy in the Colchester main Library to maximise engagement opportunities.
- 5.17 It is intended that the consultation will commence in May to coincide with the consultation by Essex County Council on the St Botolph's junction design proposals (see para.5.10 point 6) above). Comments are invited on the Draft City Centre Masterplan as drafted and appended to this report as Appendix A. All representations received will be considered and where appropriate revisions may be made to the masterplan prior to reporting back to Local Plan Committee for Adoption. This is likely to be in the Autumn.
- 5.18 In accordance with the regulations a Strategic Environmental Assessment (SEA) screening has been carried out, which has concluded that SEA is not required.



## **6. Equality, Diversity and Human Rights implications**

- 6.1 An Equality Impact Assessment has been prepared for the Local Plan, and is available to view by clicking on this link:

<https://cbccrmdata.blob.core.windows.net/noteattachment/Equality%20Impact%20Assessment%20June%202017.pdf>

## **7. Strategic Plan References**

- 7.1 The Colchester City Masterplan SPD helps to deliver on all of the Strategic Plan Objectives contributing specifically to;
- Tackling the climate challenge and leading sustainability;
  - Creating safe, healthy and active communities;
  - Delivering homes for people who need them;
  - Growing a fair economy so everyone benefits and
  - Celebrating our heritage and culture.

## **8. Consultation**

- 8.1 It is a requirement of The Town and Country Planning (Local Planning) (England) Regulations 2012 to consult on draft SPDs for a minimum of 4 weeks and to prepare a statement setting out who was consulted, a summary of the main issues raised and how those issues have been addressed in the SPD.
- 8.2 The SPD consultation will be publicised through written / email consultations with statutory consultees, general consultees on our database, other relevant stakeholders, individuals and organisations who have expressed a wish to be consulted or have previously made comments as set out in the Statement of Community Involvement.

## **9. Publicity Considerations**

- 9.1 Publication of the Masterplan and Transport Plan is likely to generate mixed publicity for the Council. The City Centre is of interest to many people with different views on the multitude of issues and opportunities presented.

## **10. Financial implications**

- 10.1 There is budget allocated to this work and the costs are shared with Essex County Council.

## **11. Health, Wellbeing and Community Safety Implications**

- 11.1 The three climate emergency SPDs will bring multiple benefits including benefits to health and wellbeing. A healthy environment plays a role in improving health and wellbeing.

## **12. Health and Safety Implications**

- 12.1 No direct implications.

## **13. Risk Management Implications**

13.1 No direct implications.

#### **14. Environmental and Sustainability Implications**

- 14.1 The Council has declared a Climate Emergency and has committed to being carbon neutral by 2030. The purpose of the planning system is to contribute to the achievement of sustainable development as defined in the National Planning Policy Framework. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways. These are economic, social and environmental objectives.
- 14.2 This SPD seeks to help deliver Colchester City Council's ambitions in respect of a holistic approach to future opportunities within Colchester's City Centre. It aims to contribute to achieving sustainable development through a range of measures and interventions.

#### **Appendices**

Appendix A - Draft Colchester City Centre Masterplan – Supplementary Planning Document (We Made That)

Appendix B – Draft Colchester City Transport Plan – Background to the Masterplan- (Steer)

Appendix C – Colchester Masterplan Delivery Outline – (prd)

We  
Made  
That

# Colchester City Centre Masterplan

March 2023



Working with

HAT Projects

steer

prd

Authenticfutures

Working for



Colchester  
City Council



Essex County Council

#### Revisions tracker

Revision	Date	Description
-	11-11-2022	Initial draft
A	28-11-2022	Draft issue for information
B	23-12-2022	Final draft for public engagement
C	06-03-2023	Final draft for public engagement with amendments

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# Executive Summary

The Colchester City Centre Masterplan sets out a clear vision for the future development of Colchester city centre for years to come. This document has been informed by a period of in-depth research and engagement.

Colchester city centre is the focal point of a rapidly growing city with a high-quality historic environment. Colchester's rich heritage, collection of cultural organisations, educational institutions and growing creative and digital sectors are all positive elements that contribute to the city's unique identity and have a role to play in the future of its city centre.

The city centre currently faces environmental and economic challenges. Environmentally, it suffers from vehicular congestion and air pollution and is difficult to access by sustainable means of travel.

The centre is not immune from national trends in retail, and whilst some areas benefit from vibrant, independent high street businesses, larger national chains have been closing stores or relocating in recent years. An over-reliance on retail and hospitality jobs has created a low wage economy locally, by comparison with other regional centres.

Colchester was the UK's first city, and regained its status in 2022 to become one of its newest, too. It has all the potential to meet the twin challenges of the climate emergency and wider economic trends with bold, yet pragmatic, approaches.

Together, the proposals in this plan will support Colchester's development over the coming decades, with a respect for its past and ambition for its future.

The City Centre Masterplan delivers on this vision by proposing interventions at three different scales: The masterplan itself, which takes a look at the wider city centre area, urban design strategies, which focus in more detail on the retail core of the city centre, and design frameworks for key sites. The series of design frameworks that have been developed are supported by a delivery plan.

Taken together the proposals set out throughout this document lay the foundations for a bold, sustainable future for the Colchester's City Centre.

The interventions outlined in this document are driven by the following themes:

## **Actively respond to the climate emergency**

Reducing pollution and carbon emissions by providing ways for nearby communities to travel to the city centre by walking, cycling and public transportation. This includes providing spaces for residents to park their cars on the periphery of the city centre and switch to more sustainable travel options while moving around the city centre.

## **Provide a safe, healthy, active and accessible city centre**

Integrating improvements to the public realm with increased cycle access and enhanced pedestrian experience of the city centre, including for those with different abilities.

## **Diversify city centre uses to encourage footfall**

Providing frameworks for future development in the city centre. With the appropriate land use and built form parameters, new uses such as housing can be introduced into the city centre in a contextually-sensitive and economically beneficial way.

## **Support the city centre economy to everyone's benefit**

Guiding the future economy of the city centre, creating a framework for diversifying uses away from a reliance on retail by strengthening the existing cultural, workspace and evening offer to re-energise the city centre's economy.

## **Make the most of Colchester's rich heritage**

Uplifting Colchester's heritage assets by improving their setting and allowing them to be experienced as 'more than the sum of their parts'. It also aims to ensure new development is integrated well into the existing historic city centre.

# Vision

**Colchester was the UK's first city, and regained its status in 2022 to become one of its newest, too. It has all the potential to meet the twin challenges of the climate emergency and wider economic trends with bold, yet pragmatic, approaches.**

**Together, the proposals in this plan will support Colchester's development over the coming decades, with a respect for its past and ambition for its future.**

Colchester's heritage should be source of pride for residents, and attract visitors from across the region and the country. Development of the city centre must create quality streets and spaces that provide the perfect setting for historic buildings, and make a walkable, enjoyable environment for everyone.

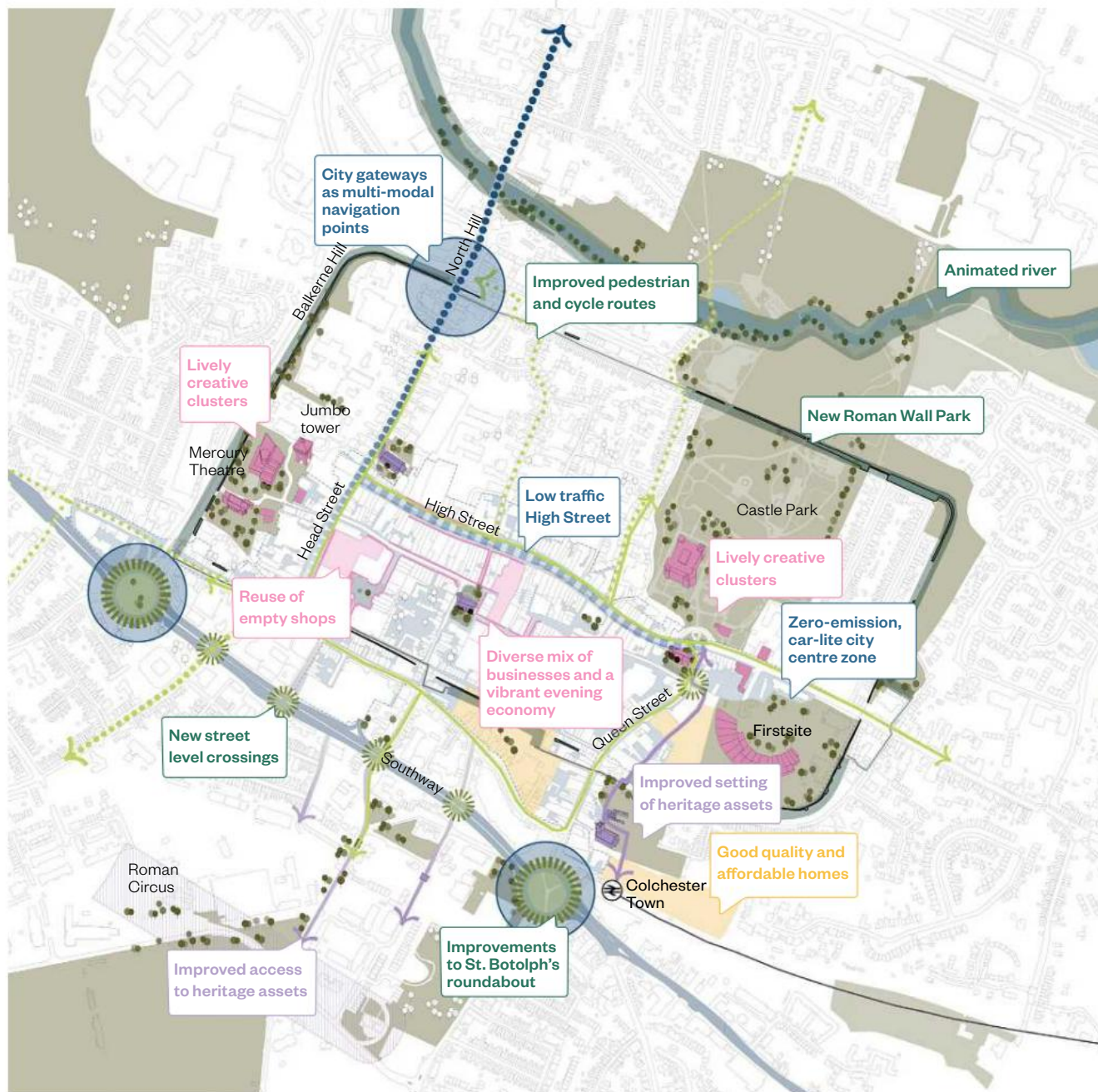
The city centre economy should be amplified with more diverse activities, including markets, community uses, independent retail and food and drink, and workspace for the creative and digital sector. This will create more high quality jobs in the city centre and sustain other businesses in turn.

People living in the city centre also sustain local businesses and make it a lively and vibrant place. Good quality and affordable homes, tapping into the appeal of city centre living, will support local shops and services, and the transition to low-carbon lifestyles.

As many people as possible should walk, cycle or use public transport to travel into the city centre. This is critical for reducing carbon emissions, improving air quality, and making the city a more pleasant place to spend time. This means re- connecting neighbourhoods to the city centre with attractive and easy walking and cycling routes; and improving public transport, particularly bus provision and including the new Rapid Transit System.

Reducing unnecessary traffic will mean that people who still need to travel into the city centre by car, will be able to do so more reliably. They should be able to park in safe and accessible locations, or be dropped off and picked up easily. Deliveries to and from businesses, by day and night, must be fully considered, along with improving the interchanges between different modes of transport.





**Key**

- Actively respond to the climate emergency
- Provide a safe, healthy, active and accessible city centre
- Diversify city centre uses to encourage footfall
- Support the city centre economy to everyone's benefit
- Make the most of Colchester's rich heritage







# City Centre Profile

Camulodunum, Roman Colchester, was Britain's first recorded settlement and later Britain's first city and capital. Colchester regained its city status in 2022 to mark Queen Elizabeth II's Platinum Jubilee - so it is both the oldest and one of the newest cities in the UK.

Colchester is one of the UK's fastest-growing places and one of the most important and diverse urban centres in the East of England, located midway between the largest UK container port and London's third airport. It provides work for around 24,000 people who travel into Colchester from the surrounding area and is home to more than 13,000 students from more than 130 countries who study at the University of Essex's Colchester campus, making it the UK's most international campus university. It is also a garrison city with a long military association which has brought international communities to Colchester from Nepal, Fiji and other countries.

## Colchester's city centre

The city centre is the historic, retail, leisure and cultural heart of the community, as well as the main visitor destination for domestic and international tourism to the area. It is an important cultural hub for the East of England, and as of November 2022, the city centre is home to five Arts Council England National Portfolio Organisations - Firstsite, the Mercury Theatre, Colchester Arts Centre, Signals Media and the Colchester and Ipswich Museums Service, which is responsible for three museums in the city centre alone. It has a major tourist attraction in Colchester Castle, the largest Norman keep in Europe and constructed on the foundations of a Roman temple, and has the earliest and best preserved Roman city walls in Britain.

The city centre draws in a large number of young people and students from the wider area through schools and colleges including Colchester Sixth Form College and Colchester Institute including University Campus Colchester. New developments are bringing cutting-edge digital facilities to the city centre in the new Centre for Immersive Innovation as well as



Location plan

a wide range of public realm, walking and cycling improvements.

Wider strategic changes will continue to impact the city centre, and are set out in further detail on the following pages.

## Success criteria

In order to ensure a positive legacy and success of the Masterplan, it is advised to have a discussion and agreement on how any monitoring and evaluation could support future tracking of change in the city centre. Potential success criteria could include:

- Increased local pride among business and residents and increase in positive external perceptions of Colchester as a destination
- Modal shift from private car use to active and public travel resulting in a decrease in vehicle movements in the city centre area
- Increased footfall to the core city centre area
- Retention and growth of businesses within the city centre area
- Increase in higher wage jobs in the city centre area
- Provision of high quality and affordable housing within the city centre, sustaining local shops and services
- Increased attendance to cultural venues and events
- Increased evening economy and sustained vibrancy of evening venues
- Increased tourism, in particular overnight stays.

### Opportunities

- City status and the change in internal and external perceptions of Colchester as a result
- Historic environment resulting in attractive, compact and walkable centre ideal for the 'experience economy'
- River as a currently untapped asset
- Tourism potential of major heritage attractions as well as cultural venues
- Arts and cultural activity and the wider creative and digital economy
- Residential neighbourhoods surrounding the city centre within an easy walk - a large potential customer / visitor base
- High numbers of students and young people living and studying in and around the city centre
- Cultural diversity of Colchester's communities and the businesses and experiences they support
- Easy connectivity to London as well as other regional centres
- Reduction in commuting and increase in working from home, or working near home

### Challenges

- Historic perceptions of Colchester both internally and externally affecting confidence and local pride
- Physical severance of neighbourhoods from the city centre by arterial roads and topography
- Poor public transport and active travel infrastructure connecting neighbourhoods to the city centre, resulting in a reliance on the private car and resulting congestion
- Changes in retail and consumer patterns nationally which are also reflected locally, in particular for the evening economy
- Competition for retail and leisure customers from edge-of-centre locations including the Northern Gateway and Stanway Tollgate, with free parking and easy car access
- Ingrained transport habits of residents in the wider city area and a reluctance to adopt modal shift to active and public transport
- Tightly-knit historic street pattern creating conflicts between pedestrian, cyclists and business delivery and servicing needs
- Funding, viability and delivery of projects in a complex and constrained city centre including substantial archaeological and below ground constraints
- Climate change impacts and adaptation
- Continuous recovery from the Covid-19 pandemic



# Masterplan Scope and City Centre Transport Plan

The focus of the masterplan is on the core city centre area - the primary and secondary shopping area as defined in the Local Plan, as well as the main city centre development allocations and gateways to the surrounding neighbourhoods.

However, the continued economic and cultural vibrancy of the city centre lies in reconnecting it to the surrounding neighbourhoods and improving the walking and cycling experience of routes to the mainline rail station, the Roman Circus and the Hythe and University campus in particular. The masterplan therefore includes recommendations for wider area improvements with regard to connectivity and public realm.

Design frameworks have been prepared for the main city centre development allocations and gateways, which have been referred to as key sites.

The package of documents includes the City Centre Masterplan with appendices, the City Centre Transport Plan and the Delivery Note.

## City Centre Transport Plan

Steer has prepared the City Centre Transport Plan (CCTP) a key document used to frame and inform the holistic City Centre Masterplan.

The overall aim of the CCTP is to recommend a range of transport interventions that can be packaged together to take forward as part of Colchester's city centre masterplan. The three potential packages will be tested following submission of this CCTP using the ECC Strategic Model.

The document recognises the current dominance of car travel in Colchester and the overarching need to encourage the use of sustainable modes of transport through the provision of walking, cycling, bus and train facilities to improve the city centre through reduced congestion and to improve the quality of life for local residents and visitors. The document recognises improved accessibility, connectivity and movement as key drivers for change for achieving social inclusivity.

It reflects local policy drivers, the Future Transport Strategy in particular. Future proofing the city whilst protecting and enhancing cultural and historical assets is crucial to Colchester's ambition for a safer, greener and healthier future.




This CCTP shortlists a range of transport and urban realm interventions across a range of disciplines. The interventions related to physical / tangible measures have been geographically assigned to key corridors and City Gateways across Colchester's city centre, which were identified through a strategic assessment from a connections and accessibility perspective. This CCTP has further identified key zonal policies / measures, and service implementation / changes that cannot be linked to specific city centre geographical locations, but are equally as important for implementation to achieve the CCTP objectives.

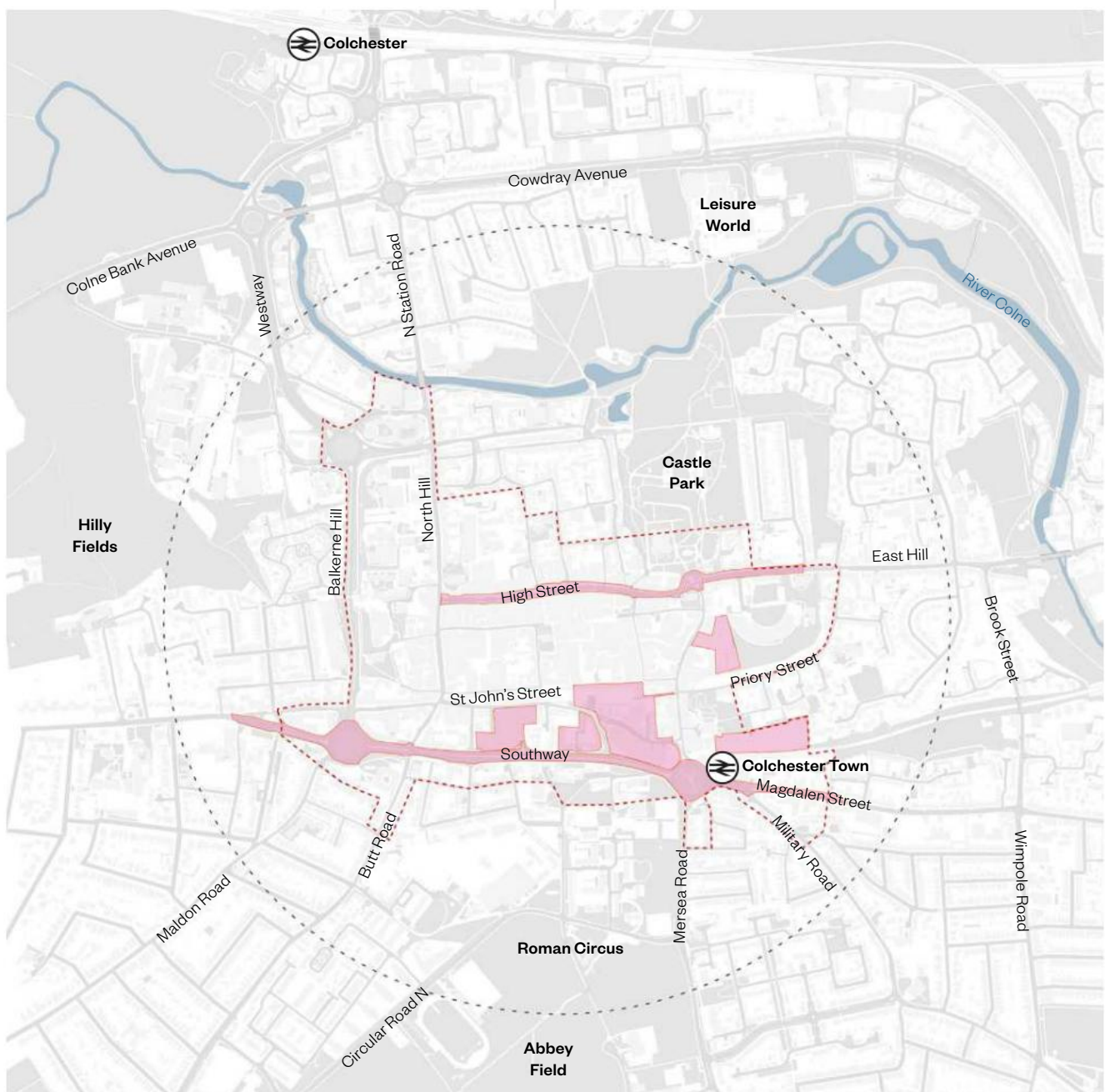
The CCTP recommendations have been integrated into the Masterplan and are particularly reflected in the following masterplan layers and accompanying urban design strategies: Actively Respond to the Climate Emergency, Provide a Health, Safe, Active and Accessible City Centre and Support the City Centre Economy for Everyone's Benefit.

## Delivery Note

A separate delivery strategy for Colchester Borough Council and Essex County Council has been developed that outlines partnership, financing and delivery structures, as well as the actions / process required to implement the initiatives contained in the masterplan.

Key

-  Wider area - connectivity and public realm improvements
-  Core city centre area - urban design frameworks
-  Key sites - design frameworks



# Strategic Context

This masterplan builds on the vision and objectives for the city centre set out in the Local Plan as well as other strategies and policies developed by Colchester City Council and partners. It reflects work already being delivered through the Town Deal, the Active Travel Fund and other initiatives and funding sources, as well as priorities put forward as part of Colchester's Levelling Up Fund bid in 2022.

## Planning policy context

The Colchester Borough Local Plan 2017 – 2033 Section 2 was adopted in July 2022. The vision for Colchester in 2033 is set out as:

'Colchester will be an active and welcoming town with its rich and prestigious heritage treasured and showcased for all to enjoy. Colchester will be acclaimed for the creative, innovative and sustainable ways in which it addresses the wide range of challenges facing the Borough, including climate change; population growth and its changing composition; new lifestyle and technological innovations; creating and maintaining strong safe, healthy communities; and shifting market forces.'

The vision also considers the city centre:

**The Council will work proactively to ensure that the historic Town Centre continues its role as the cultural and economic heart of the Borough and international visitor destination.**

The Local Plan objective 'Supporting the Town Centre as the Heart of the Borough' acknowledges that the city centre serves as a centre not only for the Borough but for a much wider area of North East Essex and has an important role as a heritage, retail and business destination. It "seeks to retain the pre-eminence and vitality of the Town Centre in the face of changing economic and lifestyle trends and the rapid pace of technological innovation."

The Local Plan sets out a number of strategic growth areas around the city centre as well as development site allocations within the city centre itself. In total, the Local Plan seeks to deliver at least 920 new homes per year over the Plan period, with most of this growth focused in and around the city. Key strategic sites include the Tendring Colchester Borders Garden Community (TCBGC) which will add 7000 to 9000 homes over the next 20 years. TCBGC will be connected with the rest of the city by the Rapid Transit System whose design and delivery has been enabled by HIF funding. Both the TCBGC and Middlewick Area are anticipated to start delivering housing growth in the next 10 years, whilst the substantial delivery of the TCBGC will go beyond 10 years and is anticipated to deliver from 2025/26. Other sites such as the Garrison Regeneration Area are already largely built out and



1. Town Centre and North Station Regeneration Area
2. Tendring Colchester Borders Garden Community
3. University and Knowledge Gateway Area
4. Middlewick Area
5. Garrison Regeneration Area (remaining sites to be delivered are the ABRO site and Arena site)
6. Northern Gateway



## 01 Setting the Scene

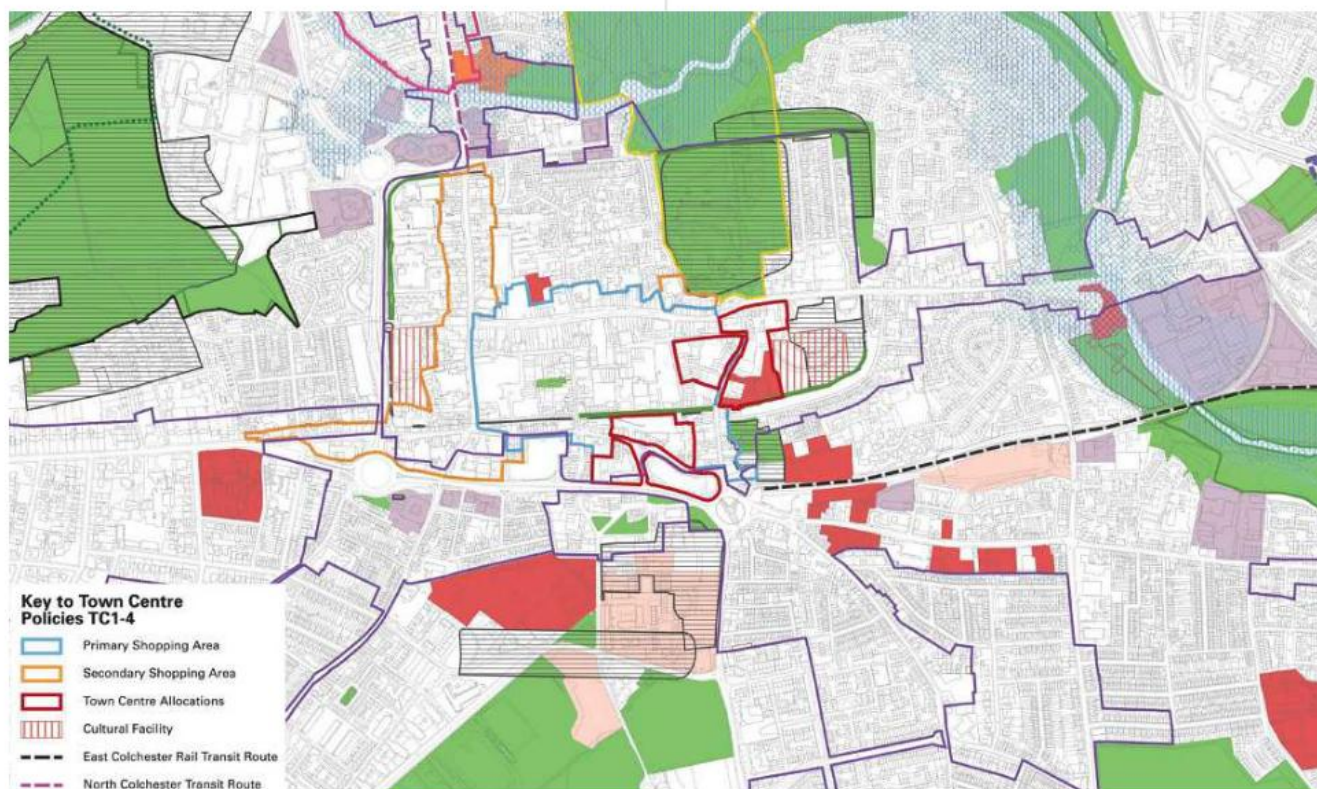
remaining development will likely be completed in the next five years.

Alongside this, locations are identified for additional business floorspace, which are also focused in and around the city, primarily at North Colchester and the Knowledge Gateway but including some floorspace within the city centre core itself.

With regard to the city centre, the Local Plan recognises that “Colchester Town Centre is the principal comparison goods shopping destination in the Borough supported by a number of non-retail facilities including services, leisure, cultural, and community uses. Research and analysis has established that the Town Centre is relatively healthy, although there are areas of weakness and concerns over longer term investment prospects. New retail and leisure development in particular is necessary to ensure the Town Centre’s vitality and viability over the plan period.” The Local Plan sets out a robust ‘town centre first’ approach to help protect the city centre against competition from other shopping destinations.

### Key

- Primary Shopping Area
- Secondary Shopping Area
- City Centre Allocations
- Cultural Facility
- East Colchester Rail Transit Route
- North Colchester Rail Transit Route
- Settlement Boundary
- Existing Commitments (selected for illustrative purposes only)
- New Residential Allocation
- Employment
- New Residential-led Mixed Use Allocation
- Public Open Space
- Local Centre
- Environmental Agency Flood Zone 3
- Environmental Agency Flood Zone 2
- Conservation Area
- Scheduled Monument
- Registered Parks and Gardens
- Allotments
- Borough Boundary



Colchester Town Centre Policies TC1-4

Policies TC1 and TC2 for the city centre are intended to encourage a greater diversity of city centre uses to provide a more robust economic environment including more evening activities. They also look for opportunities to enhance the public realm and the attractiveness of the street environment. Spatial definition is given on the policies map for the TC1 policy area as well as a Primary Shopping Area and Primary and Secondary Street Frontages given protection under policy TC2.

Policy TC3 sets out site allocations for additional residential and mixed use floorspace at Vineyard Gate; St Botolph's; Priory Walk; Britannia Car Park and part of St Runwalds Car Park. The Plan expects 290 new homes to be delivered on these sites during the Plan period. 'Windfall' (unallocated) housing development in the city centre is also anticipated through redevelopment of other small sites.

Policy TC4 sets out the transport policy position for the city centre and desired improvements including enhancements to Southway and St Botolph's Roundabout; improvements to public transport and the walking and cycling network generally within the city centre; and the provision of space for the Rapid Transit system.

### Other relevant plans and strategies

The development of the masterplan has been informed by a wide range of other plans and strategies including and not limited to the following:

- Essex Local Transport Plan and Essex Transport Strategy
- Economic Plan for Essex and North Essex Economic Strategy
- Colchester Borough Council Strategic Plan, Economic Strategy, Environmental Sustainability Strategy, Cultural Strategy, Positive Parking Strategy, Parking Estate Plan
- Essex County Council's Colchester Future Transport Strategy, Local Cycling and Walking Infrastructure Plan (LCWIP)
- Our Colchester BID's Leisure Recovery Strategy, Indies Vision

Colchester City Council was one of the first in the UK to declare a climate emergency, acknowledging urgent action is needed to limit the environmental, social and economic impacts of climate change and to committing to net zero carbon emissions by 2030.

### Town Deal and Levelling Up Funds

The city was also awarded £18.2m of Town Deal funding in March 2021 which will enable a number of projects: developing the former Essex County Hospital for housing, delivering a number of public realm improvement projects in the city centre, restoring Holy Trinity Church and churchyard, starting the restoration of the Balmerne Tower (Jumbo), improving community facilities in the Greenstead area, improving walking and cycling links between the city centre, Greenstead and the university and speeding up the introduction of 5G infrastructure.

**'By 2030, Britain's First City will be a bustling, creative place. Inclusive, accessible and affordable, its cultural life will offer something for everyone.'**

Source: Colchester Cultural Strategy, 2022

# Masterplanning Process

The process of developing the masterplan began with reviewing existing policy and guidance, most importantly the Colchester Borough Local Plan 2017 – 2033 Section 2 and Better Colchester Strategic Plan 2020-2023.

A thorough baseline appraisal followed - the findings of this analysis are summarised on the following pages.

The policy review and baseline analysis resulted in identifying five masterplan objectives:

- Actively respond to the climate emergency
- Provide a safe, healthy, active and accessible city centre
- Diversify city centre uses to encourage footfall
- Support the city centre economy to everyone's benefit, and
- Make the most of Colchester's unique heritage.

The Masterplan has been structured around these five objectives, and the masterplan layers delivering against each objective are represented as high level spatial strategies.

At the next level of detail, each objective has been broken down into two themes and urban design strategies for each theme have been developed. These are intended to guide and shape development proposals across the core city centre.

Design frameworks have been developed for the site allocated for development / redevelopment in the Local Plan, as well as key public realm corridors.

Public and stakeholder engagement was integral to the development of the Masterplan, the findings informing almost every aspect of the Masterplan.

A parallel transport study was undertaken, results of which are integrated in the masterplanning work and are also separately contained within the City Centre Transport Plan. This illustrates the complex transportation challenges the city centre faces, as well as the opportunities for significant positive impact on sustainability and quality of life that improved transportation can achieve.





# Baseline Appraisal Summary

## Wider Context and Uses

### Key findings

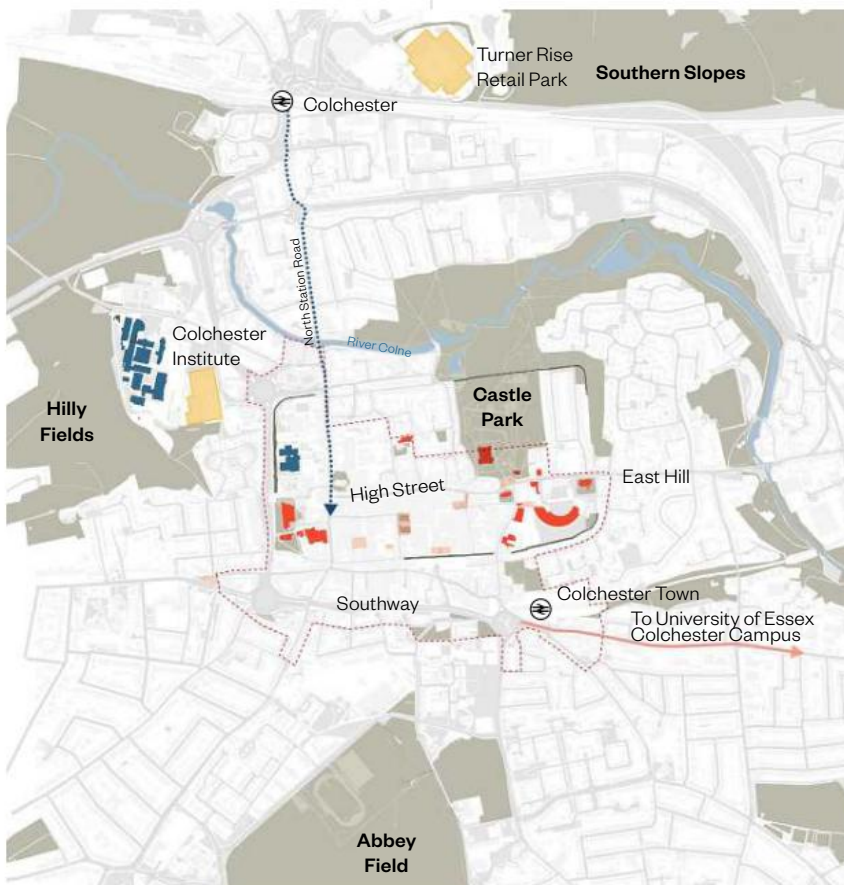
- Colchester city centre is rich in heritage, visitor attractions and has a strong retail and leisure offer
- The greatest challenge at present is the fast-changing nature of the way people work, shop and spend their leisure time, spurred by the growth of e-commerce and emergence of new post-pandemic norms
- Colchester's main train station is a 20 minute walk from the city centre, up a hill, which makes travel to the city centre challenging for those with reduced mobility
- Out-of-town shopping draws footfall and revenue away from the city centre
- The city centre's access to green space is relatively good due to the proximity and accessibility of Castle Park; the city centre is dotted with otherwise small open and green spaces, which are often associated with historic structures such as churchyards
- Colchester has a strong and diverse arts, cultural, digital and creative sector, which includes over 3,500 businesses (10% of overall number of businesses); the strength of the cultural sector is exemplified by five Arts Council England National Portfolio Organisations.



Castle Park is one of Colchester's a major greenspaces



Firstsite Gallery is a popular cultural and community destination



### Key

- Publicly accessible greenspace
- Publicly accessible square
- Shopping centre
- Creative and cultural facilities
- Route from Colchester station to city centre
- Route to University of Essex
- Train station
- Core city centre area
- Wider area



# Baseline Appraisal Summary

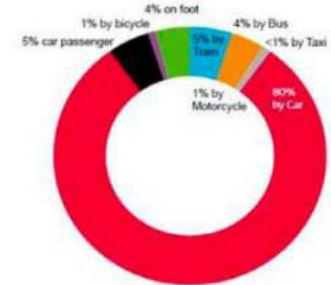
## Transport

### Key findings

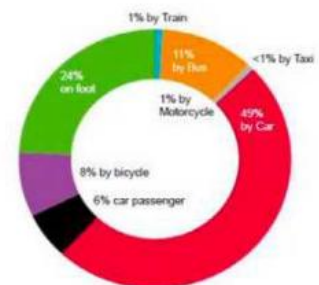
- Road traffic growth and significant congestion can occur during peak times on the limited number of routes in and out of the city centre
- High reliance on private car use - 58% of the population rely on a car as their method of travel to work, with 71% of the total population owning either 1 or 2 vehicles; high levels of private car use also supported by public survey results
- High volumes of traffic result in air pollution being above legal limit in city centre
- Reasonable level of cycling infrastructure, much of which is focused within the city centre itself and comprises a mixture of on and off-road routes, however these are often fragmented
- Southway is a major form of severance from areas south of the city centre
- Major planned transport improvements include Local Cycling and Walking Infrastructure Plans (LCWIP) and implementation of the Rapid Transit System which will link the city centre with new major growth area Tendring/ Colchester Borders Garden Community
- A £20m funding bid has been submitted to the Government's Levelling Up Fund (LUF) - primary focus of the bid is to improve the St Botolph's junction to increase permeability and create better active travel links.



### Travel patterns for Colchester



Colchester workers living outside the city  
**24,176**



Colchester workers living inside the city  
**24,176**

Source: Colchester Borough Council  
Factsheet, 2011

### Key

- A134 and Southway
- Rapid Transport System route
- LCWIP routes
- Air Quality Management Area
- Levelling Up Fund bid - improvements to St Botolph's roundabout design
- Core city centre area
- Wider area





# Baseline Appraisal Summary

## Heritage

### Key findings

- Colchester is one of the most important historic cities of England but, despite its long history is less visited than more high profile cathedral cities.
- St Botolph's Priory, the Roman Circus and the Roman Wall are opportunities for high impact improvements to Colchester's heritage offer.
- Better public realm and pedestrian connections to and between heritage assets can help to piece back together some of fragmented parts of the city centre and help Colchester to work as a unified whole.

### Conservation areas

1. City Centre
2. Lexden Road, The Avenue
3. Colchester - Abbey Field Conservation Area
4. North Station and Environs
5. Mill Field Estate
6. Colchester New Town Conservation Area

### Scheduled Ancient Monuments (SAM)

- a) Colchester Castle
- b) Town ditch
- c) SE corner of Roman town in Easthill House Gardens
- d) St Botolph's Augustinian Priory
- e) The Benedictine Abbey of St John
- f) Roman Wall
- g) Balcerne Gate



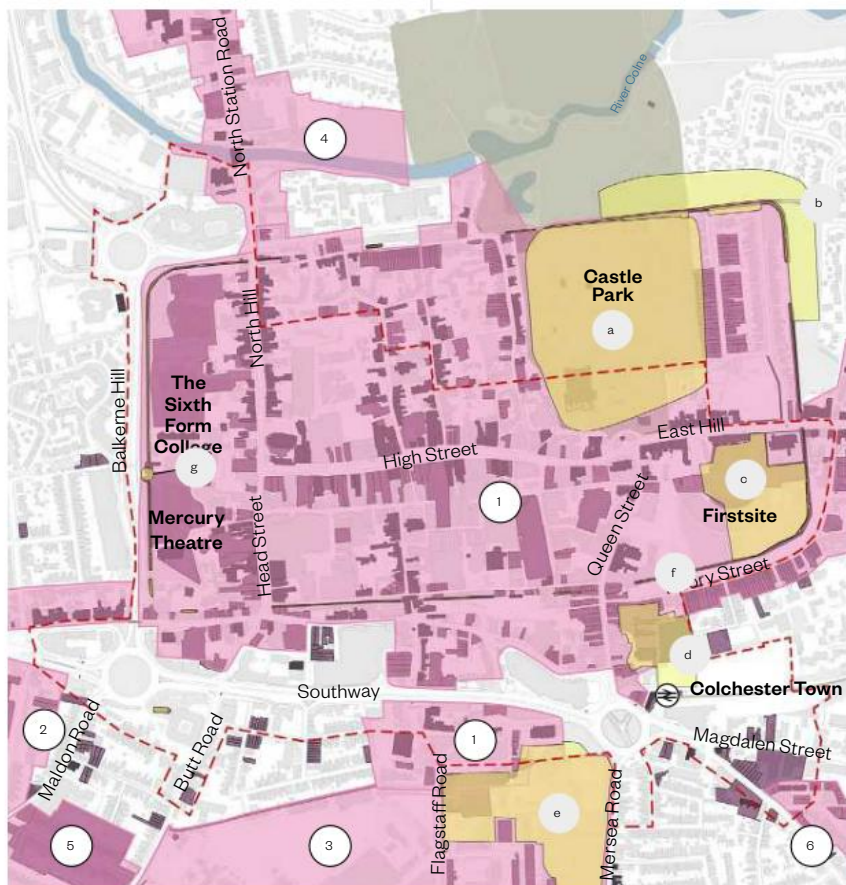
St Botolph's Priory



The Roman Circus

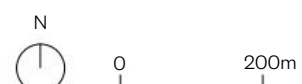


The Roman Wall



### Key

- Listed building
- Locally listed building
- Conservation area
- Scheduled ancient monument (SAM)
- Historic park and garden
- Core city centre area



# Baseline Appraisal Summary

## Socio-Economic

### Key findings

- Against comparators, Colchester appears to have more nighttime, retail and hospitality businesses and jobs; 30% of the city centre's jobs are in retail, hospitality, leisure and recreation - these are important for vitality but often experience low pay and poor job security
- A high proportion of those low paying jobs are concentrated in and around the city centre
- Colchester centre appears to have surprisingly high growth in families with young children—the 0 to 15 age group increased by 37% between 2011 and 2020.
- Against comparators, Colchester centre has low proportion of young adults, despite having a university in

the city

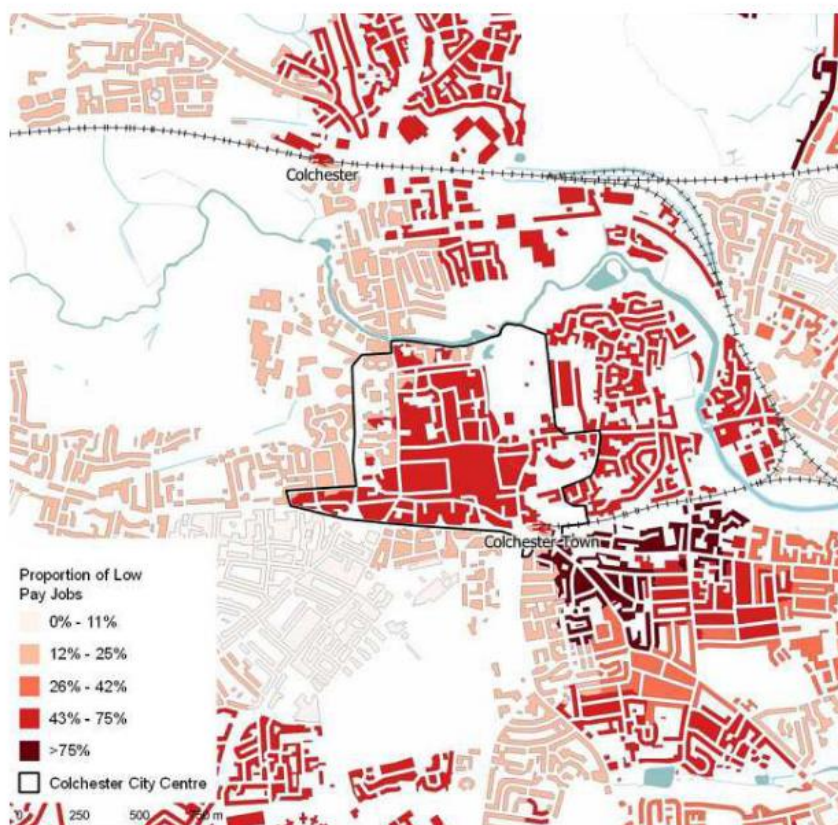
- Despite a regular influx of students coming to the University of Essex, retention of young working professionals is low

- Health and disability deprivation primarily affects residents within the city centre and areas to the east/southeast.

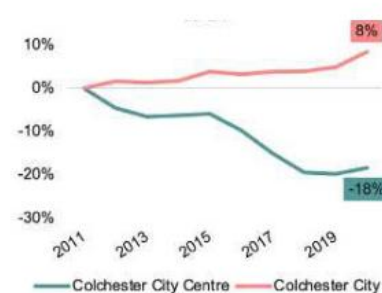
### Net internal migration in Colchester in June 2020



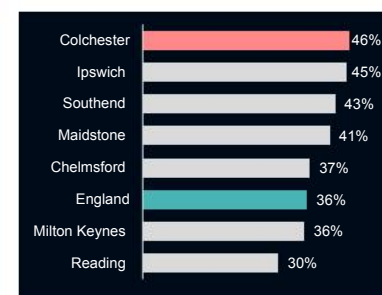
### Spatial distribution of lowpaying jobs



### 10 year population change aged 16 - 24



### Proportion of low paying jobs in city/town centres



# Baseline Appraisal Summary

## Key Findings

This spread summarises the key overarching findings from each discipline.

### Wider Context and Uses

The city enjoys a rich and interconnected arts, culture and community sector.

Strong educational facilities are located in the city, including Colchester Institute and University of Essex.

Shopping centres outside of the city centre draw business and footfall away from it.

Ongoing improvements happening at various stages of delivery - Town Deal funding, the LUF bid, and RTS and LCWIP corridors.

### Transport

Travel by car is the dominant mode of travel, resulting in congestion and air pollution within a large part of the core city centre and wider area.

The hilly terrain poses issues of accessibility for disabled and less able bodied people, particularly when accessing the city centre from the north and east.

While the core of the city centre is fairly pedestrian-friendly, the main roads forming the ring road are frequently congested, with poor air quality.



## Heritage

Colchester has a rich and vast array of heritage assets which are currently not being capitalised on and celebrated to their full potential.

There are areas of historic interest that fall just outside of the city centre, such as East Street and East Hill and the Roman Circus, that could be better linked to the city.

Lack of connectivity across Southway severs routes to key heritage sites, such as the Roman Circus and reduces opportunities to develop the heritage offer.

## Socio-Economic

30% of the city centre's jobs are in retail, hospitality, leisure, and recreation. These are important for vitality but often experience low pay and poor job security.

Despite a regular influx of students coming to Essex University, retention of graduates is low.

A variety of new sectors have appeared in the city centre— including 'artistic creation', engineering consulting, residential nursing—which could be seen as positive for its resilience and diversity.

# Engagement Summary

## Engagement Activities

Public and stakeholder engagement was integral to the development of the Colchester City Centre Masterplan; over the course of six months, the design team ran a series of engagement events that were designed to offer opportunities for concerned parties to voice their priorities for the future of Colchester city centre at different stages of the masterplan's development.

These engagement activities included:

### **Masterplan Officers Steering Group, throughout**

Monthly meetings with Colchester City Council officers to present masterplan progress and key messages from engagement with officers feeding back on key development stages.

### **Council Members**

Presenting the masterplan to Colchester City Council and Essex County Council councillors at Leadership, Members Masterplan Steering Group, All Members briefing and the Team Colchester regeneration board.

### **Strategic stakeholders, networks and organisations**

Engaging with Our Colchester Business Improvement District (BID), Community 360, Civic Society, We Are Colchester, One Colchester Delivery Board and educational bodies, such as Colchester Institute.

### **Themed Co-Design Workshops**

Five in-person and three online workshops related to specific themes: business, accessibility and active travel, heritage, health and wellbeing, community/residents and creative and digital. We Made That and HAT Projects joined existing group meetings including the Community360 September IAG, Local Estates Forum and Alliance Executive Group meeting.

### **Transport**

Steer developed the City Centre Transport Plan through engaging with the Steer internal Expert Panel, three Transport Workshops with OCC and EOC officers and engagement with the BID, cycling groups and bus operators.

### **Youth Club consultations**

Workshops with young people at youth clubs (10-18 years) and feedback from the youth workers, parents and volunteers.

### **One-to-one conversations with businesses**

Fact finding discussions with local independent businesses, including Bill and Berts, Coda, Tymperlys, Dreams, Franklins, MM Oriental Supermarket, Church Street Tavern / Sun Inn Dedham.

### **Public event on the High Street, 13 August**

A day-long public event was held in front of Barclays bank on the High Street where the design team engaged with more than a hundred people.

### **Engagement session at Holiday Fun, Firstsite, 23 August**

Afternoon session as part of Firstsite's Holiday Fun programme where We Made That and HAT Projects engaged with visitors.

### **Online survey**

An online survey was active on the Masterplan website from 10th August to 6th October 2022 and received 1843 responses.

### **Engagement on the draft masterplan**

The team presented the draft masterplan at an online stakeholder session, which included BID members and the Civic Society, as well as the Leadership, Members Masterplan Steering Group and Team Colchester.

### **Future engagement / consultation**

With the planned adoption of the Masterplan as a Supplementary Planning Document, the engagement and consultation process will continue in 2023.



Engagement session at Holiday Fun, Firstsite



Public event on the High Street



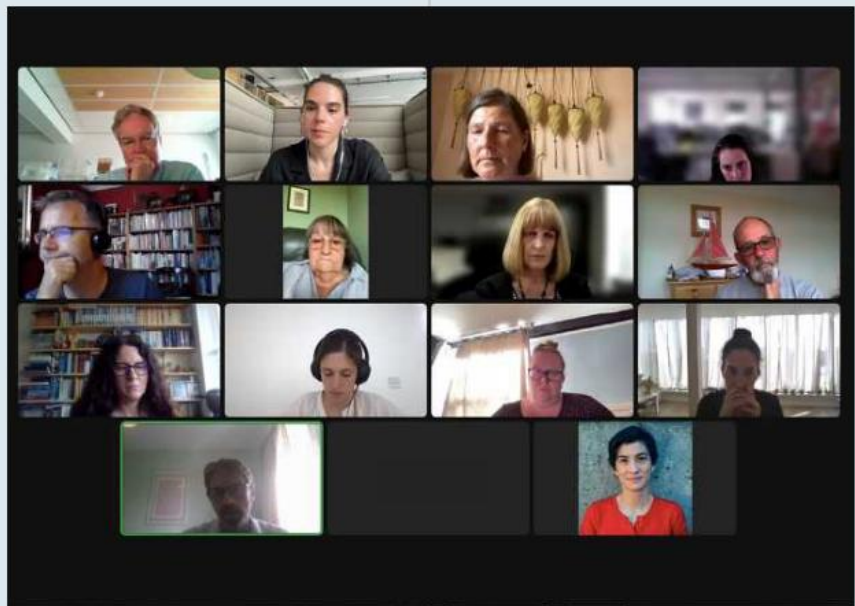
Themed workshop with the creative and digital sector



Workshop mapping and ideation



The 'About You' engagement board used at the public events



Online heritage workshop



## Engagement Summary

### Key Feedback and Findings

Below are some of the most commonly expressed opinions that surfaced during the engagement process.

Heritage should be a source of pride for Colchester and enhance the experience of visiting the city centre

Despite concerns about traffic and congestion, Colchester does not yet have the infrastructure to support a complete transition to public transport and active travel - there still needs to be viable parking options

Businesses would like to see increased spend/revenue in the city centre

Expand and diversify the offer of things to do in Colchester city centre

The closure of M&S and Debenhams are opportunities to introduce more local, independent businesses and community facilities

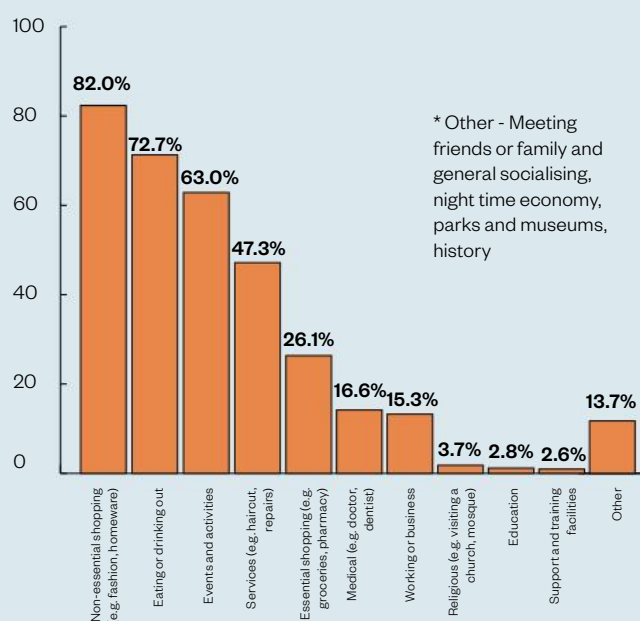
Retention of young people - offer them a good experience already when they are here as students

Accessibility and inclusivity should be an overarching and holistic goal of the Masterplan

Need for an improved pedestrianised experience and separation from cyclists/e-scooter users

## What are your main reasons for visiting the city centre?

(Multiple choice question)

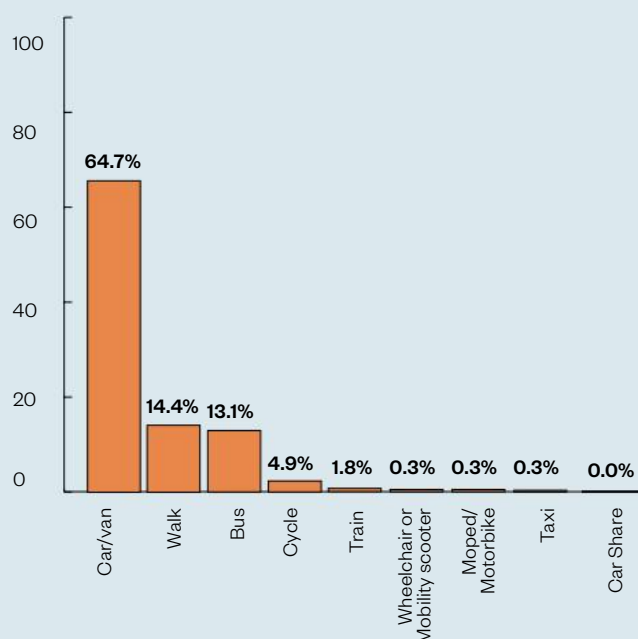


There is a wide range of reasons people visit Colchester city centre and this is generally consistent across all age groups. However, the response with the largest variation between age groups is "Eating and drinking out" - here, the largest percentage of people who visit the city centre for this purpose are 18-24 year olds (at 82%), while the age group with the smallest percentage of people who visit the city centre for eating and drinking out is 55-64 (52%).

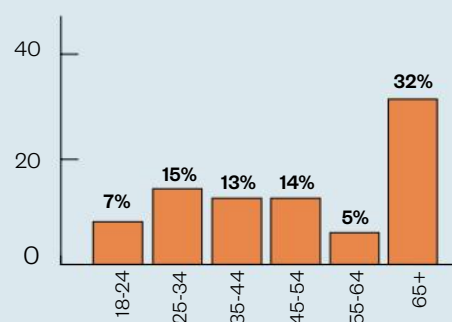
Despite the fact that 82% of respondents use the city centre for non-essential shopping, qualitative responses show that respondents think the non-essential shopping offer could be improved:

"City needs so many more chains to encourage people to visit. Other than Fenwick for the high end shoppers or Primark for the lower end and younger demographic, with very little in-between."

## How do you usually travel to the city centre?



### Percentage of bus users based on age:



For all age categories, transport by car or van is the most common method of transport. After walking, taking the bus is the third most common method. The age group that use the bus most as their main mode of transport is that of 65+ years. At 19.2%, this age group is also the most likely to have a physical disability, indicating a reliance on public transport.





# Vision

**Colchester was the UK's first city, and regained its status in 2022 to become one of its newest, too. It has all the potential to meet the twin challenges of the climate emergency and wider economic trends with bold, yet pragmatic, approaches.**

**Together, the proposals in this plan will support Colchester's development over the coming decades, with a respect for its past and ambition for its future.**

Colchester's heritage should be source of pride for residents, and attract visitors from across the region and the country. Development of the city centre must create quality streets and spaces that provide the perfect setting for historic buildings, and make a walkable, enjoyable environment for everyone.

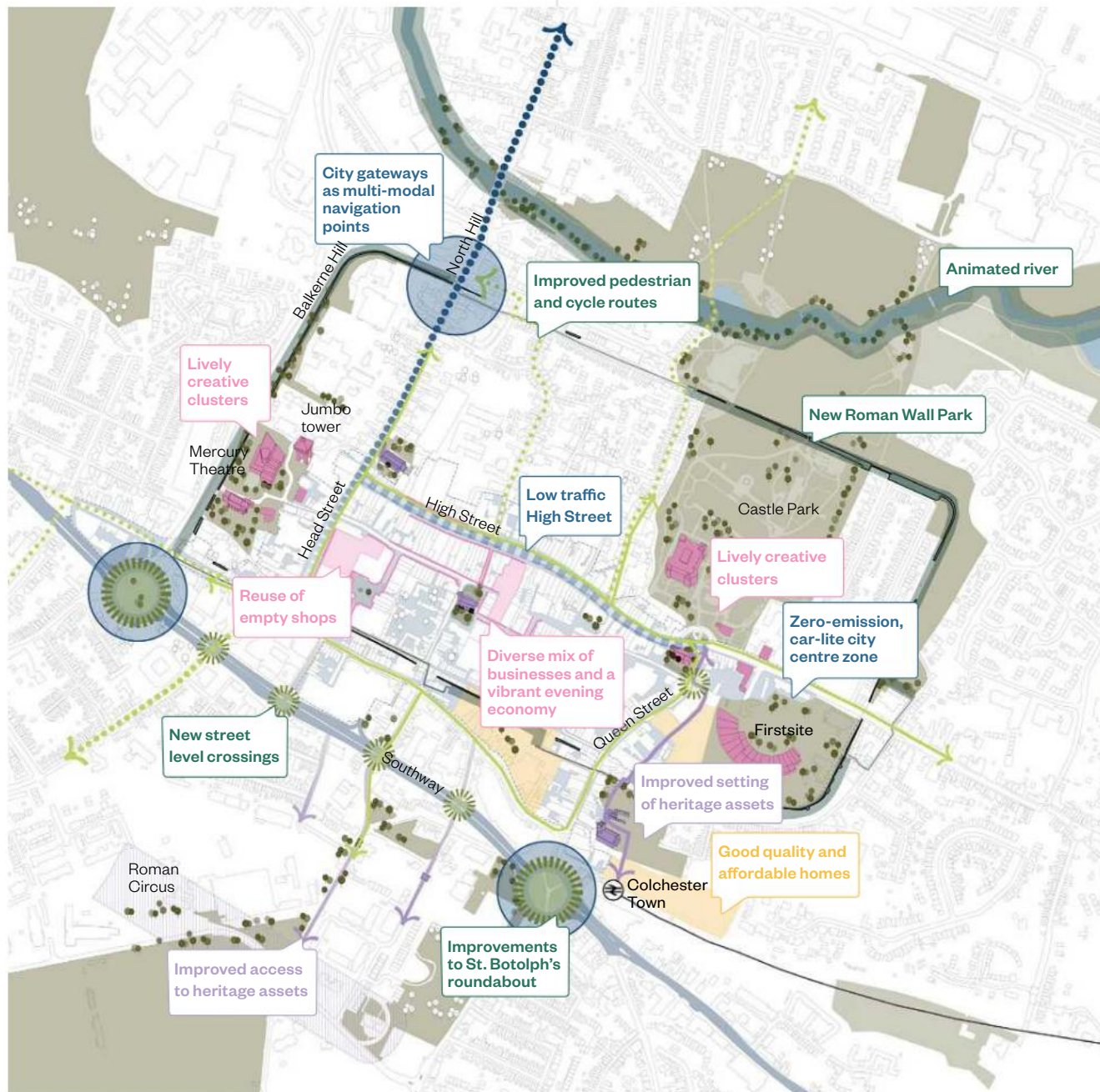
The city centre economy should be amplified with more diverse activities, including markets, community uses, independent retail and food and drink, and workspace for the creative and digital sector. This will create more high quality jobs in the city centre and sustain other businesses in turn.

People living in the city centre also sustain local businesses and make it a lively and vibrant place. Good quality and affordable homes, tapping into the appeal of city centre living, will support local shops and services, and the transition to low-carbon lifestyles.

As many people as possible should walk, cycle or use public transport to travel into the city centre. This is critical for reducing carbon emissions, improving air quality, and making the city a more pleasant place to spend time. This means re- connecting neighbourhoods to the city centre with attractive and easy walking and cycling routes; and improving public transport, particularly bus provision and including the new Rapid Transit System.

Reducing unnecessary traffic will mean that people who still need to travel into the city centre by car, will be able to do so more reliably. They should be able to park in safe and accessible locations, or be dropped off and picked up easily. Deliveries to and from businesses, by day and night, must be fully considered, along with improving the interchanges between different modes of transport.





**Key**

- Actively respond to the climate emergency
- Provide a safe, healthy, active and accessible city centre
- Diversify city centre uses to encourage footfall
- Support the city centre economy to everyone's benefit
- Make the most of Colchester's rich heritage

## Developing the Masterplan

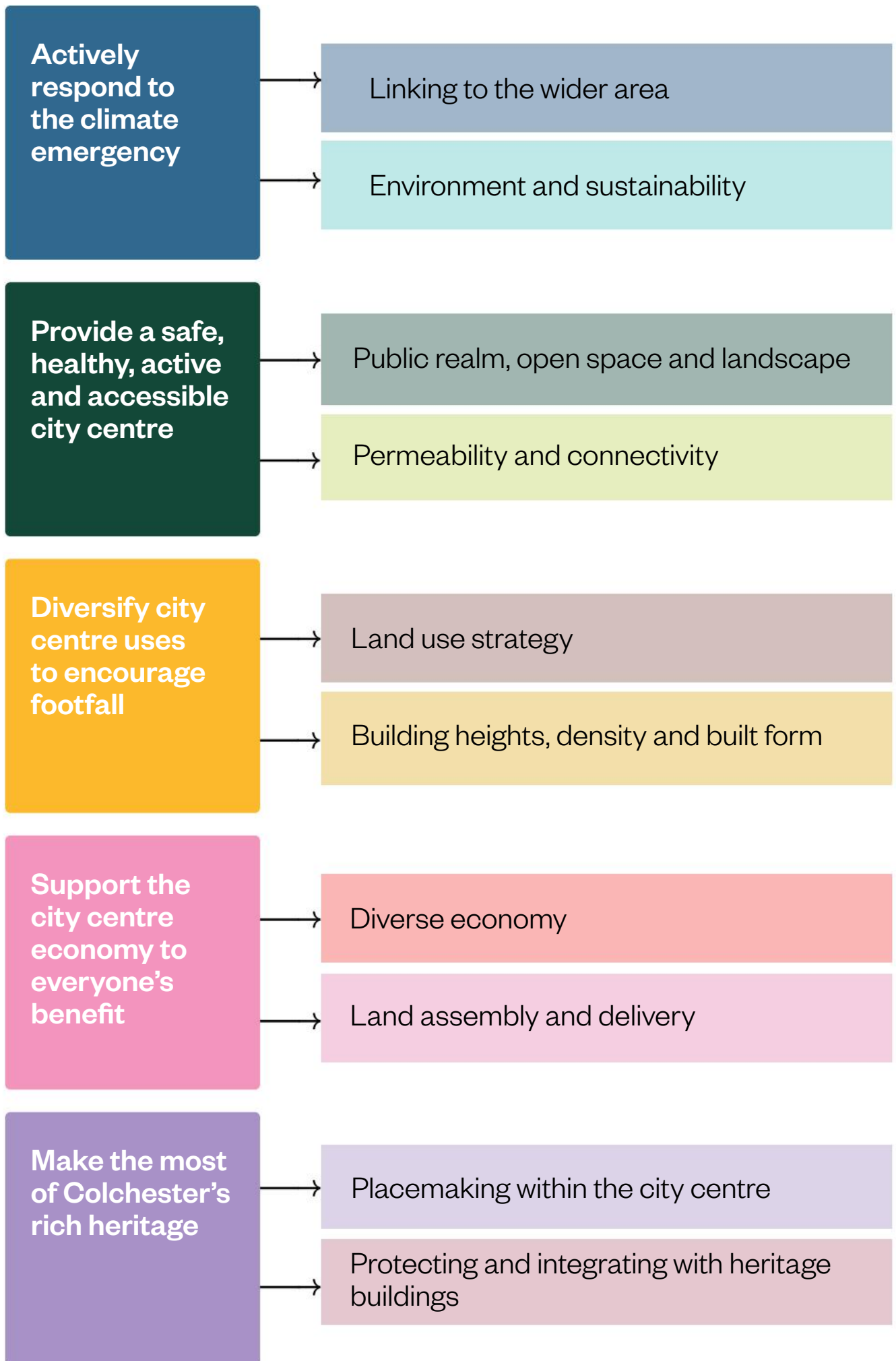
The diagram overleaf outlines the structure of the Masterplan. The column to the left lists the five layers of the City Centre Masterplan, each corresponding to a theme from the Better Colchester Strategic Plan 2020-2023. The column to the right lists the ten urban design strategies that support the masterplan; each masterplan layer aligns with two corresponding urban design strategies.

In this document, the five Masterplan layers are separated onto their own pages: taken all together they form the City Centre Masterplan.

The masterplan layers take a wider view on the city centre, considering the connections between the city centre and its immediate wider surroundings.

The urban design strategies take a more detailed view, and focus on interventions within the retail heart of the city centre. The interventions shown in the urban design strategies also work towards achieving the objectives set out in their corresponding thematic masterplan layer.

Suggested interventions include both measures and changes that can be linked to a specific city centre geographical location, as well as those that cannot, but are equally as important for implementation to achieve the Masterplan objectives.



## Actively Respond to the Climate Emergency Masterplan Layer

This masterplan layer aims to reduce pollution and carbon emissions by providing ways for nearby communities to travel to the city centre by walking, cycling and public transportation. This includes providing spaces for residents to park their cars on the periphery of the city centre and switch to more sustainable travel options while moving around the city centre.

In the context of a heavily built up and historic city centre, the measures that can have the greatest positive impact on the environment while being least disruptive to the historic fabric are related to transportation and reducing emissions from motor vehicles.

Therefore, the first set of strategic moves relate to linking wider communities, providing sustainable modes of travel into the city centre. This includes defining city gateways, which serve as entry points into the city centre and allow for travellers coming by car, bus or rail to switch to more sustainable modes of travel.

The second set of strategic moves relate to environment and sustainability within the city centre. They aim to reduce congestion and emissions in the city centre, and provide modes of sustainable travel to get around the city centre.

### ■ Linking to communities in the wider area

1. Encouraging active travel with high quality strategic walking and cycling routes
2. Improving public transport and ensuring integration of the future Rapid Transit System (RTS)
3. Defining key city gateways as arrival points
4. Improvements to existing car parks

### ■ Environment and sustainability

5. Implementing a car-lite city centre and a zero-emissions zone in the city centre
6. Ensuring key north-south and east-west city centre corridors provide clear, legible routes for active travel.

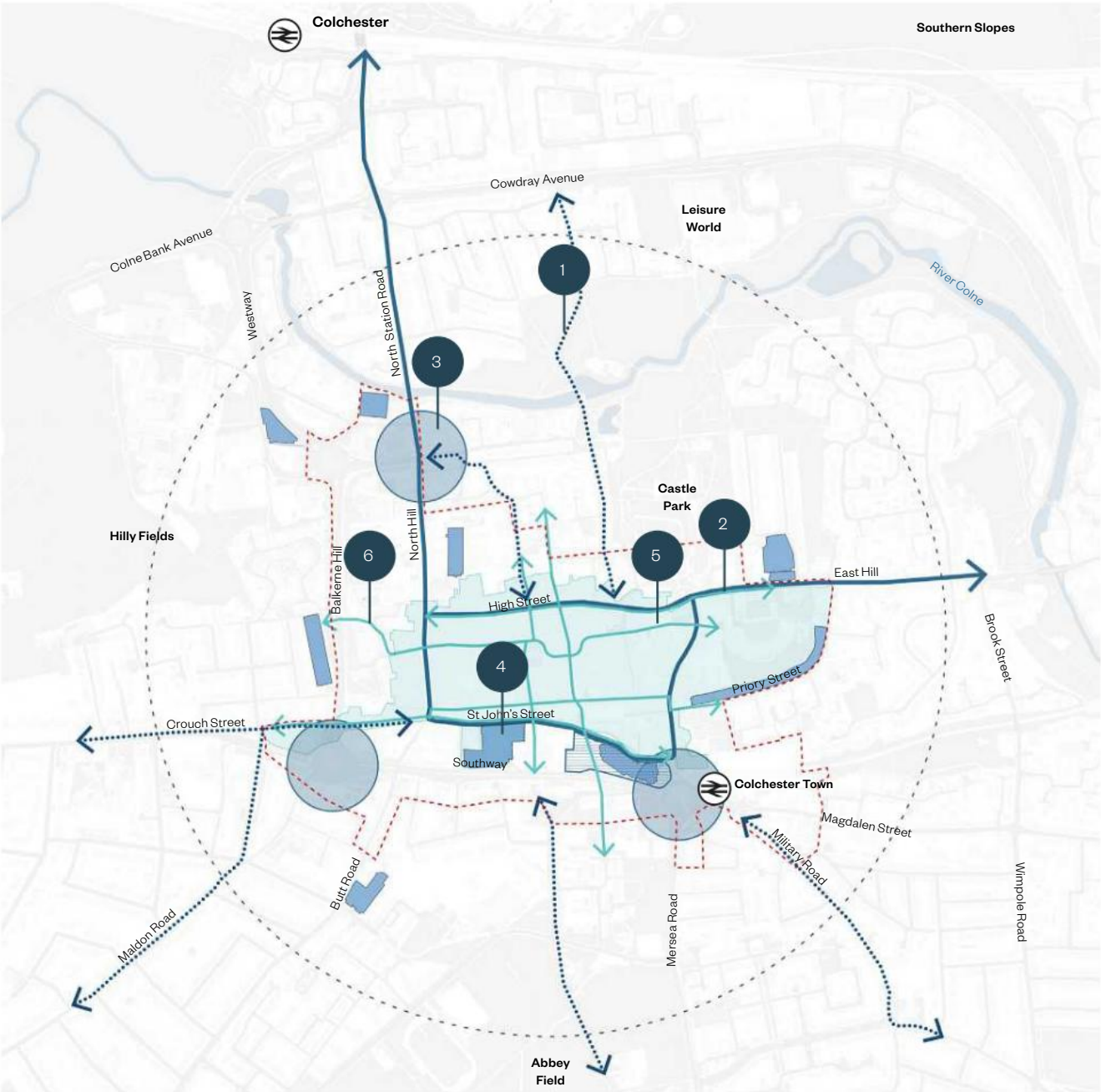
## What We Learned

- Road traffic growth and significant congestion can occur during peak times on the limited number of routes in and out of the city centre
- A large part of the city centre is covered by an Air Quality Management Area due to emissions from road traffic
- A dispersed bus facility model in the city centre due to the its existing ring road configuration
- The Colchester Rapid Transit System proposals aiming for a 'trackless tram' connecting east to University of Essex Colchester Campus and Tendring/ Colchester Borders Garden Community
- Pre-pandemic car parking data indicates up to 800 public car parking spaces available across the city centre during peak periods
- Extensive network of walking and cycling routes in and around Colchester.

## What You Said

- Poor public transport options for accessing the city when travelling from outside of the city centre; the park and ride would be an alternative, but it is just as quick, easy and cheaper to drive and park in the city centre
- Traffic is a big problem at most times of the day
- There is an appetite for using car modes less and using alternative modes more.





**Key**

- Wider cycling routes
- Proposed Rapid Transit System (RTS) corridor
- City centre corridors
- City gateways
- Improved bus interchange zone
- Improvements to existing car parks
- Proposed car-lite city centre and Zero Emission Zone
- Core city centre area
- Wider area

N

0 400m / 5 min walk

# Linking to Communities in the Wider Area

## Urban Design Strategy

Interventions include:

### 1. Active travel

- Ensure safe routes into the centre and key activity destinations by walking and cycling
- Improve cycling and walking routes from mainline station to the city centre, and from city centre to University campus and Tendring/Colchester Borders Garden Community
- Wider cycling route connections (beyond those in LCWIP) - including those in Colchester Cycling Campaign's analysis shallow gradient alternative to North Hill (route through Dutch Quarter) and the shallow gradient alternative to East Hill (Rosebery Avenue through to Britannia Yard).
- Segregated cycle lanes along East Hill, North Station Road/ North Hill (narrow carriageway to 6m), and Lexden Road (upgrade from advisory to full segregation)

**2. Rapid Transit System (RTS)** - Ensure effective integration in order to deliver accessibility, speed and reliability

### 3. Buses

- Enhancement of the quality of all bus infrastructure
- Investigate opportunities to enhance night transport to support evening/night workers, as well as visitors
- Improved passenger waiting facilities and provision of additional Real Time Passenger Information (RTPI) screens to support increased bus use
- Use of technology and traditional information wayfinding to encourage use of public transport
- Investigate the potential to extend bus service timetables further into the evening and on Sundays to/from park and ride locations
- Working with bus operators to identify opportunities for rationalising services to reduce bus congestion, whilst protecting levels of service
- Potential use of land at or close to Stanwell House site as a means of expanding existing facility at Osborne Street, for bus stands to free up congestion within the city centre core
- Investigate the potential to run a frequent shuttle service from Colchester rail station through the city centre.

### 4. City gateways

- Areas at major road junctions that serve as regional arrival and departure points that allow for interchanges between medium or long-distance travel modes (car, RTS, buses, Demand Responsive Transport (DRT), and/or rail) with last-mile modes
- Priority city gateway: St Botolph's roundabout

### 5. Improvements to existing car parks

- Implement flexible parking charges (pay on exit or a linear tariff)
- Enhance car parking with attractive access forecourts and internal pedestrian routes
- Integrate electric vehicle charging infrastructure
- Expand the car club offer with additional allocated space at car parking and promotion
- Index-link parking fees with public transport, park and ride and shared transport options
- Support the use of park and ride through a reduction of long-stay parking options
- Create satellite urban logistics hub at car parks with spare capacity
- Ensure parking provision continues to meet demand when carparks earmarked for redevelopment are redeveloped

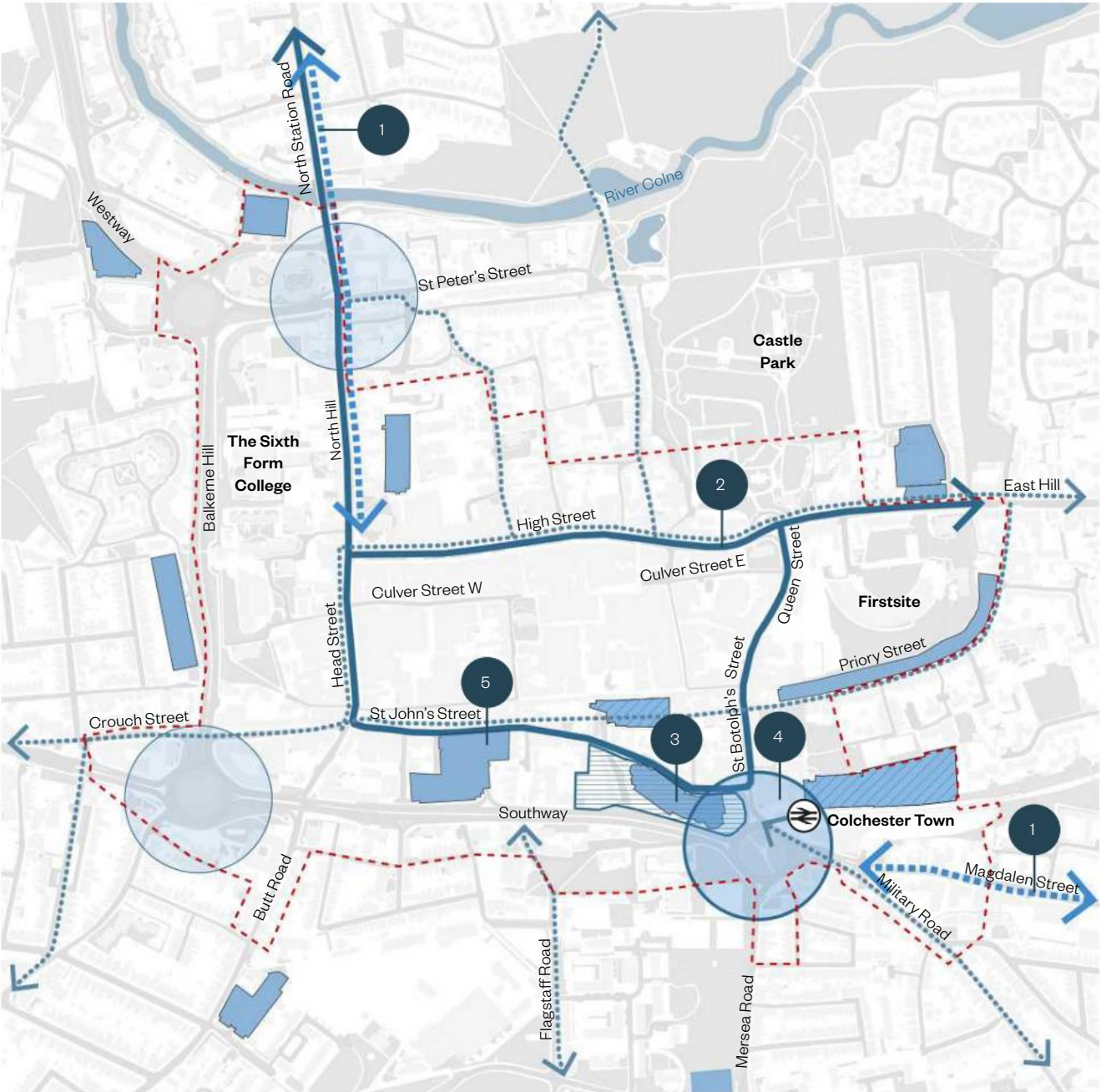
### 6. Accessibility and inclusivity

- Implement inclusive and accessible wayfinding focussed on movement between arrival points and places of interest
- Ensure well-designed, accessible car parking at key locations.



Car sharing station, Bremen, Germany





Key

- Improved walking and cycling route
- Wider cycling route
- Future Rapid Transit System (RTS) corridor
- Improved bus interchange zone
- City gateways
- Improvements to existing car parks
- Car parks earmarked for redevelopment
- Core city centre area



# Environment and Sustainability

## Urban Design Strategy

Interventions include:

### 1. Car-lite access restrictions

- Allows buses, taxis, goods vehicles and cycles only within the city centre central core (including High Street and St John's Street), with access-only streets for private motor traffic
- Can help connect green spaces, leisure, sport and community hubs through active travel, and would drastically improve the pedestrian and cyclist environment
- Reducing motor traffic levels to volumes (500 vehicles per hour or lower) would meet LTN 1/20 standards for mixing cycling with motor traffic
- Long-term goal: implement a Zonal Traffic Circulation plan to the wider-area to significantly reduce through-traffic in the city centre

### 2. City centre Zero Emission Zone (ZEZ)

- Reduce motor traffic volumes in the urban core to create a more pleasant environment for walking and cycling, and improve localised air quality
- Can support modal shift towards zero/low carbon modes and sustainable travel and further provide interventions that will help to mitigate the negative impacts from private car use.

### 3. City centre corridors

- Key east-west and north-south corridors that aim to consolidate and extend pedestrian-friendly streets, create coherent active travel experiences between key sites and rationalise vehicular movement. Highest priority corridors are:
- Balcerne Gate - Culver Street West - priority east-west corridor between St Mary's Car Park to the west, the Mercury Theatre, through to Firstsite to the east
- Red Lion Yard - Stanwell Street - priority north-south corridor from the Dutch Quarter through the core city centre, Vineyard Gate, the improved bus interchange at Osborne Street, down to the Roman Circus to the south

### 4. Sustainable travel modes within the city centre

- Implement a Digital Demand Responsive Transport (DDRT) service along city centre corridors - a flexible shuttle-bus that creates routes based on demand and data from users
- Expand and enhance the existing shared micro-mobility offer (cycles for hire, e-scooters) within and around the city centre, including: integrating micromobility services / mobility hubs at car parks

### 5. Delivery consolidation

- Integrate parcel lockers on streets with high footfall, transport interchanges and car parks
- Create a last-mile delivery hub near Colchester Town rail station

### 6. Additional built fabric interventions

- Retrofit at scale - seek adaptive reuse of existing structures where possible, to reduce embodied carbon impacts
- New buildings to be built and older buildings to be refurbished with net zero in mind
- Review opportunities for roofspace solar panels or green roofs
- Long-term goal: zero waste zones within the city centre.

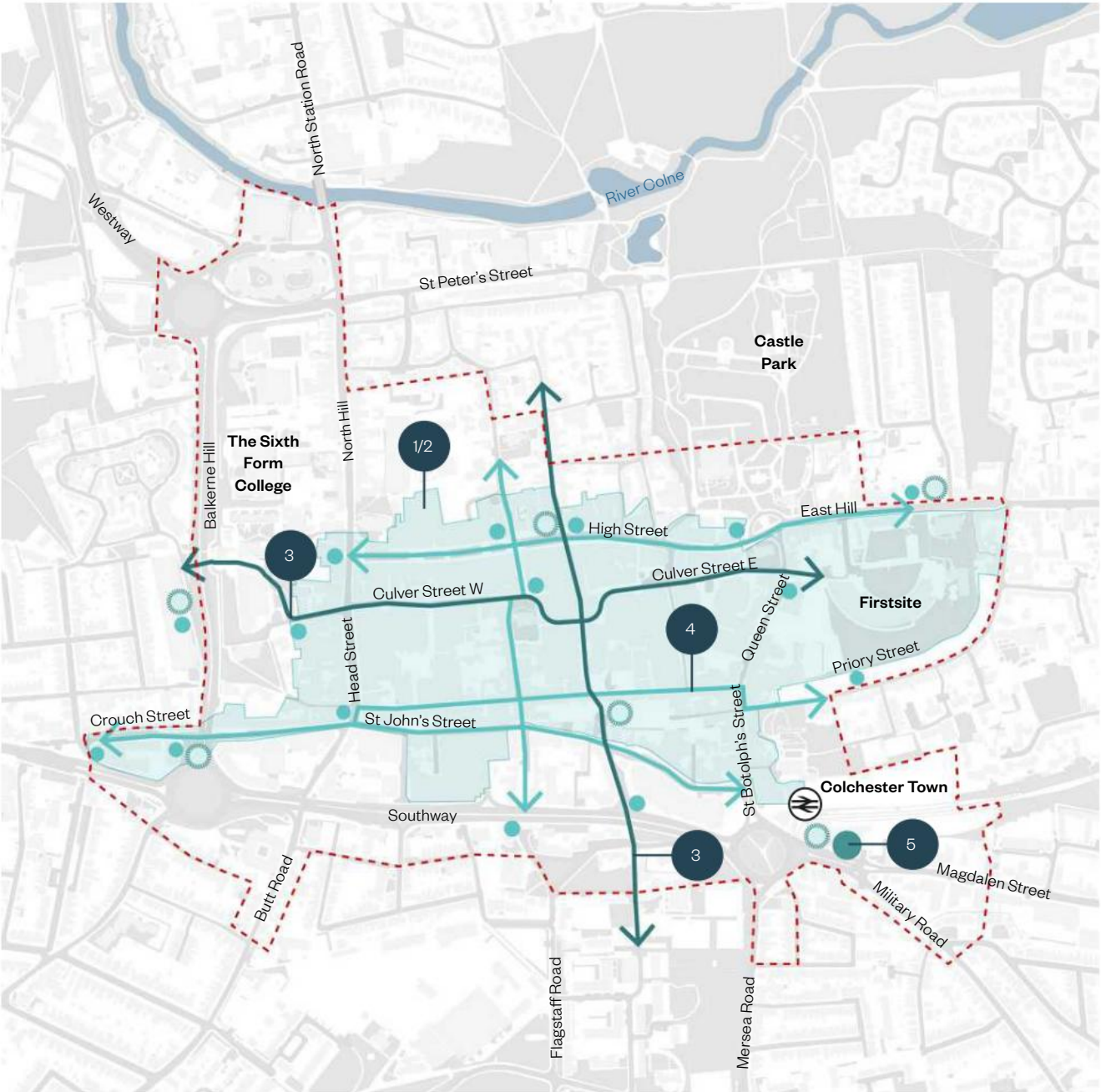


Restricted vehicular access allowing for on street spill out, Exmouth Market, London



Zero Emission Zone in Oxford





Key

- Car-lite city centre and Zero Emission Zone
- City centre corridor
- Priority city centre corridor
- Micromobility hub location
- Parcel locker location
- Last mile delivery hub
- Core city centre area



0 200m

# Provide a Safe, Healthy, Active and Accessible City Centre Masterplan Layer

This masterplan layer is primarily focused on integrating improvements to the public realm with increased cycle access and enhanced pedestrian experience of the city centre.

The first set of strategic moves relate to improved pedestrian and cycle permeability into and within the city centre. This is supported by providing new and improved pedestrian crossings across large vehicular routes and ensuring new pedestrian routes as part of new developments.

The second set of strategic moves, which are related to public realm, involve creating a Roman Wall Park, animating the river Colne and improving the public realm around Southway in conjunction with the proposed improved crossing points.

## Public realm, open space and landscape

1. Roman Wall Park - new city park that considers the Roman Wall and its setting in its entirety
2. Animating the river and using it to its full potential as a social and economic driver
3. Public realm improvements along Southway
4. Design vision for High Street and Head Street
5. Design vision for St Botolph's Street, St John's Street and Osborne Street

## Permeability and connectivity

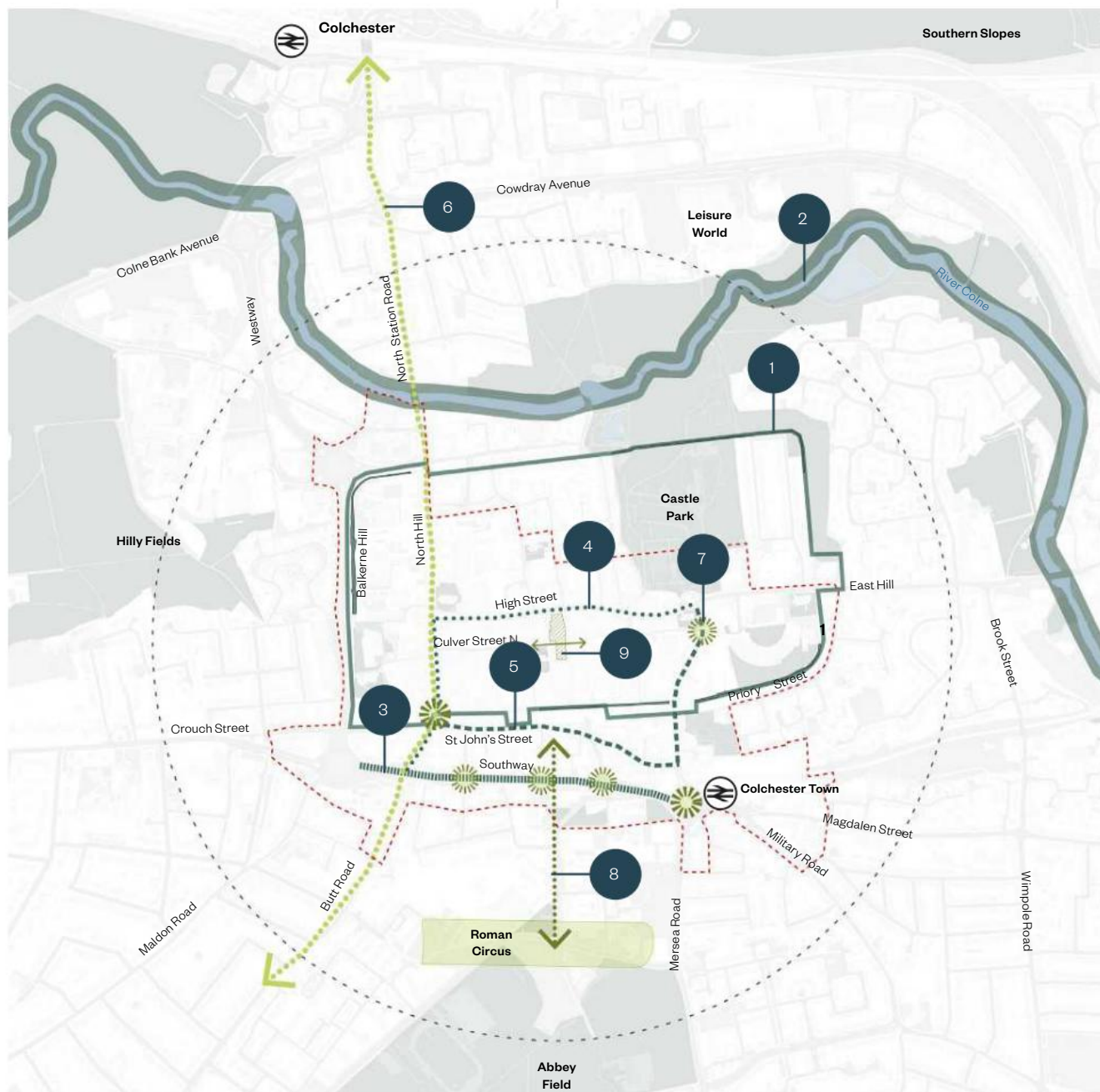
6. Improved connection to Colchester mainline station
7. Improved key junctions and introducing new pedestrian crossings
8. Improved pedestrian connectivity with the Roman Circus
9. Long-term aspiration of reinstating the Culver Street East and West connection

## What We Learned

- Stark pedestrian severance across Southway
- Topography creates challenges for active travel
- Disconnected and disjointed cycling routes
- Health and disability deprivation primarily affecting residents within the city centre and areas to the east/southeast - opportunity to improve access to greenspaces.

## What You Said

- Conflict between pedestrians and cyclists/e-scooter users travelling on pavements
- Public gathering spaces are important as they offer informal, low pressure environment for interaction
- Concerns around safety in Crouch Street underpass
- Wish for segregated, continuous and direct cycle lanes and safe cycle parking distributed throughout the city centre.



### Key

- Roman Wall Park
- Improved riverside public realm
- Public realm improvements along Southway
- High Street and Head Street design vision
- Queen Street / St Botolph's Street and St John's Street / Osborne Street design vision
- Improved connection to Colchester mainline station
- Improved connection to Roman Circus

- Reinstated and improved links
  - Improved key junctions and new pedestrian crossings
  - Roman Circus
  - Former Marks and Spencer
  - Core city centre area
  - Wider area
- N
- 0 400m / 5 min walk



# Permeability and Connectivity

## Urban Design Strategy

Interventions include:

**1. Accessible and inclusive city centre**

- Any new intervention should comply to the highest standard of accessibility and inclusion requirements
- Implement inclusive and accessible wayfinding focussed on movement between arrival points and places of interest, including from Colchester and Colchester Town rail station to major city centre destinations

**2. High Street** - Improved as a multi-functional, low-traffic public space which balances the needs of all users, rather than prohibiting vehicular traffic entirely - *for more detail refer to Design Frameworks in section 3*

**3. Improved connection to Colchester mainline station along North Station Road** - Improved pedestrian environment including wider footpaths, cycling infrastructure, signage, etc.

**4. Connectivity, active travel improvements and public realm upgrade of the three city gateways** in order to mark arrival and orient visitors towards the shopping core and key attractions

**5. New pedestrian crossings at Southway** to improve connectivity with surrounding neighbourhoods

**6. Improved public realm and pedestrian crossing at Queen Street junction with Culver Street East**

**7. Improve Head Street / St John's Street / Crouch Street junction**

**8. Improved pedestrian links**

- From Vineyard Gate to Eld Lane (including lift/ accessible route)
- Explore long-term feasibility of reconnecting Culver Street East and West with landowners

**9. Improved pedestrian connectivity with the Roman Circus**

**10. Ensure new developments make provisions for new routes that enable sites to connect well to their surroundings**

- Ensure new developments include infrastructure that enables and encourages active travel.



Improved junction and pedestrian realm  
South End, Croydon, London



Segregated cycle path  
Lyon, France



Narrowed carriageways and improved pedestrian environment on high street - Fishergate, Preston





**Key**

- Improvements along High Street
- ... Connection to Colchester mainline station
- Reinstated and improved links
- - - Paths through new developments
- New pedestrian crossings
- Improved Head Street/ St John's Street/ Crouch Street junction

- Upgrade of city gateways
- ▨ Marks and Spencer
- ▭ Key site (refer to Design Frameworks)
- - - Core city centre area



# Public Realm, Open Space and Landscape

## Urban Design Strategy

Interventions include:

- 1. Roman Wall Park** - new city park that considers the Roman Wall and its setting in its entirety with joined up existing open spaces along the walls and walking routes as close to Wall as possible
  - Ensure new developments create public access to the Wall, work with landowners to link currently disconnected areas and increase public access to both sides of the Wall, improve public realm around the Wall to enhance its setting
- 2. Develop integrated design for High Street and Head Street** as a multi-functional public space which meets the needs of priority users and businesses
- 3. Develop design vision for Queen Street / St Botolph's Street and St John's Street / Osborne Street** that integrates public transport, cycling and walking and create attractive and safe streets at all times of day and night
- 4. Develop design vision for Southway**, integrating at-grade crossings, tree planting and pavements (also unlocks potential development sites adjacent)
- 5. Continue to improve city squares and churchyards**
- 6. Continue to improve lanes within core city centre area** as level surface streets to improve accessibility for pedestrian users, in particular people with mobility and visual impairments
- 7. Develop riverside access and amenities** - e.g. paddleboarding, swimming, canoeing
- 8. Introduce public realm design code** covering surfacing, lighting, street furniture and planting to ensure consistency and legibility - *further explained in relation to city centre character areas in Placemaking Within the City Centre urban design strategy.*



Tower of London Superbloom, London

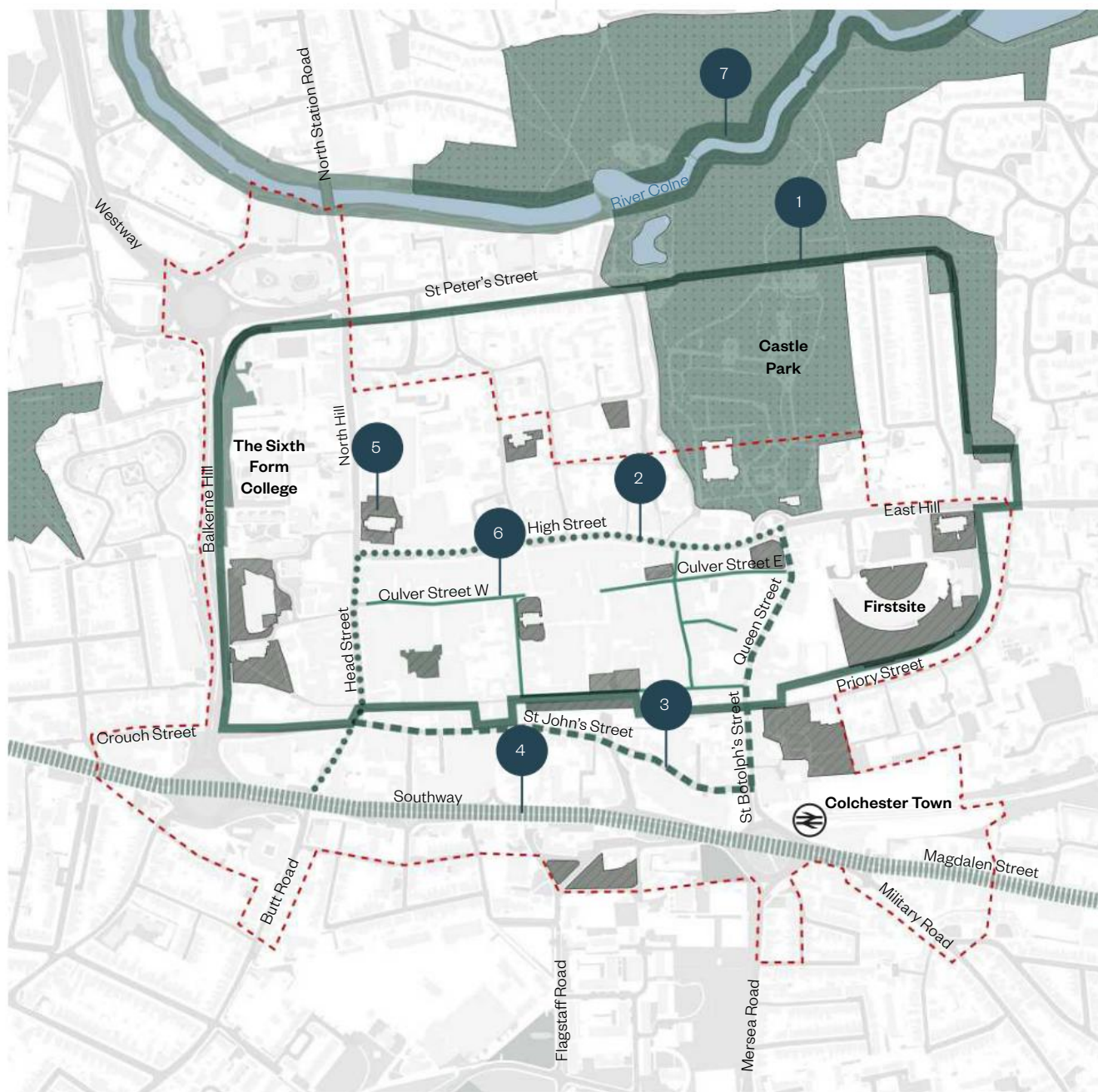


High quality high street public realm - Eastgate Street, Chester



Transformation of a historic boulevard with a series of heritage installations along it - Princes Avenue, Liverpool





Key

- Roman Wall Park
- Southway public realm improvements
- Public realm improvements along High Street, Head Street
- Develop design vision for Queen Street, St Botolph's Street, St John's Street and Osborne Street
- Lane improvements
- Squares and churchyards improvements

- Castle Park
- Core city centre area



# Diversify City Centre Uses to Encourage Footfall

## Masterplan Layer

This masterplan layer and accompanying urban design strategies provide frameworks for future development in the city centre. With the appropriate land use and built form parameters, new uses such as housing can be introduced into the city centre in a contextually-sensitive and economically beneficial way.

In order to establish a vibrant mix of uses that result in an active, sustainable city centre and support both an active daytime and nighttime economy, the first urban design strategy relates to appropriate land uses of both ground and upper floors.

The accompanying urban design strategy relates to appropriate building heights, with a particular aim at informing the height and massing of any new city centre development, including new residential allocations as defined in the Local Plan.

Both urban design strategies use character areas to define appropriate uses and built form for each individual area.

### Land use strategy

1. Achieving an appropriate and sustainable mix of uses that activates the city centre
2. Ensuring an appropriate balance of uses within the Primary Shopping Area.

More detailed development frameworks have been prepared for the following key sites:

- Former bus station site
- Britannia Yard
- Vineyard Gate

### Building heights, density and built form

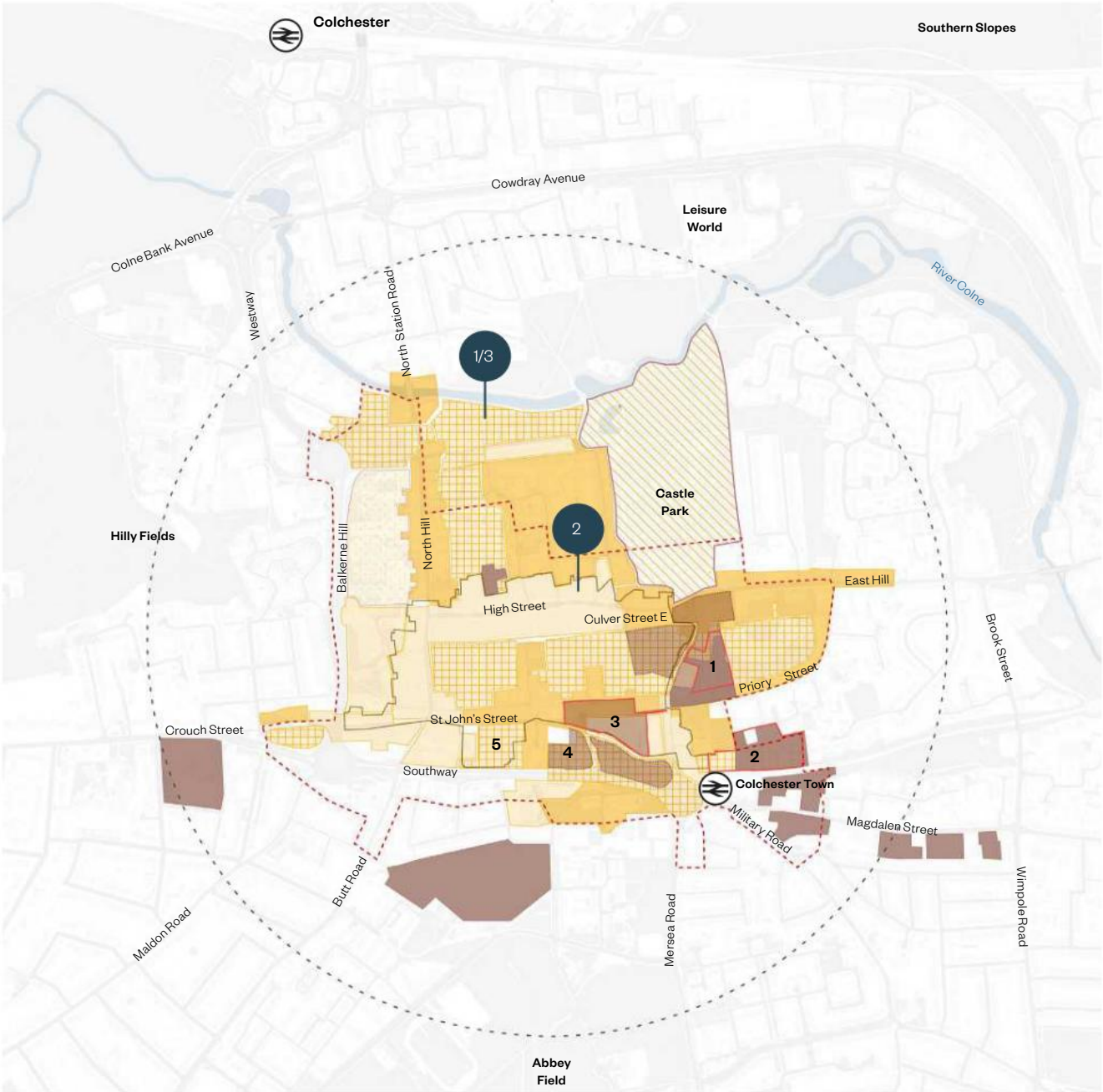
3. Ensure new developments are of appropriate city centre height and density.

## What We Learned

- Areas in and near the city centre have seen population growth in families with school-age children and older people
- 55+ population will grow at faster rate than overall population during next decade
- A challenge for Colchester is to encourage residents to visit the city centre throughout the week
- Academic research on the estimated impact of working from home at the MSOA (neighbourhood) level indicates that Colchester city centre could be negatively affected by home working.

## What You Said

- There was concern from some respondents related to building additional housing in the city centre; this was mostly related to impacts on traffic and the historic environment, both of which need careful consideration.



Key

- City Centre allocations as defined in the Local Plan
- New residential allocation as defined in the Local Plan
- Character areas
- Key sites for development
- Core city centre area
- Wider area



# Land Use Strategy

## Urban Design Strategy

The aim is to establish a vibrant mix of uses in order to ensure an active, sustainable city centre, creating both active day time and nighttime economies.

Prioritising identity areas around different uses within existing character areas to ensure a cohesive series of distinct areas are defined. The following uses within existing character areas are encouraged:

■ Retail and city centre uses, including restaurant, bar and cafe uses, cultural and community facilities, and other entertainment and leisure uses. Commercial or residential upper floor uses to be permitted, with residential use mix to be compatible with a city centre location.  
Ground floor use class: E and sui generis  
Potential for upper floor residential, use class: C

■ Retail centre uses should meet the requirements set out in the Local Plan:

- Maintain a high proportion of retail uses on each Primary Street Frontage within the Primary Shopping Area (70%)
- Within the Secondary Street Frontages support will be given for the continuing role of retail uses supported by other activity-generating city centre uses which enhance the vitality and activity of the area, including food and drink premises, non-residential institutions and leisure uses, at ground floor level (50%).

Potential for upper floor residential, use class: C

■ Predominantly residential with some active ground floor uses compatible with residential uses.  
Use class: C3

■ New residential-led development with some active ground floor uses. *Refer to site-specific strategies for recommended use mix*

■ Predominantly cultural institutions with associated open space. Use class: F1 and sui generis

■ Predominantly commercial, business, service or community uses, with potential for commercial or residential at upper floors

■ Educational uses

■ Transport and car parking.



Integration of new with old, active ground floors with residential upper floors - Angel, London

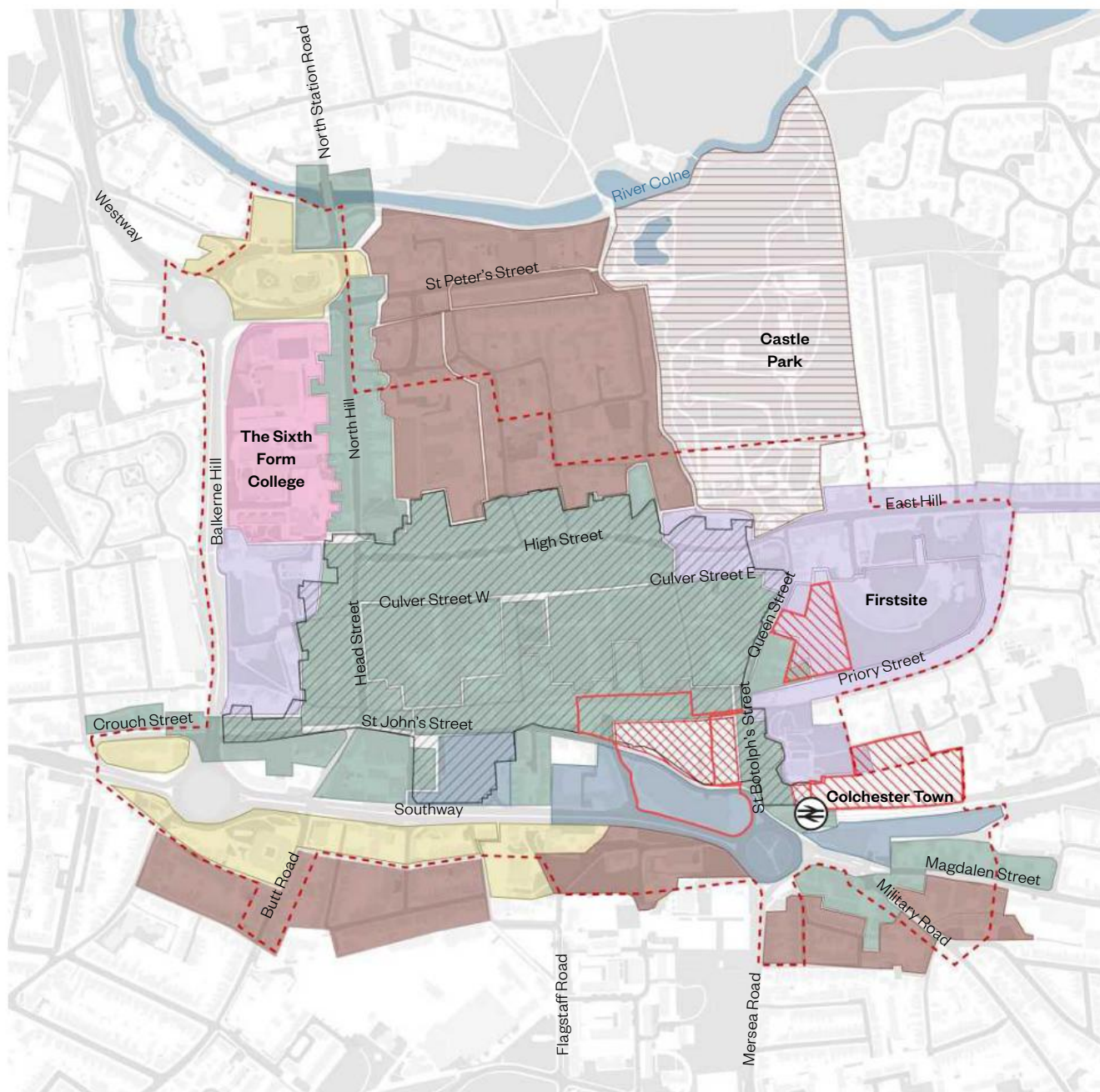


Active corner in a new build within a historic urban fabric adding life to an evening on the street - Bermondsey, London



Active ground floors and outdoor seating supported by a high quality public realm - Shaw's Road, Altrincham, Greater Manchester





**Key**

- Retail city centre uses
- Retail centre uses that meet the Local Plan requirements
- Predominantly residential
- Predominantly cultural institutions
- Predominantly commercial, business, service or community
- Transport and car parking
- New residential-led development



0 200m

# Building Heights, Density and Built Form Urban Design Strategy

The building heights framework uses character areas to determine zones of appropriate building heights. Maximum heights are determined by the prevalent building form within each character areas, the city centre's topography and opportunities for potential new views and landmarks. Key views to existing landmark should be preserved and protected.

The heights strategy follows the following principles:

- Consolidate taller scale around High Street / Head Street and within lower topographical areas which allow for screening.
- Sensitive scale required within the Dutch Quarter and other low-scale residential neighbourhoods
- Ensuring appropriate heights and built form that enhance the setting of heritage assets.

For height, density and built form with development sites, refer to Design Frameworks in section 3.

### Key

- 1 storey
- 2 storeys
- 3 storeys
- 4 storeys
- 5 storeys
- 6 storeys
- 7+ storeys
- Core city centre area



Existing heights plan, extract from Appraisal Report



City centre residential housing with public realm and neighbouring listed church - Timekeepers Square, Salford

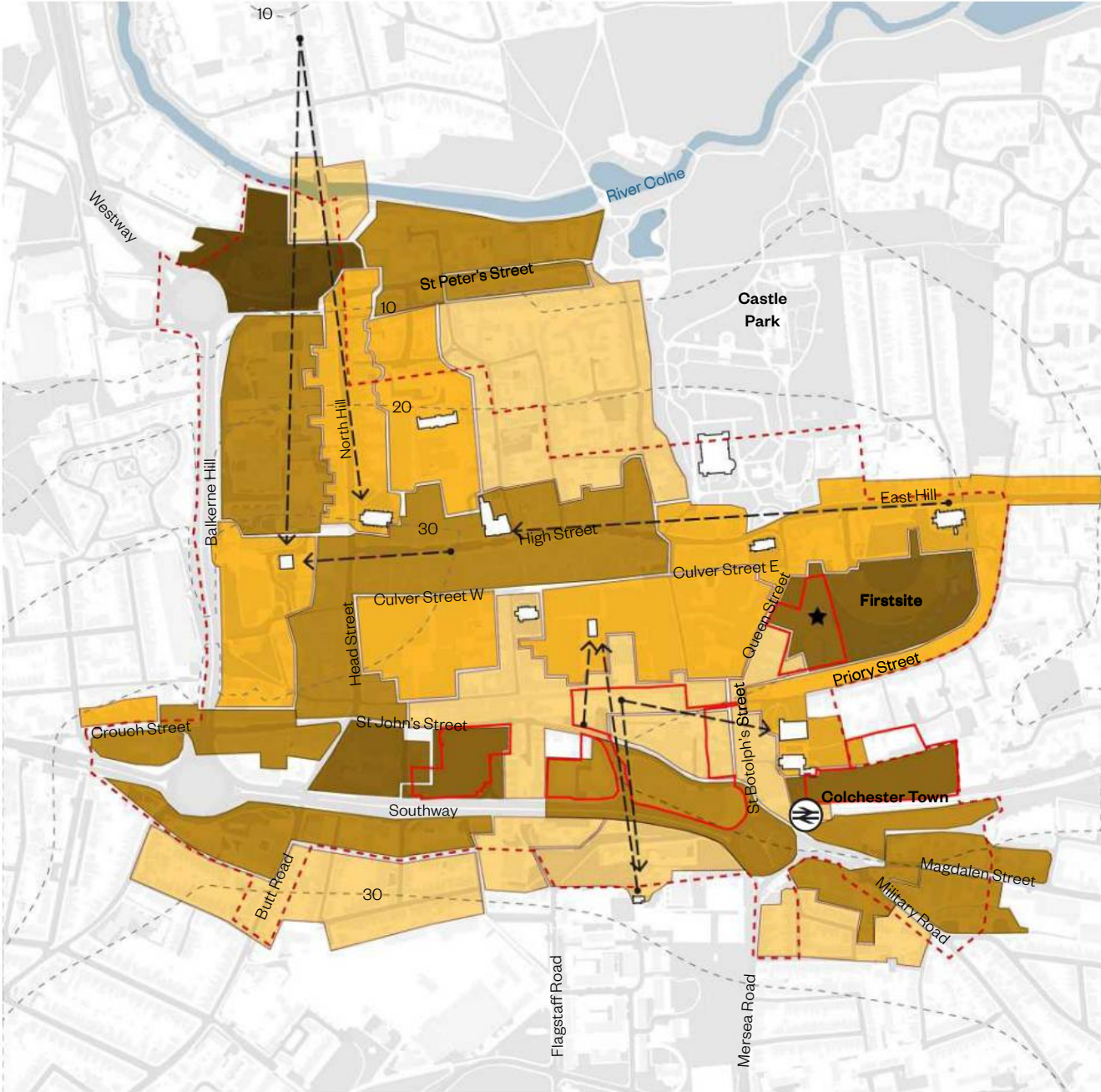


Award-winning residential development next to a historic water tower The Avenue, Saffron Walden



Mix of old and new with a range of heights respectful of existing character - Curtain Road, Shoreditch, London





Key

- Maximum 2.5 storeys
- Maximum 3 storeys
- Maximum 4 storeys
- Maximum 5 storeys
- Maximum 7 storeys
- Key site (refer to Design Frameworks)

- Existing landmark building
- Opportunity for new landmark building
- Key views
- Core city centre area



## Support the City Centre Economy to Everyone's Benefit Masterplan Layer

This masterplan layer aims to guide the future economy of the city centre, creating a framework for diversifying uses away from a reliance on retail by strengthening the existing cultural, workspace and evening offer to re-energise the city centre's economy.

This means ensuring that there are options in the city centre that aren't only about shopping. These can include eating out, experiences, leisure, meeting friends, events, festivals, heritage tours etc. The strategic moves include strengthening the two clusters of cultural spaces at either end of High Street and ensuring strong links between them. Expanding the offer of cultural events, supporting the evening economy and establishing links with the University will aid in attracting and retaining a younger workforce. The local economy can also be supported through updates to the current outdoor market. Finally, opportunities for circular re-use should form part of the city centre's future economy.

### Diverse economy

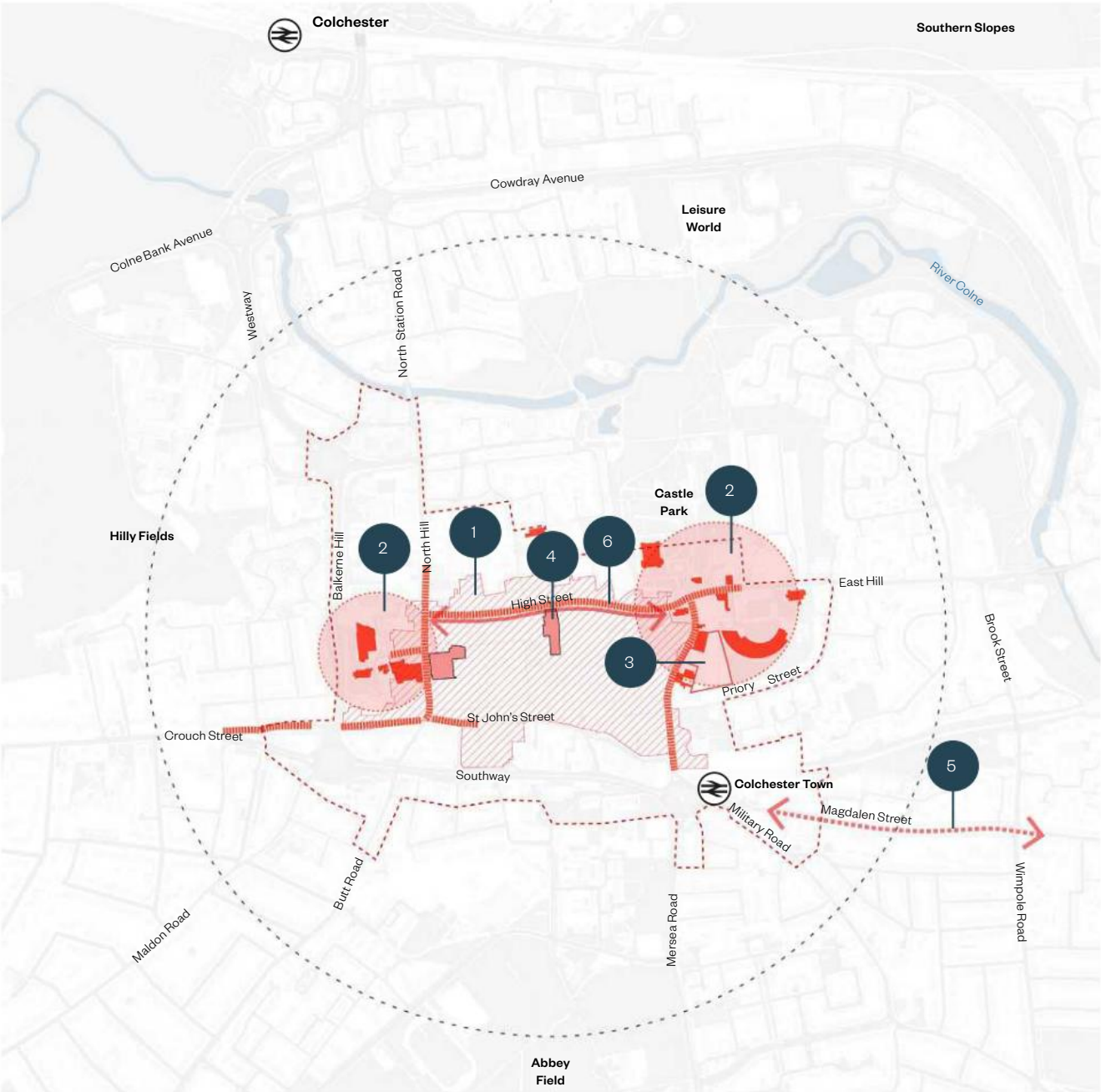
1. Uses and mix of uses along within the Primary Shopping Area to support the city centre's role at the top of the centre hierarchy
2. Support and strengthen the creative and digital clusters at either end of High Street and links between them
3. Incorporate workspaces as part of new developments
4. New uses for empty department stores
5. Support links with the University of Essex Colchester Campus
6. Support the evening and nighttime economy.

### What We Learned

- Against comparators, Colchester appears to have more nighttime, retail and hospitality businesses and jobs; 30% of the city centre's jobs are in retail, hospitality, leisure and recreation - these are important for vitality but often experience low pay and poor job security
- Strong and diverse arts, cultural, digital and creative sector
- Despite a regular influx of students coming to the University of Essex, retention of young working professionals is low
- A variety of new sectors such as ICT, media, creative services and engineering have appeared in the city centre in the last five years.

### What You Said

- Digital and creative sector struggling to attract high quality staff, despite availability of jobs
- Wish for a larger variety of the city centre offer
- Businesses would like to see increased spend as part of post-Covid recovery
- Closure of M&S and Debenhams are opportunities to introduce more local, independent businesses and community facilities
- Independent shops are an asset to the city and should be supported and protected
- Improved evening offer and concerns about the city centre atmosphere and safety at night
- Young adults not feeling like there is an offer suited for them in the city centre
- More activities for kids and teenagers in the city centre e.g. trampolining, festivals, concerts, sports facilities
- Dispersed offer of weekly market, positive views on monthly farmers market.



Key

- Primary shopping area
- Creative and digital clusters
- Existing creative and cultural spaces within clusters
- New development with SME workspace
- Enhanced links between creative and digital clusters
- Former department stores for adaptation
- Wider links to the University of Essex
- Evening economy areas

- Core city centre area
- Wider area





## Diverse Economy Urban Design Strategy

Interventions include:

### 1. Diversify and enrich the city centre offer

- Uses and mix of uses along Primary and Secondary Street Frontages to abide by Policy TC3 in the Local Plan in order to support the city centre's role at the top of the centre hierarchy

### 2. Support the evening and nighttime economy

- Licencing and public realm improvements to enable outdoor dining and outdoor pub seating

### 3. Support and enhance the creative and digital economy and their activities in the city centre

- Support and enhance creative and digital clusters at either end of High Street

### 4. City centre activities that are suitable and accessible for families, older people

- Event and community spaces with all-ages programming – linked to heritage, tourism, green and blue space

### 5. Enhance the offer for children and young people

- Activities within existing arts/culture spaces aimed at young people and to attract young workforce
- Public spaces and activity spaces co-designed with and intended for teenagers and older children

### 6. New uses for vacant department stores in order to diversify the economy and make it more resilient, cater to a range of age groups and contribute to the evening and nighttime economy

- Potential uses: co-working, market, leisure, hotel, food/drink, culture

### 7. Support quality job creation and retention of graduates

- Incorporating Small Medium Enterprise (SME) and co-working workspaces as part of new developments, including the Former Bus Station Site - see *Development Frameworks* for more detail
- Apprenticeship and on-the-job training opportunities, especially linked to focus/growth sectors, BID organisations, major employers/anchors
- Potential incubator workspace linked to the University of Essex and its programmes (eg. biotech, biochemistry) where people can test ideas and businesses after graduation
- Training, apprenticeships and skills opportunities linking to tourism, hospitality, care, construction targeted at residents – potential for Colchester to act as a regional training hub for these sectors

### 8. Enable sharing and circular economy to happen in city centre, with a potential focus on businesses whose main activities are repairing, reuse, upcycling etc. - potential location within railway arches

- Potential for a green construction skills course or training, and/or a focus on retrofit construction skills
- Demonstrator projects to enable transition to circular economy; could be related to food or textiles

### 9. Updates to the outdoor market - build on existing markets (daily market and monthly farmers market) to bring in more/diverse stalls and market-day activities

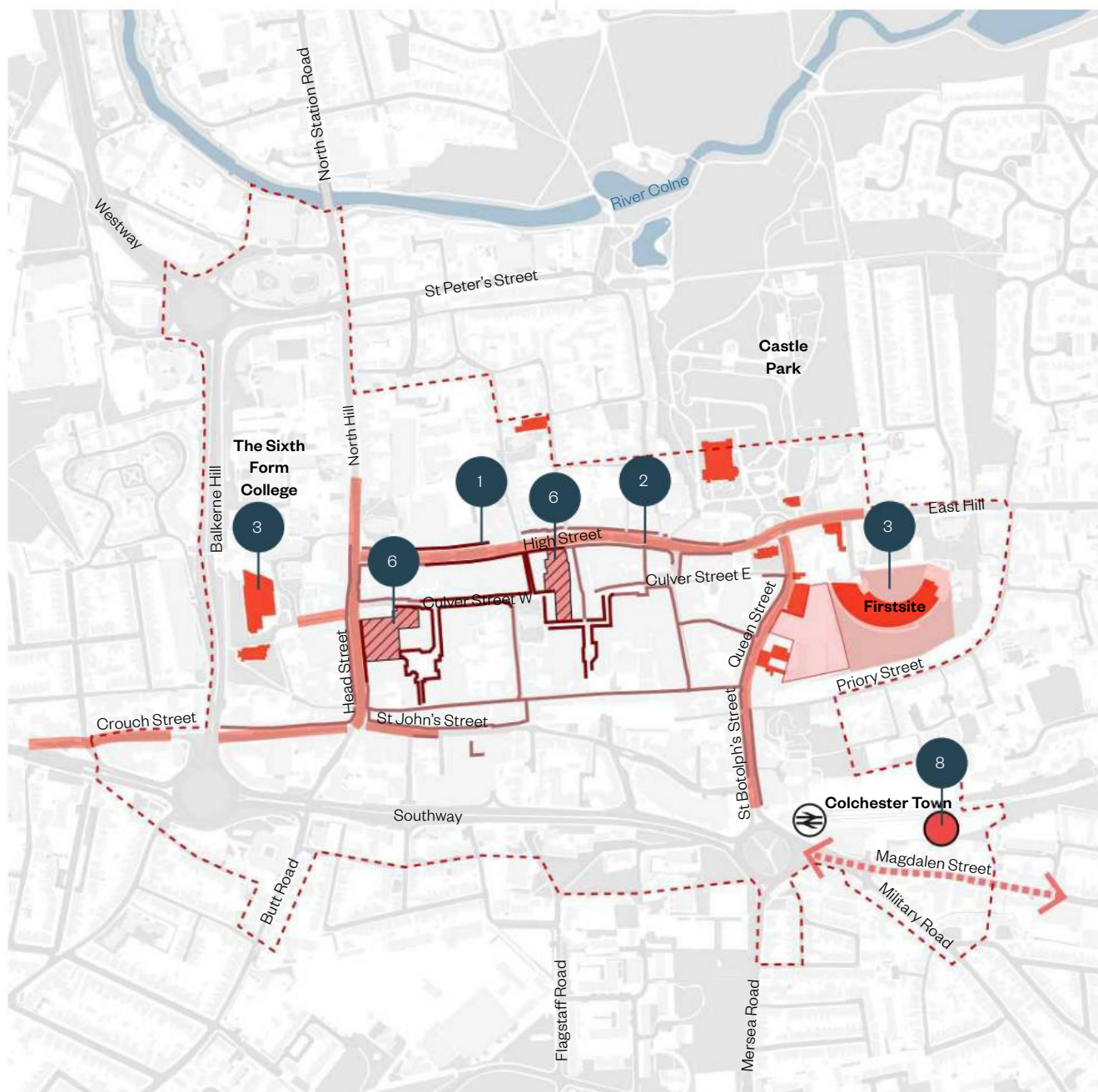
### 10. Reframe the importance of good, secure jobs as a business imperative, including wage charters for businesses to sign.



Office workspace in a previously dilapidated Edwardian department store - The Department Store, Brixton, London



Living wage pledge on a shop front door  
Victoria Park Village, London



Key

- Evening economy areas
- Primary Street Frontage
- Secondary Street Frontage
- Existing creative and digital spaces
- New development with SME workspace
- Former department stores for adaptation

- Potential location for centre for circular and sharing economy
- Wider links to the University of Essex
- Core city centre area



# Make the Most of Colchester's Rich Heritage

## Masterplan Layer

This masterplan layer aims to uplift Colchester's heritage assets by improving their setting and succeed in them being experienced as a totality. It also aims to ensure new development is integrated well into the existing historic city centre.

The first set of strategic moves relate to placemaking within the city centre. This includes defining design codes that reinforce character areas, in order to create a holistic experience of Colchester's rich and varied heritage. This also involves ensuring that new development complements and integrates well with the historic fabric.

The second set of strategic moves has to do with protecting and enhancing existing heritage assets. This includes defining anchor clusters of assets and city centre thresholds, and improving the setting and connections between them.

The Roman Circus, a unique national heritage asset, should become a key city centre attraction and along with the Roman Wall Park, an anchor for the city's Roman story.

### Placemaking within the city centre

1. Using character areas to manage change
2. Defining design guidance for key sites in heritage-sensitive areas

### Protecting and integrating with heritage buildings

3. Reinforcing anchor clusters of heritage assets that support pedestrian footfall across the city centre
4. Reinforcing heritage significance of city centre thresholds
5. Improving routes between anchor clusters and city thresholds, including to the Roman Circus
6. Improving the setting of individual heritage assets and providing high quality public realm connections between them.

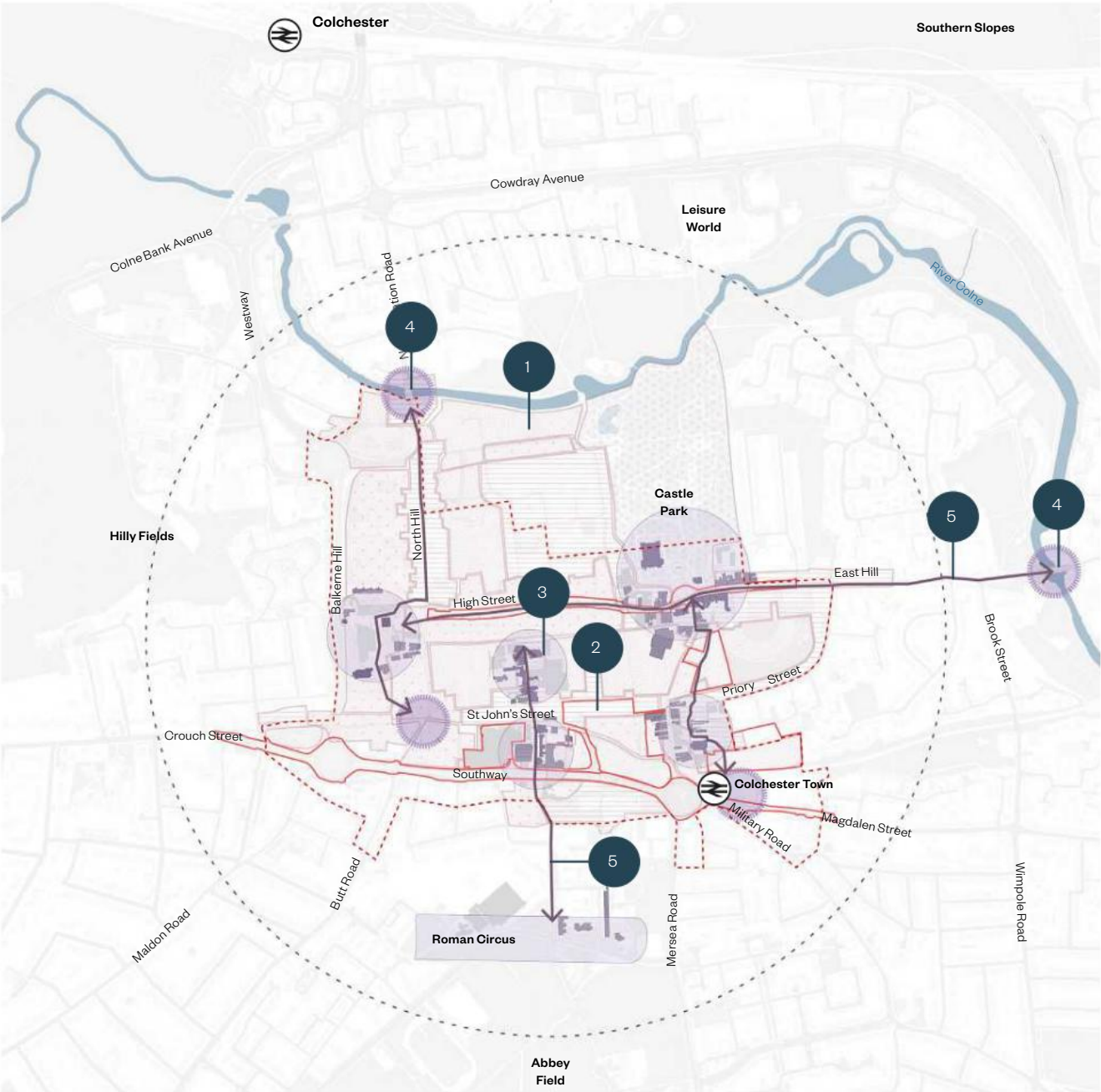
## What We Learned

- Colchester is one of the most important historic cities of England but, despite its long history, is less visited than more high profile cathedral cities
- Heavy traffic and changing retail patterns are contemporary threats to the integrity and economic sustainability of Colchester's heritage assets
- Improvements to the public realm can help reconnect some of the fragmented parts of the city centre, allowing it to work as a unified whole.

## What You Said

- Make heritage a source of pride for the city
- There should be a holistic approach to heritage, rather than focusing on bits and pieces
- Heritage can be used to encourage people to come to the city centre, as it moves away from retail
- There should be more of a focus on below-ground archaeology, such as the Roman Circus
- Implement heritage signage
- Good national examples where heritage is successfully marketed and is a large part of a city's offer, eg. York, Chester.





Key

- Character areas
- Heritage-sensitive key sites
- Anchor clusters of heritage assets
- Listed and locally listed buildings within anchor clusters
- City centre thresholds
- Connections between anchor clusters

- Core city centre area
- Wider area



# Placemaking Within the City Centre

## Urban Design Strategy

Placemaking within the city centre with a high degree of consideration for existing heritage should be achieved through an overall design code/design guide for the different character areas. These have been defined through mapping by building period which allows for connections and disjunctions between parts of the city centre that have a similar character.

Additional strategies should also support placemaking:

1. Ensure building heights, density and built form of new developments in key sites follow character area design guidance
2. Signage and wayfinding
3. Shopfront design strategy
4. Lighting strategy
5. Public art strategy including temporary commissions and installations.

The character areas within Colchester city centre are:

### Medieval and post-Medieval/early modern

These are areas where timber-framed buildings are highly prominent in a mix of building styles and fabrics.

### Areas of mixed historic fabric up to 1914

These are areas where no particular style or period predominates. They include a range of buildings from Roman and Medieval to modern.

### Castle Park and environs

This space consists of the castle and its parkland grounds. It is a considerable contrast to the urban fabric adjacent and the two complement each other.

### Predominantly post-1945

These areas are largely post-war in character. This varies from neo-vernacular to Modernist housing and slab commercial blocks.

### Sixth Form College and environs

The education campus is its own enclave and largely hidden from public view.

*Character areas are described in more detail in the Appraisal Report and Heritage Report appendices.*



Bespoke signage within a sensitive historic setting  
Zadar, Croatia

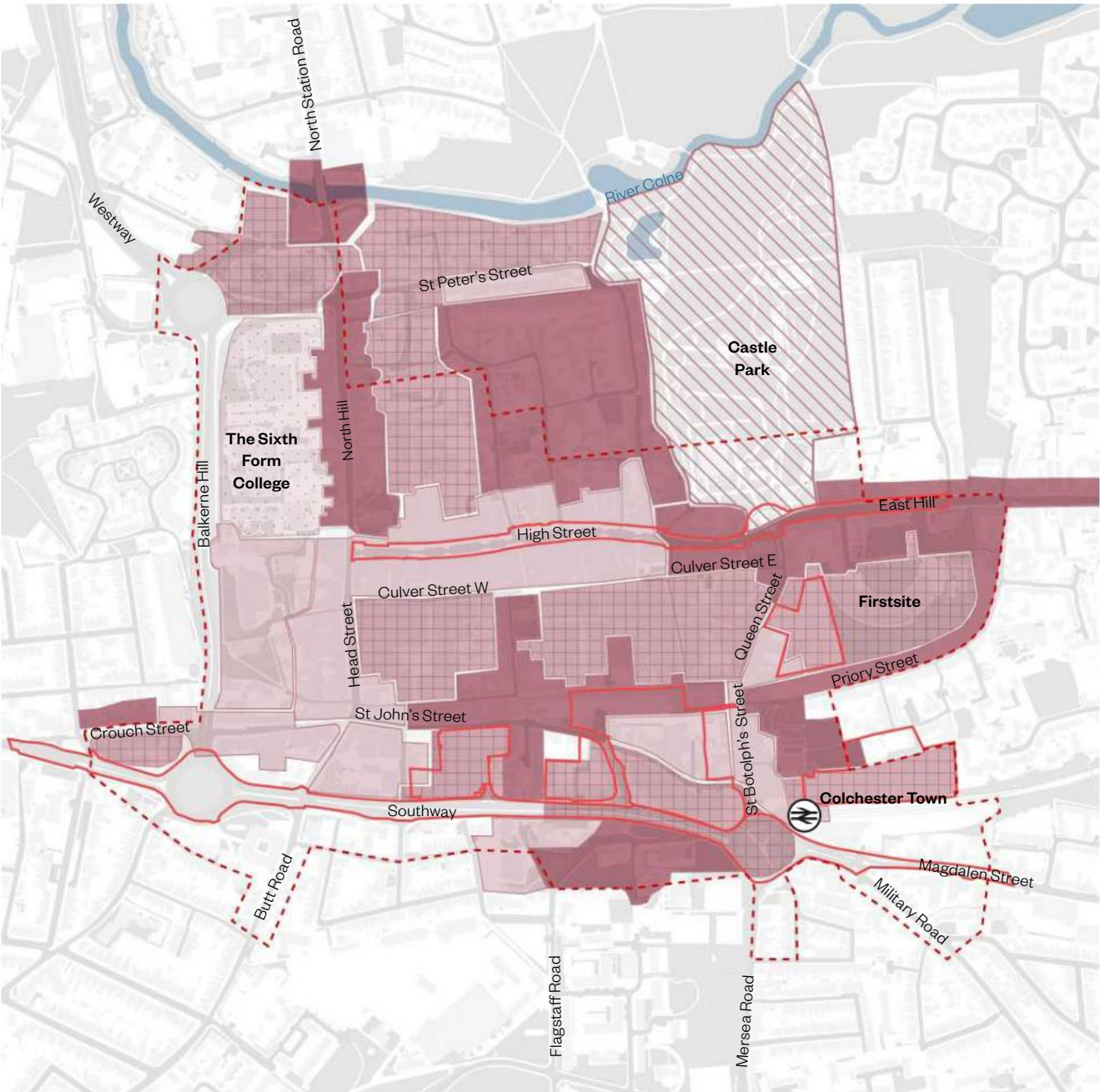


The Wood Street Altarpiece public artwork celebrating local places and stories gathered from the community - Eleanor Hill, Waltham Forest, Credit: roa.ac.uk



Lighting a historic structure and surrounding public realm  
Visby Square, Sweden





Key

- Medieval and post-Medieval/early modern
- Areas of mixed historic fabric up to 1914
- Castle Park and environs
- Predominantly post-War
- Sixth Form College and environs
- Heritage-sensitive key sites
- Core city centre area

Areas with no highlighted character area do not have a predominant character.



# Protecting and Integrating Heritage Assets

## Urban Design Strategy

Interventions include:

- 1. Reinforcing anchor clusters of heritage assets** that support pedestrian footfall across the city centre; this includes new heritage-focused route from Colchester Town station through St Botolph's Priory to Castle Park
- 2. Reinforce heritage significance of city centre thresholds** at North Bridge, Southway/Butt Road/Head Gate junction and Colchester Town train station
- 3. Public realm approach and improved connectivity with the Roman Circus;** short term improvements plus long-term vision and management strategy
- 4. Improved setting of St Botolph's Priory** within the city centre, including how Britannia Yard contributes to this - see *Design Frameworks for more detail*
  - Consider opening up to frontage of St Botolph's Priory from St Botolph's Street
- 5. Proactively work with property owners to find viable and sustainable new uses for buildings at risk and disused heritage assets**
- 6. Consider the Roman Wall and its setting in its entirety** - commission separate study on the potential of a Roman Wall Park with new public realm alongside
- 7. Many of the public realm interventions would also have a positive benefit to heritage assets**
  - particularly looking at the churchyards as public spaces - see *Public Realm, Open Space and Landscape urban design strategy*
- 8. Consider mini heritage action zone approach for run down streets** eg. East Hill
- 9. Update existing Conservation Area Appraisals and Management Guidelines** to aid development control and set design quality expectations.



Creating a park and public space around the old city wall  
Bergamo Heritage Park, Bergamo, Italy

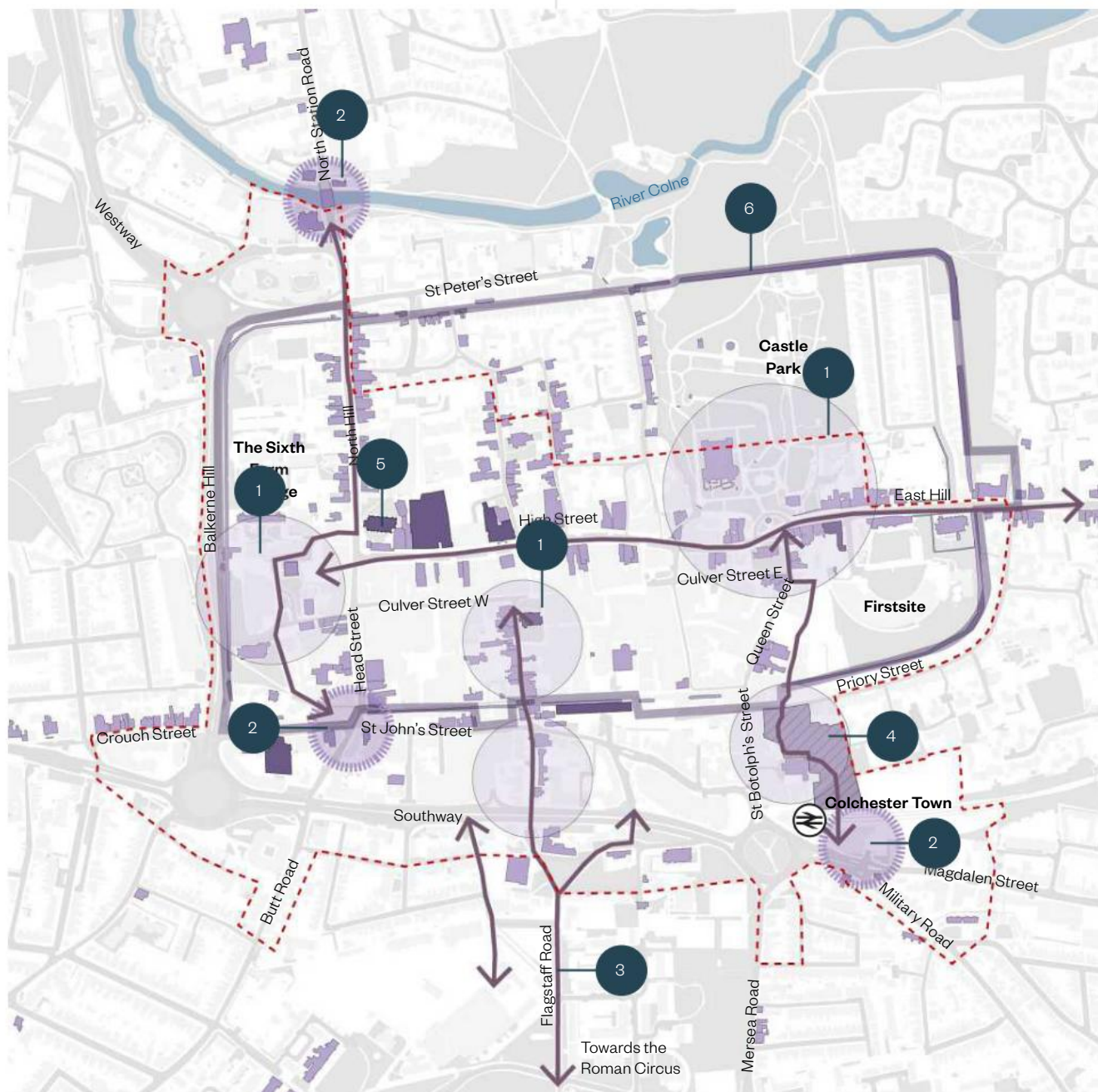


Food hall in a historic market building  
Altrincham Market, Greater Manchester



Heritage-based events and public space activation  
Jorvik Viking Festival, York





**Key**

- Anchor clusters of heritage assets
- City centre thresholds
- Connections between anchor clusters, including towards the Roman Circus
- St Botolph's Priory

- Buildings at risk and disused heritage assets
- Listed buildings
- Roman Wall Park
- Core city centre area











# Introduction to Key Sites

Design frameworks have been prepared for key sites within the city centre that would benefit from either public realm improvements or are one of the city centre's few redevelopment opportunities.

The key sites are:

## 1. High Street

A low-traffic, people-focused street where space for walking, cycling and outdoor seating is maximised while ensuring necessary public transport, deliveries and blue badge holder access is maintained.

## 2. Southway and St John's Street / Osborne Street

Reconnecting communities to the south into the city centre, through frequent, at-grade crossing for pedestrians and cyclists. Creating a more attractive public realm that can catalyse the development of sites on either side and turn Southway from a 'back' to a 'front' while keeping traffic flowing.

## 3. Former bus station site

Public space and mixed-use development including space for creative and digital industries alongside housing. New public realm for events and casual use, including next to the Roman Wall.

## 4. Britannia Yard

A significant new public space that can be used for events, markets and casual use, designed to highlight the extraordinary heritage of St Botolph's Priory. New urban housing of various types, fully integrated with the existing neighbourhood south of Priory Street.

## 5. Vineyard Gate

Public open space next to the Roman Wall, an attractive walking and cycling route through to Queen Street, and fine-grain, tight-knit new homes and business space as infill in and around existing buildings.

## 6. St Botolph's junction

Reclaiming space for people, interchange between different travel modes, and to mend the street frontage to the south of the junction through new mixed-use development.

Key sites 3-6 have been allocated in the Local Plan as City Centre Allocations in Policy TC3.



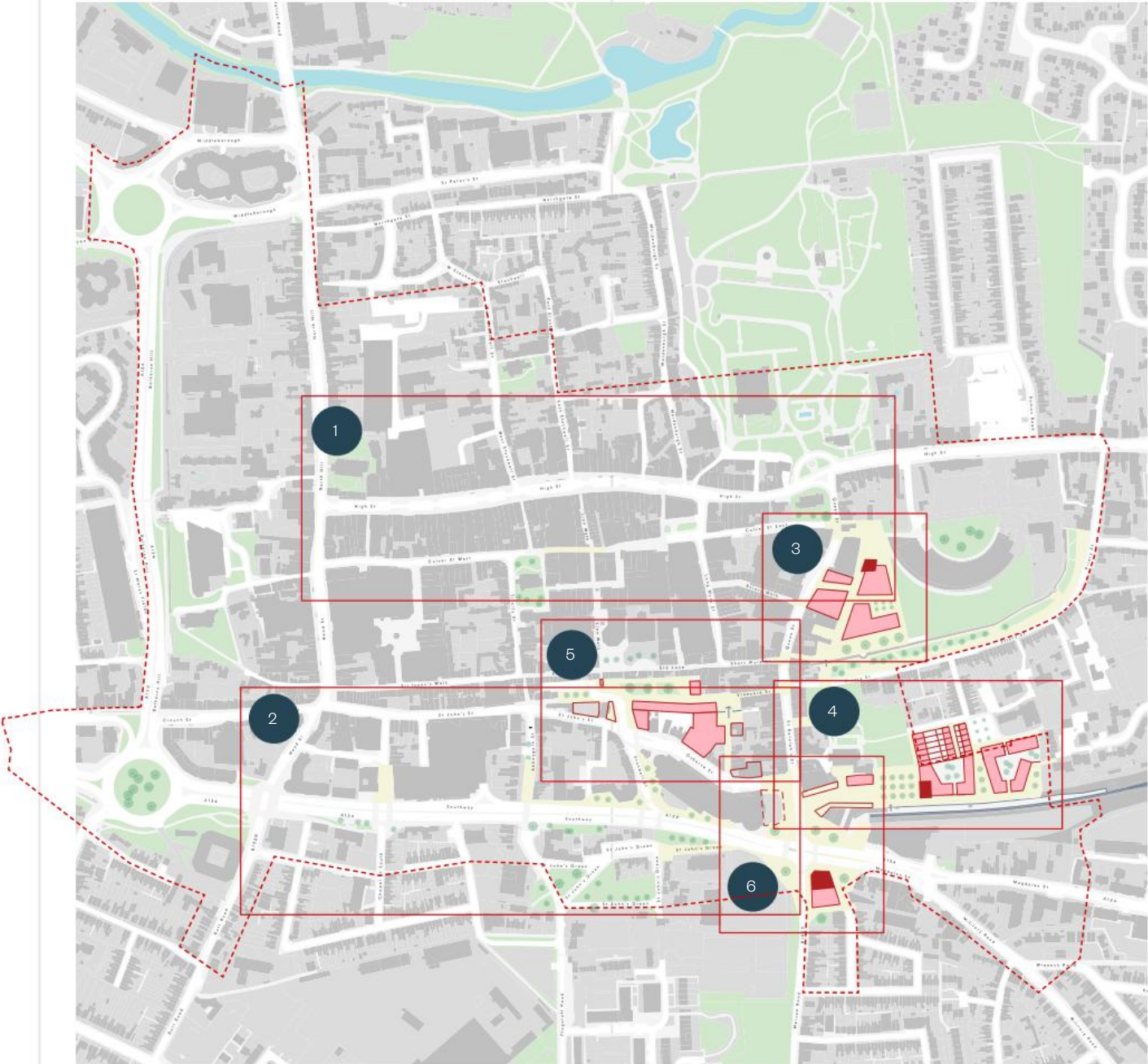
Southway with the Osborne Street NCP car park to the right



Britannia Car Park with St Botolph's Church and St Botolph's Priory in the back ground

Key

- Key sites
- Core city centre area



# High Street

## Planning and Design Framework

The High Street is an arrival point in the city centre for many people, as well as the civic heart of the city. It must be a generously designed place to dwell by day and night, with an active street life.

This design framework also considers Culver Street, an important counterpart to the High Street, as a largely vehicle-free route east-west, and should be considered in tandem with the development of the High Street.

### Public realm and connectivity improvements

1. Continue to improve High Street as a multi-functional, low-traffic public space which balances the needs of users. For suggested design approaches, see following page.
2. Enhance crossing between West Stockwell Street and Pelham's Lane, improving accessibility of Dutch Quarter as low-traffic, lower-gradient alternative to North Hill for pedestrians and cyclists.
3. Seek to reinstate 24 / 7 public pedestrian connection between Culver Street East and West as a long-term aspiration.
4. Improve public realm along Culver Street East and West as level surface street with improved lighting and improved pedestrian crossing to Firstsite.
5. Improve setting of All Saints Church (Natural History Museum) including increased public access

6. Improve wayfinding with high quality signage along High Street and Culver Street East and West.

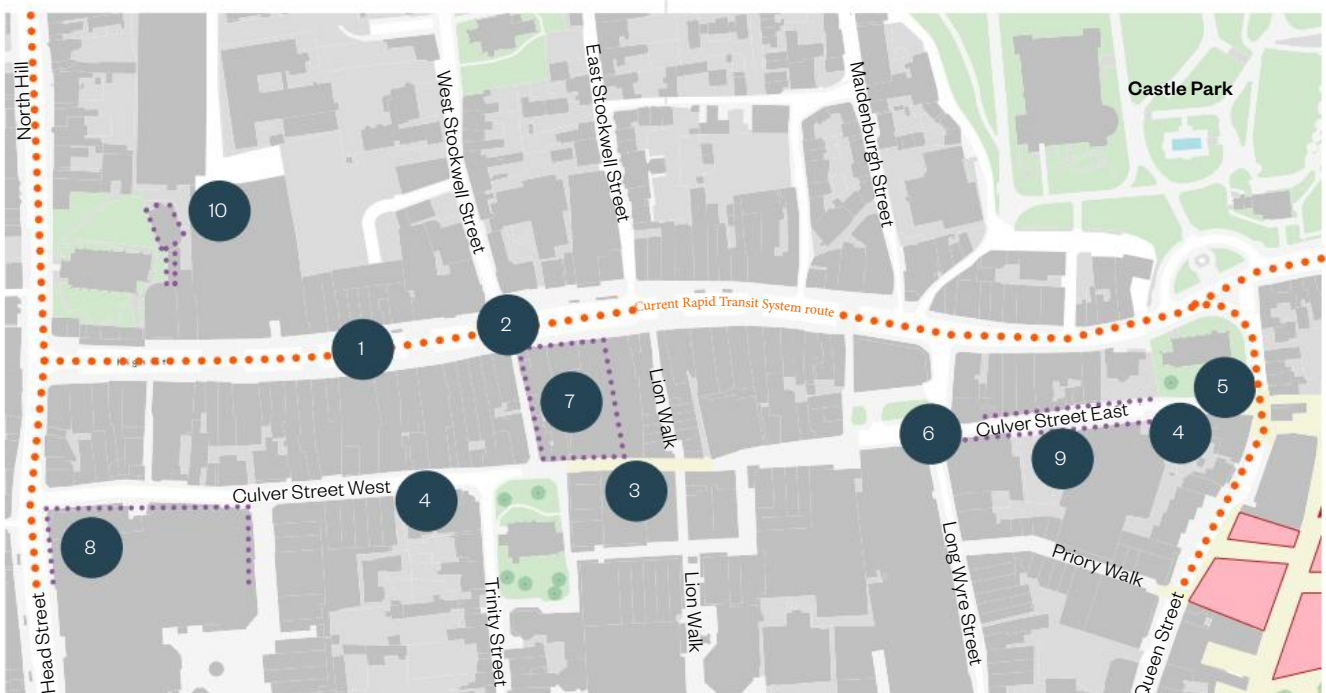
Trinity Square already has planned public realm improvements including increased public access.

### Development / redevelopment sites

7. Encourage reuse of vacant department store structure (former M&S) for appropriate new uses, such as indoor market; workspace / co-working space; community uses.
8. Ensure new use or redevelopment of former Debenhams site increases active frontages on Culver Street West.
9. Improve Culver Street East to create more street level activity, screening service yards with active frontages.
10. Secure restoration and conversion of Grade 2 listed St George's Hall for long-term viable new uses which allow public access.

#### Key

- Reinstated public pedestrian connection
- Current Rapid Transport System route
- Development / redevelopment sites





# High Street

## Streetscape Design Considerations

A detailed design study for improvements to the highways layout and public realm on the High Street should be undertaken prior to the installation of additional infrastructure relating to the Rapid Transit System. This design study should assess the opportunities for improved sustainable transport along the High Street, particularly in a car-lite city centre environment which could include some limited east-west connectivity. The following design considerations should be addressed:

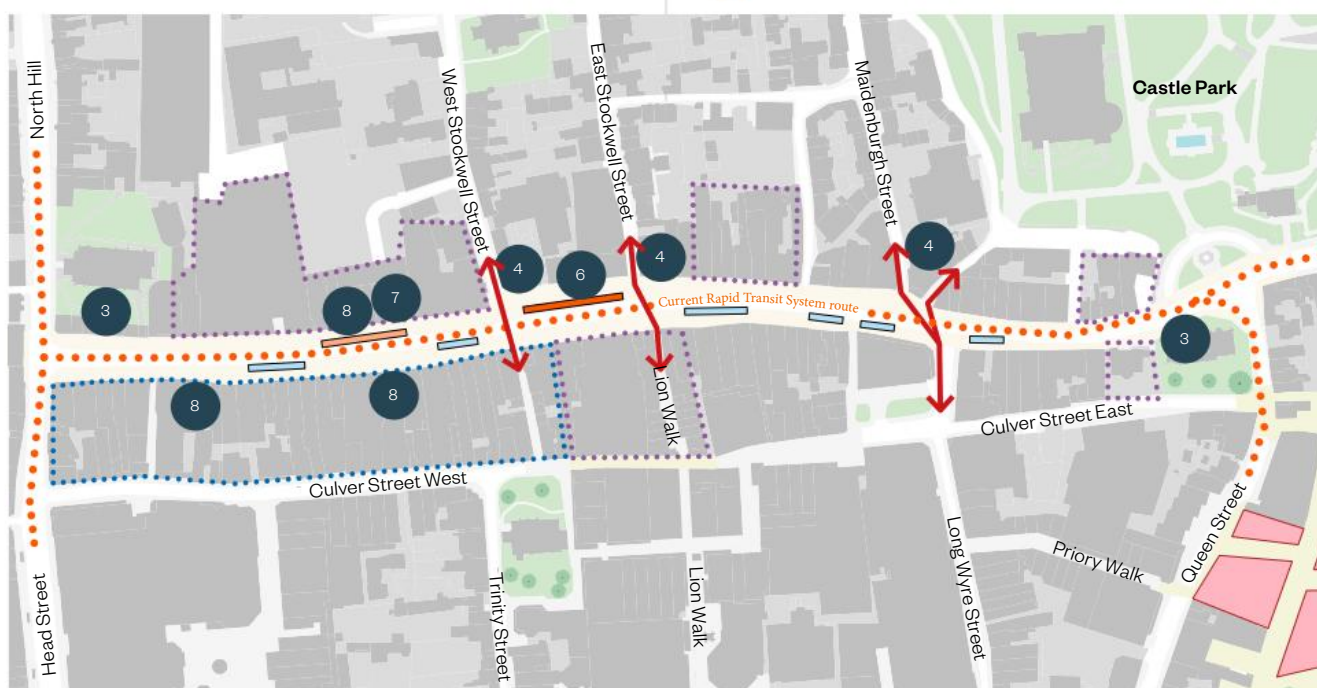
1. Achieving dwell time and making a pleasant pedestrian environment should be the priority on the High Street. Pavement (footway) space should be maximised in order to accommodate more outdoor seating, both public and outside food and drink venues, as well as opportunities for tree planting where feasible.
2. To maximise pavement space, bus stops, drop-off bays and on-street blue badge parking should be staggered so that space for vehicles is never greater than the equivalent of two lanes (6m). A further detailed study should be conducted to ensure that sufficient blue badge parking is provided.
3. Ensure footway at each end of the High Street is widened for the first 30-40m to avoid loading bays dominating the gateways to the High Street.
4. Current footway build-outs and signalled crossings do not generally align with where side streets meet the High Street so are not intuitive for pedestrians -

this should be addressed.

5. Cycle contraflow (east to west) is challenging to achieve while maintaining loading access from High Street to businesses on the south side of the street. Consider using Culver Street for east-west cycle route.
6. Consolidate bus stops into fewer zones as part of rationalisation of bus and RTS services. Bus stops between West Stockwell Street and George Street are located at the widest point along the High Street, so are the preferable location for retaining bus halts.
7. Taxi and blue badge parking / drop-off currently on south side of the street which results in passengers exiting into the path of oncoming traffic. Consider use of current loading bay area outside the Town Hall for taxi and drop-off.
8. Where businesses do not require High Street loading, footway should be built out to the maximum width. Encourage businesses to use alternative loading access, if this transition is possible.

### Key

- Bus stop
- Taxi and blue badge drop off
- Loading / blue badge parking
- Proposed build-outs and signalled crossings
- Premises with rear loading yards or access to undercroft loading areas
- Premises with loading access from Culver Street West





# High Street

## Precedent Studies

### Integration of vehicles into high quality streetscape

Foregate Street and Frodsham Street, Chester

Design features include:

- Stone surfacing to carriageway raises the visual quality of the space and gives visual cue to vehicles that pedestrians have priority
- Low raised kerb is good for visually impaired user safety and does not intrude visually
- Vehicle access and loading included but in limited locations
- Bus access integrated
- Some areas have no kerb level change at all but very careful design for visually impaired users which has resulted in good feedback from this part of the community



## Integration of vehicles into high quality streetscape

### Fishergate, Preston

Design features include:

- Carriageway narrowed to the minimum necessary
- High quality surface materials with good use of colour and texture differentiation to further reduce the apparent carriageway width
- Regular pedestrian crossing points made visually apparent by use of contrasting surfacing
- Low raised kerb is good for visually impaired user safety and does not intrude visually
- Good quality street trees added which will mature to a significant scale, strengthening the urban character of the street
- No bus integration

Photo credit: Planit-IE



# Southway and St John's Street / Osborne Street

## Planning and Design Framework

Southway is a barrier for pedestrian and cycle access from southern neighbourhoods of the city into the city centre. It is an unattractive and unsafe environment for all users apart from those in vehicles.

Addressing this severance will have a substantial impact in shifting residents to use walking and cycling to access the city centre, and will 'unlock' the development potential of sites either side of Southway.

### Public realm and connectivity improvements

1. At-grade signalled pedestrian and cycle crossings at junction with Butt Road / Headgate.
2. At-grade signalled pedestrian and cycle crossings between Chapel Street North and South. This could include removing the turn lanes for vehicles turning into Chapel Street South, increasing footway width.
3. Improvement to public realm outside Headgate Theatre and up to St John's Street.
4. Signalled pedestrian crossing between Abbeygate and St John's Green and up to Roman Circus. Likely to require steps and ramp due to level changes, not suitable for cycle use.
5. At-grade signalled pedestrian and cycle crossing between Stanwell Street and St John's Green and up to the Abbey Gatehouse.
6. Improvement to bus facilities - refer to City Centre Transport Plan.



At-grade crossing at the eastern end of Lexden Road by Rawstorn Road

7. Potential bus / rapid transit stop locations on Southway could potentially be achieved by removing turn / filter lanes.
8. Implement high quality wayfinding signage at all junctions (1,2,4,5) and on St John's Street.

### Development / redevelopment sites

The strategic approach is not to seek immediate redevelopment of existing multi-storey car parks due to their embodied carbon value, demolition costs and the continued need for parking for a significant proportion of city centre users and businesses. However, in time, subject to satisfaction of these issues and after modal shift in transport habits, these sites could come forward for mixed use development.

9. St John's multistorey and ground floor retail: Upgrade to form best-in-class parking facility with attractive entrances and street frontage allowing 24 / 7 secure and attractive access for all. Reallocate space, including ground floor units, to include micro-mobility hire; car club spaces; electric car charging; drop-off and pick-up; parcel pickup; waiting areas for delivery drivers. Install PV panel canopy at roof level.
10. Stanwell House: Site may have potential to address need for improved bus waiting / layover facilities. If not required for that purpose, retain and adapt existing building to reduce embodied carbon impacts. Structure is likely to be suitable for E



Example of four-lane arterial road with high quality tree planting, public realm and surface crossings







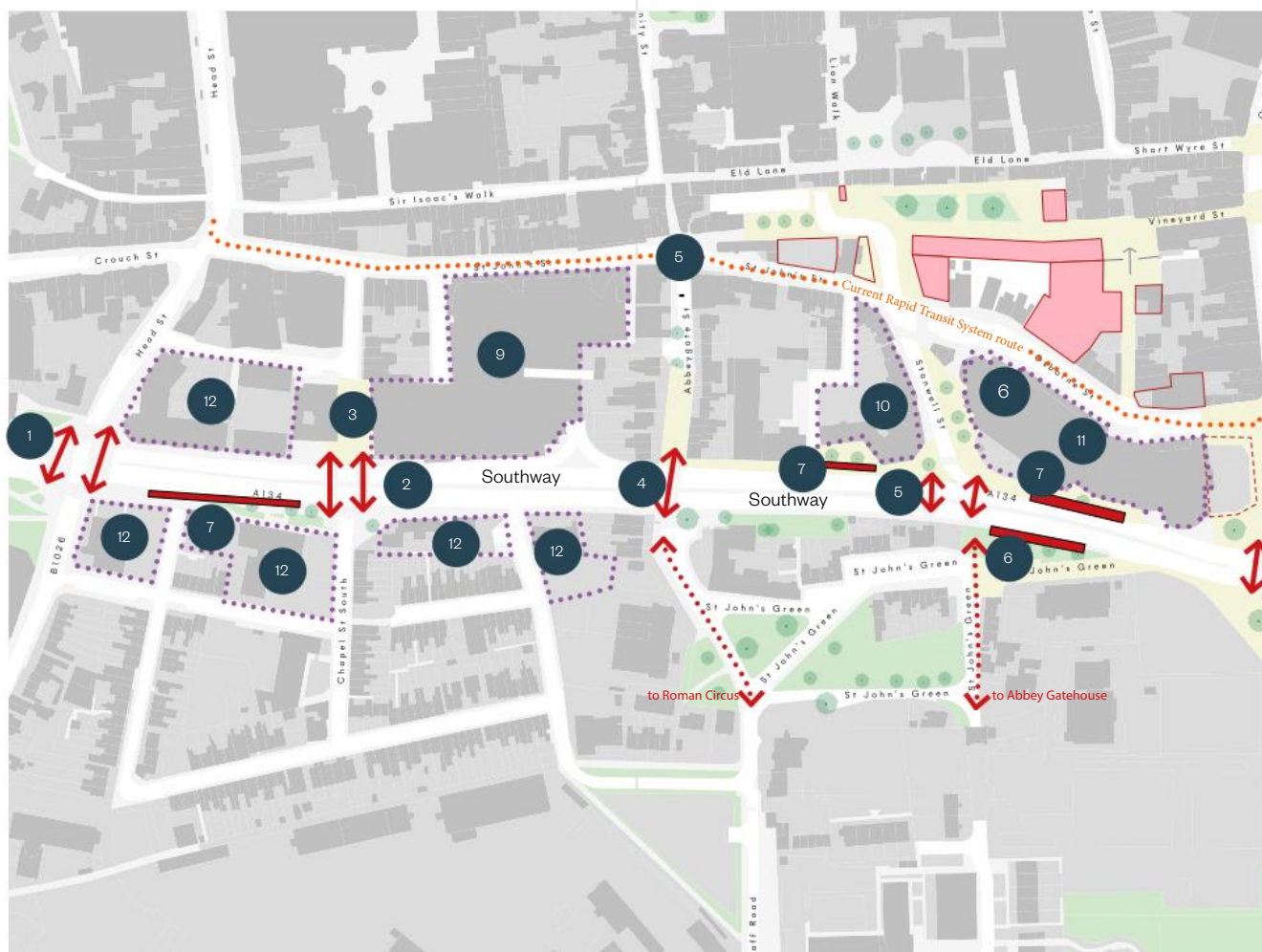
class ground floor uses (workspace, retail, cafe / bar / restaurant) with residential uses (compatible with city centre location and proximity to night-time economy activity) above. If extended or redeveloped at higher density, up to 15m to parapet height, with set-back upper storey, would be appropriate.

11. Osborne Street car park and ground floor bingo hall: Encourage change of use of ground floor space to create active frontages on all sides (retail, food and drink, workspace / coworking, community or cultural uses). Encourage operator to upgrade parking to form best-in-class parking facility including micro-mobility hire; car club spaces; electric car charging; drop-off and pick-up; parcel pickup; waiting areas for delivery drivers; PV panel canopy at roof level. Explore moving vehicle entrance to Southway.
12. Sites with potential for intensification / redevelopment to a range of uses. Seek adaptive reuse of existing structures where possible, to reduce embodied carbon impacts. Ensure active

ground floor uses (community or commercial) to Southway and to all sites on the north of Southway.

#### Key

-  New at-grade pedestrian and/or cycle crossing
-  Potential bus stop locations, subject to further studies
-  Current Rapid Transport System route
-  Development/ redevelopment sites





# Former Bus Station Site

## Design Principles

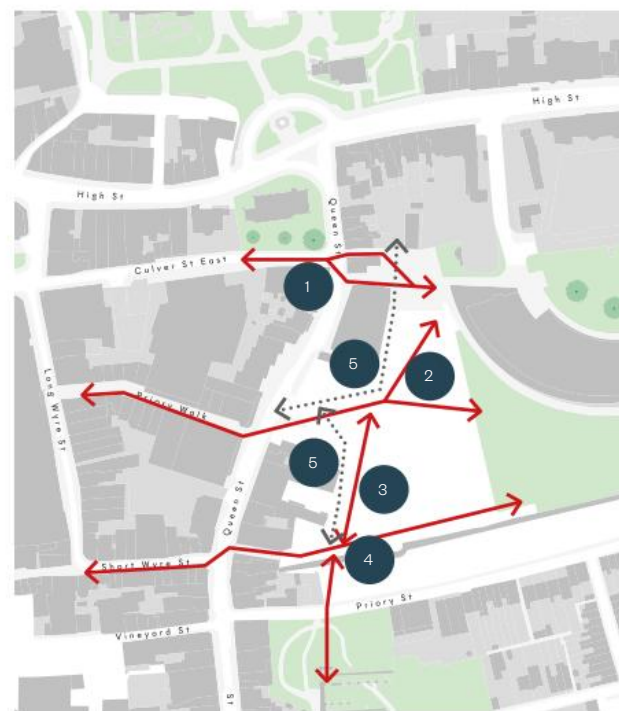
The former bus station site has been identified as a priority area for regeneration for over fifteen years. Adjacent to important heritage assets and the green space of Berryfields, it is at the heart of the creative and digital cluster created by Firstsite, the Minories, 37 Queen St, the Centre for Immersive Innovation in the former bus depot, and the Curzon. It is also adjacent to the vibrant economy of Queen Street which includes bars and restaurants open late into the evening, as well as a wide range of shops and services serving the diverse communities of Colchester.

The development of this site should include a wide range of uses at ground floor level while also being suitable for residential uses that are compatible with a vibrant city centre location. Creative and digital uses are encouraged. Public realm at the north and south ends of the site will enhance the setting of Firstsite and the Minories to the north; and the Roman Wall to the south, creating attractive areas for ground floor food and drink uses to spill out.

### Key

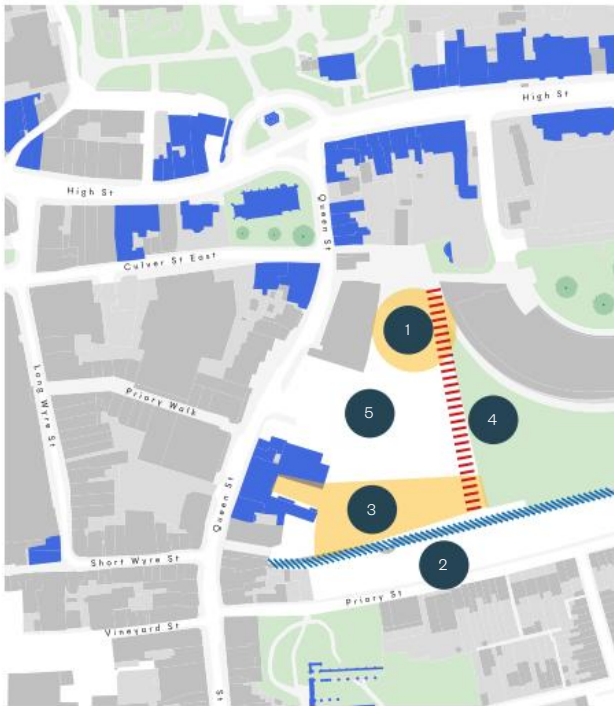
- Listed buildings
- |||| Active frontage and pedestrian links
- — — Roman Wall
- ↔ Pedestrian/cycle connection
- ↔ Vehicle access/servicing

## Movement network



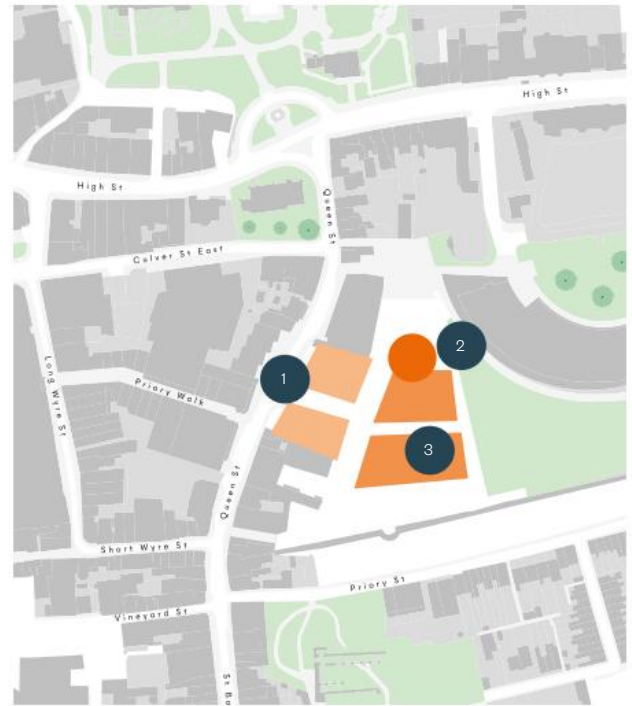
1. Improve pedestrian and cycle link from Firstsite to Culver Street East. Consider if no. 15 Queen Street might be redeveloped to improve visibility of Firstsite and more generous entrance to the public realm outside the gallery at this important gateway.
2. Ensure intuitive pedestrian/cycle movement from Priory Walk to entrance of Firstsite.
3. Pedestrian link being created at the former Bus Depot to be retained and continued, to retain potential new access to Berryfields.
4. New fully accessible pedestrian link through the Roman wall from Priory Street, to connect into St Botolph's Priory and Colchester Town Station.
5. Vehicle access to the rear of 1-13 and 37-49 Queen Street, required to be maintained, for accessible parking, deliveries and servicing only. To be strictly controlled for authorised users only and with improved boundary treatments and lighting.

## Public realm and heritage setting



1. Expand existing public realm to create larger multi-functional square, ensuring the balcony of the Curzon cinema retains its view of Firstsite.
2. Ensure proposals do not cause significant harm to the setting of the City Wall and retain public access along the full length of the wall adjacent to the site, with appropriate landscaping and heritage interpretation.
3. Integrate courtyard at the rear of 37 Queen Street into the new public realm while ensuring security and safety.
4. Create active frontage and pedestrian link points to Berryfields open green space, to ensure that increased public access and use remains possible in the future, and to ensure an attractive setting to the green space is maintained.
5. Public realm design to allow for necessary delivery, servicing and accessible parking requirements without being vehicle dominated.
6. Enhance the setting of listed buildings around the site.

## Height and massing



1. Frontage to Queen Street to broadly follow existing building heights set by Curzon, Priory Walk and the former Bus Depot development: approx. 12m from pavement level to parapet line. Set-back additional upper storeys may be accommodated with appropriate design and assessment of visual impact on the street.
2. Potential for taller building (up to 20m) as a visual landmark facing the public realm outside Firstsite, subject to exceptional design and vertical proportions in order to be seen as an elegant feature in the cityscape.
3. Development on the main part of the site to be a maximum of 15m to parapet line. Set-back upper storeys may be accommodated with appropriate design and assessment of visual impact in long-range views, including from Priory Street and St Botolph's Priory.

# Former Bus Station Site Site Strategy

## Use mix

- Active ground floor uses to Queen Street - full range of E class uses would be suitable
- Active ground floor uses to new north-south street - flexible and affordable E class uses with creative / cultural uses preferred such as:
  - Affordable workspace for start-up and grow-on businesses in the creative and digital sector
  - Space for cultural and creative end-users such as media / film (e.g. Signals Media); live music; independent galleries
- Cafe, restaurant and bar end-users - public realm adjacent to the City Wall, and outside Firstsite / Curzon, to be used for outdoor seating
- Residential upper floor uses suitable for a city centre location, in line with the adopted site allocation policy, and in proximity to night-time economy activity
- All residential uses to be car-free except for provision of on-site blue-badge parking at appropriate ratios - consider an allocation for residents use of annual parking permits to Priory Street car park
- Car club and micro-mobility hire provision on-site
- Secure covered cycle storage, including e-bike lockers and charging points, to be provided at above-minimum ratios



Example of attractive, varied street scene including a range of building scales and architectural

## Design and public realm

1. Multifunctional public square suitable for outdoor performances and events as well as informal day-to-day use including by young people
2. Public realm must be activated by active frontage uses adjacent to City Wall
3. Potential visual landmark / taller structure facing square
4. New frontages to Queen Street must contribute positively to the varied streetscape
5. Positive building frontage to green space
6. Servicing and delivery areas to be attractively landscaped to ensure a good setting to Berryfields Park

## Related wider area improvements

7. Improved public realm on Queen Street including crossings from Culver Street East, Priory Walk and Short Wyre Street
8. Roman Wall Park
9. Rapid Transit System route



Example of shaded south-facing terraces encouraging active use







# Britannia Yard








## Design Principles

Britannia Yard has the potential to make a real contribution to the city centre and substantially improve the setting and appreciation of one of Colchester's most important heritage sites.

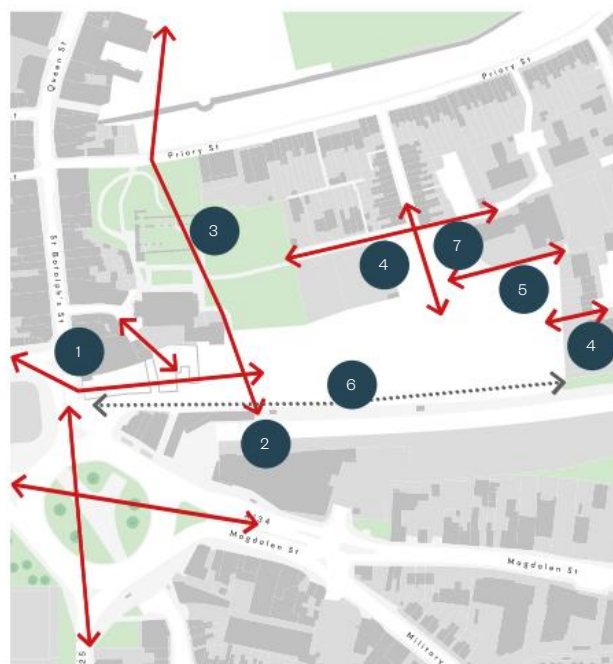
St Botolph's Priory is a spectacular and important site which deserves to be celebrated and widely visited by tourists and residents, but currently suffers from a poor quality setting.

The design strategy is guided by the site of the Scheduled Ancient Monument and uses this to create a high quality public space that can link Colchester Town Station up to Priory Street and beyond. New housing will 'complete' the neighbourhood between Priory Street and the railway line.

### Key

-  Pedestrian/cycle connection
-  Vehicle access/servicing
-  Listed buildings
-  Scheduled Ancient Monument (SAM)
-  Public realm
-  Roman wall
-  St Botolph's roundabout

## Movement network



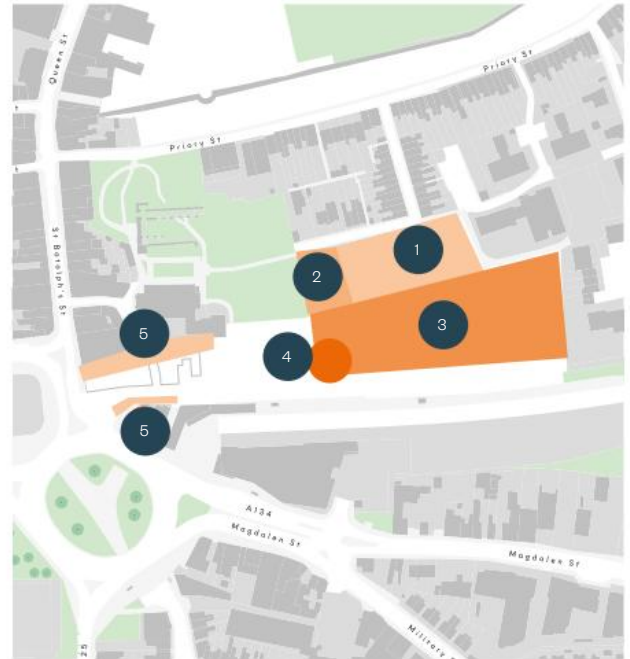
1. Ensure clear and intuitive pedestrian and cycle link from Osborne Street into the site including improved crossing over Queen Street.
2. New pedestrian and cycle entrance/exit into Colchester Station.
3. 'Quietway' for pedestrians through St Botolph's Priory up to Firstsite.
4. Create pedestrian and cycle links from St Julian Grove and Nicholson's Grove.
5. Integrated existing pedestrian paths around the north-east of the site.
6. Vehicle access and servicing for new development from Queen Street.
7. Retain resident parking provision for existing residents and add EV charging points.

## Public realm and heritage setting



1. No intrusive groundworks or building foundations in area of Scheduled Monument - use public realm to help interpret heritage site and improve understanding of its significance. Exact extent of the developable area will be defined by further archaeological evaluation and a Heritage Impact Assessment.
2. Consider how better visibility for the western frontage of St Botolph's Priory could be achieved through redevelopment of unlisted buildings on Queen Street.
3. Use public realm to create good visibility into site from Queen Street.
4. Use public realm to buffer new housing from noise of railway line.
5. Integrate with redesign of St Botolph's roundabout.

## Height and massing



1. Mews-style 2-3 storey development on the northern part of site.
2. Townhouse typologies of up to 4 storeys / 12m adjacent to Priory Park.
3. Mansion block typologies up to 5 storeys / 15m on south part of site - site levels drop down so overall impact of height on long range views is mitigated.
4. Articulation of corner could include slightly higher massing or feature, subject to design and view considerations with regard to the setting of the Priory and St Botolph's Church.
5. Create appropriate enclosure and screening of flank walls and service yards.

# Britannia Yard Site Strategy

## Use mix

- Active uses fronting new public square, including re-provision of Chinese Community Association premises
- Potential for E class ground floor uses if new development fronting public realm (or shared resident facilities e.g. co-working space, party / event space, shared laundry)
- Potential market function for new public realm, including provision of permanent / semi-permanent kiosks - consider use of railway arches for storage or E class uses
- Potential drop-off and taxi / delivery hub functionality to part of public realm, as part of transport mode interchange
- Residential to ground level except onto square and street, including:
  - Terraced family homes
  - Family apartments / maisonettes
  - 1 and 2 bed apartments
  - Independent retirement living
- All residential uses to be car-free except for provision of blue-badge parking at appropriate ratios
- Car club and micro-mobility hire provision on-site
- Secure covered cycle storage, including e-bike lockers and charging points, to be provided at above-minimum ratios



Reference for mansion block scale housing that could be appropriate for the south side of the site

## Design and public realm

1. Multifunctional public square, integrating heritage interpretation
2. Potential arcade / small-scale retail to 'wrap' existing buildings
3. Positive building frontage to St Botolph's Priory Park
4. Blue badge resident parking, servicing and delivery access
5. Private shared courtyard gardens to block interiors, private gardens to terraced housing
6. Low rise, high density mews housing
7. Contemporary higher-density housing
8. Potential long-term opening from Queen Street to Priory, to give greater visibility to the important frontage of the Priory
9. Improvements to St Botolph's Priory Park including additional play provision for all ages
10. Retained resident parking for existing residents with EV charging

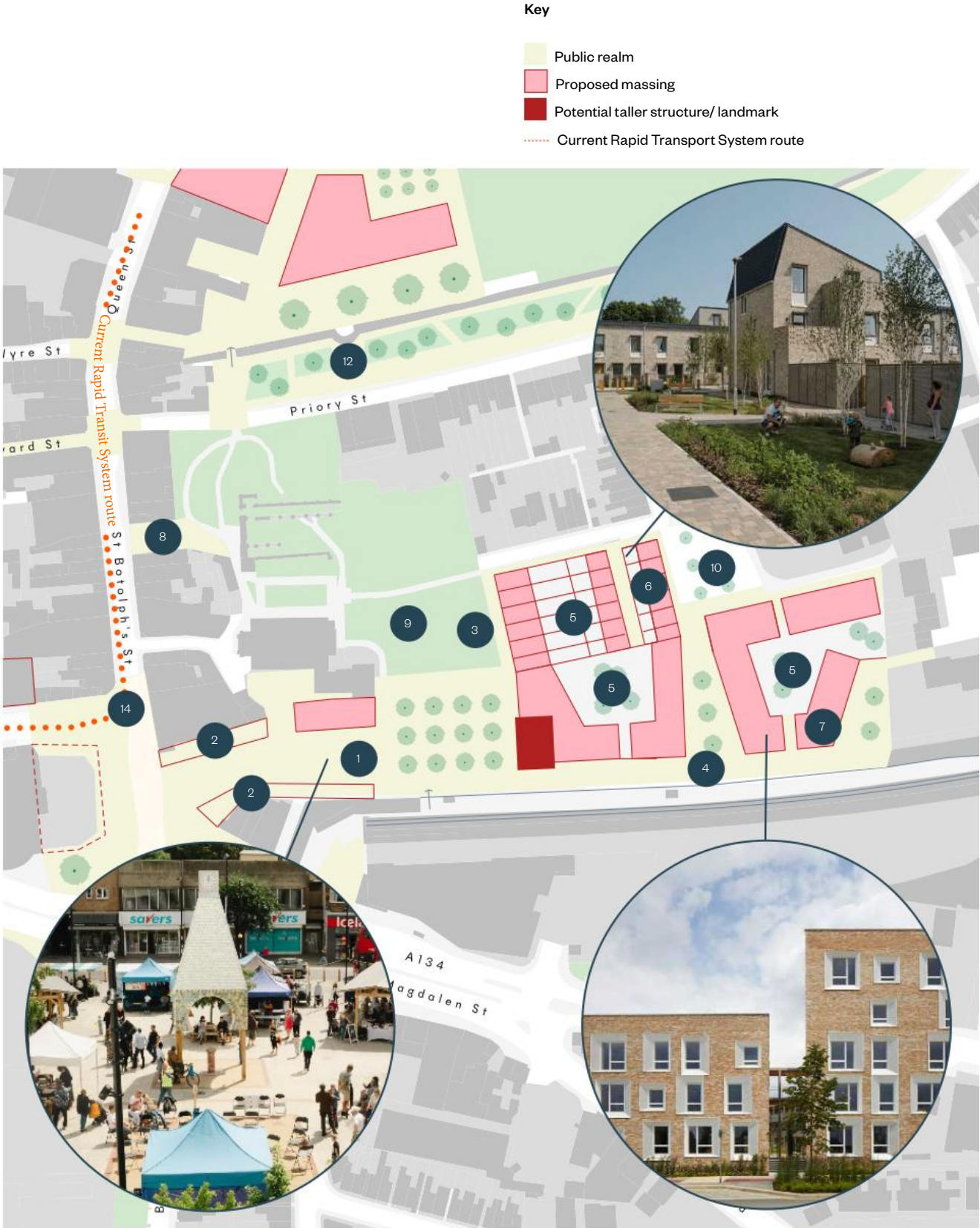
## Related wider area improvements

11. Reconfigured St Botolph's / Southway junction
12. Roman Wall Park
13. Osborne Street / bus station / NCP reconfiguration and improvement
14. Rapid Transit System route / interchange



Reference for apartment buildings organised around multi-functional landscaped routes and yards, as suggested for the south side of the site







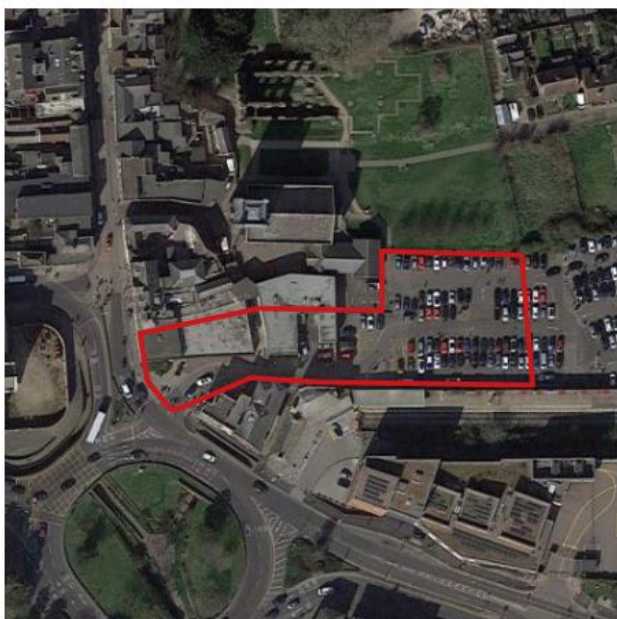
# Britannia Yard

## Public Realm

### Scale Comparators

The main part of the public realm proposed in the site strategy is broadly equivalent to Culver Square. This scale of space offers opportunities for a range of uses. The brief and design approach should be explored through the further development of the site masterplan.

**Britannia Yard - Public realm as shown on indicative masterplan**



**Culver Square, Colchester**



**Senate House lawn, Cambridge**

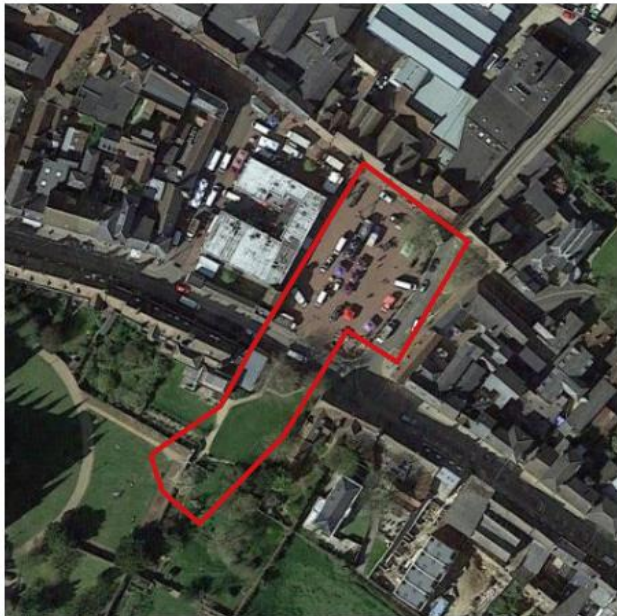




The Blue Market, Bermondsey



Ely Market Square



# Vineyard Gate

## Design Principles







Vineyard Gate sites adjacent to the Roman Wall and the remarkable range of buildings above it, which create a unique and memorable vista.

Currently the setting of the Roman Wall is poor and improving this must be a priority for this site, as well as integrating a good quality walking and cycling route from east to west as part of the Local Cycling and Walking Infrastructure Plan.

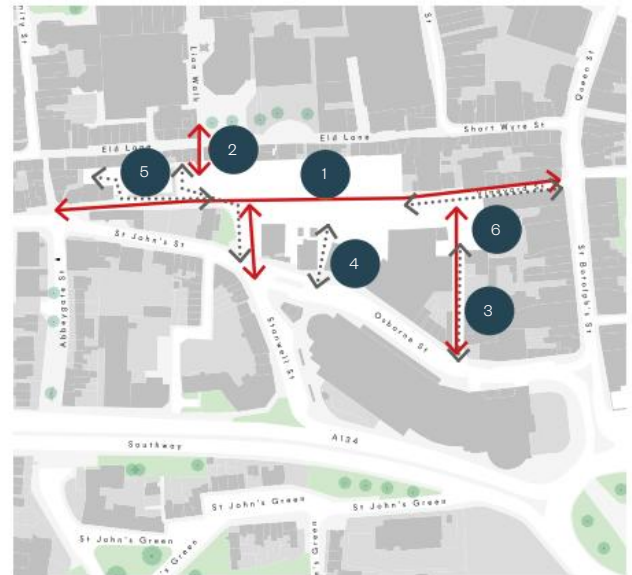
South of this route, the area traditionally had a tight knit grain of workshops around yards with living accommodation above, and much of this character survives albeit in a poor condition. Development should restore and enhance the best of this character through tight-knit and carefully designed infill development. This can mend the currently 'gappy' street frontage to Osborne Street, and create a new, unified frontage to the north facing the new public realm at the foot of the Roman Wall.

Uses should include commercial and residential suitable for an active city centre location.

### Key

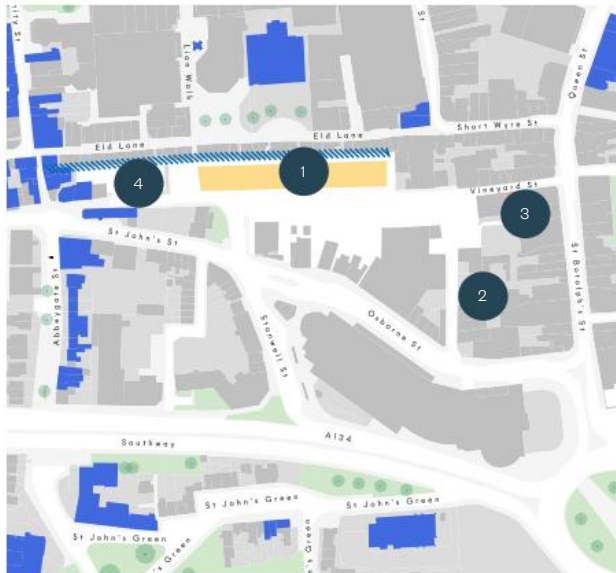
-  Pedestrian/cycle connection
-  Vehicle access/servicing
-  Listed buildings
-  Public realm
-  Roman wall
-  St Botolph's roundabout

## Movement network



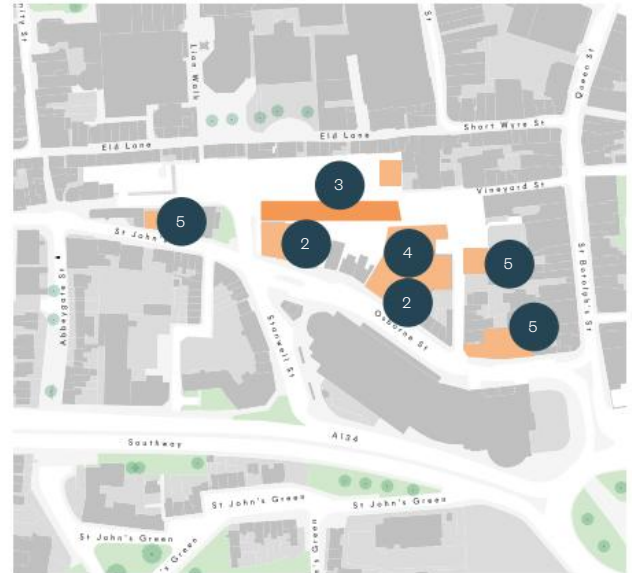
1. Key pedestrian and cycle link from Sheregate Steps to St Botolph's Street along Vineyard St.
2. Vertical connection to Lion Walk (replace/refurbish stairs/lift).
3. Create north-south pedestrian link connecting Osborne Street to Vineyard Street along Arthur Street (new steps/ramp required).
4. Retain servicing access for existing commercial occupiers (with appropriate access control).
5. Retain servicing access to Lion Walk undercroft (with appropriate access control).
6. Retain short-stay delivery driver waiting area off Vineyard Street.

## Public realm and heritage setting



1. Improve setting of the Roman Wall and create new high quality public realm alongside the wall. Consider selective demolition to expose the important bastion at the east end of the site.
2. Maintain working yard character along Arthur Street but encourage improvements to surface materials and boundary treatments.
3. Resurface Vineyard Street as accessible level surface lane (pedestrian and cycle priority).
4. Acquire further parking areas at the west end of the site to enable a comprehensive approach to provision of blue-badge and business parking/servicing, including electric vehicle rapid charge points (for commercial vehicles) and regular charging points (for employees).

## Height and massing



1. Level change from Osborne Street to Vineyard Street is approx. 1 storey.
2. Redevelopment and infill along Osborne Street and St Johns Street to a max of 9m to parapet/eaves line along street frontage. Additional set-back upper storey may be accommodated in places with appropriate, high quality design and assessment of context.
3. Development at the upper level to be a maximum of 12m to parapet/eaves line. Additional set-back upper storey may be accommodated subject to appropriate, high quality design and assessment of long-range views including setting of Roman Wall.
4. Retain and reuse existing buildings, including steel/concrete framed industrial structures, where possible, to reduce embodied carbon costs and retain a varied, characterful development pattern.
5. Consider land acquisition to enable further infill development along St John's Street and encourage redevelopment of low-quality premises along Osborne Street which are reaching end of life.



# Vineyard Gate Site Strategy

## Use mix

- Active E class uses at ground level fronting streets and public realm. Due to the development constraints and pattern, units will be small and suitable for independent businesses. Appropriate uses could include:
  - Small-scale independent retail
  - Cafe, restaurant and bar uses
  - Workspace, including workshop/studio space or office space
- Cafe/restaurant uses onto Roman Wall Park to be encouraged.
- Residential upper floor uses suitable for a city centre location in proximity to night-time economy uses and nearby transport interchange. Suitable for 1-2 bed apartments, not family housing.
- All residential uses to be car-free except for provision of on-site blue-badge parking at appropriate ratios. Consider an allocation for residents use of annual parking permits to NCP carpark.
- Car club and micro-mobility hire provision on-site.
- Secure covered cycle storage, including e-bike lockers and charging points, to be provided at above-minimum ratios.

Wider improvements outside the site boundary should be sought, including to repair and restore historic buildings atop the Roman Wall on the south side of Eld Lane to enhance the setting of the wall and townscape quality.



Example of quality public realm and active uses next to historic walls

## Design and public realm

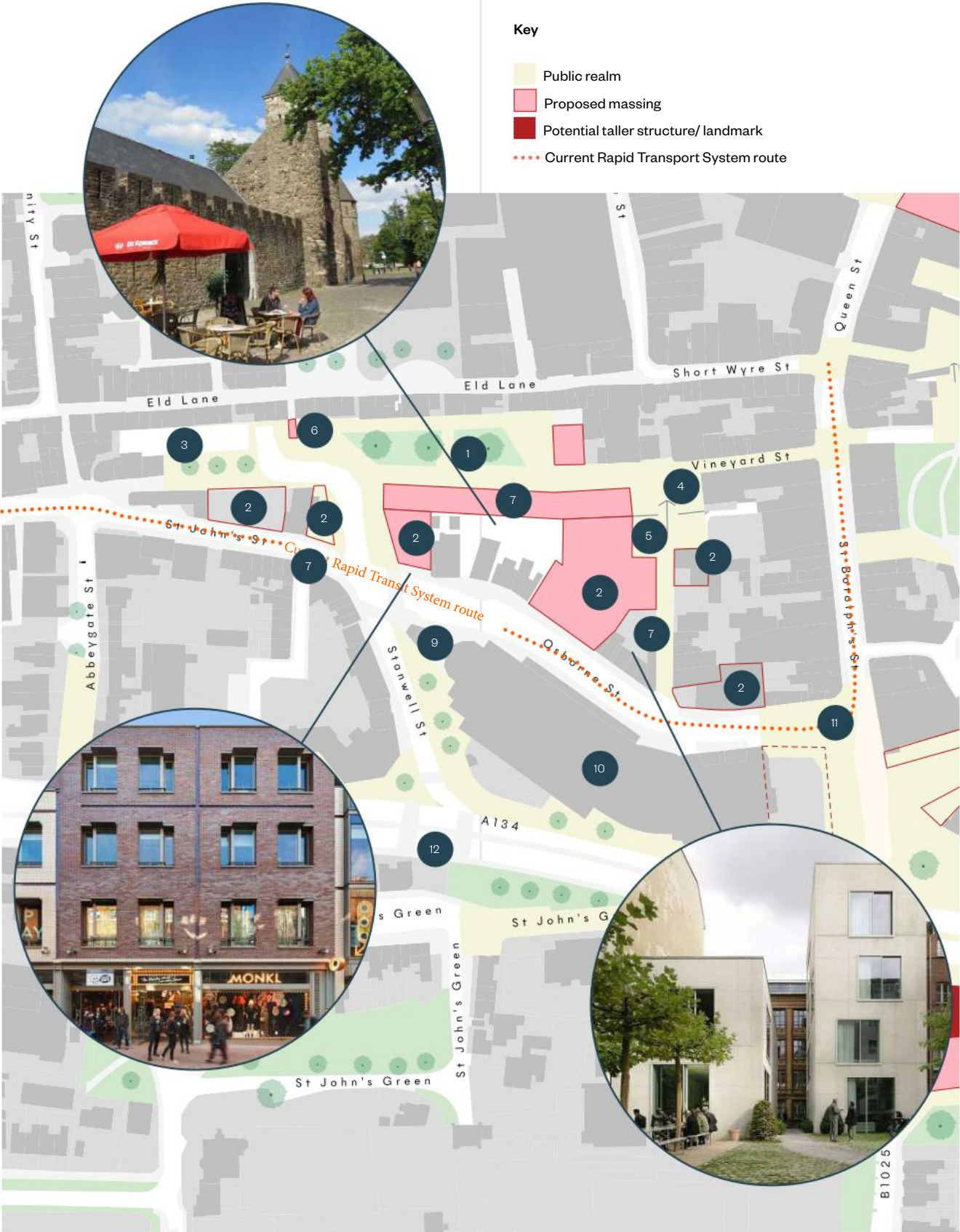
1. Roman Wall Park to be a high-quality public space including hard and soft landscaping, seating and features encouraging multi- generational use e.g. public chess, table-tennis, boules
2. Small-scale mews-style infill/new build to terminate currently untidy flank walls and side yards - may require further site acquisition
3. Blue-badge parking and delivery/servicing for existing businesses at the west end of the site including EV charging
4. Improved landscaping to Vineyard Street and adjacent parking area
5. New steps up from Arthur Street to Vineyard Street, including a ramp if space allows
6. Refurbished/reconfigured lift and stairs to Eld Lane - retain as much existing structure as possible to reduce embodied carbon impacts
7. Mixed-use, mid-rise development
8. Opportunity for servicing yards to be integrated with public realm

## Related wider area improvements

9. Osborne Street / bus station reconfiguration
- 10.Improvements to NCP carpark
11. Rapid Transit System route / interchange
- 12.Surface crossings to Southway



Example of mixed-use mid-rise development



# St Botolph's Junction

## Planning and Design Framework

St Botolph's Junction is an important gateway to the city centre which is currently dominated by traffic and has a poor environment for pedestrian and cycle movement. It does not allow space for modal interchange between transport modes and increases the severance between the New Town neighbourhood and the city centre. Reclaiming space from the junction can create better public realm and enclosure to the space as well as freeing up land for potential built development on the south side of the junction.

1. Reconfigure to create an enhanced layout that rationalises the use of space and balances the needs of all road users. Cycle tracks and pedestrian routes to be designed to reflect latest best practice and guidance to promote active travel and well-designed sustainable infrastructure as part of the wider junction reconfiguration.
2. Potential new mixed-use development parcel on land reclaimed from highways uses. Suitable for active ground floor E class uses with residential uses above ground. Potential to be a taller building as a visual landmark balancing the Magistrates Court opposite, to a maximum of 20m on the northern part of the parcel, stepping down to 12m to the south.
3. Generous public realm at north-east corner of junction providing improved gateway to rail station. Integrate micro-mobility hire and additional cycle parking.



Example of quality public realm and active uses next to historic walls

4. Integrate tree planting to new and improved public realm, with species chosen to reach large mature heights suited to the scale of the junction (e.g. London Plane).
5. Potential bus/rapid transit stop locations achieved through reducing carriageway widths to a consistent two-lane carriageway in both directions (i.e. removing turn/filter lanes).
6. Work with car park operator to reconfigure entrance for drivers to be directly from Southway.
7. Area to the east of the NCP carpark has potential to be used for bus layover or related facilities, but should present a strong built frontage to the public realm on all sides.

## Related wider area improvements

8. Osborne Street / bus station reconfiguration
9. Improvements to NCP carpark
10. Rapid Transit System route / interchange
11. Surface crossings to Southway
12. Vineyard Gate development site
13. Britannia Yard development site



Junction providing modal interchange and outdoor seating in a pleasant environment for all

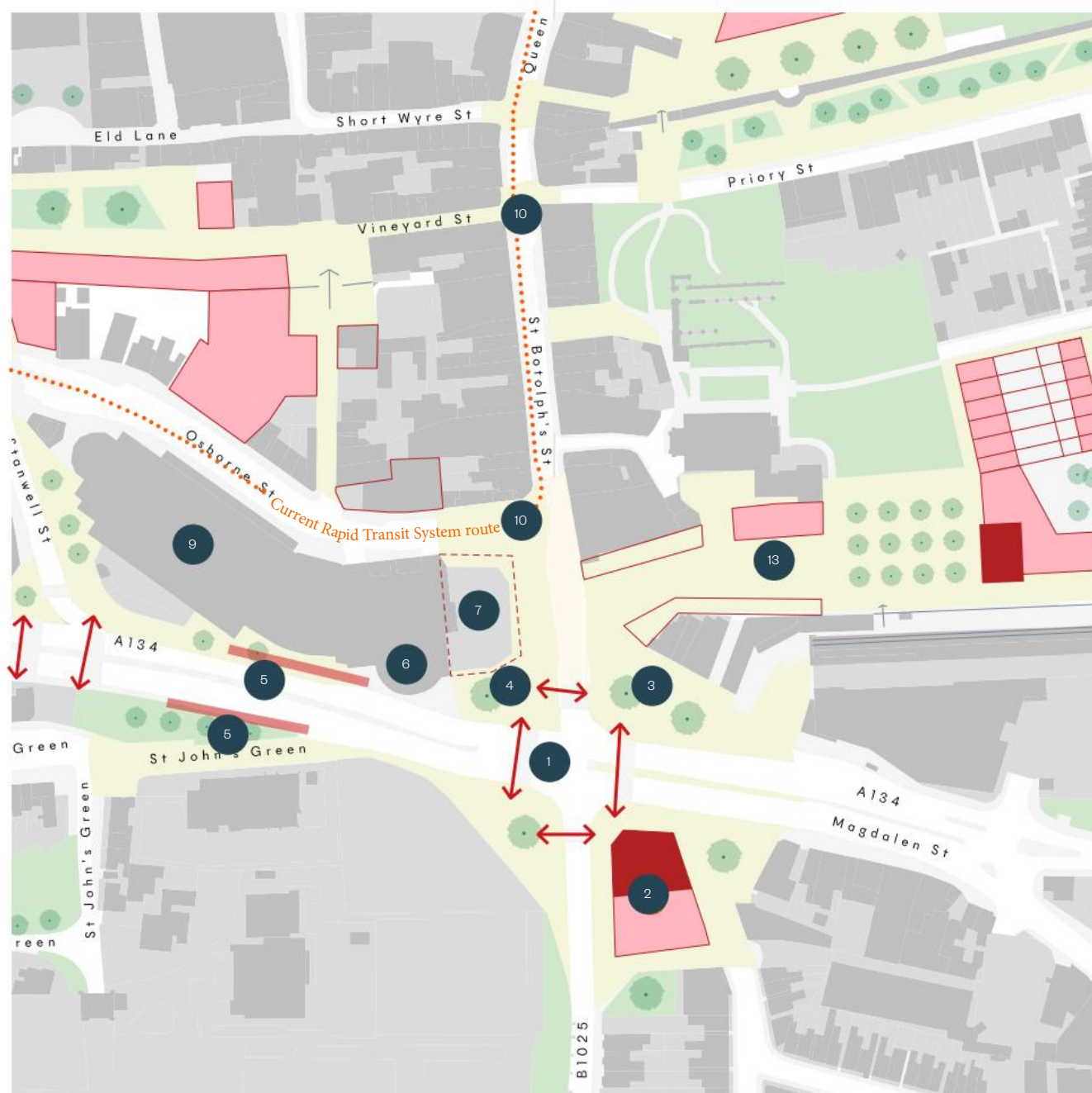


# Indicative New Layout for St Botolph's Junction

(detailed layout to be subject to detailed design and modelling work)

## Key

- Public realm
- Proposed massing
- Potential taller structure/ landmark
- Current Rapid Transport System route











# Delivery Plan

We have developed a separate masterplan delivery outline for Colchester City Council and Essex County Council with information on partnership, financing, and delivery options as well as the high-level actions/ process required to implement the initiatives contained in the masterplan.

As the two biggest landowners involved in the masterplan sites, an immediate action will be for Colchester City Council and Essex County Council to determine a suitable partnership arrangement between themselves. They will then need to establish the most effective working arrangements with other parties critical to delivering the masterplan (e.g.

business improvement district, community groups, developers).

The pace and process for delivering the masterplan will be affected by these partnerships and arrangements. Based on the current funding and financing arrangements available, we might expect an outline delivery timescale as summarised in the table below (more actions are included in the separate delivery outline). The councils will need to determine more detailed actions as the masterplan progresses, as funding, financing, and partnership circumstances and opportunities are likely to evolve over time.

	Site 1 <b>High Street</b>	Site 2 <b>Southway</b>	Site 3 <b>Former Bus Station Site</b>	Site 4 <b>Britannia Yard</b>	Site 5 <b>Vineyard Gate</b>	Site 6 <b>St Botolph's Roundabout</b>
<b>Immediate</b>	Determine CCC/ECC working arrangements and external stakeholder roles					
	Receive LUF allocation (CCC)					
	Community and stakeholder consultations (starting imminently but ongoing throughout)					
<b>Short term</b>		Determine interchange land requirements		Deploy LUF for archaeological works		Review roadworks consolidation options
		Review Stanwell building options	Create development briefs and confirm development approach; market test options			
<b>Medium term</b>		Deliver car park improvements				
	Deliver public realm improvements		Submit and process planning applications			
		Construct Southway pedestrian crossing				Construction
<b>Long term</b>			Deliver new development			

## Next Steps

It is planned that the Colchester City Centre Masterplan is adopted as a Supplementary Planning Document in 2023. This will include further public engagement on this draft, amendments in response to comments, cabinet approval and adoption.



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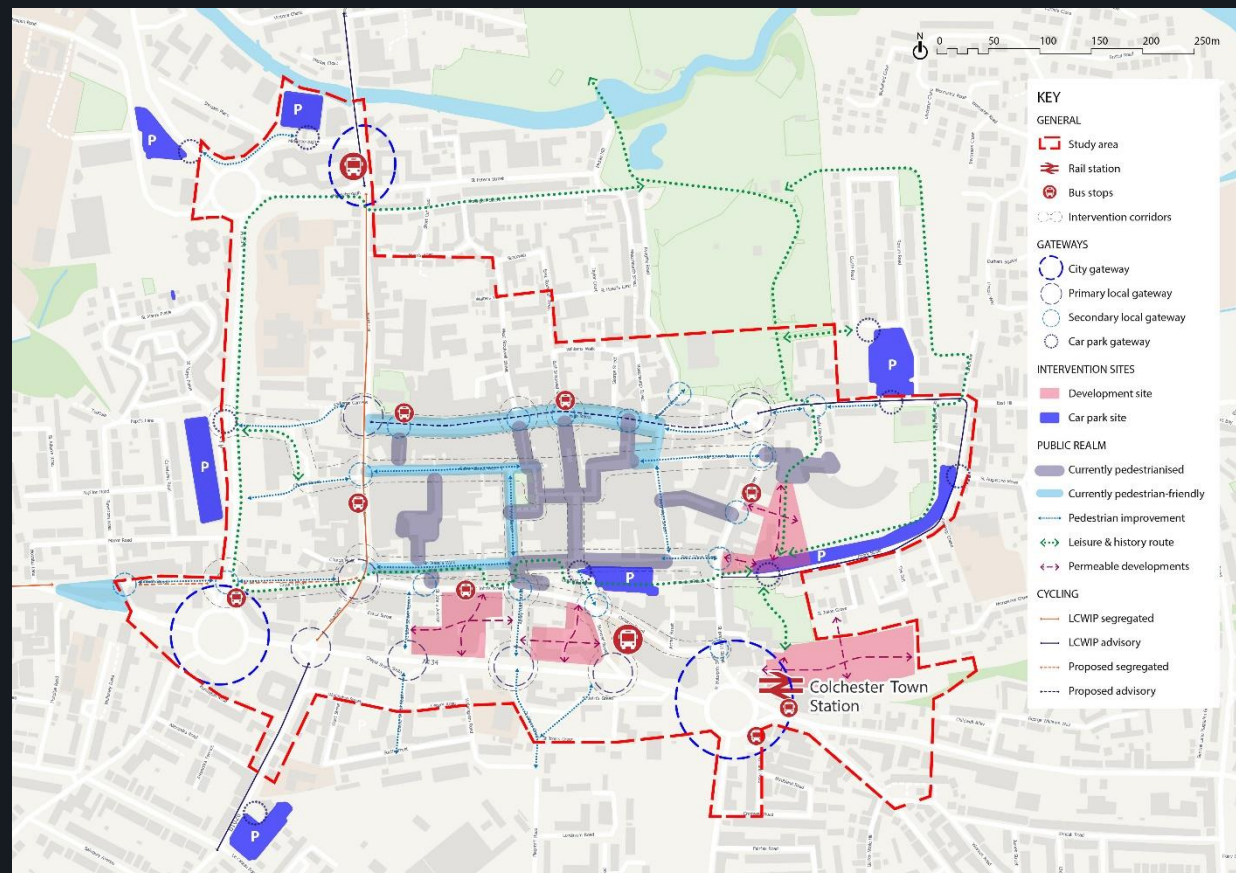
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# Colchester Masterplan Colchester City Centre Transport Plan (CCTP)



Client: Colchester Borough Council  
Date: February 2023  
Our ref: 24249201

steer

# Colchester City Centre Transport Plan (CCTP)

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Final Report  
February 2023

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**Appendix A:** Initial list of transport interventions

**Appendix B:** Strategic Transport Priority Mix

**Appendix C:** MCAF Summary of Results



# Executive Summary

Steer has prepared this City centre Transport Plan (CCTP) on behalf of Colchester Borough Council (CBC). This key document has been used to frame and inform the holistic masterplan for the city centre, which will be published in December 2022.

The overall aim of the CCTP is to recommend a range of transport interventions that can be packaged together to take forward as part of Colchester's city centre masterplan. This CCTP should be reviewed in conjunction with the wider Colchester Masterplan. The Plan has been developed through liaison between the Project Team (Steer, We Made That, HAT Projects, PRD, Authenticfutures), CBC, Essex County Council (ECC) and feedback received from key stakeholders. The three potential packages identified will be tested following submission of this CCTP using the ECC Strategic Transport Model. None of the authorities have accepted the packages at this time and they do not necessarily represent the views of the highway authority.

This document recognises the current dominance of car travel in Colchester and the overarching need to encourage the use of sustainable modes of transport through the provision of walking, cycling, bus and train facilities to enhance the city centre, reduce vehicular trips and to improve the quality of

life for local residents and visitors. This must be balanced against the servicing needs of businesses and essential highway users. The document recognises improved accessibility, connectivity and movement as key drivers for change for achieving social inclusivity. The document reflects local policy drivers, the Colchester Future Transport Strategy (CFTS) in particular. Future proofing the city whilst protecting and enhancing cultural and historical assets is crucial to Colchester's ambition for a safer, greener and healthier future.

The CCTP seeks improvements across all transport modes with quality infrastructure and wayfinding within the city centre to support interchanges. This CCTP acknowledges what is perhaps the greatest transport challenge to Colchester city centre; traffic growth and the continued dominance of the car as the main mode of travel. Road space is a valuable resource which has to be distributed with full consideration for the implications and effects on all user groups.

The CCTP acknowledges that the city centre and how it is used and accessed is constantly changing, particularly following the COVID-19 pandemic and its long-term impact on travel behaviour. This CCTP seeks to achieve a balance between the various transport needs and preferences of different users of the city centre, whilst enhancing economic vitality, vibrancy, placemaking and footfall in the urban core. It is recognised that transport facilitates access and connectivity, knitting together the facets of the masterplan.

These themes are more important now than ever, given that Colchester was awarded 'city status' in 2022, and there is acceptance that the centre's public realm and transport networks need enhancing to justify this recognition. The transport interventions could, alongside other interventions, elevate the city's status as a destination for retail, leisure and business, which will provide Colchester with a competitive edge against the surrounding out of city shopping areas, serving as a focal point for the community.

## Approach

We have prepared this CCTP through a six-stage approach, summarised below:

1. Reviewing existing transport conditions and the policy context in Colchester.
2. Validating the CCTP vision with ECC and CBC.
3. Drafting an initial list of transport interventions across different modes and disciplines.
4. Pausing for reflection, engaging with wider Masterplan team and key stakeholders to recap on the findings to date and next steps to complete the CCTP.
5. Shortlisting the initial list of transport interventions through a technical evaluation.
6. Drafting of this document and validation from key stakeholders in the project.

## Key recommendations

This CCTP shortlists a range of transport and urban realm interventions across the following disciplines; Urban Design; New Mobility and Digital Demand Responsive Transport (DDRT); Integrated/Highways Design; Active Travel; Wayfinding/signage; Bus and RTS; Parking; Freight and logistics; Rail.

The interventions across these different transport themes have been prioritised and ranked through a technical assessment using high-level strategic, economic and delivery criteria.

The interventions related to physical / tangible measures have been geographically assigned to the following key corridors and City Gateways across Colchester's city centre, which were identified through a strategic assessment from a connections and accessibility perspective. The alignment of these interventions to spatial areas allows for more robust strategic modelling for ECC. These are listed as follows:

### Key corridors

- Balcerne Hill-Culver St
- Crouch St-Short Wyre
- High St
- Red Lion Yard-Stanwell St
- Pelham's Lane – Abbey Gate St
- St John's St – Osborne St

### Key City Gateways

- St Botolph's Circus
- Maldon Road

### • Middleborough City Gateway

It was concluded that High St should be improved as a multi-functional, low-traffic public space which balances the needs of all users, rather than prohibiting vehicular traffic entirely.

This CCTP has further identified key zonal policies/ measures, and service implementation/ changes that cannot be linked to specific city centre geographical locations, but are equally as important for implementation to achieve the CCTP objectives. The ECC Strategic Transport Model has capabilities to test certain policies, for example sensitivity testing to explore different interventions for parking provision across the city centre (given traffic will be displaced to different routes across city centre).

Whilst all six corridors and three City Gateways are considered important to inform Colchester's masterplan from a transport perspective, we have identified the following as the most pressing to address as the first phase of masterplanning and the modelling exercise:

- **Key City Gateway:** St Botolph's Circus.
- **Key north-south corridor:** Red Lion Yard / Stanwell Street.
- **Key east-west corridor:** Balcerne Gate – Culver Street.

The following 'radical' measures are not currently within the policy framework of ECC, and are considered to be high level theoretical options for further discussion and testing:

- Implement car-lite access restrictions across the whole city centre;
- Implement a Zonal Traffic Circulation plan to the wider-area; and
- Implement a Zero Emission Zone to the whole city centre.

The CCTP further presents a higher level spatial assessment to consider the city centre study area from a connections and accessibility perspective, to enable different transport interventions to be coordinated geographically.

## Next steps

We recommend that the following studies are undertaken by CBC/ECC to support the development of Colchester's masterplan:

- A **Bus Service Improvement Plan** should integrate with a borough wide bus strategy, including exploration of transition to zero emission buses, rationalisation of bus stops and service reviews in light of the introduction of the RTS.

Without this overarching layer of analysis and more detailed approach, it is not possible at this stage to determine the scale of any centralised bus station or infrastructure

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requirements for a dispersed model for bus facilities around Colchester City Centre that would be taken forward as part of the masterplan. Such a study would further help identify whether future efforts should be focused on:

- significantly improving the existing Osborne St bus facility; and/or
- undertaking a comprehensive upgrade of the dispersed bus infrastructure; and/or
- providing an entirely new bus facility in a different location; and/or
- provide additional interchange space to work alongside upgrades to dispersed bus infrastructure, with the potential to create a flexible ‘interchange zone’ between Southway and Osborne Street.

It is important that all of the above four pathways are **not discounted** at this stage to allow a level of flexibility for future bus planning in Colchester.

- **St Botolph’s City Gateway Detailed Design.**
- Transport modelling using ECC’s Strategic Transport model, particularly to test the priority City Gateway (St Botolph’s Circus), the priority east-west corridor (Balkerne Gate – Culver Street) and the priority north-south corridor (Red Lion Yard / Stanwell Street).
- **Branding/identity strategy** for the city centre.
- Exploration of implementing **Mobility as a Service (MaaS)** in Colchester.
- **Southway** corridor study.

## Concluding comments

Specific transport interventions will require technical and policy validation including the usual development control impacts (in the context of changes to the built realm), as well as wider network management assessment in line with local and national transport policy.

# Introduction

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# Introduction

## What is this document?

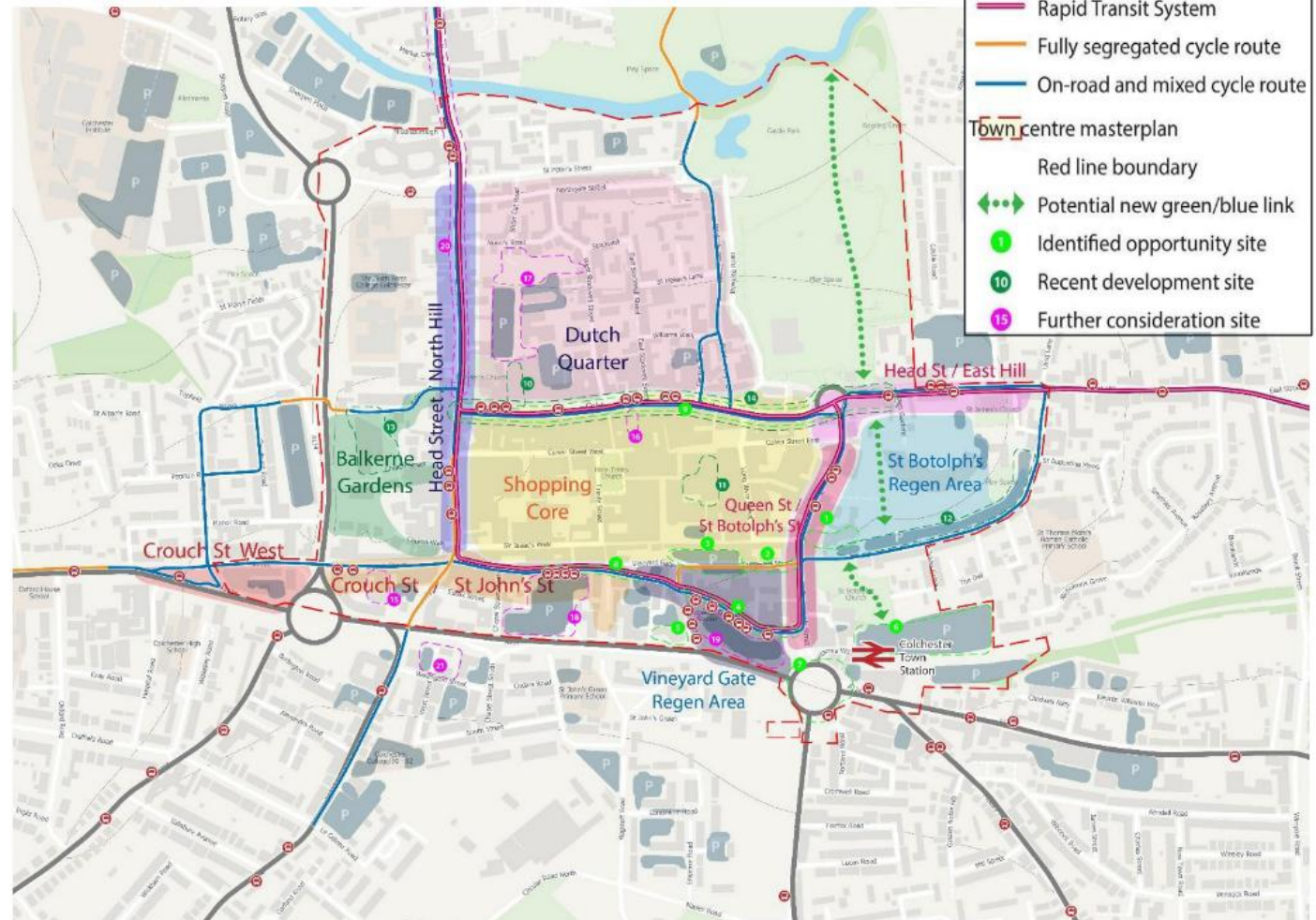
This CCTP forms part of the holistic masterplan study. The aim of the masterplan is to provide a strategic overview of the city centre and to identify key areas within Colchester city centre, defining opportunities for change, the defining characteristics, parameters and design principles for each to provide a framework for new development. The defined study area for this CCTP is shown in Figure 1.

The CCTP provides a long-term approach to achieving Colchester's transport vision within the city centre. This CCTP builds on the vision and objectives for the city centre, as set out in the Council's Local Plan and The Better Colchester Strategic Plan, as well as reflecting the work in the successful City Deal Programme, the Active Travel Fund, Transport for Colchester and the proposed Bus Rapid Transit System.

In short, this CCTP achieves the following:

- Sets out the transport interventions necessary to support the holistic CBC vision of the city centre for the immediate term, whilst securing longer term investment into different transport modes.
- Summarises the level of engagement undertaken to date with key stakeholders.
- Recommends possible transport interventions to help achieve the goals and objectives.

Figure 1: CCTP Study area



## Why is it needed?

The planet is at a pivotal time, racing against the clock to decarbonise society, and the Department for Transport's strategy to decarbonise the UK's entire transport system in the UK provides a plan of action for cities. Colchester declared climate emergency in 2019 and the Council have committed to achieving net zero emissions by 2030. Cities need to make movement by active and sustainable modes easy and accessible, to allow individuals to make the right travel choices that will reduce carbon footprints. Further, the CCTP is needed to support the Colchester masterplan which is underpinned by the following series of objectives:

- **Providing attractive and healthy environments:** Protect, enhance, and improve the quality of the natural, built and historic environment and reduce air pollution, to enhance residents', workers' and visitors' quality of life.
- **Improving sustainable transport modes:** Offer an attractive and effective choice in the provision of sustainable travel (bus, cycling, walking) to encourage increased use and reduce pressure on the road network.
- **Supporting economic growth and connectivity:** Provide high quality transport improvements to enhance network connectivity. Support housing and economic growth in Colchester by linking communities together and enabling access to key services, transport hubs, jobs and education.

- **Providing a safer transport environment:** Improve safety and the perception of safety within Colchester to promote a safe travelling environment for all road users.
- **Managing demand:** Manage traffic levels across Colchester's road network and limit levels of traffic in the city centre to reduce delays and improve journey time reliability, maximising the effective capacity through innovative solutions.
- **Managing highways assets:** Secure and maintain all transport assets such as roads and signage to an appropriate standard and ensure that the network is available for use with sufficient resilience to cope with incidents.

As of September 2022, Colchester became the 76<sup>th</sup> City in the UK and third in Essex, alongside Chelmsford and Southend. Colchester is recognised for its status as Britain's first recorded settlement and its first capital. This city status recognises the unique identity of the people who live and work in Colchester, the high-quality art and culture and heritage assets, that deserves greater visibility and recognition regionally and globally.

This will in turn attract additional investment to secure future growth and prosperity, and the masterplan will continue to build on this image. This change for Colchester highlights the need for a CCTP which successfully elevates the City's transport network, to provide a step change in connectivity and accessibility for all by promoting active and sustainable modes over car use.

## Study area

Colchester encompasses a large area and this transport component to Colchester's masterplan solely focuses on the city centre. The Colchester city centre masterplan is hereafter referred as 'Colchester masterplan' throughout this CCTP.

## Structure of document

### Introduction

An overview of the overarching goals and objectives of the CCTP and the alignment with the wider masterplan.

### Context

A review of the policy landscape that underpins the CCTP. The goals, objectives and transport interventions developed as part of this CCTP, are aligned with the policy context and direction.

### Methodology

A summary of the six-stage process undertaken to produce this CCTP.

### Colchester in Context

An insight to Colchester's transport network and environment today, planned growth for the future and a review of existing opportunities and constraints.

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### **Validating the Vision**

An overview of the themes and priorities of the CCTP, and the objectives in detail are explored through engaging with city centre users and understanding their profiles.

### **Developing the Transport Interventions**

A summary of how the interventions were developed in co-ordination with Steer's Expert Panel and feedback from CBC and EBC.

### **Interventions Assessment**

A summary of our strategic and localised approach for assessing the compatibility of initial transport interventions. Outlines the Strategic Assessment for identifying key corridors and City Gateways, and the Multi-Criteria Assessment Framework (MCAF) that has been used to assess and score short-list the longer list of transport interventions.

### **Masterplan Integration**

Outlines the recommended transport interventions assigned to the key corridors and City Gateways, in addition to city-wide zonal policies / measures.

### **Delivery Plan**

Identifies the constraints, risks, timescales and funding considerations in relation to key our recommended potential transport interventions. Further studies following the CCTP are also explained that are considered vital as part of successful masterplan implementation.

### **Conclusion**

Summary of the CCTP findings and key transport and access recommendations to take forward as part of Colchester's masterplan.

# Overarching Goals and Objectives

The three overarching goals of this CCTP are in line with the Better Colchester Strategic Plan (2020-2030). These were reviewed and agreed with CBC and ECC at the start of the project. These three goals encompass **responding to the climate emergency, supporting a safe, healthy, and active city centre** which cultivates **future economic prosperity for Colchester**.

## CCTP Key Objectives

To help achieve each of the three overarching goals (Figure 2) there are three key objectives which are explored further in the Validating the Vision chapter. All objectives align with the four synoptic themes underpinning the Vision of the Better Town Centre Plan for Colchester. These are highlighted in Figure 3 and are central to creating an attractive and vibrant city centre for locals, businesses and visitors.

Figure 3: City centre Vision, Better Town Centre Plan (2020)



The vision is geared around increasing appeal of the centre as a place to live, work and visit. The various spaces where people spend time will be made accessible by active and sustainable modes and unlock the potential and opportunity for Colchester to remain a competitive location regionally and nationally.

Figure 2: Goals and Objectives of the CCTP

Take effective action against Colchester's Climate Emergency	Provide a safe, healthy, active and accessible city centre	Support the city centre economy to everyone's benefit
Support modal shift towards low carbon and sustainable travel	Deliver safer, more attractive and healthier streets and spaces	Deliver transport interventions that are considered appropriate through engagement with Colchester's key stakeholders
Provide options that will help to mitigate the negative impacts from private car use	Improve quality of life through 'Accessible and Liveable Neighbourhoods' design	Grow footfall through accessible and readily available transport for everyone
Encourage environment-friendly deliveries and servicing	Connect green spaces, leisure, sport and community hubs through active travel	Meet the changing operational needs of a 21 <sup>st</sup> century city centre



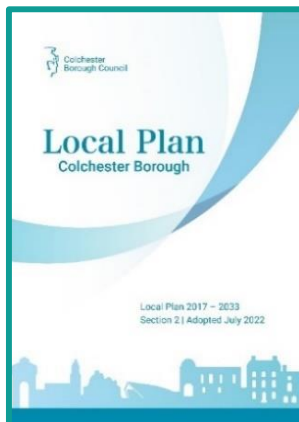
## Policy Context

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# Policy Landscape

## Local Policy Drivers

The spatial hierarchy of urban growth highlighted in the Colchester's Local Plan, through to the 'Better City Centre' sets the scene for Colchester's local policy landscape. Clear goals include responding to the climate emergency, prioritisation of health and social inclusivity. The local cycling and walking infrastructure proposals are a response to ECC's "Safer Greener Healthier" Campaigns. The positive parking agenda exists to change perceptions about the parking sector and improve experience, which coupled with the public realm strategy sets an ambitious approach to the climate emergency. This is echoed in the Core Strategy which will help to deliver a better connected, more accessible and breathable city centre for Colchester, highlighting key aims around the promotion of transport accessibility and responsive services that cater for demand and encourage active travel. The Colchester Future Transport Strategy (CFTS) is centred around what is needed to achieve the vision of prioritising active and safe sustainable travel to bring about health, environmental and economic benefits.



## Regional Drivers

Transforming Essex through a Safer Greener Healthier mandate will make it easier and safer for residents to walk or cycle, improving their well-being whilst reducing the negative externalities of congestion and pollution. ECC are investing in various projects to enable this. ECC have a County-wide Transport Model that is designed to take account of future strategy and local growth in population and employment, and accurately forecast likely travel behaviour in the future.

The Essex Cycling Strategy is committed to establishing a coherent, comprehensive and advantageous cycle network and the Cycling Action Plan identifies connections to key destinations, as well as supporting a network of recreational routes, catering for all users and abilities.



## National Drivers

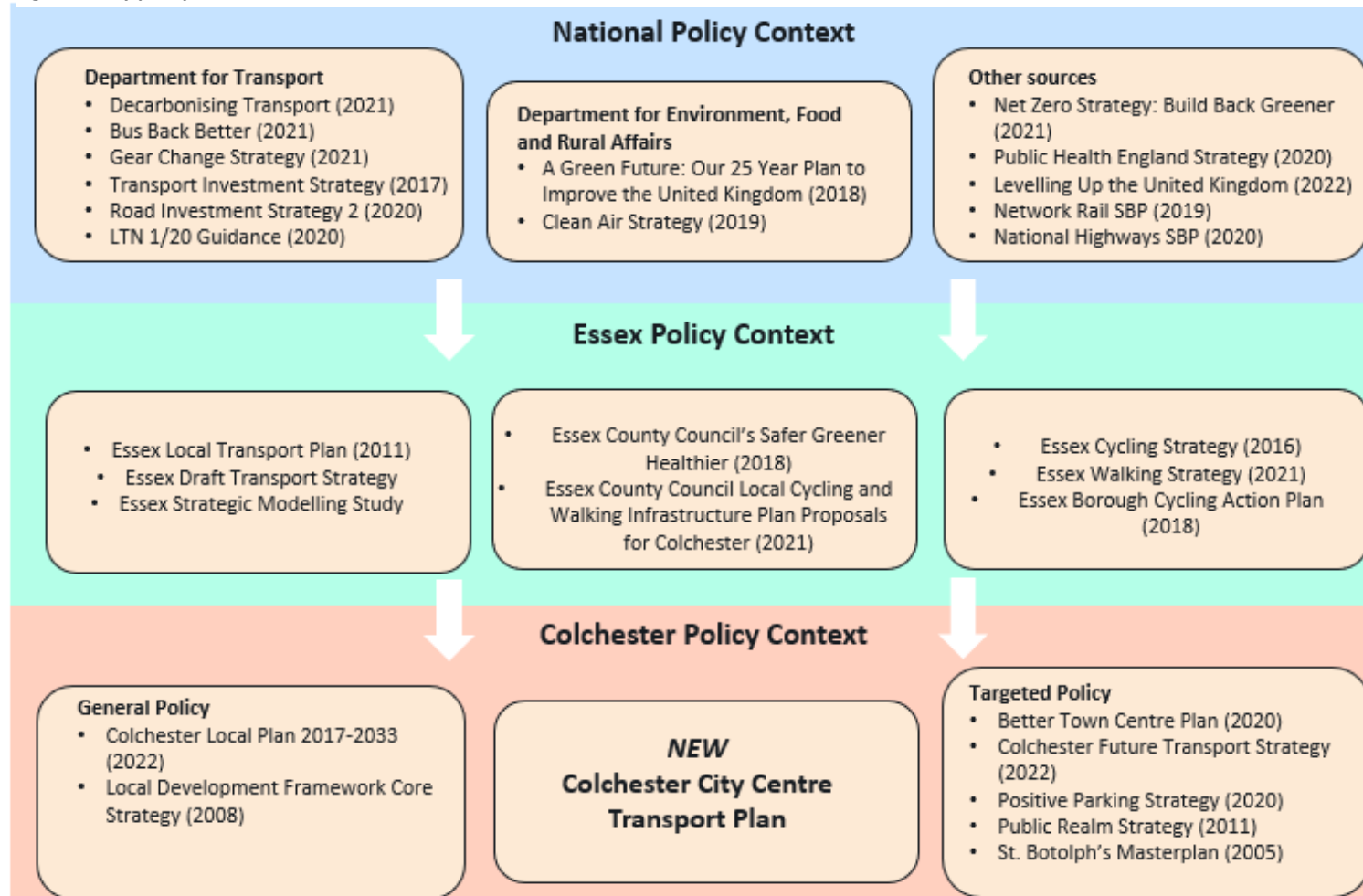
Investing in the UK's transport system to create a better connected, reliable network, enhance economic productivity and local growth is essential to enhancing the nation's competitiveness. Decarbonising transport sets out a path to achieving a net zero transportation system in the UK. The National Bus Strategy outlines priorities for how this mode of transport can be used as a tool for Covid-19 recovery, implementing the levelling up agenda. Gear Change outlines this with a focus on walking and cycling, empowering local authorities to invest in active travel schemes to replace short car trips. The policy recognises that there is no one-size-fits-all approach for local authorities to achieve their gear change in travel behaviour.



An overview of the key policy documents at the time of writing the CCTP is provided in Figure 4, which have been considered throughout the process of producing this CCTP.

It should be noted that this policy context is not an exhaustive list, just key documents that have helped to inform the transport component of the Colchester masterplan.

Figure 4: Key policy context for the Colchester CCTP



## Methodology



# How has the CCTP been created?

## Overview

The production of this CCTP is the end product of six key stages, in a process to formulate a strategy, these are summarised below. This approach has allowed for the creation of a holistic CCTP, involving extensive stakeholder engagement which has meant the Plan has been co-designed with key stakeholders. The existing constraints and opportunities for Colchester city centre have been understood to inform the Vision which has steered the development of Transport Interventions.

Throughout the production of this Plan key stakeholders have been engaged via numerous workshops and their feedback has informed the development of the interventions and overall CCTP. At an early stage, four steering groups/ key stakeholder groups were established:

- CBC
- ECC
- Team Colchester
- Our Colchester Business Improvement District (BID)

Other stakeholders were engaged with at later stages of the CCTP process when feedback was sought on specific parts of the masterplan transport component. These sessions are described in greater detail throughout the following sections.

Each of the six stages are discussed in detail on the following pages.

Figure 5: Key stages of the CCTP



# Process

## Stage 1: Existing Conditions

This review has captured the spatial hierarchy of urban growth highlighted in the Local Plan, through to 'Better Town Centre' guidance and the prospects for an active, greener and healthier future of transport in Colchester. This is critical to understanding opportunities, constraints and committed transport improvements within the defined study area and their wider network impacts.

Site visits were undertaken in early summer 2022 which entailed a review of the transport operations including degree of accessibility and their connectivity. To complement this, a review of the existing and committed transport investment and infrastructure was completed.

Demographic insights within the study area has revealed the users, their travel habits, needs and future priorities. The Plan makes good use of publicly available data sources, including data from the Colchester city centre travel Survey data (2022) and feedback from recent public consultation events. This baseline picture has helped to inform existing transport challenges and opportunities.

## Stage 2: Validating the Vision

The Local Plan, the CFTS and the various other policy documents highlight themes of sustainable growth, investment in greener transport and the retention of a high-quality city centre environment with vitality as critical.

Steer has worked with key stakeholders to align the transport vision and the Colchester masterplan to create a holistic, credible and deliverable spatial plan.

The transport vision for Colchester has been created, and is the heart of the CFTS:

*"To transform Colchester into a place which prioritises active and safe sustainable travel to bring about health, environmental and economic benefits"*

Cognisant of this vision, Steer developed a set of transport goals and objectives to set the foundations for this CCTP and subsequently Colchester's masterplan.

## Stage 3: Steer Expert Panel Workshop

At this stage, Steer called upon a wide range of our internal experts, or thematic specialists, to discuss barriers and opportunities across the multi-disciplinary areas of active travel, public transportation, behaviour change, future mobility, parking strategy, urban design, wayfinding, servicing and deliveries. This workshop utilised our experts' knowledge to generate ideas for interventions and their relative merits to inform a definitive movement hierarchy, reaffirm the CCTP's transport objectives and option testing. Additional infrastructure opportunities have been considered and core requirements to deliver success for each mode and mode share objectives.

## Stage 4: Pause for Reflection and Engagement

This milestone provided an opportunity to reflect on key learnings to date, the path of progression going forward and the suitability of this against the overall vision and masterplan delivery. We reflected on the deliverability of the masterplan vision over the next 5, 10, 20 years against the context of wider transport changes and future mobility.

Steer reviewed progress with the emerging urban design strategy for the masterplan developed by We Made That and other project partners to ensure an aligned approach. The outputs of the Steer Expert Panel workshop (Stage 3) were shared amongst a wider set of stakeholders with the opportunity for any final inputs, including CBC, ECC, Team Colchester, Our Colchester BID, bus operators, cycling campaign groups. The focal point of engagement was with the Transport Working Group, which comprised ECC and CBC officers representing transport, access, regeneration and planning disciplines from the local authorities.

We also undertook a higher level spatial assessment to consider the city centre study area from a connections and accessibility perspective, to enable different transport interventions to be coordinated geographically.

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## Stage 5: Developing and Shortlisting the Transport Interventions

Following the workshop at Stage 3, Steer's Expert Panel developed a long list of potential transport interventions. Some related to specific themes whilst others were cross-cutting between different transport modes and urban realm disciplines. We considered infrastructure; behaviour change and policy actions that could be adopted. We focused on actions relating to the city centre zone prioritised in the CFTS, as this represents a key opportunity to bring forward the vision.

To assess each of the various interventions in a holistic manner, a Multi-Criteria Assessment Framework (MCAF) was developed that accounts for the pros and cons of each scheme or intervention, effectively 'sifting' through the range of interventions. This included carefully selected criteria that are linked to the goals and objectives of the CCTP and the vision of the CFTS.

The flexibility of the high-level strategic assessment tool – the MCAF – provides a way to rank transport interventions using a consistent scoring system, to eventually develop packages of interventions along key corridors and at City Gateways.

The output of this MCAF tool comprised a preferred short-list of interventions in the form of three distinct packages of interventions, which include varying degrees of modal shift and reprioritisation of road space. One package focused on a key City Gateway to Colchester's city centre; another on a

key north-south corridor; and the final on a key east-west corridor.

The three selected packages of transport interventions will be tested following submission of this CCTP using the ECC Strategic Model. This exercise will test feasibility on the ground and provide a robust assessment of the impacts on Colchester's local transport network and its users.

## Stage 6: CCTP

This CCTP reimagines the city centre with compatible spatial and CCTP whilst putting Colchester's people at the heart of the city centre vision is integral to its future success.

The CCTP aligns with the overall masterplan development, and the key aim of the masterplan is to provide a strategic overview of the city centre and to identify key areas within the city, defining opportunities for change, the defining characteristics, parameters and design principles for each to provide a framework for new development.

It is anticipated that this CCTP will be shared with the Transport Working Group, ECC and CBC for review and comment to ensure the preferred package of interventions satisfies the needs and priorities of stakeholders. It should be highlighted that this CCTP is a 'live' document and may require future updates as and when required to reflect future engagement and the changing environment of the city centre.

## Colchester in Context

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# Colchester Today

## Colchester in Context

### Colchester today

Colchester has importance given its location as a gateway into East Anglia and proximity to London, the coast and Europe has contributed to its sense of place and economy. However, Colchester's assets do not combine to deliver the value to the city centre that they arguably should.

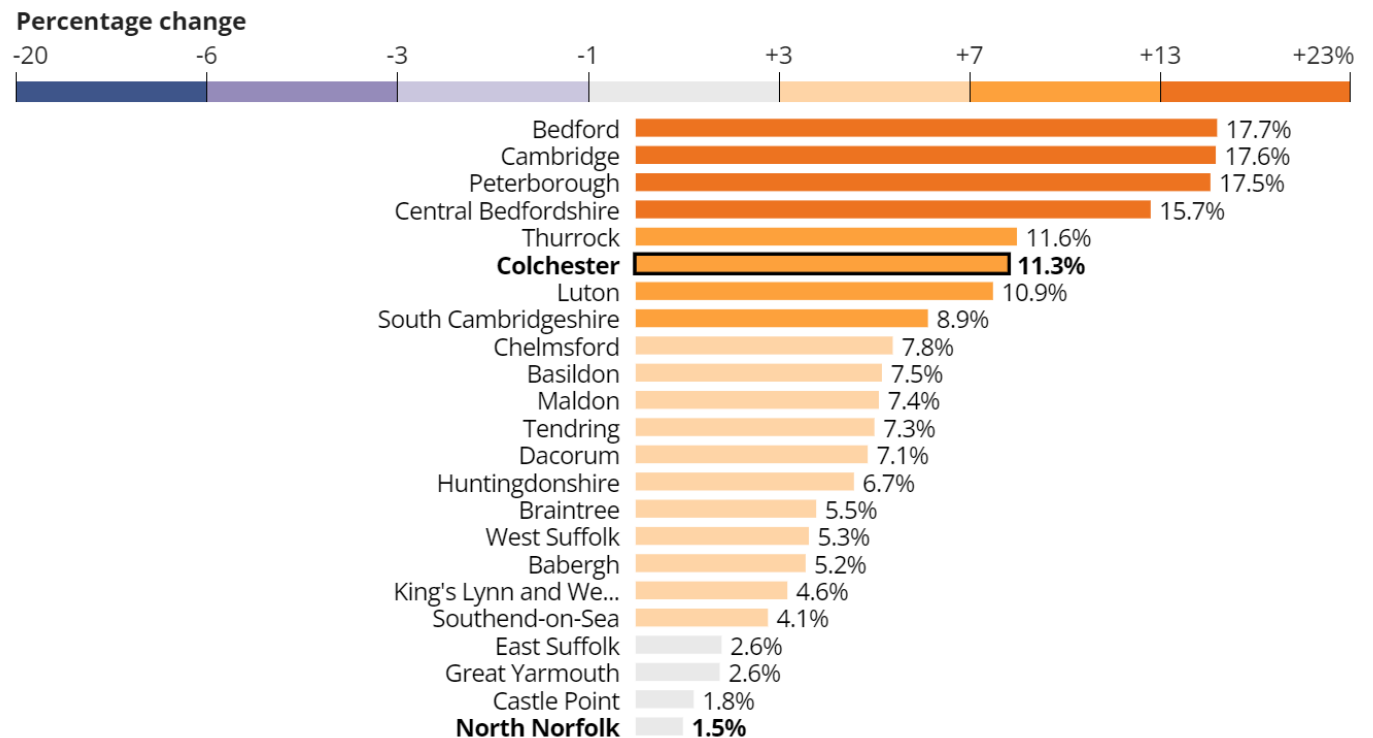
Colchester city centre is rich in heritage, visitor attractions and has a strong retail and leisure offer. The greatest challenge at present is the fast-changing nature of the way people work, shop and spend their leisure time, spurred by the growth of e-commerce and emergence of new post-pandemic norms. This creates an opportunity for Colchester to adapt to retain an appeal and vibrancy as a city centre promoting a distinctive sense of place to attract footfall.

### Demographics and future growth

#### Population

As shown by Figure 6 in Colchester, the population size has increased by 11.3%, from around 173,100 in 2011 to 192,700 in 2021. Colchester local authority has experienced the sixth largest increase in population for the East of England between 2011 and 2021. Looking forward, the ONS statistics population projects predict that by 2034 the total population will increase by a further 32,302 people to a total of 222,4000.

Figure 6: Population change of local authority areas in the East of England between 2011 and 2021 (ONS Census, 2021)



Over the next 15 years the age split of the population will change slightly with a small increase in proportion of Older People (rising to 18%). The percentage of residents aged 18 to 64 will reduced slightly (63.5%).

Planning and managing future population growth requires a response to ensure that sufficient homes and employment and supporting social and other infrastructure are provided in a sustainable way.

As shown in Figure 7 the age profile of Colchester is anticipated to change across the 10-year period (2024-2034). These trends indicate an ageing population with an increasing dependency ratio. This shift will have implications in terms of mobility, as those in the older age groups tend to need more accessible transport infrastructure.

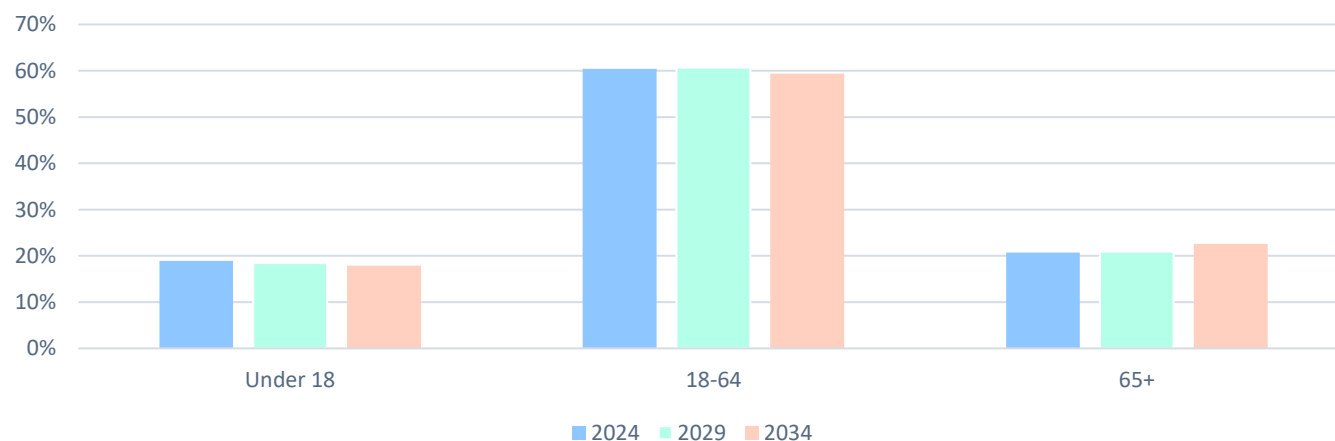
## Employment

Colchester has maintained good levels of employment growth over the past two decades, characterised by growth in office jobs and declining industrial employment. Though new jobs have predominantly been created elsewhere to the immediate city centre, this district retains a wealth of employment opportunities – including financial / professional services, education, health, hospitality, leisure, retail, ICT, media and creative sectors – catering to a diverse pool of individuals (source: Business Register & Employment Survey, 2020).

The Vision for Colchester in 2033, as highlighted in the Local Plan is to continue to provide a focus for new housing and employment within the city centre, supported by quality transport accessibility and links to green spaces within both the urban areas and the adjacent rural areas. To support sustainable growth it is imperative that Colchester is promoted as an accessible location for new employment development, providing job opportunities for all.

ONS annual population survey for July 2019- June 2020 indicates that 73.3% of Colchester are economically active, which is of the highest rates of economic activity in the country.

Figure 7: Age profile of Colchester Borough- 2024, 2029, 2034 (ONS Census, 2011)

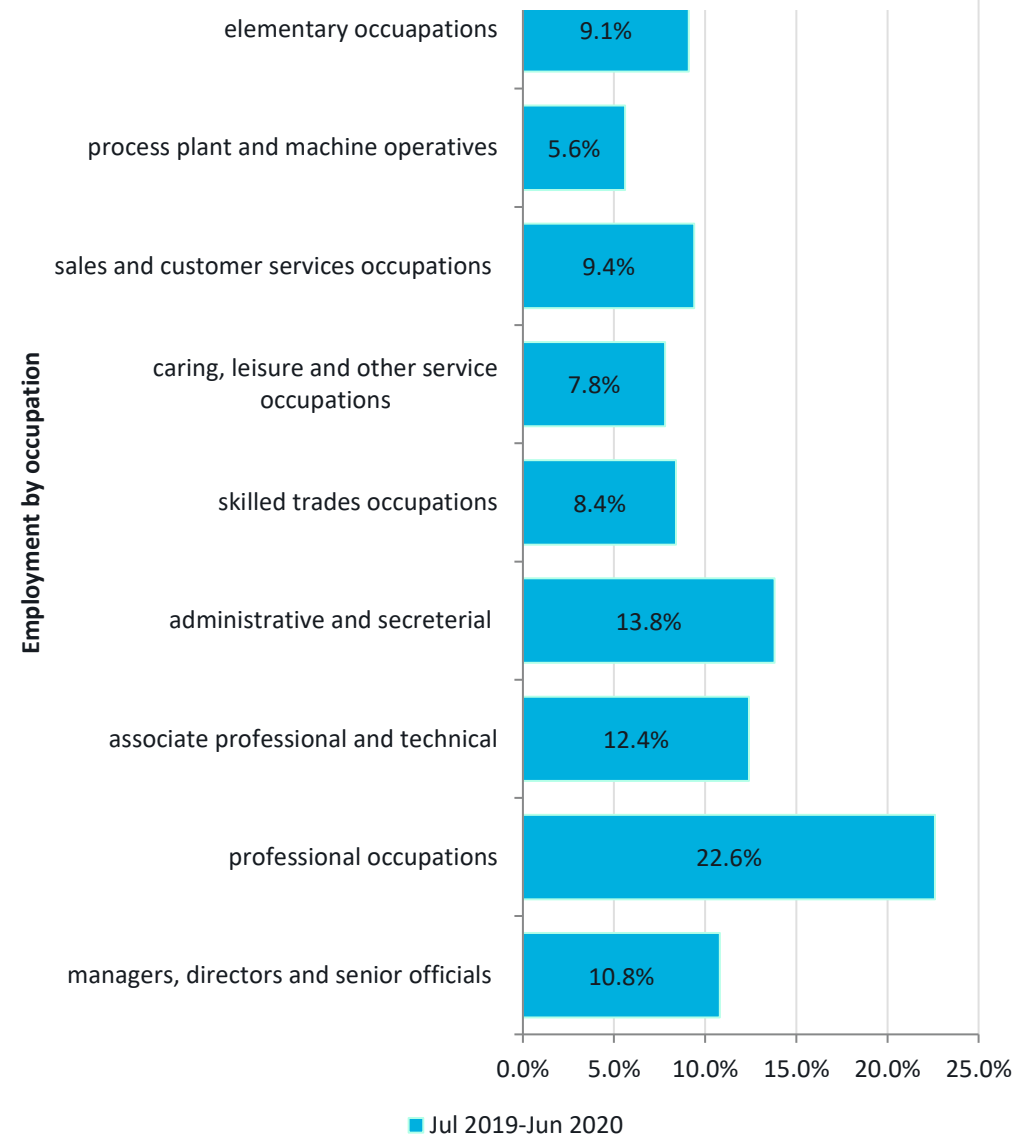


As shown in Figure 8, Colchester residents are most likely to work in Professional Occupations, Caring, Leisure or other Services roles, or Associated Professional and Technical Operations.

The following three sites are allocated as Strategic Employment Zones in accordance with Core Strategy Policies CE1 and CE3:

- Stanway- Variation sites including Tollgate, Stane Park, Westside Centre and land off London Road. Wide range of employment opportunities expected to be delivered including Business Incubation Units.
- University Research Park (The Knowledge City Gateway) – development expected to support development of the University of Essex as a key centre for Research and Development.
- North Colchester – Comprises Severalls Business Park and Cuckoo Farm.

**Figure 8: Employment occupation profile for Colchester (ONS Census, 2011)**



## Heritage assets

Colchester is the oldest City in the British Isles and has a rich archaeological and historical heritage background.

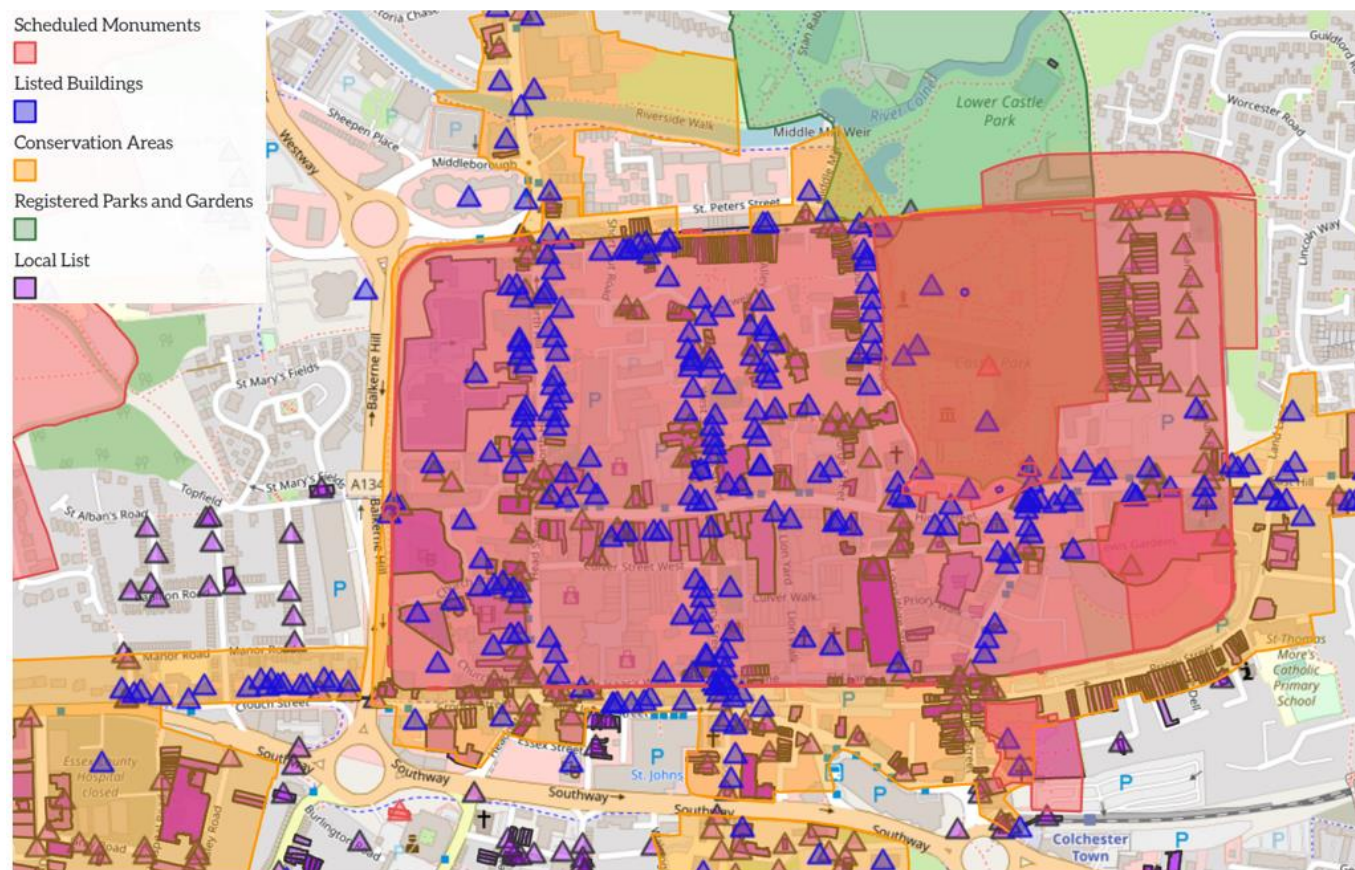
The study area comprises a great variety of historic buildings and sites that include the remains of the Roman City Wall, Colchester Castle, St Botolph's Priory and St John's Abbey Gatehouse, medieval churches and inns, the historic Dutch Quarter, Georgian City houses and Victorian and Edwardian commercial and civic buildings, including the City Hall and the Jumbo Water Tower.

Colchester's heritage assets are protected by the relevant statutory designations. CBC also maintains a Local List of non-designated heritage assets that make a significant contribution to the heritage of Colchester. CBC maintains and manages the Colchester Historic Environment Record (HER) which is the database of all known archaeological sites and historic buildings in the Borough.

Figure 9 illustrates the rich heritage value of Colchester city centre, in particular the study area. These sites capture the Colchester Borough Local List.

One of the priority areas of Colchester's Levelling Up Fund Bid is Vineyard Street Public Realm showcasing and protecting the rich heritage context of this part of the city centre, with a public square in front of the historic wall.

Figure 9: Heritage assets in Colchester City centre (Colchester Heritage Explorer, 2022)





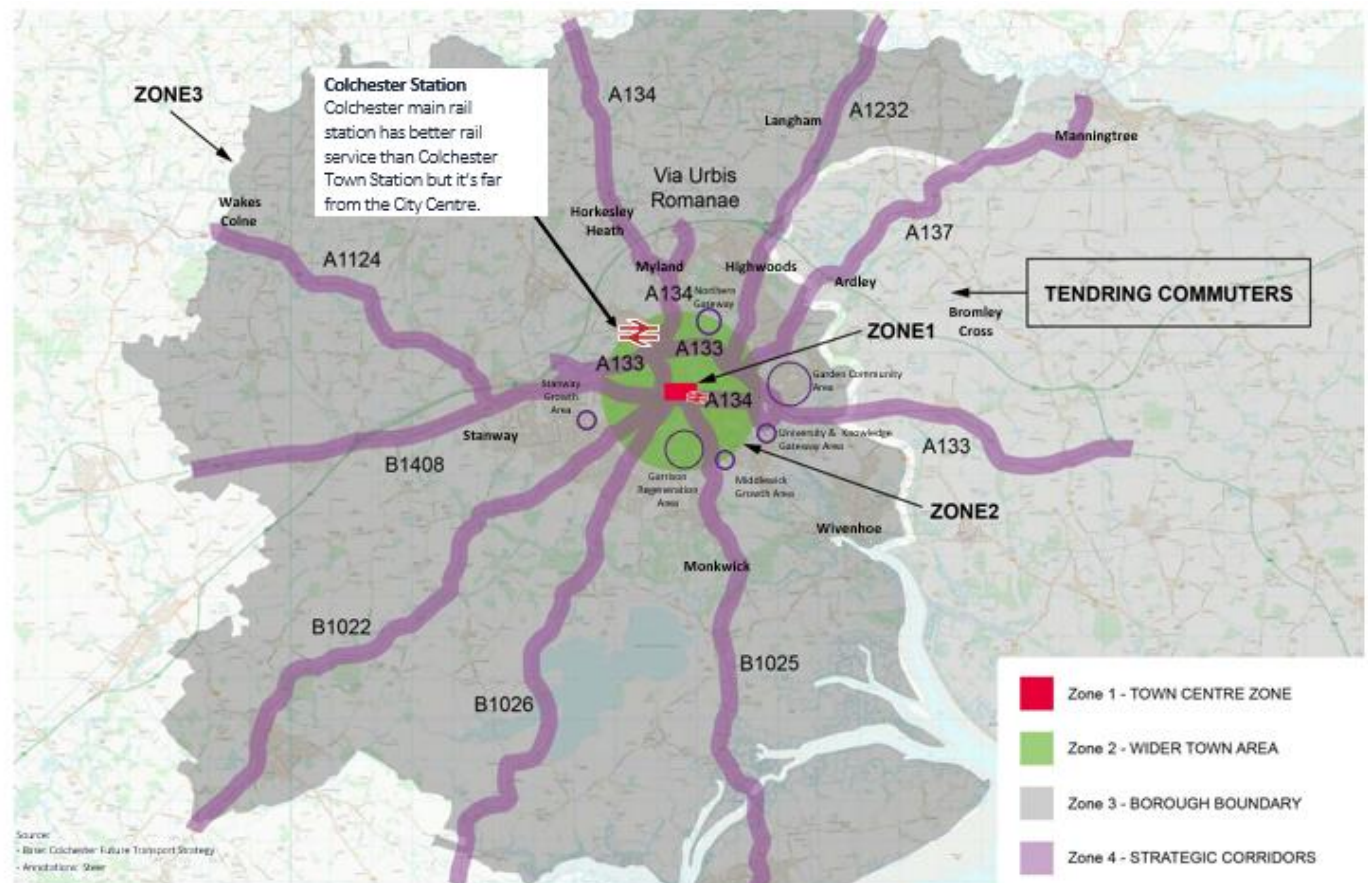
# Transport Foundations

## Creation of four zones

The CFTS creates four distinct zones, recognising that a varied approach is needed to meet Colchester's needs. The four zones are characterised as the following which are represented in Figure 10.

- **Zone 1 (city centre)**- matches the CCTP study area. This focuses primarily on walking, the quality of the public realm and experience of Colchester as a high quality place. It will also support passenger transport access in to the city centre.
- **Zone 2 (Wider City Area)**- focuses on walking and cycling prioritised, along with passenger transport into the City.
- **Zone 3 (Borough Boundary)**- Is a wider urban area zone where passenger transport is prioritised e.g. the Park and Ride Route. This also recognises the importance of enabling commuters from Tendring to access passenger transport.
- **Zone 4 (Strategic Corridors)**- Represents key strategic corridors. Over time these would look to move people from highway to passenger transport.

Figure 10: Four Key Zones of Colchester (CFTS, 2022)



## Road access

The surrounding road network caters for high levels of private car traffic into and out of Colchester. Discuss the key corridors and link roads- A133 Ipswich Road corridor, A12 and A120 Trunk Roads to the north of Colchester.

## City centre parking provision

Colchester's Parking Estate Plan (2021) highlights that there are almost 4,900 parking spaces servicing Colchester city centre. Pre-pandemic car parking data indicates that up to 800 public spaces were available across the city centre during peak parking periods. Although historically, parking supply has come under pressure during peak times, and demand has decreased in recent years - this represents an opportunity for redevelopment of car parks that are within close proximity to the urban core (e.g. St John's car park, Greyfriars).

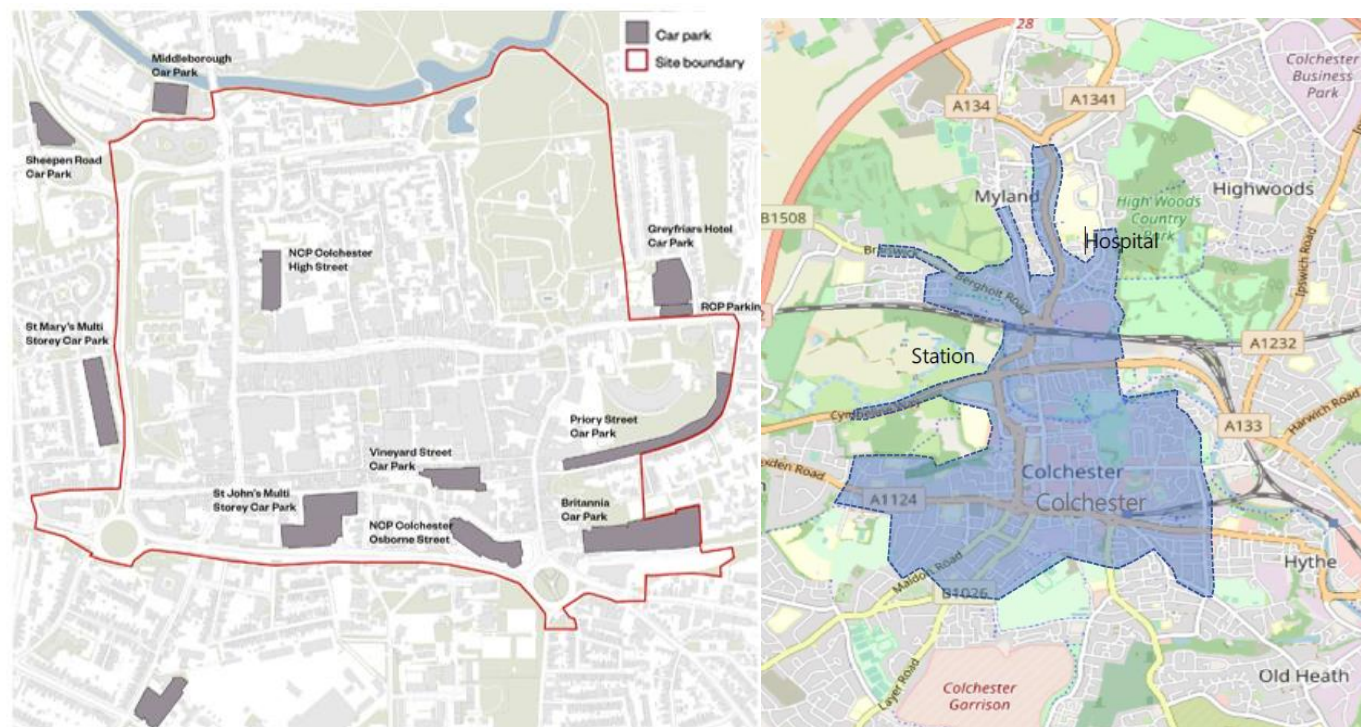
In total around 850 on-street spaces are within the Controlled Parking Zone (CPZ), which is highlighted in Figure 11. On-street parking is restricted in most streets within a close walking distance of the Colchester city centre, station and hospital.

## Park and Ride

Colchester has a Park and Ride service that provides a sustainable transport option that connects Colchester Station, Colchester Hospital and the city centre, with regular services at 15-minute intervals. The Park and Ride is located off Junction 28 on the A12 and offers a public transportation service

connecting key destinations for residents, visitors and employees arriving to Colchester rail station and connecting with key destinations of the city centre. However, the Park and Ride is limited to serving individuals arriving to Colchester from the north.

Figure 11: City centre Car Parks & CPZ Boundary



Source: Colchester Parking Estate Plan October 2021



## Access by public transport

### Rail

Colchester rail station is the mainline rail station in Colchester, around a 20-minute walk to the north east of the city centre. The station is served by the Great Eastern Main Line which connects to Norwich, Chelmsford and London Liverpool Street. Regular services connect Colchester to Norwich, Ipswich and London within one hour. The station is also served by the Sunshine Coast Line which links Colchester with seaside resorts of Clacton-on-Sea and Walton-on-the-Naze.

On the southeastern edge of the city centre is Colchester Town rail station, included within the masterplan area. This station is the termini of the rail branch off the Clacton/Frinton rail line, which operates mainly a shuttle service to Colchester rail station and local services to Walton/Clacton. There is also Colchester Hythe station, 1 mile east of Colchester Town rail station, outside of the masterplan area. Images are shown in Figure 12.

Figure 12: Colchester Town rail station



# Bus Considerations

## Introduction

The Master Plan is predicated on achieving more bus use which will mean a better, more connected and higher quality bus network across the city and wider borough. Although the specific extent and features of this network will require further detailed analysis, it is important to establish clearly at this stage that a transformational approach to bus facilities in the city centre will be a necessary part of achieving the wider vision.

## Existing Situation

Colchester has a wide ranging bus network which provides services of different frequencies connecting key destinations within the city centre. As the network extends into more semi rural and rural locations the frequency and extent of services begin to decline.

At present, a dispersed bus facility model is adopted for the city centre due to the city centre's existing ring road configuration. This is supported with a small bus facility located south of the city centre on Osborne St, which is a collection of bus stops, and provides an interchange between some bus services and a wait over facility. However, this does not provide the only, singular interchange point in Colchester at present.

The bus routes from Colchester city centre connect with surrounding neighbourhoods of Highwoods to the north, Greenstead to the east, Monkwick to the south and Stanway to the west.

Colchester city centre is also connected by a range of bus services to all its suburbs and surrounding towns and villages.

## Existing strengths

- ✓ The existing pattern of bus stops are well connected to pedestrian-friendly routes (e.g. Culver Walk, Eld Lane, Lion Walk) which connect to city centre destinations, as shown in Figure 13. The city centre bus stops are well dispersed around the inner-city core which offers good access to multiple parts of the city.
- ✓ The existing Osborne St bus facility is located in a good location to access the city centre core, and any passengers changing to rail services at Colchester Town rail station. However the pedestrian route between the two areas is not high quality.
- ✓ The current bus model allows for direct access to retail offer and supports economic prosperity. Convenience for bus users is key given the high car use and propensity to visit out of city retail with short distances between car parking to shop entrances.

## Existing weaknesses

- Survey responses collected as part of the Colchester masterplan highlight a 11% mode share bus to access the city centre, which is relatively low and demonstrates opportunity to attract more users to the bus network.
- Osborne St bus station is not an attractive transport interchange as an entry City Gateway to Colchester city centre and is often congested with layover buses. The current facility does not offer a strong positioning of buses as being a priority for Colchester, has little presence in the urban realm or offers any other potential benefits which could be generated by future increases in demand for buses (e.g. wider facilities or public spaces). Anti social behaviour is frequently cited in this area.
- There is a strong dominance of buses along High St, Queen St, Head St and St John's St, which impacts the aesthetic of urban realm for pedestrians and cyclists (e.g. air quality, safety, pedestrian comfort levels, risk of conflict, noise pollution, etc).
- Challenging topography for bus users walking between Osborne St bus station and core.
- Indications from Essex Integrated Passenger Transport Unit (ITPU) that the existing capacity constraints will become exacerbated even further in the future, requiring increased capacity for bus stands/layover areas.



Figure 13: Existing bus network in Colchester City centre (Steer, 2022, Essex Highways, 2015)



## Bus Analysis

### Engagement & MCAF

Steer engaged with Colchester's bus operators as part of Stage 4: Pause for Reflection of this CCTP process, which highlighted the following:

- The current facility on Osborne St does not offer all the facilities of a traditional bus station model providing an 'interchange', however some operators did not consider this necessary for Colchester – a dispersed bus model through city centre offers more flexibility. The bus operators' comments were inconclusive on a single bus interchange (through extensive discussion), but would welcome enhancement of existing arrangements.
- Depending on location, it is expensive to hold a large portion of land for storing buses adjacent to the city centre and if a bus station/ interchange were considered in the urban core, this could be suggested as a less than optimal use of the land. These typical sites offer better alternative land use options.
- The nature of Colchester's existing ring road system around core city centre lends itself to a dispersed bus stop model, which reduces the requirement to only have a centralised bus station based on current service patterns and assumptions.

Steer incorporated this feedback into the technical evaluation (MCAF analysis), and creation of a new bus interchange achieved a low score (owing to the above factors) compared to other transport interventions.

### Spatial analysis

A review of the city centre area has identified there are limited sites that would be large enough to support a single interchange facility, close enough to the city centre to fulfil the purpose of providing close proximity for bus passengers to access city centre destinations. The opportunities and constraints with various analysed sites are summarised on Figure 14.

One possibility would be using the site of **Stanwell House** (former ECC offices), which is planned for sale (at time of writing), as a means of expanding the existing facility at Osborne Street and this is recommended for further exploration once the type of facility and associated size requirements has been identified which would be suitable for Colchester.

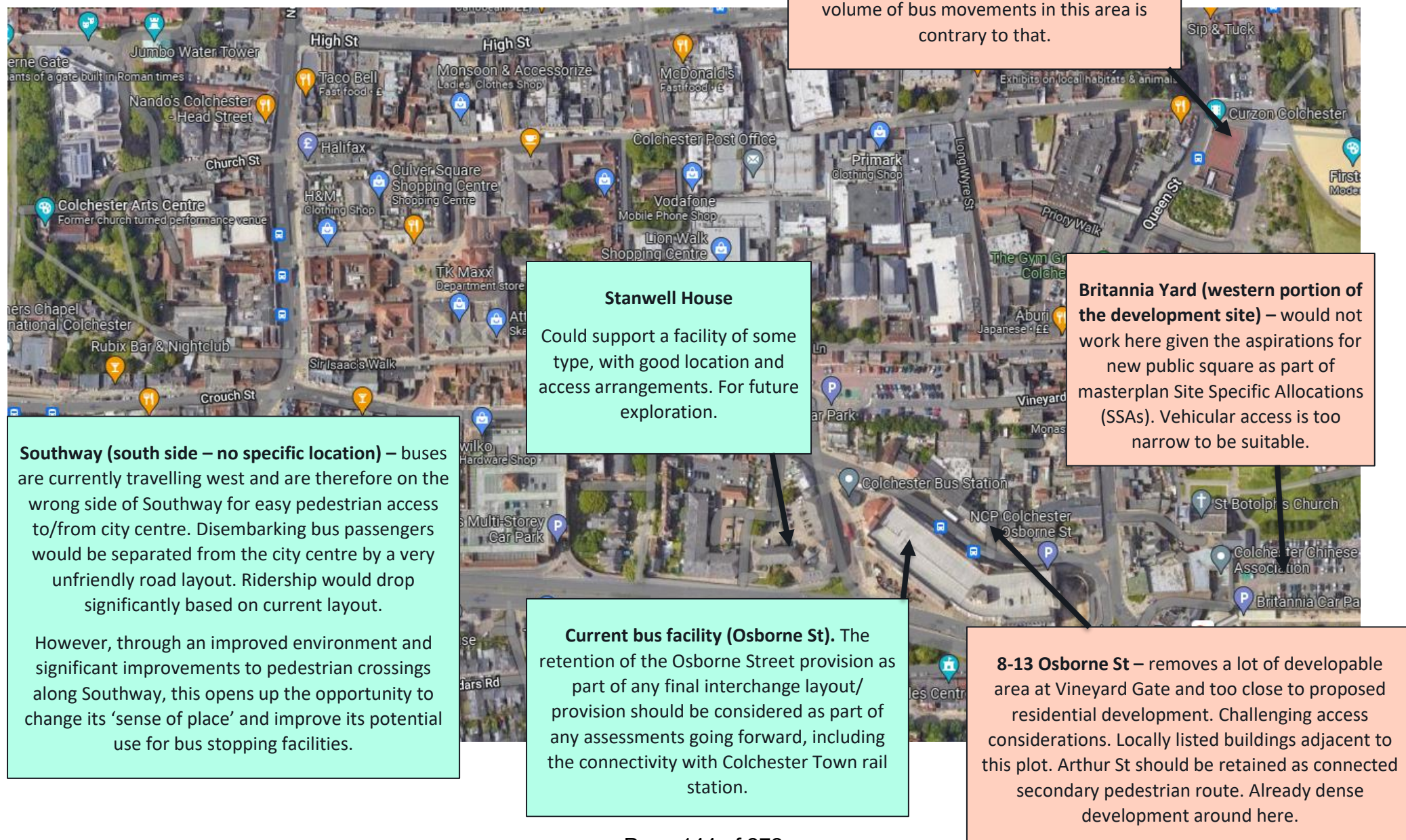
- This could be a suitable location for bus stands to free up congestion within the city centre core to allow better flow of buses and overall enhance capacity.
- Could also integrate in the future with an improve pedestrian space on Southway.
- The site is near Colchester Town rail station and locations for proposed transport interventions (e.g. improvements to St

Botolphs area), potentially forming part of a wider 'zone of interchange'. This is also situated close to St Johns car park which will be investigated for potential future conversion.

It is recognised that the wider masterplan concept seeks to improve pedestrian connectivity across **Southway** and to improve the design which in the future could change its sense of place. As part of this, there is opportunity to improve its potential use for bus stopping facilities, which needs to be considered in the context of the wider traffic impact. Southway is a priority route and holds a strategic nature and any potential reduction of highway capacity will impact general traffic routing through the city centre proposed by the masterplan.



Figure 14: Summary of potential bus interchange future locations



## Recommendations

The analysis undertaken as part of this CCTP highlights bus operations as an integral driver for the success of Colchester city centre, with the level of Steer's assessment to date more focused on high level, strategic thinking to feed into the overall masterplan.

It is recognised that there are a number of variables associated with future bus operation including the frequency, types, and routes of buses which may change over time. However the wider masterplan does place sustainable modes and public transport at its centre and therefore it is important that sufficient facilities are available to cater for additional bus services and passengers if the masterplan vision is to succeed.

At the minimum, the following measures should be introduced as part of any future bus upgrades in the city centre:

- Enhancement of the quality of all bus infrastructure.
- Improved passenger waiting facilities at Head Street and High Street stops (including possibly converting vacant retail units with street frontages) and provision of additional Real Time Passenger Information (RTPI) screens to support increased bus use.
- Use of technology and traditional information wayfinding to encourage use of public transport.

- Working with bus operators to identify opportunities for rationalising services to reduce bus congestion, whilst protecting levels of service.

These measures should help to reduce car reliance for visits to the city centre and create a more pedestrian friendly environment, which is particularly important given the vision within the masterplan. Other recommendations regarding bus are outlined in the following chapters of this CCTP as part of the defined transport interventions.

### Further work

#### Bus Service Improvement Plan

Steer recommends that there needs to be integration of the specific city centre masterplan bus considerations with the wider development of a Borough Wide Bus Strategy and more strategic long term considerations around bus services in the medium term, including the introduction of the RTS.

It is evident there is no immediate or obvious quick fix solution that will benefit all bus operators and passengers by simply providing new facilities in the City centre, and that a thorough, holistic and formal approach needs to be adopted to encourage greater use of buses across the borough.

Thorough analysis and further engagement needs to be undertaken with all bus operators, which will build upon the discussions with First Essex Buses Ltd, Go East Anglia, Arriva Bus and Colchester

Amphora Trading Ltd as part of the bus operators session. Such study would also need to be contextualised in terms of Bus Service Improvement Plan (BSIP) proposals and the bus Network Review work already undertaken, and the longer term vision of Colchester rather than the immediate shorter term.

The study would examine service levels, routings, bus stops/station location, and commercial viability, in addition to assessing a 'With RTS' scenario, providing an evidence base for determining the future needs of the city centre bus infrastructure.

This will help identify whether a centralised bus station or a dispersed model for bus services around Colchester is appropriate for development as part of the masterplan. This would further help identify the scale of investment that could be focused on:

- significantly improving the existing Osborne St bus facility; and/or
- undertaking a comprehensive upgrade of the dispersed bus infrastructure; and/or
- providing an entirely new bus facility in a different location; and/or
- provide additional interchange space to work alongside upgrades to dispersed bus infrastructure, with the potential to create a flexible 'interchange zone' between Southway and Osborne Street.



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It is important that all of the above four pathways are **not discounted** at this stage to allow a level of flexibility for future bus planning in Colchester.

#### *Inputs required*

To have a strong understanding of city-wide bus operations and identify a suitable facility (if any), the following inputs would be required for the study (which could likely be provided from the bus Network Review work):

- Surveys to assess existing utilisation and bus waiting times at bus stands.
- Up to date information on evolving bus timetables for all services that route through the city centre, for peak periods of the year to determine the maximum number of departures per hour to be accommodated. This drives the number of set down and departure stops needed, alongside any bus stand/layover facilities, which together determine the scale of a bus station facility.
- Bus passenger volumes for all services.
- Review of planned RTS routeing, proposed stops, timetables, construction year, opening year.
- Examination into future demand trends and opportunities new or modified services, particular in light of planned RTS services including the role and infrastructure needs of zero emission buses and associated funding opportunities.

## Active travel

There is an extensive network of walking and cycling routes in and around Colchester, including pavements and active travel routes. It is important that these networks are extended and enhanced to maximise the safety and increase mode share of these active modes.

### Pedestrian accessibility of the city centre

Over recent years a number of restrictions have been introduced such that the High Street is not intended as a through route for general traffic and should only be used by buses, taxis, blue badge holders, delivery drivers, cyclists and motorists. This restraint has resulted in a more pleasant pedestrian environment. The 24/7 traffic restrictions on the High Street make the environment less congested and better for walking and cycling. The retail areas of Culver Square and Red Lion Walk are easily accessible by pedestrians and well connected to bus stops. The Colchester Orbital is a circular walking route around the City connecting off-road pathway networks with attractive green spaces.

The south side of the city centre presents barriers to accessibility, for instance there is a significant difference in levels between St. John Street and Eld Lane/ Sir Isaac's Walk. The lift at the western end of Vineyard St car park is the only DDA compliant route between these key origin and destination points, therefore it is imperative that the lift is maintained and operated to maximum efficiencies.

St Botolph's, Crouch St and across Southway all have underpasses which are considered poorly maintained and lit.

- The **Crouch St underpass** is narrow and does not include clear segregation between pedestrians and cyclists. As a result, this can be intimidating for pedestrians as reduces pedestrian comfortability as a significant numbers of cyclists use the underpass without dismounting. Works are scheduled to improve the Crouch St area, with plans currently under consultation.
- The **St. Botolph's underpass** can be accessed through two ramps, however several points of the roundabout can only be directed access by stairs. To access the city centre, wheelchair users need to cross either St. Botolph's Street or Magdalen Street.
- The **Abbeygate Street underpass** crossing Southway is also very narrow, and the pedestrian and cyclist segregation is limited to a sign and a painted line.
- The **Butt Road-Headgate underpass** is additionally very narrow and is likely to be improved going forward.

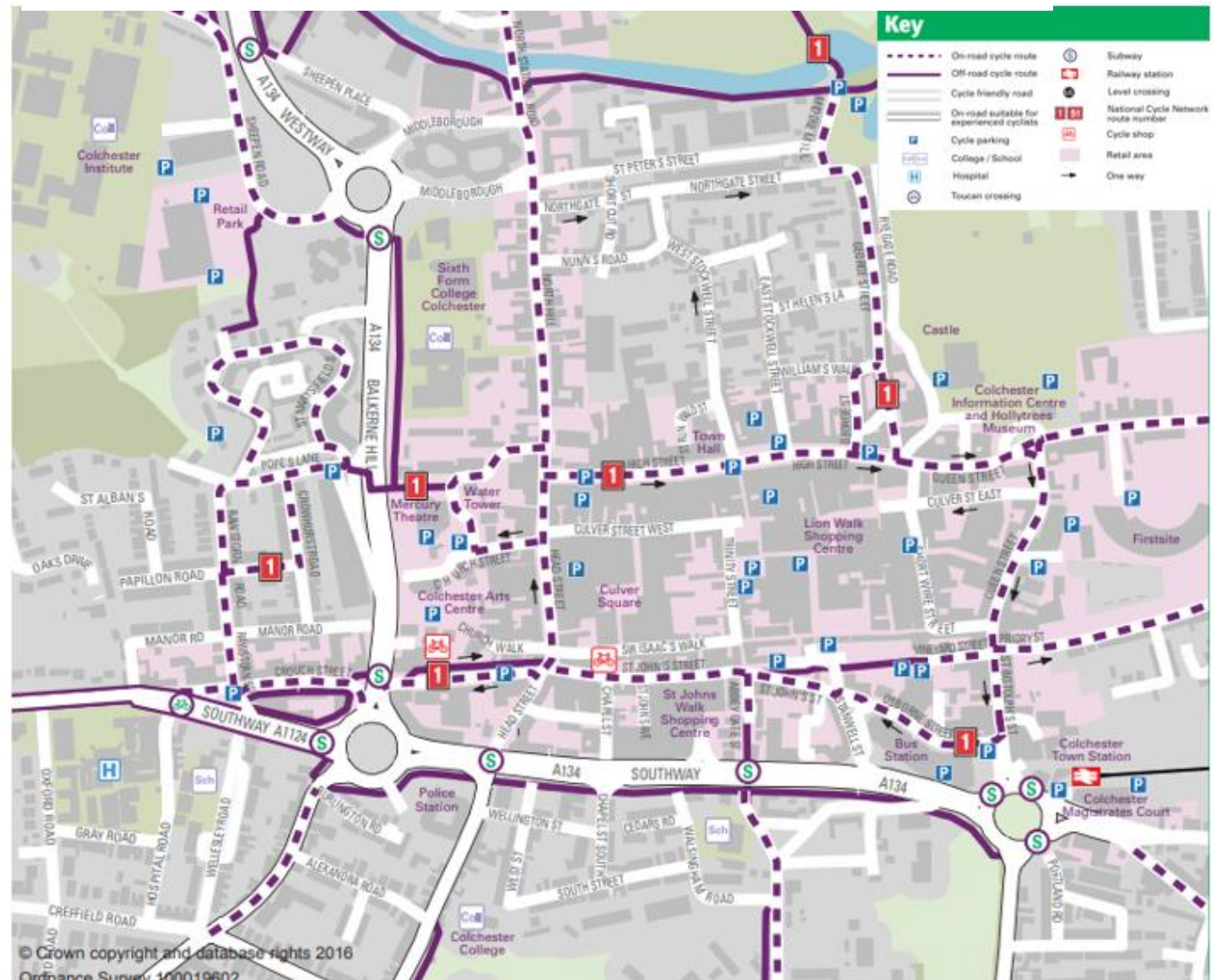
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Colchester has a reasonable level of cycling infrastructure, much of which is focuses within the city centre itself and comprises a mixture of on and off-road routes. A number of national cycle routes run through the borough, connecting the City with London and Harwich.

The city centre, in particular the study area of this CCTP, is served by cycle routes as well as the National Cycle Network (NCN) Route 1 which connects Colchester with much of the UK. There is a lack of connectivity at present between the NCN route and advisory cycle lanes, however, in addition to much of the general cycle network in Colchester not being segregated with vehicular traffic.

As shown in Figure 15 the cycle infrastructure includes a range of on and off-road road cycle routes which connect Colchester rail station, sites of education and hospital with retail areas. To encourage travel in and around the centre by this active mode, cycle parking is dotted around the main retail and business hubs. The suitability of cyclist provision will be examined through this masterplan work.

**Figure 15: Colchester City centre Existing Cycle Network (Essex Highways, 2016)**



# Mode Share Insights

## Colchester's mode share

One of the greatest challenges for Colchester is road traffic growth and significant congestion can occur during peak times within Colchester on the limited number of radial routes in and out of the city centre and on the A12.

## Method of Travel to Work

The 2011 Census data for method of travel to work (Figure 16) indicates that an overriding 58% of the population rely on a car as their method of travel to work, with 71% of the total population owning either 1 or 2 vehicles.

Figure 116: Method of travel to work in Colchester (ONS Census,

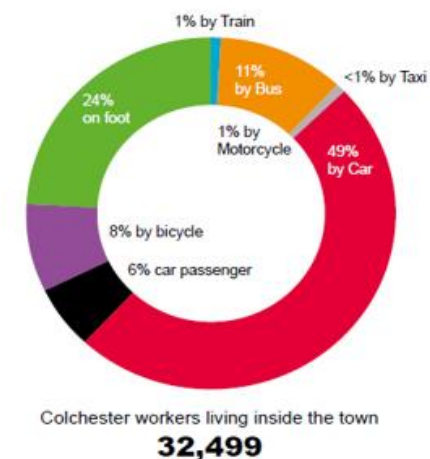
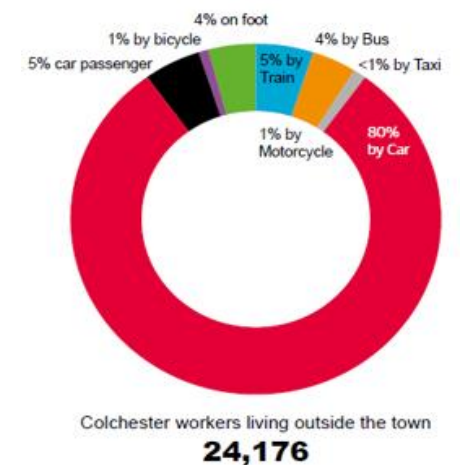
Method of travel to work		
Work at home	4,484	5.2%
Train	6,655	7.8%
Bus	4,918	5.7%
Taxi	291	0.3%
Motorcycle/moped	700	0.8%
Drive car/van	49,522	57.9%
Passenger in car/van	4,219	4.9%
Bicycle	3,394	4.0%
On foot	10,754	12.6%
Other	650	0.8%

At a borough level, the car continues to be the most popular form of transport to work, however 69% of people living and working locally in Colchester Borough<sup>1</sup> provides an opportunity to shift this behaviour in the direction of sustainable travel.

As shown in Figure 17, travel by car remains the dominant mode of travel for workers living inside and outside of the city. Despite almost half of workers living inside the city travelling by car, the combined sustainable mode share for public transport (12%) and active travel (32%) is 44%. In addition, Colchester has the highest bus modal share for travel to work in Essex.

Future growth in Colchester is reliant on the expansion of alternatives to the car, including improved walking and cycling links and the rapid transit system. These provide opportunities to encourage shift in the direction of sustainable travel, away from high dependence on the private vehicle.

Figure 17: Travel patterns for Colchester (Colchester Borough Council Factsheet, 2011)



<sup>1</sup> Colchester Borough Travel to Work Patterns (September 2021) , Available at:



# Public Consultation Insights

## Methods of Engagement

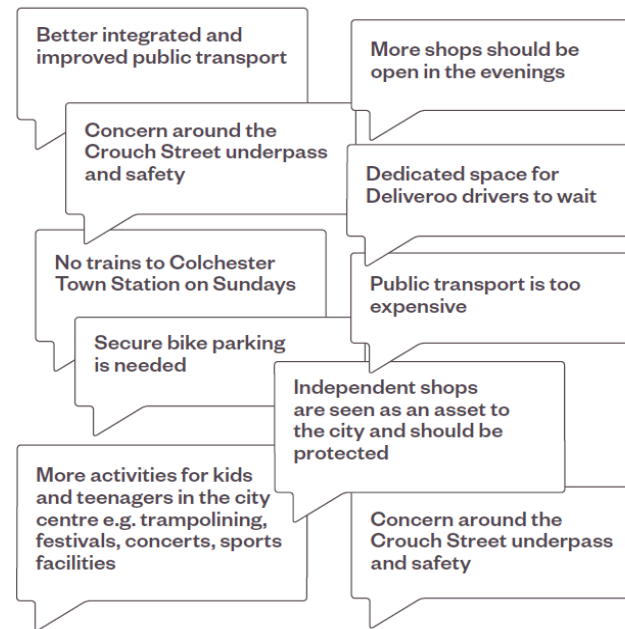
On Saturday 13 August 2022, We Made That and HAT Projects facilitated a public event on the High Street where they presented the Colchester masterplan themes and priorities to the public to gain their comments and facilitate a conversation about their ideas and wishes for the city centre. Over 100 members of the public engagement at the first public event.

An online survey was published in August 2022 on the [www.colchester.gov.uk/masterplan](http://www.colchester.gov.uk/masterplan) website which received 640+ responses.

## Qualitative findings

Feedback from the public on key issues and opportunities is highlighted in Figure 18. Prevalent themes include improving the function of the city centre, integration of public transport with key services, improving safety for pedestrians and cyclists.

Figure 18: Public Survey Comments (We Made That, 2022)



## Quantitative findings

Of the survey respondents that live in Colchester city centre, the most popular mode of travel to the city centre is by car at 67%. 14% travel by foot, 6% by bicycle, 11% by bus and 2% by train.

For travel outside of the city centre, the following modes are used:

- 76.8% drive a car
- 42.3% walk
- 19.5% cycle
- 80.2% public transport (30.4% bus and 32.8% train)

These results indicate the public transport is a favourable option of travel for travel out of Colchester, which can be improved for internal trips. 20% of travel by active modes highlights propensity to shift travel behaviour from car travel to these more active modes. Support of this from the public is highlighted in this survey whereby over 50% of respondents rate encouraging alternative ways of movement (public transport or active travel) as either 'important' or 'very important'.

37% of respondents travel to the City centre either every day or a few times a week, with 31% travelling once a month or less. For those that reside in the city centre, popular reasons for spending time in the city centre include dining, shopping and attending events or activities.

## Summary

These perceptions from the public regarding Colchester city centre's transport system were valuable for developing the initial list of transport interventions, with efforts focused on identifying schemes that address user group noted concerns and opportunities. It is apparent that there is an appetite for using car modes less and using alternative modes more, but this needs to be facilitated through better infrastructure and supporting mechanisms.

# Colchester in the Future

The sustainability of Colchester's future is dependent on forthcoming developments, the flexibility and accessibility of the city centre's transport system.

## Overview of future development

Colchester has seen significant changes due to recent investments being made in the city, for example the provision of creative spaces in the city centre, major leisure development at the Northern Gateway, Firstsite gallery enhancements and University of Colchester's Innovation Centre. The key growth areas shown in Figure 19: include the new residential developments and leisure/retail complexes. The large number of extra residents living in or adjacent to the city centre will place additional demands on the city- positively it will bring more prosperity, however at the expense of increased stress on the highway network and growth in car trips, unless efforts are made to shift travel behaviour. All of this additional demand will need to be accommodated for by the transport network, and there is the aspiration to help people to make sustainable travel choices, with attractive interventions as alternatives to travelling by private car.

The new Tendring Colchester Borders Garden Community on the eastern side of Colchester will see up to 7,500 homes alongside business, education, culture, leisure and health provision along with appropriate infrastructure, in addition to

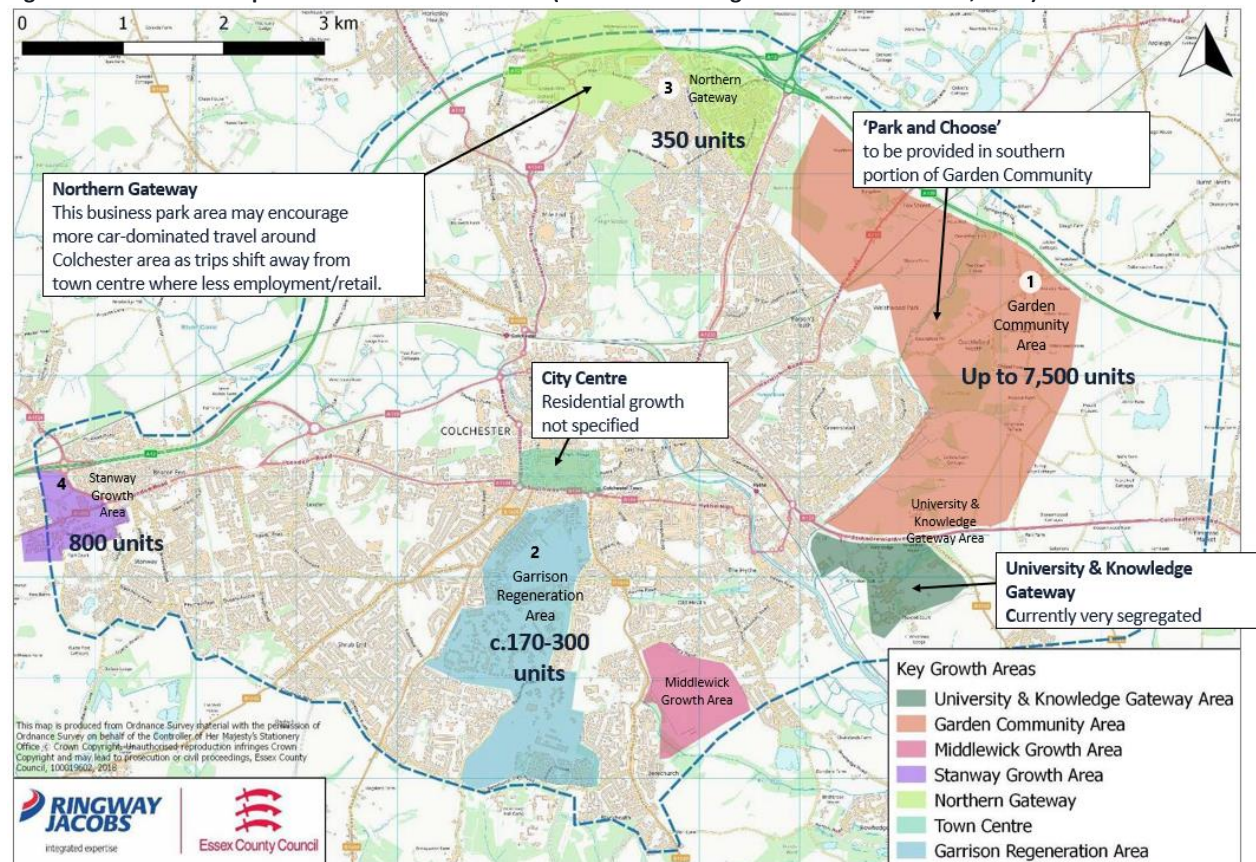
two new 'Park and Choose' facilities adjacent to the A120 and A133.

## Housing and Employment growth

Figure 19 illustrates the further homes to be delivered across Colchester Borough over the Local Plan period (up to 2033).

To create new jobs and foster economic prosperity, Colchester is preparing for a £38 million regeneration project which will create new employment opportunities. This is a combination of £18.2 million from the Government's Town Deal Fund and potentially a further £20 million from its Levelling Up Fund.

Figure 19: Future Development sites across Colchester (Colchester Borough Local Plan 2013-2033, 2021)



# Major Planned Transport Improvements

## Overview

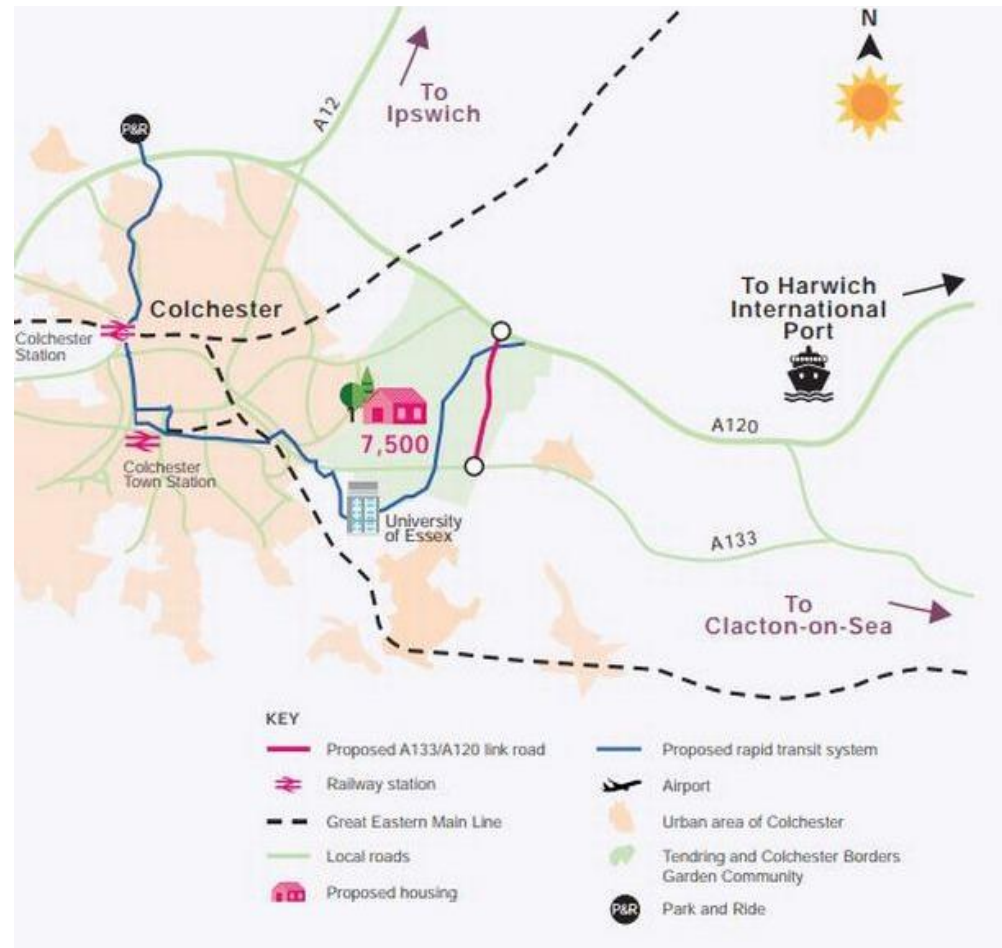
The two transport proposals discussed on the following page, along with the active travel proposals will sustainably support future change in Colchester, helping to:

- manage the impact of new development on the transport network;
- relieve pressure on existing routes; and
- through sustainable transport help meet the wider ambition to reduce the number of vehicles in Colchester's city centre.

The spatial connectivity between the future Garden Community and proposed housing, with the surrounding transport network is visualised in Figure 20. In line with the principles of the Section 1 Local Plan, the Garden Community will be sensitively integrated within the existing historic built and natural environment and based on Garden City Principles. This will attract residents and businesses who value community cohesion and a high-quality environment. The proposals include integrated a high-quality public transport route between the heart of the Garden Community as a part of the wider, longer-term North Essex Mass Rapid Transit system. This will provide fast, frequent and reliable services from Park and Ride locations close to the A120 and on the A133, and from business parks to the A120, through the heart of the Garden Community and connecting to west of Colchester, Braintree and Stansted Airport.

Overall, the transport improvements in Figure 21 overleaf will help to create a better connected and accessible Colchester, meeting the needs and wants of residents, visitors, commuters, and students.

**Figure 20: Colchester's future growth and transport connections (A120/A133 Link Road and Rapid Transit System Public Consultation Document, 2019)**



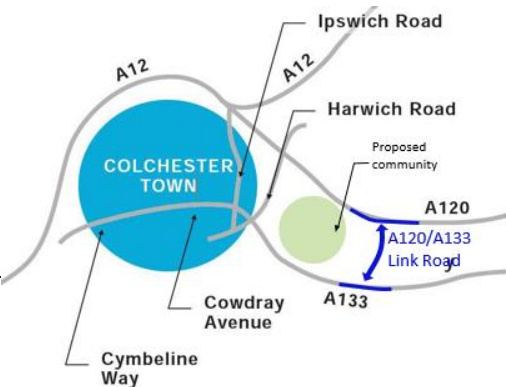


Key Future Transport Proposals

A120/A133 Link Road

The proposed A133/ A120 link road will see the creation of a 50mph dual carriageway to eventually connect the A120 and A133, as shown in Figure 21. This will relieve pressure on the eastern road network in Colchester, unlock land to provide housing and will improve connectivity locally and within the region. Providing future access to the forthcoming garden community on the eastern side of Colchester. This Link Road will allow new residents, businesses, existing commuters, and those travelling between the university and Knowledge City Gateway to easily access the A120 and A12<sup>2</sup>. Planning permission for the final route for the Link Road was granted in November 2021, the road will be completed in line with housing delivery starting in 2024.

Figure 21: Colchester's road network and proposed A120/A133 Link Road (A120/A133 Link Road and Rapid Transit System Public Consultation Document, 2019)



<sup>2</sup> Essex Highways (2022) Tender process underway for proposed A120/ A133 Link Road', Available at: [https://www.essexhighways.org/highway-schemes-and-](https://www.essexhighways.org/highway-schemes-and-developments/highway-schemes/multi-district-schemes/a120-a133-link-and-rapid-transit#:~:text=What%20is%20being%20proposed,Garden%20Community%20facilities%20once%20developed.)

The Link Road will be delivered in Phases tied to housing delivery in the new Garden Community to the east of Colchester.

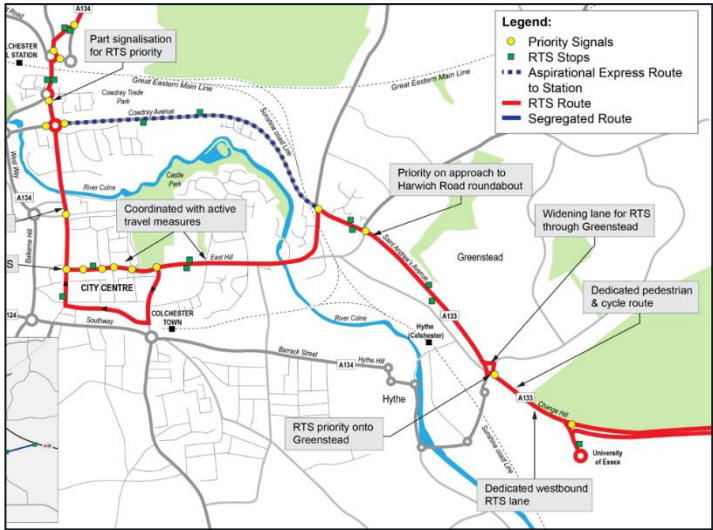
Rapid Transit System (RTS)

The Colchester RTS proposals aiming for a 'trackless tram' are to provide a fast, reliable, frequent, convenience and comfortable service that is integrated with other modes and sustainable in operation<sup>3</sup>. The proposed route for the RTS is shown in Figure 22, and beyond the city centre the route continues east via Essex university and Colchester Garden Community. The scheme received funding in August 2019, and construction on the first phase will commence in 2023.

This system will provide fast and reliable connections between the A12 park and ride and the garden community, and will link key destinations across the city taking priority over other traffic and reducing the need to travel by car into Colchester. The RTS requires careful consideration and integration with the existing bus network and infrastructure in the city centre, as part of a

[developments/highway-schemes/multi-district-schemes/a120-a133-link-and-rapid-transit#:~:text=What%20is%20being%20proposed,Garden%20Community%20facilities%20once%20developed.](https://www.essexhighways.org/highway-schemes/multi-district-schemes/a120-a133-link-and-rapid-transit#:~:text=What%20is%20being%20proposed,Garden%20Community%20facilities%20once%20developed.)

Figure 22: Colchester Rapid Transit System- Proposed Routes (A120/A133 Link Road and Rapid Transit System Public Consultation Document, 2019)



<sup>3</sup> Essex Highways (2022) Colchester RTS Update

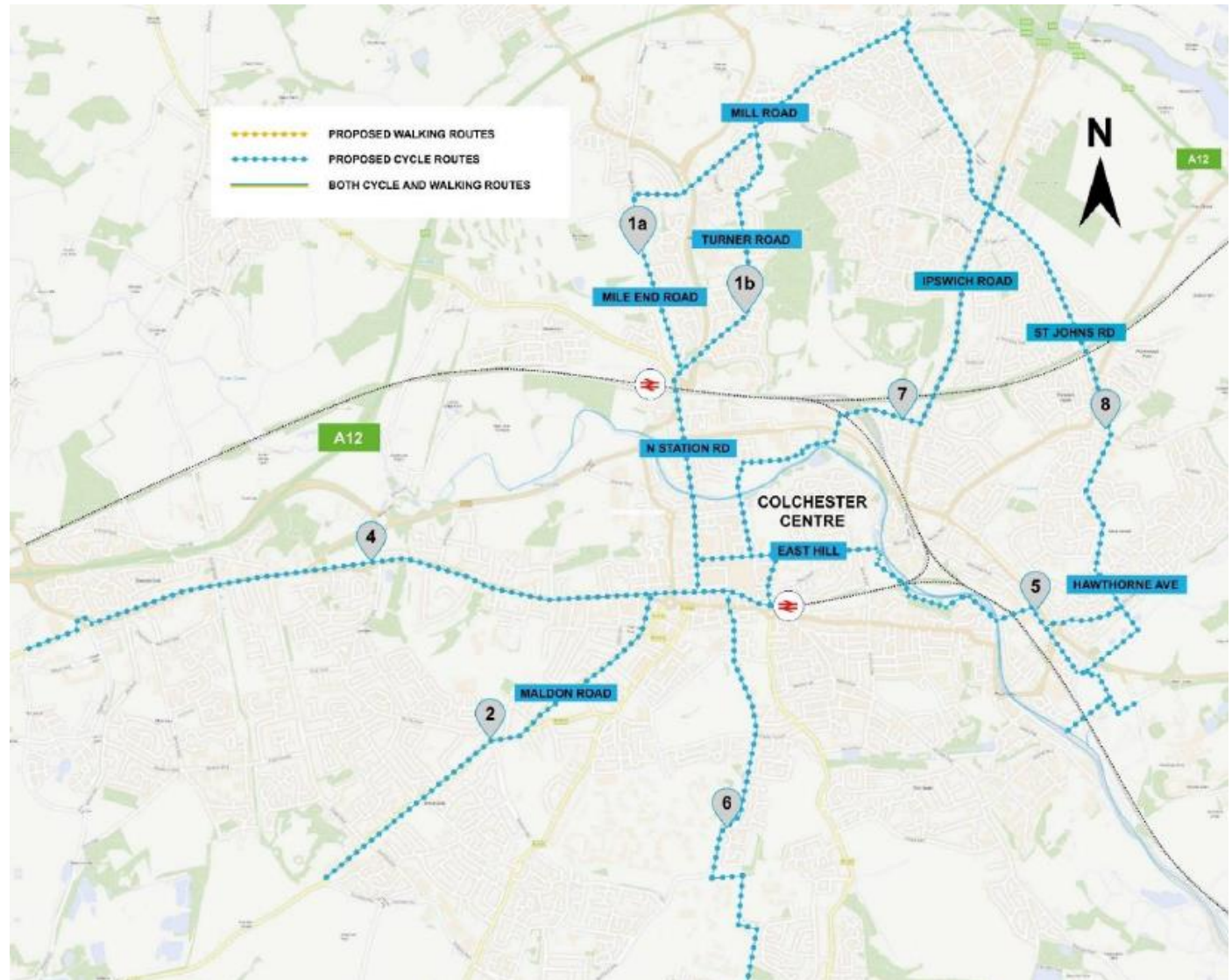


# How to Keep Colchester Moving

## Local Cycling and Walking Infrastructure Plans (LCWIP)

In line with the aims of the ECC “Safer Greener Healthier” Campaign, the LCWIP plans are an incremental step in achieving this. The output of the 2021 LCWIP includes a network plan for walking and cycling which identifies preferred routes and core zones for future development. The proposals for Colchester includes walking and cycling schemes which serve residential areas, educational facilities, strategic corridors and provide better integrated routes between cycling, walking and public transportation connections. An insight to the proposed LCWIP Cycle network map and routes is shown in Figure 23, which includes the Head Street/ North Station Road scheme which is a key north-south active route within proximity to the city centre.

Figure 23: Proposed LCWIP Cycle Routes (Essex County Council LCWIP proposals, 2021)



# Levelling Up Fund Bid

## Summary

Colchester has a historical record in tackling inequalities, and the Levelling Up Fund (LUF) will boost productivity and living standards, spread opportunities, restore a sense of local pride and empower the local community. The £20m funding bid has been submitted to the Government's Levelling Up Fund and will be focused on three investment sites as shown in Figure 24 - Britannia Yard, St. Botolph's Circus and Vineyard Street.

The St. Botolph's area, the southeastern corner of and City Gateway to the city centre faces several key challenges, including poor connectivity for active and sustainable modes, traffic congestion, a sub-optimal small bus station, and the negative externalities of poor air quality. Furthermore, there are 'hidden' heritage assets that could be enhanced to create a 'heritage enriched' walking route to core cultural and visitor attractions in the city.

There are opportunities to enhance significant culture and heritage assets through creating a 'heritage enriched' walking route to core cultural and visitor attractions in the city centre. CBC and ECC are in agreement that this area is the focus of the LUF bid.

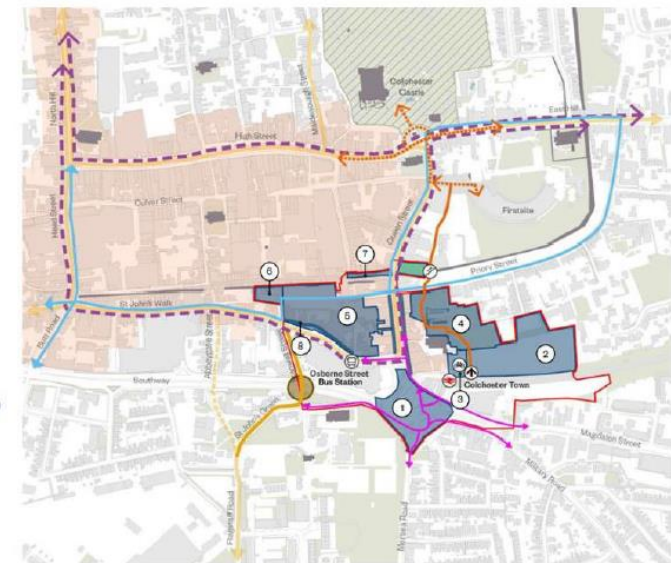
The outcomes of the LUF bid will affect the transport proposals as part of this CCTP, as combined both will need to create an accessible and sustainable city centre that encourages movement by active modes. However,

Figure 24: LUF Bid Interventions (LUF Form Colchester, 2022)

### After Intervention



- St Botolph's Roundabout – overcoming severance issues
- Britannia Yard – preparatory works for housing development
- 3. Britannia Yard bike hub – active travel infrastructure
- 4. St Botolph's Priory – improved historic interpretation
- 5. Vineyard Street – preparatory works for housing development
- 6. Vineyard Street – public realm and active travel infrastructure
- 7. Short Wyre Street – completion of Kerblless Street route
- 8. St Botolph's Street and Osborne Street – shopfront improvement scheme.



irrespective of the LUF bid, the principle of the schemes aligns with the CCTP.

It was announced in January 2023 that CBC were successful with their LUF bid and would be awarded the funding.

# Constraints and Opportunities

The opportunities and constraints by each mode, including future mobility, services and deliveries and growth areas have been considered and are summarised in Table 1. These are not exhaustive and are the key themes based on key findings from Steer's 'Colchester in Context' research, which supports development of the CCTP.

**Table 1: Summary of existing constraints and opportunities for Colchester's Transport Network**

Transport Mode (Zone 1 and 2)	Existing Constraints	Opportunities
Walking	<ul style="list-style-type: none"> <li>Mersea Road – very poor air quality corridor currently.</li> <li>Severance caused by Southway (which is a main east-west traffic route).</li> <li>Anti-social behaviour presence around St Botolph's Circus and Colchester Town rail station.</li> <li>Narrow pavements of poor condition.</li> <li>Topography prohibits active travel modes for particular user groups.</li> <li>Distance of Colchester rail station to the city centre is slightly beyond the acceptable walking distance threshold, and additionally the route currently lacks navigation aids and is unsafe for pedestrians (adjacent to highly trafficked roads).</li> </ul>	<ul style="list-style-type: none"> <li>Lower traffic flows around St Botolph's Circus will encourage better pedestrian/cyclist connections through schemes across Southway (which is an east-west main traffic route). LUF2 bid has moved from a highway-led scheme, which was to improve road capacity, to an active travel-led scheme.</li> <li>Garrison Area – high volume of existing and proposed residential which is within a very close walking/cycle distance to the city centre.</li> <li>Head Street 24hr/7 days a week traffic restrictions (Phase 1) would result in an environment less congested and better for walking/cycling, and would remove a high volume of through-traffic that does not need to be in city centre.</li> <li>Firstsite gallery – very modern building but separated from the true city centre (although not far in distance). Need to open this up more and connect with city via active travel and new mobility routes.</li> <li>LCWIP – funding is secured for LCWIP route 4, which connects out east to Colchester University main campus.</li> </ul>
Cycling	<ul style="list-style-type: none"> <li>Same as above.</li> <li>Routes are disconnected, resulting in sporadic cycle lanes.</li> <li>Topography reduces cyclist mode share.</li> <li>City fabric is tight, streets are narrow, constraining the opportunities of implementing segregated cycle lanes.</li> <li>Lack of segregation for cyclists/ segregated routes into the city from surrounding areas. Due to lack of and disjointed</li> </ul>	<ul style="list-style-type: none"> <li>Same as above.</li> <li>Britannia Car Park &amp; Vineyard St Car Park are both proposed for residential redevelopment/urban space as part of LUF bid – will bring forward safe, secure cycle parking opportunities, and quality access for cyclists between St Botolph's and Vineyard St Car Park.</li> </ul>

Transport Mode (Zone 1 and 2)	Existing Constraints	Opportunities
	<p>cycle lanes, cyclists and e-scooters currently use the pavement, jeopardising pedestrians' use of pavements. Animosity towards cyclists and e-scooter users.</p>	
Bus	<ul style="list-style-type: none"> <li>Existing layout in city centre does not work for buses, particularly with relevance to adopting a single bus interchange system.</li> <li>Osborne St bus interchange is not an attractive transport interchange as an entry City Gateway to Colchester city centre.</li> <li>Strong dominance of buses along High St, Queen St, Head St and St John St, which impacts the aesthetic of urban realm for pedestrians and cyclists (e.g. air quality, safety, pedestrian comfort levels, risk of conflict, noise pollution, etc).</li> </ul>	<ul style="list-style-type: none"> <li>Could make a certain section of city centre two-way traffic flow for buses/RTS – needs signalling at pinch points to achieve this. Given width constraints, this would only be likely on High St and Head St.</li> <li>Keep buses instead to the inner ring road and create high quality pedestrian routes to then connect the inner ring road bus stops into the city centre. This will support removal of buses travelling right through High St etc. Matched with a comprehensive upgrade of the dispersed bus infrastructure.</li> <li>Significantly improving the existing Osborne St bus facility, or providing an entirely new bus facility in a different location.</li> </ul>
Rail	<ul style="list-style-type: none"> <li>Colchester rail station (with fast rail services to London Liverpool St and key Essex towns/cities) is disconnected from rest of Colchester city.</li> <li>Anti-social behaviour presence around St Botolph's Circus and Colchester Town rail station. Limited sightlines and legibility/signage as users exit rail station to access city centre facilities.</li> </ul>	<ul style="list-style-type: none"> <li>Colchester Town rail station – LUF bid seeks better connectivity to city centre through new dedicated pedestrian route. Rail users will have better visibility of onward travel routes.</li> <li>Use of rail for freight purposes – there are some pockets of adjacent land as rail sidings for unloading/loading points, in addition to underutilised railway arches for micro-consolidation centres for city centre goods. Whilst these are likely to present challenges in terms of suitability, different locations for these types of interventions could be examined.</li> </ul>



Transport Mode (Zone 1 and 2)	Existing Constraints	Opportunities
Private car	<ul style="list-style-type: none"> <li>Ensure that any changes to St Botolph's Circus does not negatively impact any other key transport links through or around the city centre – e.g. Head St/ Queen St/ Mersea Road/ Osborne St.</li> <li>Hythe – these roads get very congested as enroute to the A133 (heads east from Colchester).</li> <li>Arterial routes west of city centre are also congested (e.g. Lexden Road and Colne Bank Ave).</li> <li>Mersea Road – very poor air quality corridor currently.</li> </ul>	<ul style="list-style-type: none"> <li>Removal of traffic in city centre as major retailers/chains are likely to be moving further out of city centre towards retail parks in urban periphery (recognising this is also a challenge for economic vitality).</li> <li>Generally low parking utilisation across city centre (65% on average) – opportunity for redevelopment within close proximity (e.g. St John's car park, Grayfriars, etc).</li> <li>20mph speed limit implemented along High St (likely success as most vehicles currently travel at this speed already).</li> <li>Road user pricing or alternative form of demand management.</li> </ul>
Future Mobility	<ul style="list-style-type: none"> <li>City centre location is heavily constrained and difficult engineering-wise – makes RTS routeing options quite limited.</li> </ul>	<ul style="list-style-type: none"> <li>Transforming High St to more of a kerbless street (e.g. Fishergate, Preston and Maidstone High Street).</li> <li>RTS will be a 'tram like' experience— aiming for five-minute frequencies ideally. East-west connections through Colchester.</li> </ul>
Servicing and Deliveries	<ul style="list-style-type: none"> <li>Difficult to change existing delivery and servicing regimes for organisations located in the city centre due to: <ul style="list-style-type: none"> <li>perceived level of effort</li> <li>possible financial implications</li> <li>long-standing contracts with suppliers</li> </ul> This is particularly relevant for national chains that may have less flexibility and authority over their contracts and choice of suppliers.</li> </ul>	<ul style="list-style-type: none"> <li>Micro consolidation logistics centre – the railway arches underneath Colchester Town rail station/ adjacent to Britannia Road car park should be explored for last mile distribution hubs, or elsewhere in city centre if not considered practical location.</li> <li>City centre traffic restrictions still allow businesses in city centre to receive their deliveries during overnight period.</li> <li>Shopping centre has dedicated off-street loading areas, which reduces pressure on the kerbspace.</li> <li>Possibly influence the delivery regimes of smaller businesses.</li> </ul>
Growth Areas & Transport	<ul style="list-style-type: none"> <li>Free parking is being offered at major retail hubs outside of city centre (e.g. Northern City Gateway leisure/retail complex), which is attracting retail users away from the city centre and resulting in reduced footfall and expenditure.</li> </ul>	<ul style="list-style-type: none"> <li>A120/A133 Link Road – will relieve pressure on eastern road network in Colchester.</li> <li>'Park and Choose' – to be provided in southern portion of Garden Community.</li> </ul>

## Validating the Vision: Priorities and Goals

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# City centre User Profiles

## Introduction

The user profiles shown in Figure 25 and Figure 26 were identified through the review of studies and surveys conducted across Colchester more widely and its city centre. They were further developed as Steer scoped out the transport objectives underpinning this CCTP, as displayed on the previous pages. These were presented to CBC and ECC as part of Stage 2: Validating the vision, for discussion, consideration and feedback.

These different user profiles have been considered when developing the transport interventions, as it is important to consider the spectrum of likely users of Colchester city centre, and their associated behaviours:

- Their existing knowledge of Colchester's transport networks (across all modes).
- What time they would tend to travel to/from the city centre, and typical frequencies.
- Typical choice of travel mode.

It is equally important to consider their general locations of origin and destinations with relevance to Colchester city centre, and some of their typical socio-economic demographics which can influence transport choice.

The user profiling exercise has been used to develop the CCTP transport goals and objectives underpinning Colchester masterplan, and further develop the MCAF metrics for the subsequent high-level strategic assessment.

Figure 25: City centre user profiles and their associated behaviours

	Knowledge	Time	Mode
	Are they familiar with the city centre and with the mode?	When and how often do they make this journey to or within the city centre?	What travel mode are they using or going to use?
	<ul style="list-style-type: none"> <li>• Are they new to the city centre?</li> <li>• Are they new to the travel mode? (E.g., car, bus, train, shared bike, etc.)</li> </ul>	<ul style="list-style-type: none"> <li>• Do they perform this travel on weekdays, the weekend, or at peak AM/PM times?</li> <li>• Is this travel taking place several times per week, month or less?</li> </ul>	<ul style="list-style-type: none"> <li>• On foot?</li> <li>• A bus or train?</li> <li>• A shared vehicle (carpool, TPH)?</li> <li>• A personal car, bike or scooter?</li> <li>• A delivery vehicle?</li> </ul>
Inner Colchester residents	Local workers & businesses	Frequent visitors	Occasional visitors & tourists
<b>Knowledge</b> <ul style="list-style-type: none"> <li>• Familiar with the city centre as a whole.</li> <li>• Familiar with most modes within Zone 1. Less familiar with modes to access/leave Zone 1.</li> </ul>	<ul style="list-style-type: none"> <li>• Familiar with specific areas of Zone 1.</li> <li>• Familiar with modes of travel to access/leave Zone 1. Slightly less familiar with modes to travel within the city centre.</li> </ul>	<ul style="list-style-type: none"> <li>• Quite familiar with leisure, retail and hospitality-focused areas across Zone 1.</li> <li>• Familiar with most modes to access/leave and travel within Zone 1.</li> </ul>	<ul style="list-style-type: none"> <li>• Unfamiliar with Zone 1.</li> <li>• Unfamiliar with available modes to access/leave or travel within Zone 1.</li> </ul>
<b>Time</b> <ul style="list-style-type: none"> <li>• Across the whole week and day.</li> <li>• Mostly during daytime.</li> </ul>	<ul style="list-style-type: none"> <li>• Mostly on weekdays at AM and PM peaks.</li> <li>• Retail and hospitality workers also travel on weekends, before and after peaks.</li> <li>• Deliveries usually outside peak time.</li> </ul>	<ul style="list-style-type: none"> <li>• Mostly on weekday evenings and weekends.</li> <li>• Mostly outside AM peak times.</li> <li>• PM travel in opposite direction to peak flows.</li> </ul>	<ul style="list-style-type: none"> <li>• Mostly outside peak times</li> <li>• On weekends and to a lesser extent on weekdays subject to bank holidays, seasonal events and personal breaks.</li> </ul>
<b>Mode</b> <ul style="list-style-type: none"> <li>• Mainly on foot or bus.</li> <li>• Higher use of cycling and e-scooter among younger residents.</li> </ul>	<ul style="list-style-type: none"> <li>• Access via car and buses, then mostly walking in their workplace area.</li> <li>• Specific types and requirements for goods and specialist vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>• Access via buses or car (sometimes shared vehicle), following by walking and eventually e-scooter trips in the future for last mile journeys.</li> <li>• Access sometimes via Park &amp; Ride services.</li> </ul>	<ul style="list-style-type: none"> <li>• Access mainly via car and buses then mostly walking and eventually taxi or private hire.</li> <li>• Modest number of tourists arriving by train.</li> </ul>
<b>Origin points</b> <ul style="list-style-type: none"> <li>• Mainly Zone 1.</li> <li>• Also part of Zone 2 along ring road.</li> </ul>	<ul style="list-style-type: none"> <li>• Mainly across Zone 2, 3 and 4.</li> <li>• Zone 1 to a lesser extent (to be investigated).</li> </ul>	<ul style="list-style-type: none"> <li>• All Zones.</li> </ul>	<ul style="list-style-type: none"> <li>• Zone 3 and beyond.</li> </ul>
<b>Population groups</b> <ul style="list-style-type: none"> <li>• The centre families (with young kids) and older people living on city centre fringe.</li> <li>• Students and young professionals are less represented than in larger urban centres.</li> </ul>	<ul style="list-style-type: none"> <li>• The centre has a high proportion of retail and hospitality jobs, whose workers are likely to have lower incomes, perhaps unable to afford a car;</li> <li>• Public sector jobs also have a high presence in city centre;</li> <li>• The centre regionally strong on night-time economy.</li> </ul>	<ul style="list-style-type: none"> <li>• Residents of surrounding towns and villages cover most types of population groups;</li> <li>• Students from the University of Essex and Colchester Institute.</li> </ul>	<ul style="list-style-type: none"> <li>• All types of population groups is expected to be found within this profile but up-to-date and detailed information isn't currently available.</li> </ul>

Figure 26: City centre user profiles

### Inner Colchester residents

*Abigail lives in the city centre and attends a local primary school. She enjoys shopping with her visually impaired mother. They find it difficult to go through busy areas to access services and activities beyond their neighbourhood. They would benefit if accessibility issues were addressed with better step-free accesses, and environmental aids such as audible traffic lights and gradient signalling.*



### Local workers & businesses

*Joseph is a chef at a restaurant in the city centre. He often finds himself in traffic and struggling to find motorcycle parking close to his work, city centre restaurants or his gym. He relies on his motorcycle as the nearest bus stop is a 20 minute walk from his suburban house in Highwoods. Joseph wishes he could cycle to work but he couldn't afford a house closer to the city centre.*



### Frequent visitors

*Nazia is a young resident in Greenstead. She likes to spend time socialising with friends in the city centre. She often rides with a friend who afforded a car. They usually split the cost of car parking. Nazia would like greater independence through using public transport. Buses are affordable but she doesn't feel safe using them late at night when services are less frequent.*



### Occasional visitors & tourists

*Cora is an energetic retired lady from Lexden. She enjoys weekend trips with her grandchild. She usually drives him to out of town leisure parks where parking is free. They sometimes take the train and have a big day in London. Cora is concerned about not being able to drive anymore. She wishes there was more for the two of them to do in Colchester where she goes to with the bus or even cycling.*





# CCTP Objectives

## Introduction

We developed a set of objectives underpinning the CCTP, which were based upon the existing Colchester transport context, understanding city centre user profiles, and the overarching policy content (previously outlined). These were agreed with the Transport Working Group and were used as the framework for developing transport interventions to eventually feed into the masterplan.

## Goals

The three goals were based on the CFTS, which are considered the key ‘umbrellas’ for different categories of transport objectives forming this CCTP. These are shown in Figure 27.

## Objectives

The nine objectives (1A-3C) shown in Figures 28-30 help to define the illustrative masterplan for Colchester in transport terms. These cover a range of objectives, including considering the transition to low carbon modes, minimising the use of private vehicle, climate resilience, adopting ‘Healthy Streets’ concepts, minimising environmental impacts, health and wellbeing, connectivity, and mobility. These objectives have been closely integrated with other aspirations of the masterplan including place making, socio-economic and inward investment aspects. This package of objectives provide the foundation for a holistic overview when developing and assessing transport interventions.

Figure 27: Colchester Masterplan Transport Goals



Figure 28: CCTP Objectives (1 of 3)



Figure 29: CCTP Objectives (2 of 3)



Figure 30: CCTP Objectives (3 of 3)





# Engagement with Local Users of the City centre

## Overview

Steer has engaged with the many key stakeholders involved in the Colchester masterplan to identify the key transport opportunities and constraints regarding the city centre. This has shaped the recommendations coming out of the CCTP. Whilst engagement has been a continual process throughout development of this CCTP, this was particularly important at the following stages of the CCTP 6-stage process:

- **Stage 2 Validating the Vision:** agreeing the overall transport vision, goals and objectives underpinning Colchester masterplan with the Transport Working Group and Masterplan Steering Group.
- **Stage 3 Pause for Reflection and Engagement:** recap to key stakeholders about the initial transport interventions recommended to feed into the Colchester masterplan, and listening to their feedback on these interventions based on their local knowledge.

The engagement exercises are summarised in the following narrative.

### Project Team Meetings

Steer has continually liaised with We Made That and other consultants involved in the masterplan, to ensure that any recommendations regarding traffic, transport and movement for the city centre have been incorporated into the wider strategic proposals for the masterplan. Steer has equally

utilised information available from the team to inform recommendations, for example socio-economic data to highlight average age of Colchester's population, and heritage information to inform key transport City Gateways to maximise Colchester's unique assets. Regular meetings have helped to foster a sense of coordination, communication and document control.

### Masterplan Steering Group

Steer has been involved in monthly workshops with CBC and ECC's key officers across planning, transport and economic teams. This has provided the opportunity for Steer to provide an update on the transport appraisal and any key clarifications for the wider client team.

### Transport Working Group

Steer established a Colchester Masterplan Transport Working Group comprising of ECC and CBC officers ranging across various disciplines, including highways, active travel, parking, RTS, regeneration, planning and transport policy. The primary focus of this group is transport and the CCTP.

Through in-person site visits and workshops, the officers have been able to input directly to the decisions and actions underpinning the CCTP work of the Colchester masterplan. The consultations have directly informed progress through the development and selection of transport interventions, ensuring all voices were heard.

The consultation followed a three-stage approach, acting as a forum of discussion at the start, middle and end of the masterplan development.

### Team Colchester

The focus of these sessions were around delivery and regeneration opportunities, therefore Steer provided insight into the future delivery of transport interventions progressing as part of the masterplan, including their effect on city centre transport and significant risks/ constraints. These sessions provided the opportunity to receive feedback on the interventions' feasibility.

### Our Colchester BID

Steer held a transport-focused session to gather insight on local transport issues and to address concerns from Colchester's BID, but to also raise awareness about and inspiring the group with 'progressive' transport solutions (e.g. new mobility modes, technological developments to facilitate efficient parking strategies, etc). Steer presented data on electric vehicles, pedestrianisation and parking from primary and secondary data sources to demonstrate rationale for masterplan concepts. Parking has particular relevance to the BID members in terms of customer access and economic vitality. Important discussion points revolved around the quality of parking, the location of parking and how such infrastructure connects to other transport connections. CBC's parking officer attended the session to help align Steer's work with the BID vision.

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## Public consultation

We Made That coordinated a range of public consultation sessions to gather in-person feedback from the general public on their aspirations for the forthcoming masterplan, based on existing challenges and opportunities. In addition to this, an online survey was issued to gather qualitative and quantitative feedback, as summarised in the Public Consultation Insights section. This form of engagement included specific questions related to transport and access, which has been useful insight for developing transport interventions.

## Technical sessions

### St Botolph's Circus Design Review

Development of the masterplan acknowledged that the St Botolph's Circus layout submitted as part of the successful July 2022 LUF bid needed further refinement for optimal active travel improvements to the area. Steer and ECC/CBC transport officers undertook a series of design workshops to refine the LUF design as part of LUF Stage 2 (LUF2) to support:

- optimisation of highway capacity within the layout/configuration;
- the wider Colchester masterplan;
- future transport interchange by maximising capacity within the area (within the remits of the forthcoming masterplan);
- sustainable multi-modal connections; and
- City Gateway to the city centre core zone.

## Cyclist Campaign Session

Steer engaged with the Colchester Cycling Campaign and the Civic Society Highways Group to seek their input on cycling opportunities for the city centre, and provide feedback on Steer's active travel recommendations throughout masterplan development.

## Accessibility Session

Steer has attended an accessibility meeting to ascertain the key existing challenges for disabled users of Colchester city centre, which were incorporated into the transport interventions.

## Bus Operators Session

Steer engaged with bus operators at the strategic level to integrate transport interventions regarding bus and RTS across Colchester with wider ECC BSIP proposals. The discussions focused on the vision for the urban realm and how buses supports / challenges that vision given their key role through the city centre. The various ideas progressed sought validation and input from the bus operators, as well as key ECC/CBC transport operators. Bus operators in attendance included First Essex Buses Ltd, Go East Anglia, Arriva Bus and Colchester Amphora Trading Ltd.

## Developing the Transport Interventions

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# Steer Expert Panel

## Overview

Steer's CCTP team were supported by a bespoke Expert Panel in the development of transport interventions to take forward as part of Colchester's masterplan. Individual Steer experts across different disciplines of transport provided an initial range of transport interventions suitable for Colchester city centre, which ranged in scale from 'light touch' measures that are quick and have minimal effort to implement, to radical measures that would result in significant changes to Colchester's existing characteristics.



Transport Interventions

Experts were asked to consider which interventions were physical, tangible and could be delivered 'on the ground', versus strategic and theoretical concepts which would typically require further feasibility assessment prior to implementation.

The transport interventions developed for the CCTP covered a range of transport modes and disciplines, which have been divided into primary and secondary interventions based on the masterplan's core city centre boundary.

## Primary Transport Interventions

- **Urban Design**
- **New Mobility and Digital Demand Responsive Transport (DDRT)**
- **Integrated/Highways Design**
- **Active Travel**
- **Wayfinding/signage**
- **Bus and RTS**
- **Parking**
- **Freight and logistics**

The transport interventions were developed by the Expert Panel using principles set out within Manual for Streets (MfS), which has influenced the thinking of transport planners for many years. It should be highlighted that detailed design guidance contained within MfS (and MfS 2) and cycle infrastructure design (LTN 1/20) would be expected to be adopted as and when specific schemes were being developed through the detailed design stages (which is beyond the scope of this CCTP).

## Secondary Transport Interventions

Steer further developed measures related to **rail**, which were considered more as additional 'extra' initiatives to the core package of transport interventions.

- Colchester rail station is located further north of the study area and is considered to be outside of the masterplan focus area. However, some transport interventions did focus on

connectivity between this mainline station and the city centre.

- Colchester Town rail station is included within the south-east corner of the core city centre boundary, however the focus of transport interventions will be on surface level transport and urban design (rather than rail infrastructure and service provision) as part of CCTP and masterplanning work. This rail station is further being considered as part of the St Botolph's Circus improvements and integration with St Botolph's as part of the mobility hub/public transport interchange concept

## Factors considered

When developing transport interventions for further assessment, the following parameters were considered:

- The pros/cons of each intervention.
- How the intervention aligns with policy and CCTP objectives.
- How the intervention might link to, impact on or influence other transport modes.
- From the long list of transport interventions within each transport mode/discipline, which three are the most beneficial to the city centre as determined by the Steer expert. These were discussed in more detail with the Transport Working Group during an interactive workshop, and some schemes were subsequently removed or altered based on feedback received.



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Based on the defined scope and brief provided by CBC and ECC for the CCTP, no costings or detailed design has been developed for individual transport interventions. Metrics considering this on a more strategic level were included within the MCAF, however. The next stage is strategic modelling to be completed by ECC.

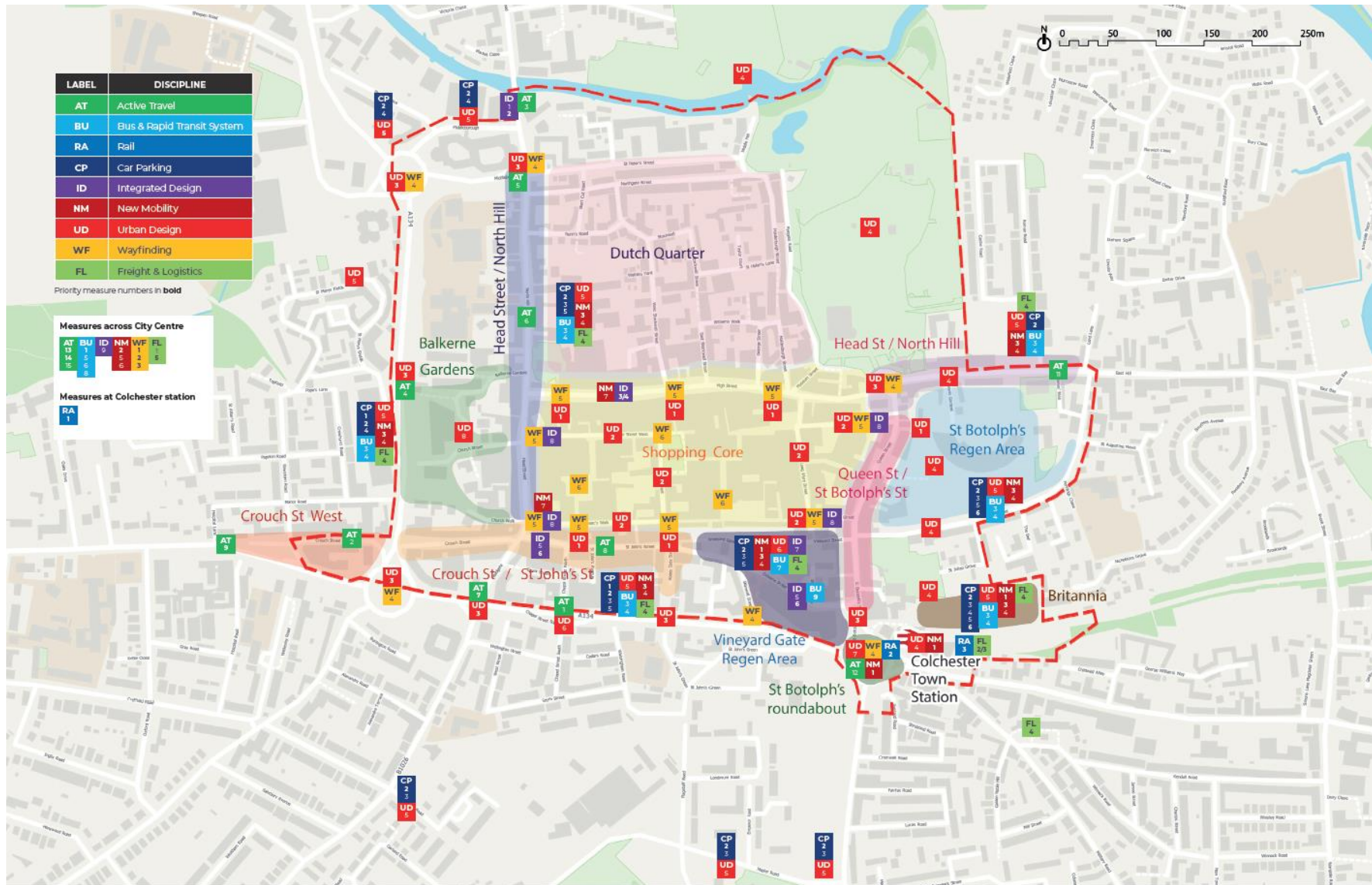
The full list of initial transport schemes is illustrated at Figure 31 overleaf, across the different categories. These were taken forward for subsequent technical evaluation as part of the MCAF assessment, which provided a high-level strategic review tool to rank interventions on a consistent scoring system.

The long list of initial interventions (approximately 65 different interventions) is included at **Appendix A**.

Figure x – Caption

# Transport Interventions

Figure 31: Initial Transport Interventions



# Interventions Assessment

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# Our Approach

## Overview

We assessed the compatibility of transport interventions identified by our Steer experts for Colchester city centre through a two-tier approach:

1. A **strategic assessment** identifying key City Gateways and corridors and their appropriate categories of transport measures.
2. A **localised, micro-level** technical evaluation of specific interventions.

A detailed description of the evaluation methodology is provided across the following pages.

## Strategic assessment

Following the session with Steer's experts, we undertook a more spatial, strategic assessment to identify different zonal areas across the urban core and its immediate periphery, including:

- City Gateways into the city centre;
- intervention and development sites;
- public realm focus areas; and
- active travel routes.

This helped to determine a comprehensive movement and access strategy by considering key 'City Gateways' and 'corridors' which would complement the Colchester masterplan. Mobility, connectivity and accessibility are the primary constituents of the CCTP, which lend themselves to considering corridors and gateways and key spatial movement areas and presenting recommendations in that format.

This assessment was undertaken at Stage 4: Pause for Reflection as part of the CCTP programme, to reassess progress in line with objectives and the Colchester masterplan.

We assessed which general categories of transport schemes would be most applicable for these different zonal areas, for integration to the wider masterplan.

## Intervention testing

To assess each of the various interventions developed by Steer's experts in a holistic manner, the MCAF was developed to account for the pros and cons of each scheme or intervention, effectively 'sifting' through the long list of transport interventions prepared by Steer's experts across the different transport modes / disciplines. The MCAF was built around carefully selected criteria that are linked to the goals and objectives of the CCTP and the vision of the CFTS. . Those objectives have been previously summarised within the 'Validating the Vision: Priorities and Goals' section of this CCTP.



# Strategic Assessment

## Overview

This initial layer of analysis helped to develop transport interventions for the Colchester masterplan, and included two assessments:

- Establishing Transport Zonal Areas.
- Strategic Transport Priority Matrix.

## Establishing Transport Zonal Areas

Steer established the different zonal areas across the city centre boundary and its peripheral area, categorised as follow and illustrated at Figure 32.

### City Gateways

- **Regional City Gateway** – areas at major road junctions. Their main function is to serve as regional arrival and departure points with interchanges between medium or long-distance travel modes (car, RTS, buses, Demand Responsive Transport (DRT), and/or rail) with last-mile modes.
- **Local City Gateway** – areas at junctions between roads and streets leading to the shopping core. Their main function is to support pedestrian and cyclist movement to/from the city centre. This includes crossing local roads and onward journeys with relevant last-mile modes.
- **Car park City Gateway** – areas at pedestrian car park entrances. The present study is limited to car parks owned by the CBC. Their main function is to support pedestrian movement between centralised car parks and the city centre.

### Intervention Sites

- **Development site** – areas identified for ongoing and future developments. These sites should contribute to local transport through:
  - permeability to pedestrians and cyclists.
  - contributing to their local area with relevant infrastructures and landscape assets.
- **Car park site** – areas dedicated to car parking. The present study is limited to car parks owned by the CBC. Their main function is to provide an attractive alternative to on-street parking within the city centre.

### Public Realm

- **Currently pedestrianised** – lengths of streets already fully pedestrianised.
- **Currently pedestrian-friendly** – lengths of streets already offering an attractive pedestrian experience through wide footways, low traffic and/or other measures.
- **Pedestrian improvement** – lengths of streets where it is recommended to enhance further the pedestrian experience through measures including:
  - full pedestrianisation or footway widening.
  - traffic restrictions.
  - landscape and urban realm improvements.
- **Leisure & history route** – routes through parks and along streets identified for their historical and leisure qualities. Their function is to accommodate pedestrian and leisure cyclist movement while highlighting local assets through interventions including:

- information and wayfinding.
- landscape.
- artworks.

- **Permeable developments** – routes through sites identified for ongoing or future developments. Their main function is maintain or restore movements across the site for the shared benefits of the developments and the local area. These should enable 24/7 use by visitors while accommodating the development's management and security needs.

### Cycling

- **LCWIP segregated** – lengths of streets and roads identified by the LCWIP for the integration of a fully segregated cycle route.
- **LCWIP advisory** – lengths of streets and roads identified by the LCWIP for the integration of an on-road advisory and/or contraflow cycle route.
- **Proposed segregated** – lengths of streets and roads where it is proposed, in addition or as an upgrade of the LCWIP, to integrate a fully segregated cycle route.
- **Proposed advisory** – lengths of streets and roads where it is proposed, in addition or as an upgrade of the LCWIP, to integrate an on-road advisory and/or contraflow cycle route.

## Outcome

From distinguishing different parts of the city centre boundary into the Transport Zonal Areas, it was possible to group these into key **City Gateways** and **corridors**. These were considered vital focus areas to take forward into Colchester's masterplan, and are summarised as follows:

### *Key corridors*

- Balcerne Gate-Culver St
- Crouch St-Short Wyre
- High St
- Red Lion Yard-Stanwell St
- Pelham's Lane – Abbey Gate St
- St John's St – Osborne St

### *Key City Gateways*

- St Botolph's Circus
- Maldon Road
- Middleborough City Gateway

These corridors and City Gateways are discussed in the following section of this CCTP in relation to the specific transport interventions. It should be highlighted that all of the key corridors are interconnected because the city centre network is very small and constrained, and implementation of transport interventions along specific corridors/gateways will have impact upon other locations within the city centre urban core. This aligns with the Triple Access Planning (TAP) concept, whereby future sustainable urban accessibility can be

achieved through the transport system (physical mobility), the land-use system (spatial proximity) and the telecommunications system (digital connectivity); together constituting a Triple Access System (TAS).

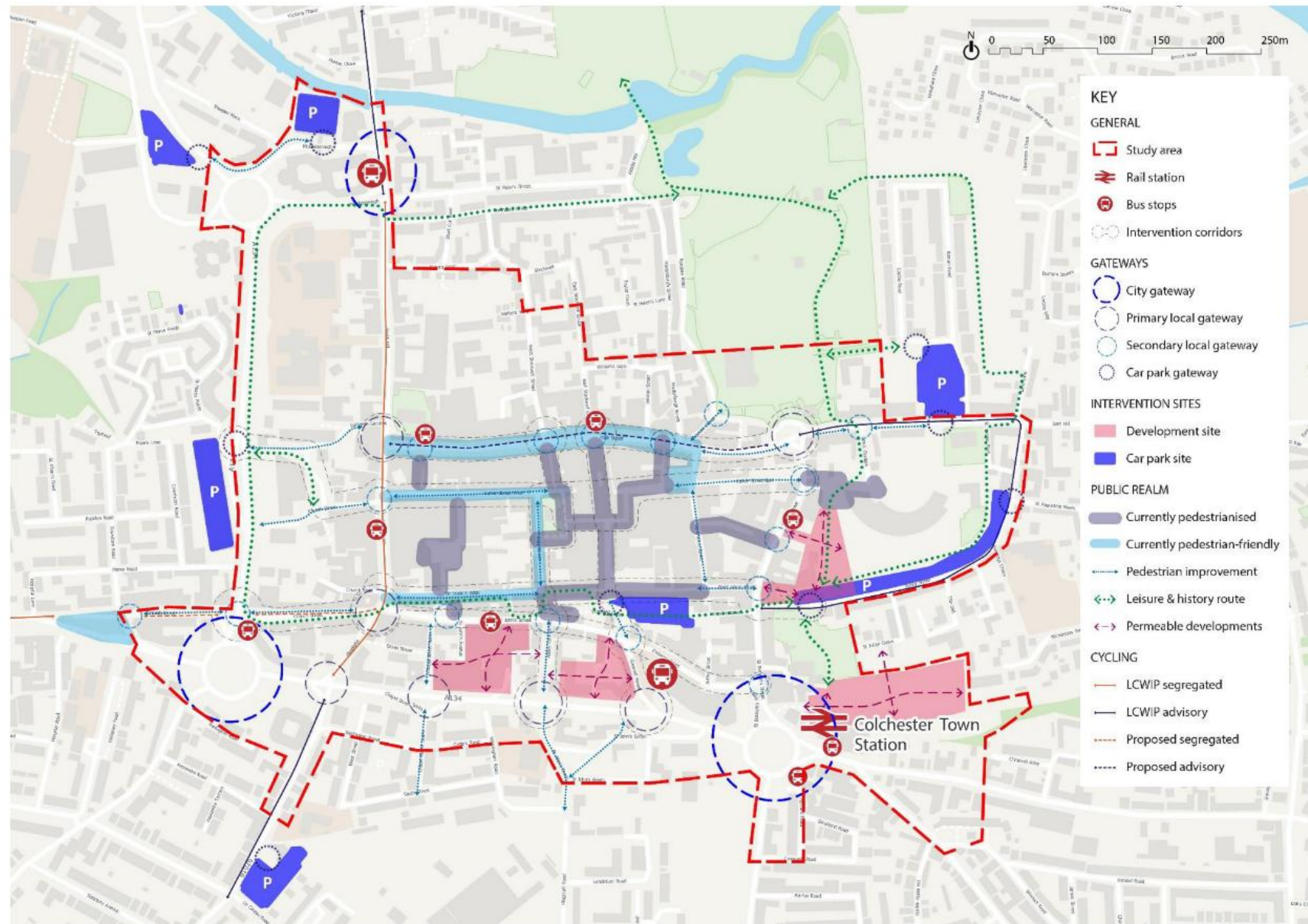
## Strategic Transport Priority Matrix

Undertaking a spatial coding of areas helps to identify what is important in transport terms for the city centre based on expert input, engagement and masterplan collaboration. This is a useful exercise as part of 'pause for reflection' before scoring specific transport schemes within the MCAF. Such assessment also provides the wider masterplan team with a high-level view as to what factors might drive success from a transport, placemaking, access and connectivity perspective

We assessed which general categories of transport schemes would be most applicable for these different Transport Zonal Areas through development of a matrix, providing a level of significance (i.e. low/medium/high). The output of this is provided at **Appendix B**.

This matrix helps to identify the transport and access priorities for sites within specific corridors and City Gateways in the city centre. It can be applied by Colchester city centre future developers, as the matrix identifies what transport infrastructure is required for future development sites within different areas across Colchester city centre.

Figure 32: Colchester's Transport Zonal Areas



# Multi-Criteria Assessment Framework

## Rationale

In order to assess and prioritise the individual transport interventions identified by our Steer experts and reviewed by ECC and CBC, we developed a MCAF which allows the assessment of schemes and projects through the use of a set of weighted strategic criteria. This approach has been used successfully by Steer with other local authorities to holistically evaluate transport schemes and is therefore a ‘tried and tested’ methodology. This is a high-level assessment process which excludes any detailed costings or financial metrics.

The MCAF tool, including the scoring tabs and summary results, is included in **Appendix C**.

## MCAF Criteria and Weighting

The MCAF allows the user to holistically assess a number of projects and schemes against a set of criteria under the categories of **Strategic**, **Economic** and **Delivery**. The list of criteria has been developed using the nine key transport objectives of the CCTP, and the important socio-economic and delivery aspects that can be assessed at this strategic level when developing the Colchester masterplan. It should be emphasised that ECC’s Strategic Transport Model has not yet tested any of the initial interventions (at time of writing), and therefore the scoring does not account for any results based on modelling outputs. This is anticipated to take place later on with the shortlisted range of transport interventions.

The criteria has been drawn upon Department for Transport’s (DfT) guidance on transport business case assessment and process procedures, given that the MCAF is considered a ‘light touch’ interventions evaluation tool.

It is considered that all criterions are of equal significance; an equal weighting has been applied to each criteria to allow scoring of the approximate 65 transport interventions. However it must be recognised that not all criteria are applicable for every transport scheme; for example, the metric ‘affordability of travel’ does not apply to wayfinding schemes. Therefore a weighted score has been applied to ensure any ‘N/A’ scores do not contribute to the combined final score for that specific intervention to avoid any skewing.

## Strategic Criteria

The strategic criteria has been adopted from the CCTP transport objectives. The strategic assessment brings forward a dimension of how the approximate 65 different transport interventions contributes to achieving ECC and CBC’s strategic priorities and how it aligns with existing transport and urban design portfolios, programmes and projects within Colchester city centre.

**Table 2: MCAF Strategic Criteria**

Strategic Criteria Ref.	Description
1	Support modal shift towards low carbon and sustainable travel
2	Provide interventions that will help to mitigate the negative impacts from private car use
3	Encourage environment- friendly deliveries and servicing
4	Deliver safer, more attractive and healthier streets and spaces
5	Improve quality of life through 'Accessible and Liveable Neighbourhoods' design
6	Connect green spaces, leisure, sport and community hubs through active travel
7	Deliver transport interventions that are considered appropriate through engagement with Colchester's key stakeholders
8	Grow footfall through accessible an affordable transport for everyone
9	Meet the changing operational needs of a 21st Century City centre



## Economic Criteria

The economic dimension of the MCAF assesses whether the individual transport scheme offers value for money to the public and users of Colchester's city centre. Note that precise quantitative data has not been available for assessing certain criteria (e.g. operational and maintenance cost), and therefore best professional judgement and low/medium/high financial brackets have been applied in this instance.

**Table 3: Economic Criteria Descriptions**

Economic Criteria Ref.	Description
1	Operational and maintenance cost
2	Affordability of travel
3	Resilience / Flexibility
4	Expected Value for Money in terms of wider benefits/societal aspects
5	Environmental impact (air, noise)
6	Natural environment: will intervention have positive or negative impacts?
7	Severance: increased or reduced?
8	Physical activity: will intervention cause more or less walking and cycling?
9	Health & safety
10	Access: will intervention improve access to facilities?
11	Goods and deliveries access for city centre businesses: what impact will the intervention have?
12	Security/crime: assessment of overall security provision of intervention (is it secure for users, will it lower crime, will it provide protection)?

Economic Criteria Ref.	Description
13	Heritage and landscape: what impact will the intervention have?
14	Heritage and landscape: what impact will the intervention have?
15	Regeneration: what impact will the intervention have ?
16	Night time Economy: what impact will the intervention have?
17	Economic vitality for city centre businesses: what impact will the intervention have?

## Delivery Criteria

The deliverability dimension of the MCAF ascertains the commercial viability of a specific transport scheme to ensure that there is a clear understanding of the financial implications of any proposed intervention. It also incorporates any key constraints and risks that might result in a negative impact from the scheme, for example stakeholder support and difficulties in implementation.

**Table 4: Delivery Criteria Descriptions**

Delivery Criteria Ref.	Description
1	Capital cost: What is the estimated cost of constructing this intervention?
2	Expected Value for Money
3	Can funding be sourced/ attractiveness of intervention
4	Stakeholders support: general public, businesses, operators
5	Local Authority support
6	Evidence from precedents How well developed is the evidence at this stage?
7	Flexibility of intervention / Adaptability
8	Physical Constraints
9	Heritage Constraints

Delivery Criteria Ref.	Description
10	Construction impact (traffic, business and environment)
11	Timescale: How long is the projected timetable from inception to delivery?

## MCAF Scoring

Having defined the criteria and the weighting values, each transport scheme or project was then assessed relative to each criterion. A seven-point scale has been used, as shown in Table 5. This assessment system and its description (e.g. 'Moderate Adverse' for a negative score of 2) aligns with the DfT's standard approach. It was important to identify which criteria did not apply to the scheme in question, to ensure this criteria was removed from the overall combined score.

Table 5: MCAF Scoring system

Description	Score
Large Adverse	-3
Moderate Adverse	-2
Slight Adverse	-1
Neutral	0
Slight Beneficial	+1
Moderate Beneficial	+2
Large Beneficial	+3
Non-Applicable	N/A

Evidently the scoring could only be based on the available information gleaned throughout the CCTP progress (as previously outlined in this document), and therefore it was an iterative process. Scoring is considered a subjective exercise based on the individual's opinion, and therefore it was important that the initial set of scores were subject to a peer review before the combined total score for each transport intervention could be finalised and a consensus reached.

Following the assessment against each criteria, it was possible to provide comments within the MCAF to justify / support the allocated scores and overall conclusions.

The MCAF displays the scoring of interventions graphically to enable easy comparison and identify the priority schemes which were considered to provide the greatest benefit to Colchester city centre. The MCAF is capable in producing an output table of 'ranked' scores from top-scoring to lowest-scoring interventions, based on the total combined score that each intervention achieved.

It is recognised that certain interventions need to be delivered in conjunction with other ones for maximum success, for example **Measure UD1 Define inner city centre City Gateways towards the pedestrian shopping core, Firstsite and historic attractions** is very closely linked to **Measure AT1: Upgrade the lighting and general attractiveness of the Southway underpass**. However, the MCAF scoring methodology examines individual transport interventions in their own merit for simplicity and in terms of priority. Some measures need to be examined individually, as they can be delivered exclusive of any other interventions, and could also be implemented at multiple locations (and thus the scoring is completed neutrally on a location-wide basis). An example of this is **Measure NM1: Create a network of Mobility Hubs across the city centre and at key destinations beyond**.

Notwithstanding the above points, when it comes to prioritising certain key corridors and City Gateways over others, a full MCAF review would be needed to identify which measures should be packaged together.

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## Shortlisted transport interventions

The results from the MCAF is presented at Table 6, with each transport intervention categorised as either:

- Further studies;
- Zonal policies / measures;
- Service implementation / design;
- Physical interventions at multiple locations; and
- Physical interventions at single location.

The effect on city centre transport has also been detailed against each measure, to provide an indication of the level of effort required to implement such measure. This parameter was taken into consideration during the scoring exercise as part of the MCAF.

Their anticipated timescales for delivery has also been assigned to the individual transport interventions:

- Short term – anticipated for delivery within the next three years;
- Medium term – anticipated for delivery within next 3-5 years; and
- Long term – anticipated for delivery in five years' time onwards.

## Selection for Colchester masterplan

All of the top-scoring transport interventions (those ranked 1-10), and a selection of the average-scoring transport interventions (those ranked 11-45) were taken forward as part of the recommendations for Colchester's masterplan. Generally speaking, the lowest-scoring interventions (ranked 46-57) were not taken forward for further consideration as they were considered to not align with Colchester's transport goals and objectives as strongly as higher-scoring interventions.

There were some exceptions to this however as some of the lower-scoring interventions still have credibility and should not be discounted at this stage, and instead should be treated as 'complementary' measures. It is important to remember that transport is subjective and there are different priorities to people on what transport and access schemes are needed or considered most meaningful, and ultimately leadership from CBC and ECC will take forward the transport interventions considered most appropriate at that moment in time.

Any measures within the 'further studies' category are considered important as follow-on work to this CCTP and there is merit for future examination. Further information regarding these recommended studies is provided later on within the CCTP.

**Table 6: MCAF results - Scoring of Interventions and Effect on city centre transport / Timescales for Implementation**

Rank	Reference ID	Intervention	Intervention Category	Effect on city centre transport	Timescales for implementation
<b>Top-scoring interventions</b>					
1	BU7	Complete a detailed study reviewing bus operations across the city centre	Further studies	Moderate	Short term
2	AT13	Implement car-lite access restrictions across the whole city centre	Zonal policies / measures	Radical	Long term
3	AT14	Implement a Zonal Traffic Circulation plan to the wider-area	Zonal policies / measures	Radical	Long term
4	AT15	Implement a Zero Emission Zone to the whole city centre	Zonal policies / measures	Radical	Long term
5	FL1	Integrate parcel lockers at streets with high footfall, transport interchanges and car parks	Physical interventions at multiple locations	Light touch	Short term
6	BU1	Operate longer hours bus services in the evening and on Sundays to/from park & ride locations	Service implementation / change	Light touch	Medium term
7	WF1	Implement inclusive and accessible wayfinding focussed on movement between arrival points and places of interest	Physical interventions at multiple locations	Moderate	Short term
8	UD6	Integrate public/ semi-public realm and green spaces permeable to active travel within new developments	Physical interventions at multiple locations	Light touch	Short term
9	CP2	Implement flexible parking charges (pay on exit or a linear)	Zonal policies / measures	Light touch	Short term
10	WF6	Create a brand identity for the whole shopping core	Further studies	Moderate	Short term
<b>Average-scoring interventions</b>					
11	UD9	Create a coherent landscaped public route around the historic wall	Physical interventions at single location	Light touch	Short term
12	RA1	Run an improved frequent shuttle service from Colchester rail station which runs through the city centre. Ensure this runs during the evening to support late night culture	Service implementation / change	Light touch	Medium term
13	CP3	Support the use of Park & Ride through a reduction of long-stay parking interventions in the city centre	Zonal policies / measures	Light touch	Short/Medium term
14	AT1	Upgrade the lighting and general attractiveness of the Southway underpass	Physical interventions at single location	Light touch	Short term
15	BU11	Update bus priority measures and operations based on the RTS implementation	Service implementation / change	Moderate	Medium/Long term



Rank	Reference ID	Intervention	Intervention Category	Effect on city centre transport	Timescales for implementation
16	AT2	Upgrade towards LTN 1/20 standards the existing Crouch Street cycleway	Physical interventions at single location	Light touch	Short/Medium term
17	UD7	Replace the St Botolph's Circus with a junction and improved public realm	Physical interventions at single location	Radical	Medium term
18	CP5	Index-link parking fees with public transport, Park & Ride and shared transport interventions	Zonal policies / measures	Moderate	Medium term
19	AT10	Integrate a contraflow cycleway along High Street	Physical interventions at single location	Moderate	Medium term
20	UD8	Create a coherent landscaped public realm around the Jumbo Water Tower	Physical interventions at single location	Light touch	Short term
21	AT8	Restrict traffic to buses, time limited delivery and 'except for access' along St John's Street	Physical interventions at single location	Moderate	Medium term
22	AT7	Create several new at grade crossings across Southway	Physical interventions at single location	Moderate	Medium term
23	BU10	Encourage the transition to zero emission buses within the city centre	Further studies	Moderate	Medium/Long term
24	ID3/4	Restrict traffic to buses, time limited delivery and 'except for access' along High Street	Physical interventions at single location	Moderate/ radical	Medium term
25	WF4	Integrate creative navigational aids toward the city centre from the Colchester Town rail station and major City Gateways	Physical interventions at multiple locations	Moderate	Short term
26	FL5	Implement a service to book and manage kerbside deliveries	Physical interventions at single location	Moderate	Short term
27	AT9	Upgrade the advisory cycle lanes to full segregation along Lexden Road	Physical interventions at single location	Moderate	Medium term
28	WF5	Highlight City Gateways into core shopping area with creative works highlighting local history	Physical interventions at multiple locations	Light touch	Short term
29	FL2/3	Create a last mile delivery hub near Colchester Town rail station	Physical interventions at single location	Moderate	Short term

Rank	Reference ID	Intervention	Intervention Category	Effect on city centre transport	Timescales for implementation
30	CP4	Integrate micromobility services (Park and Cycle, Park and Scoot) at car parks	Physical interventions at multiple locations	Moderate	Short term
31	UD4	Create an active travel leisure route connecting the north bank of the River Colne to Colchester Town rail station	Physical interventions at multiple locations	Light touch	Medium term
32	FL4	Create satellite urban logistics hub at car parks with spare capacity	Physical interventions at multiple locations	Light touch	Short term
33	AT11	Integrate a segregated cycle lane along East Hill	Physical interventions at single location	Moderate	Medium term
34	NM5	Create a Mobility as a Service App enabling users to plan, book and pay for services in one place	Further studies	Moderate	Medium term
35	UD2	Replace the carriageway with a kerb-less level surface along streets with existing restrictions	Physical interventions at single location	Moderate	Medium term
36	NM6	Implement a Digital Demand Responsive Transport (DDRT) service along strategic corridors	Service implementation / change	Moderate	Long term
37	ID2	Narrow the carriageway to 6.0m and introduce a continuous segregated cycle way along North Station Road/ North Hill	Physical interventions at single location	Moderate	Medium term
38	UD5	Enhance car parks with attractive access forecourts and internal pedestrian routes	Physical interventions at multiple locations	Light touch	Short term
39	ID6	Restrict traffic to one way and bus/servicing only and widen footway along St John's Street/Osborne Street	Physical interventions at single location	Moderate	Medium term
40	UD1	Define inner city centre City Gateways towards the pedestrian shopping core, Firstsite and historic attractions	Physical interventions at multiple locations	Light touch	Short term
41	ID5	Restrict traffic to one way and improve the footway along St John's Street/Osborne Street	Physical interventions at single location	Light touch	Medium term
42	BU4/BU5	Rationalise bus routes with bus stop infrastructure and information standards across the city centre	Service implementation / change	Moderate/ radical	Medium term
43	NM3	Expand the car club offer with additional allocated space at car parking and promotion	Physical interventions at multiple locations	Light touch	Short term

Rank	Reference ID	Intervention	Intervention Category	Effect on city centre transport	Timescales for implementation
44	UD3	Targeted interventions to define major City Gateways between the city centre with surrounding neighbourhoods	Physical interventions at multiple locations	Moderate	Short term
45	AT5	Remove the left turn lane from Middleborough/St Peter's junction	Physical interventions at multiple locations	Light touch	Medium term
Lowest-scoring interventions					
46	CP6	Retain accessible parking and small amount of pre-bookable parking at Priory Street as part of local developments	Physical interventions at single location	Light touch	Short term
47	NM1	Create a network of Mobility Hubs across the city centre and at key destinations beyond	Physical interventions at single location	Light touch	Medium Term
48	AT4	Replace with staggered crossing (direct parallel/toucan crossing) the Balcerne Hill underpass	Physical interventions at single location	Moderate	Short term
49	ID1	Narrow the carriageway to 6.0m and widen the footway along North Station Road	Physical interventions at single location	Moderate	Medium term
50	NM2	Expand and enhance the existing shared micro-mobility offer within and around the city centre	Service implementation / change	Light touch	Short/Medium term
51	AT3	Replace with a junction the mini roundabout at Middleborough/North Station Rd	Physical interventions at multiple locations	Light touch	Medium term
52	NM4	Integrate EV vehicle charging infrastructure at car parks and along some residential streets	Physical interventions at multiple locations	Light touch	Short term
53	NM7	Implement an Autonomous Vehicle Shuttle Service along High Street and Sir Isaac's Walk	Service implementation / change	Moderate	Long term
54	ID7	Restrict traffic to one way along Vineyard Street Car Park	Physical interventions at single location	Light touch	Medium term
55	BU8	Create a new bus interchange near Osborne Street	Physical interventions at single location	Radical	Long term
56	AT6	Create a new controlled crossing on North Hill between High Street and St/Peter's Middleborough.	Physical interventions at single location	Light touch	Short term
57	BU9	Create a new bus station in the area of the Vineyard Street car park	Physical interventions at single location	Radical	Long term

## Masterplan Integration

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# Corridor Recommendations

## Balkerne Gate – Culver Street Corridor

The recommended physical interventions for this east-west corridor through Colchester city centre are presented in Table 7 below, and presented visually overleaf in Figure 33. This corridor concentrates on the consolidation and extension of the already pedestrian-friendly Culver Street West and Culver Street East beyond Head Street and Queen Street. It aims to create a coherent active travel experience between St Mary's Car Park and the Mercury Theatre to the west, with Firstsite to the east.

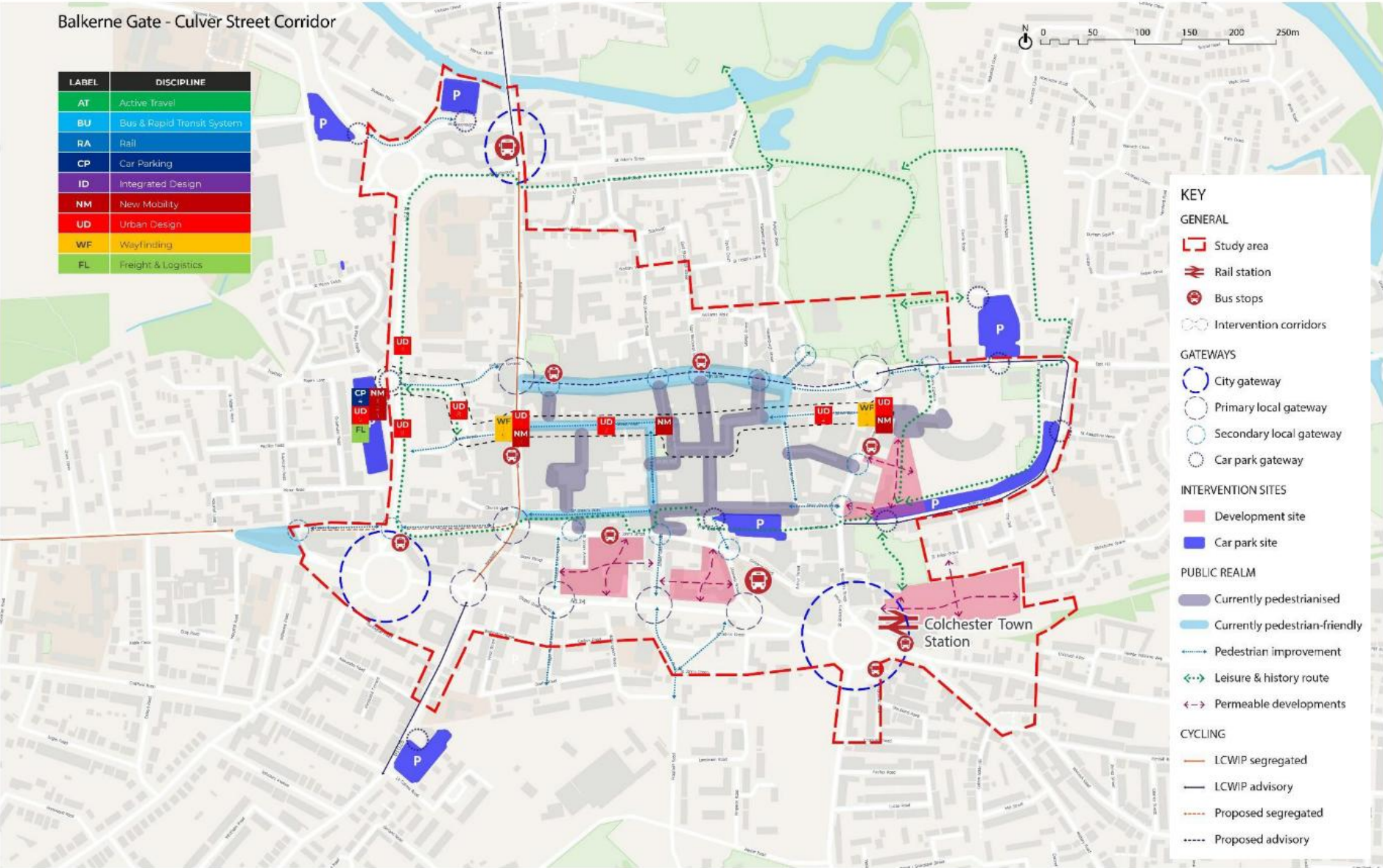
It should be highlighted that the interventions are listed below in order of ranking (from best scoring to lowest scoring) resulting from the MCAF. This same format applies to all tables presented in this section of the CCTP.

**Table 7: Balkerne Gate – Culver Street Corridor**

Reference ID	Transport Mode / Discipline	Intervention	Intervention Category	Effect on city centre transport
AT13	Active travel	Implement car-lite access restrictions across the whole city centre	Zonal policies / measures	Radical
AT14	Active travel	Implement a Zonal Traffic Circulation plan to the wider-area	Zonal policies / measures	Radical
AT15	Active travel	Implement a Zero Emission Zone to the whole city centre	Zonal policies / measures	Radical
FL1	Freight and Logistics	Integrate parcel lockers at streets with high footfall, transport interchanges and car parks.	Physical interventions at multiple locations	Light touch
WF1	Wayfinding	Implement inclusive and accessible wayfinding focussed on movement between arrival points and places of interest	Physical interventions at multiple locations	Moderate
UD9	Urban design	Create a coherent landscaped public route around the historic wall	Physical interventions at single location	Light touch
CP3	Car parking	Support the use of Park & Ride through a reduction of long-stay parking interventions in the city centre	Zonal policies / measures	Light touch
UD8	Urban Design	Create a coherent landscaped public realm around the Jumbo Water Tower	Physical interventions at single location	Light touch
WF5	Wayfinding	Highlight City Gateways into core shopping area with creative works highlighting local history	Physical interventions at multiple locations	Light touch
CP4	Car parking	Integrate micromobility services (Park and Cycle, Park and Scoot) at car parks	Physical interventions at multiple locations	Moderate
UD2	Urban Design	Replace the carriageway with a kerb-less level surface along streets with existing restrictions	Physical interventions at multiple locations	Moderate
NM6	New mobility	Implement a Digital Demand Responsive Transport (DDRT) service along strategic corridors	Service implementation / change	Moderate
UD1	Urban Design	Define inner city centre City Gateways towards the pedestrian shopping core, Firstsite and historic attractions	Physical interventions at multiple locations	Light touch

Reference ID	Transport Mode / Discipline	Intervention	Intervention Category	Effect on city centre transport
UD3	Urban Design	Targeted interventions to define major City Gateways between the city centre with surrounding neighbourhoods	Physical interventions at multiple locations	Moderate
NM1	New mobility	Create a network of Mobility Hubs across the city centre and at key destinations beyond	Physical interventions at multiple locations	Light touch
NM2	New mobility	Expand and enhance the existing shared micromobility offer within and around the city centre	Service implementation / change	Light touch
NM4	New mobility	Integrate EV vehicle charging infrastructure at car parks and along some residential streets	Physical interventions at multiple locations	Light touch

Figure 33: Balmerne Gate – Culver Street Corridor



## Crouch St - Short Wyre St Corridor

The recommended physical interventions for this east-west corridor through Colchester city centre are presented in Table 8 below, and presented visually overleaf in Figure 34. This corridor concentrates on the consolidation and extension of the already pedestrian-friendly Sir Isaac's Walk and Eld Ln beyond Head Street and Queen Street. It aims to create a coherent active travel experience between Lexden Road and Crouch Street to the west, with St Botolph's Priory and the Priory Street car park to the east.

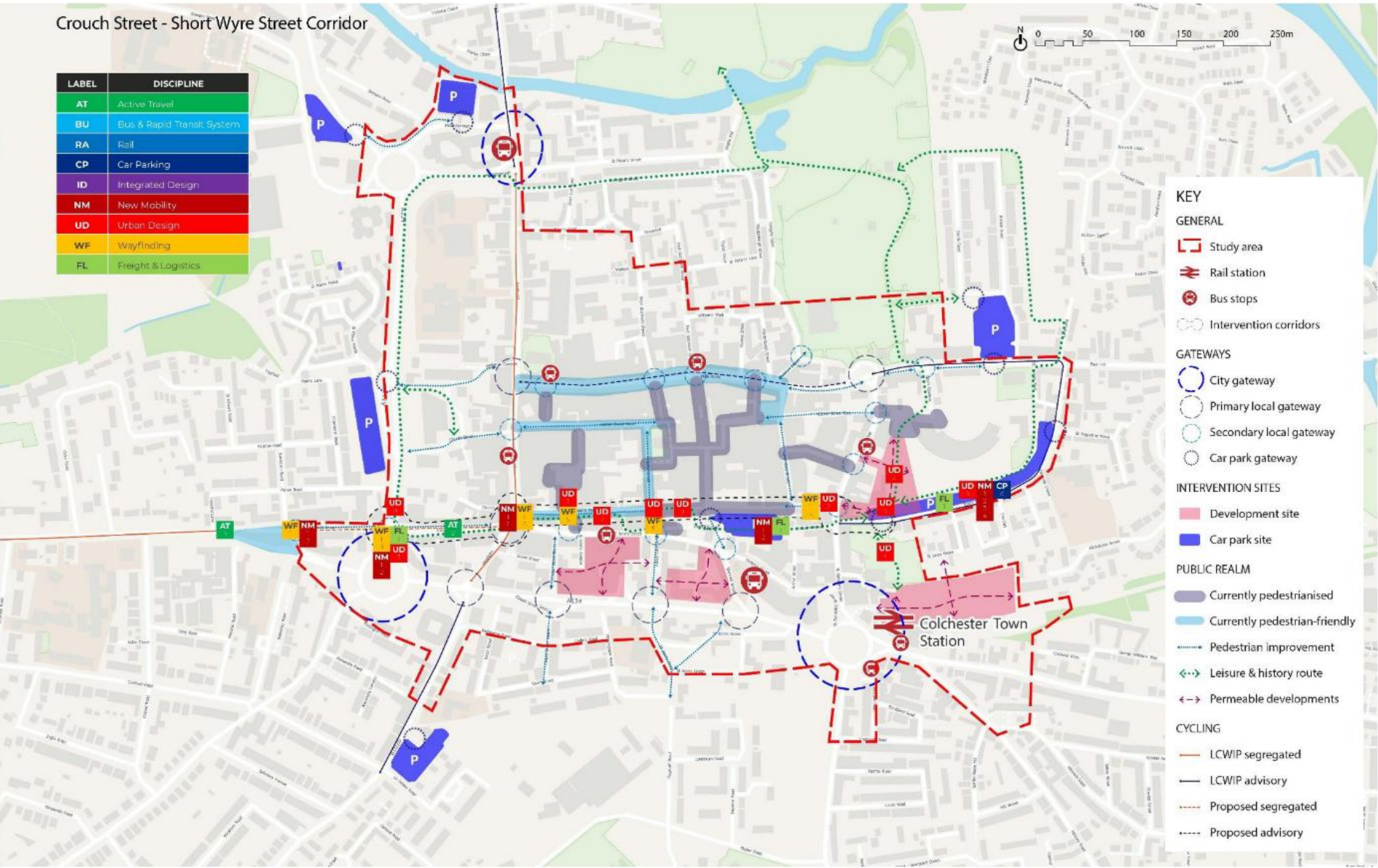
**Table 8: Crouch St - Short Wyre St Corridor**

Reference ID	Transport Mode / Discipline	Intervention	Intervention Category	Effect on city centre transport
AT13	Active travel	Implement car-lite access restrictions across the whole city centre	Zonal policies / measures	Radical
AT14	Active travel	Implement a Zonal Traffic Circulation plan to the wider-area	Zonal policies / measures	Radical
AT15	Active travel	Implement a Zero Emission Zone to the whole city centre	Zonal policies / measures	Radical
FL1	Freight and Logistics	Integrate parcel lockers at streets with high footfall, transport interchanges and car parks	Physical interventions at multiple locations	Light touch
WF1	Wayfinding	Implement inclusive and accessible wayfinding focussed on movement between arrival points and places of interest	Physical interventions at multiple locations	Moderate
CP2	Car Parking	Implement flexible parking charges (pay on exit or a linear)	Zonal Policies/ measures	Light touch
UD9	Urban Design	Create a coherent landscaped public route around the historic wall	Physical intervention at single location	Light touch
CP3	Car Parking	Support the use of Park & Ride through a reduction of long-stay parking interventions in the city centre	Zonal Policies/ measures	Light touch
AT2	Active Travel	Upgrade towards LTN 1/20 standards the existing Crouch Street cycleway	Physical intervention at single location	Light touch
CP5	Car Parking	Index-link parking fees with public transport, Park & Ride and shared transport interventions	Zonal Policies/ measures	Moderate
AT9	Active Travel	Upgrade the advisory cycle lanes to full segregation along Lexden Road	Physical intervention at single location	Moderate
WF4	Wayfinding	Integrate creative navigational aids toward the city centre from the Colchester Town rail station and major gateways	Physical interventions at multiple locations	Moderate
WF5	Wayfinding	Highlight City Gateways into core shopping area with creative works highlighting local history	Physical interventions at multiple locations	Light touch



Reference ID	Transport Mode / Discipline	Intervention	Intervention Category	Effect on city centre transport
UD4	Urban Design	Create an active travel leisure route connecting the north bank of the Rive Colne to Colchester Town rail station	Physical intervention at single location	Light touch
UD2	Urban Design	Replace the carriageway with a kerb-less level surface along streets with existing restrictions	Physical interventions at multiple locations	Moderate
UD5	Urban Design	Enhance car parking with attractive access forecourts and internal pedestrian routes	Physical interventions at multiple locations	Light touch
UD1	Urban Design	Define inner city centre City Gateways towards the pedestrian shopping core, Firstsite and historic attractions	Physical interventions at multiple locations	Light touch
NM3	New Mobility	Expand the car club offer with additional allocated space at car parking and promotion	Physical interventions at multiple locations	Light touch
UD3	Urban Design	Targeted interventions to define major gateways between the city centre with surrounding neighbourhoods	Physical interventions at multiple locations	Moderate
CP6	Car Parking	Retain accessible parking and small amount of pre-bookable parking at Priory Street as part of local developments	Physical intervention at single location	Light touch
NM1	New Mobility	Expand the car club offer with additional allocated space at car parking and promotion	Physical interventions at multiple locations	Light touch
NM2	New Mobility	Expand and enhance the existing shared micromobility offer within and around the city centre	Physical interventions at multiple locations	Light touch
NM4	New Mobility	Integrate EV vehicle charging infrastructure at car parking and along some residential streets	Physical interventions at multiple locations	Light touch

Figure 34: Crouch St - Short Wyre St Corridor



## High Street Corridor

The recommended physical interventions for this east-west corridor through Colchester city centre are presented in Table 9 below, and presented visually overleaf in Figure 35. This corridor concentrates on the consolidation and extension of the already attractive public realm towards the east, from Museum Street towards Cowdray Crescent, while accommodating the RTS, bus services and other vehicular movements. It was concluded that High St should be improved as a multi-functional, low-traffic public space which balances the needs of all users, rather than prohibiting vehicular traffic entirely.

It should be highlighted that Measure AT10: Integrate a contraflow cycleway along High St was scored as an average-scoring option as part of the MCAF process (presented in Table 6). It is currently discounted as part of the package of measures for High St, due to the following factors:

- Not considered to be compatible with loading access on the south side of the carriageway to businesses.
- High St also forms a key part of the RTS route with two proposed stops and could cause potential conflicts with cyclists.

This is consistent with the Site Specific Allocation work for High St proposed as part of the wider Colchester Masterplan. Culver St is considered more appropriate at this stage for an east-west cycle route. Movement and accessibility to the High St will form part of further work on the masterplan development however.

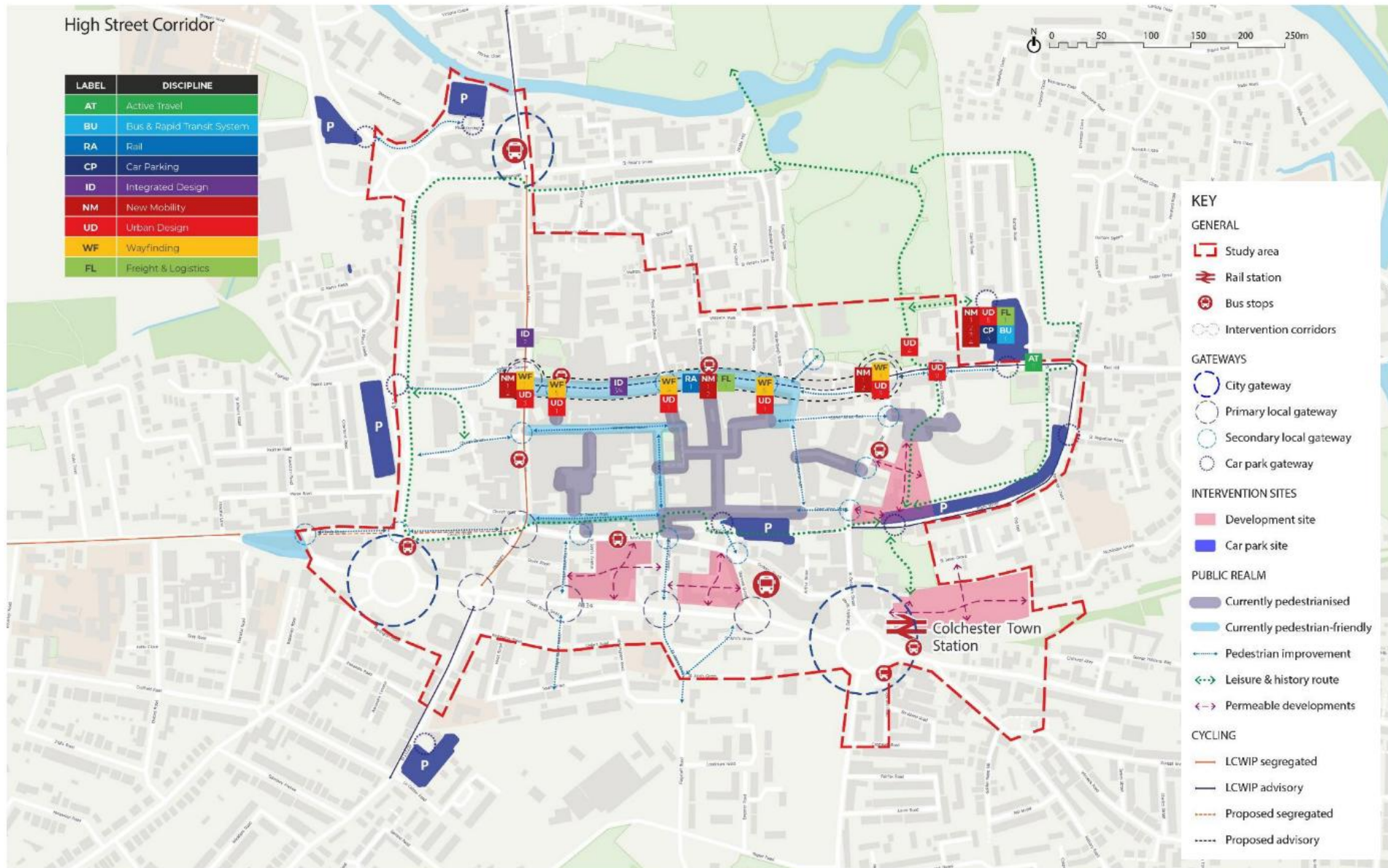
**Table 9: High Street Corridor**

Reference ID	Transport Mode / Discipline	Intervention	Intervention Category	Effect on city centre transport
AT13	Active Travel	Implement car-lite access restrictions across the whole city centre	Zonal policies and measures	Radical
AT14	Active travel	Implement a Zonal Traffic Circulation plan to the wider-area	Zonal policies / measures	Radical
AT15	Active travel	Implement a Zero Emission Zone to the whole city centre	Zonal policies / measures	Radical
FL1	Freight and Logistics	Integrate parcel lockers at streets with high footfall, transport interchanges and car parks	Physical interventions at multiple locations	Light touch
BU1	Bus & Rapid Transit System	Operate longer hours bus services in the evening and on Sundays to/from park & ride locations	Service implementation/ change	Light touch
WF1	Wayfinding	Implement inclusive and accessible wayfinding focussed on movement between arrival points and places of interest	Physical interventions at multiple locations	Moderate
UD9	Urban Design	Create a coherent landscaped public route around the historic wall	Physical interventions at a single location	Light touch
RA1	Rail	Run an improved frequent shuttle service from Colchester rail station through the city centre	Service implementation/ change	Light touch
CP3	Car Parking	Support the use of Park & Ride through a reduction of long-stay parking interventions in the city centre	Zonal policies / measures	Light touch

Reference ID	Transport Mode / Discipline	Intervention	Intervention Category	Effect on city centre transport
CP5	Car Parking	Index-link parking fees with public transport, Park & Ride and shared transport interventions	Zonal policies / measures	Moderate
ID3/4	Integrated Design	Restrict traffic to buses, time limited delivery and 'except for access' along High Street	Physical interventions at a single location	Moderate/ Radical
WF5	Wayfinding	Highlight City Gateways into core shopping area with creative works highlighting local history	Physical interventions at multiple locations	Light touch
CP4	Car Parking	Integrate micromobility services (Park and Cycle, Park and Scoot) at car parking	Physical interventions at multiple locations	Moderate
UD4	Urban Design	Create an active travel leisure route connecting the north bank of the River Colne to Colchester Town rail station	Physical interventions at multiple locations	Light touch
AT11	Active Travel	Integrate a segregated cycle lane along East Hill	Physical interventions at a single location	Moderate
NM6	New Mobility	Implement a Digital Demand Responsive Transport (DDRT) service along strategic corridors	Service implementation/ change	Moderate
ID2	Integrated Design	Narrow the carriageway to 6.0m and introduce a continuous segregated cycle way along North Station Road/ North Hill	Physical interventions at a single location	Moderate
UD5	Urban Design	Enhance car parking with attractive access forecourts and internal pedestrian routes	Physical interventions at multiple locations	Light touch
UD1	Urban Design	Define inner city centre City Gateways towards the pedestrian shopping core, Firstsite and historic attractions	Physical interventions at multiple locations	Light touch
NM3	New Mobility	Expand the car club offer with additional allocated space at car parking and promotion	Physical interventions at multiple locations	Light touch
UD3	Urban Design	Targeted interventions to define major City Gateways between the city centre with surrounding neighbourhoods	Physical interventions at multiple locations	Moderate
NM1	New Mobility	Create a network of Mobility Hubs across the city centre and at key destinations beyond	Physical interventions at multiple locations	Light touch
NM2	New Mobility	Expand and enhance the existing shared micromobility offer within and around the city centre	Physical interventions at multiple locations	Light touch
NM4	New Mobility	Integrate EV vehicle charging infrastructure at car parking and along some residential streets	Physical interventions at multiple locations	Light touch



Figure 35: High Street Corridor



## Pelham's Lane – St John's Abbey Gate Corridor

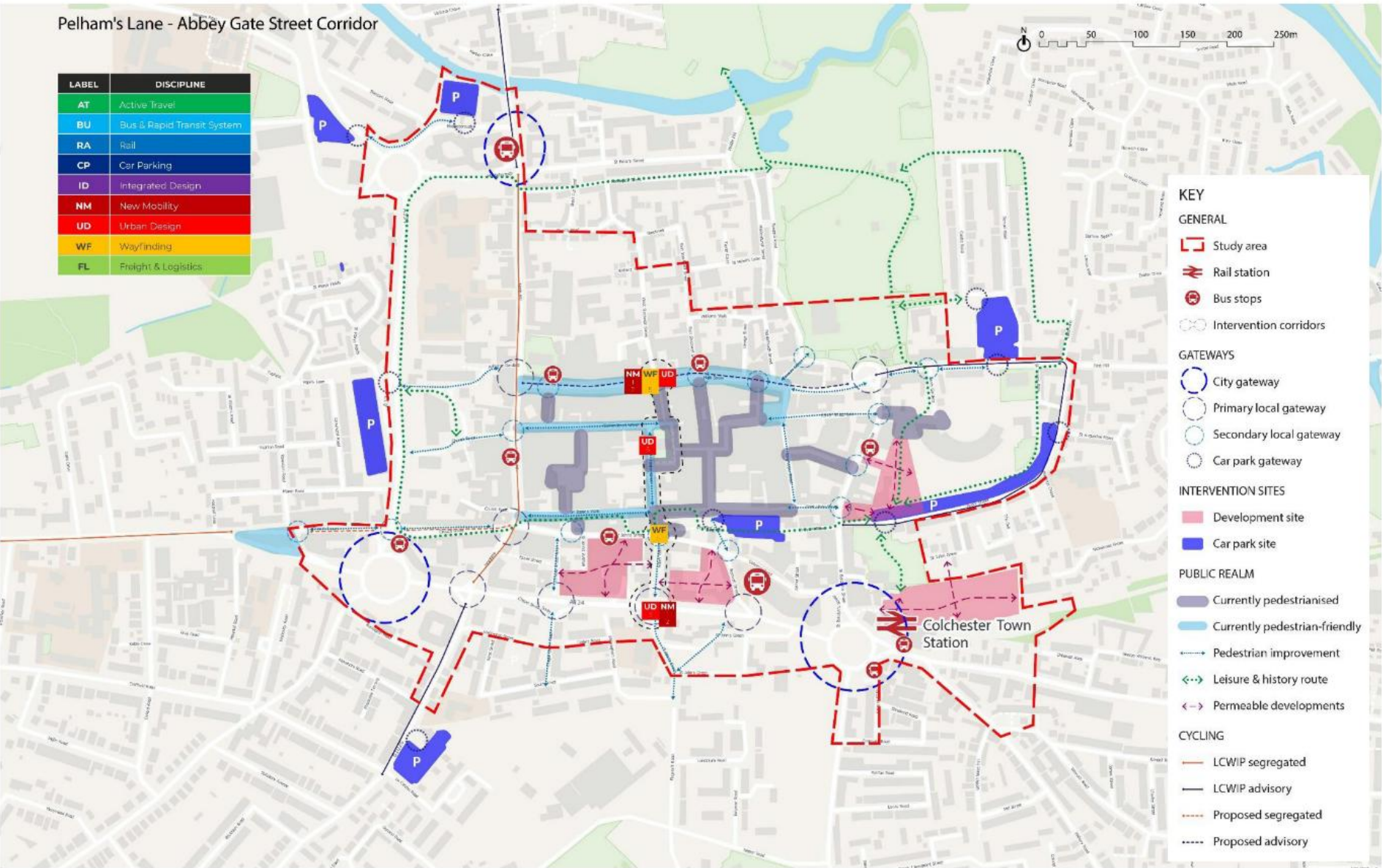
The recommended physical interventions for this north-south corridor through Colchester city centre are presented in Table 10 below, and presented visually overleaf in Figure 36.

**Table 10: Pelham's Lane – St John's Abbey Gate Corridor**

Reference ID	Transport Mode / Discipline	Intervention	Intervention Category	Effect on city centre transport
AT13	Active Travel	Implement car-lite access restrictions across the whole city centre	Zonal policies and measures	Radical
AT14	Active travel	Implement a Zonal Traffic Circulation plan to the wider-area	Zonal policies / measures	Radical
AT15	Active travel	Implement a Zero Emission Zone to the whole city centre	Zonal policies / measures	Radical
WF1	Wayfinding	Implement inclusive and accessible wayfinding focussed on movement between arrival points and places of interest	Physical interventions at multiple locations	Moderate
UD6	Urban Design	Integrate public/ semi-public realm and green spaces permeable to active travel within new developments	Physical interventions at multiple locations	Light touch
CP3	Car Parking	Support the use of Park & Ride through a reduction of long-stay parking interventions in the city centre	Zonal policies / measures	Light touch
AT7	Active Travel	Create several new at grade crossings across Southway	Physical intervention at single location	Moderate
WF5	Wayfinding	Highlight City Gateways into core shopping area with creative works highlighting local history	Physical interventions at multiple locations	Light touch
UD1	Urban Design	Define inner city centre City Gateways towards the pedestrian shopping core, Firstsite and historic attractions	Physical interventions at multiple locations	Light touch
UD3	Urban Design	Targeted interventions to define major City Gateways between the city centre with surrounding neighbourhoods	Physical interventions at multiple locations	Moderate
NM1	New Mobility	Create a network of Mobility Hubs across the city centre and at key destinations beyond	Physical interventions at multiple locations	Light touch
NM2	New Mobility	Expand and enhance the existing shared micromobility offer within and around the city centre	Physical interventions at multiple locations	Light touch



Figure 36: Pelham's Lane – St John's Abbey Gate Corridor



## Red Lion Yard - Stanwell St Corridor

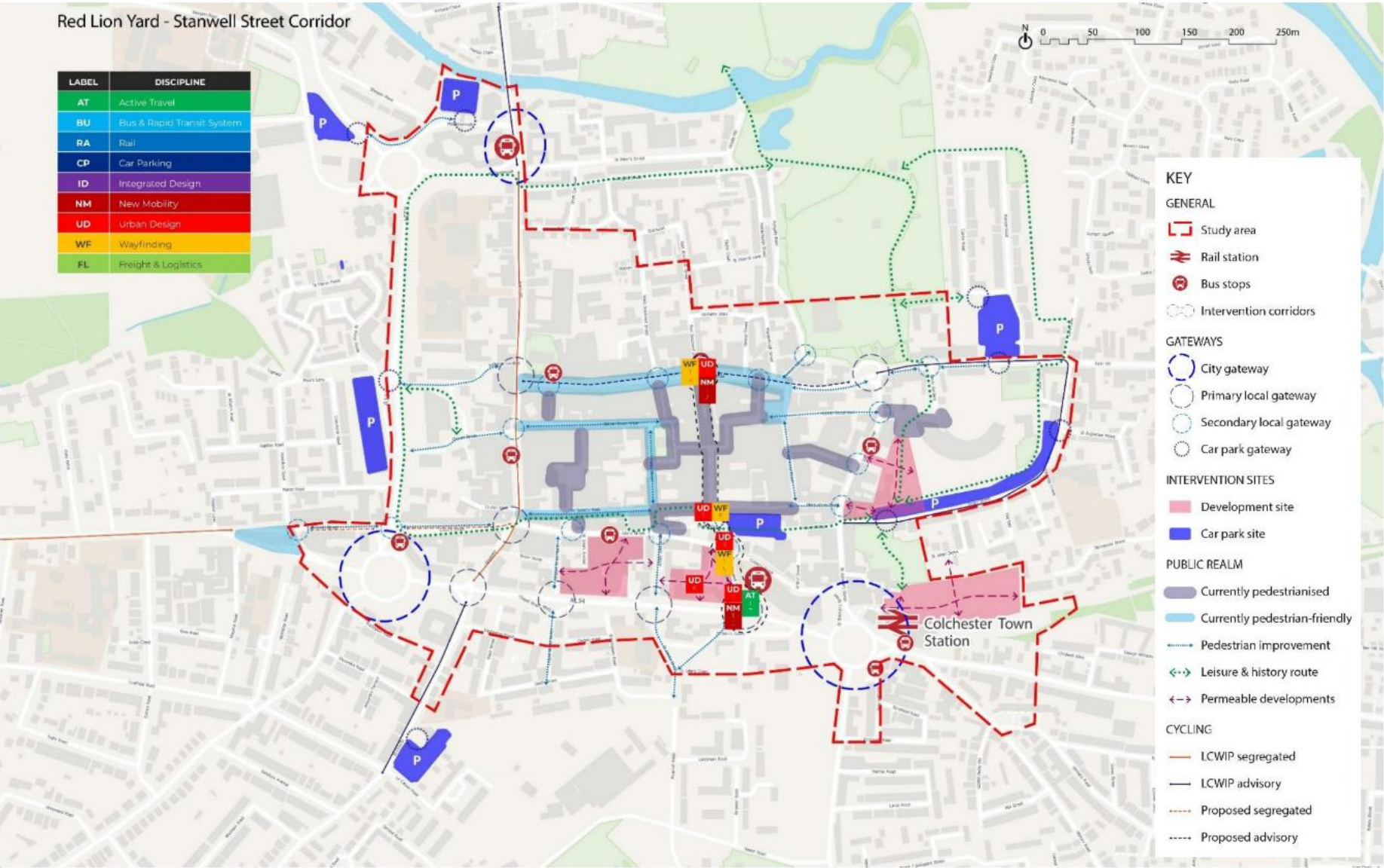
The recommended physical interventions for this east-west corridor through Colchester city centre are presented in Table 11 below, and presented visually overleaf in Figure 37.

**Table 11: Red Lion Yard - Stanwell St Corridor**

Reference ID	Transport Mode / Discipline	Intervention	Intervention Category	Effect on city centre transport
AT13	Active Travel	Implement car-lite access restrictions across the whole city centre	Zonal policies and measures	Radical
AT14	Active travel	Implement a Zonal Traffic Circulation plan to the wider-area	Zonal policies / measures	Radical
AT15	Active travel	Implement a Zero Emission Zone to the whole city centre	Zonal policies / measures	Radical
WF1	Wayfinding	Implement inclusive and accessible wayfinding focussed on movement between arrival points and places of interest	Physical interventions at multiple locations	Moderate
CP3	Car Parking	Support the use of Park & Ride through a reduction of long-stay parking interventions in the city centre	Zonal policies/ measures	Light touch
AT1	Active Travel	Upgrade the lighting and general attractiveness of the Southway underpass	Physical intervention at single location	Light touch
AT7	Active Travel	Create several new at grade crossings across Southway	Physical intervention at single location	Moderate
WF5	Wayfinding	Highlight City Gateways into core shopping area with creative works highlighting local history	Physical interventions at multiple locations	Light touch
UD2	Urban Design	Replace the carriageway with a kerb-less level surface along streets with existing restrictions	Physical interventions at multiple locations	Moderate
UD1	Urban Design	Define inner city centre City Gateways towards the pedestrian shopping core, Firstsite and historic attractions	Physical interventions at multiple locations	Light touch
UD3	Urban Design	Targeted interventions to define major City Gateways between the city centre with surrounding neighbourhoods	Physical interventions at multiple locations	Moderate
NM1	New Mobility	Create a network of Mobility Hubs across the city centre and at key destinations beyond	Physical interventions at multiple locations	Moderate
NM2	New Mobility	Expand and enhance the existing shared micromobility offer within and around the city centre	Physical interventions at multiple locations	Light touch



Figure 37: Red Lion Yard - Stanwell St Corridor



## St John's St – Osborne St Corridor

The recommended physical interventions for this east-west corridor through Colchester city centre are presented in Table 12 below, and presented visually overleaf in Figure 38. This corridor concentrates on improving the pedestrian and cyclist experience while supporting the area's role as a vehicular corridor. It aims at supporting a better interchange between public transport and last mile connectivity. Further work is required to review the future Bus Service Improvement Plan and develop sound proposals based on that strategy and any forthcoming changes.

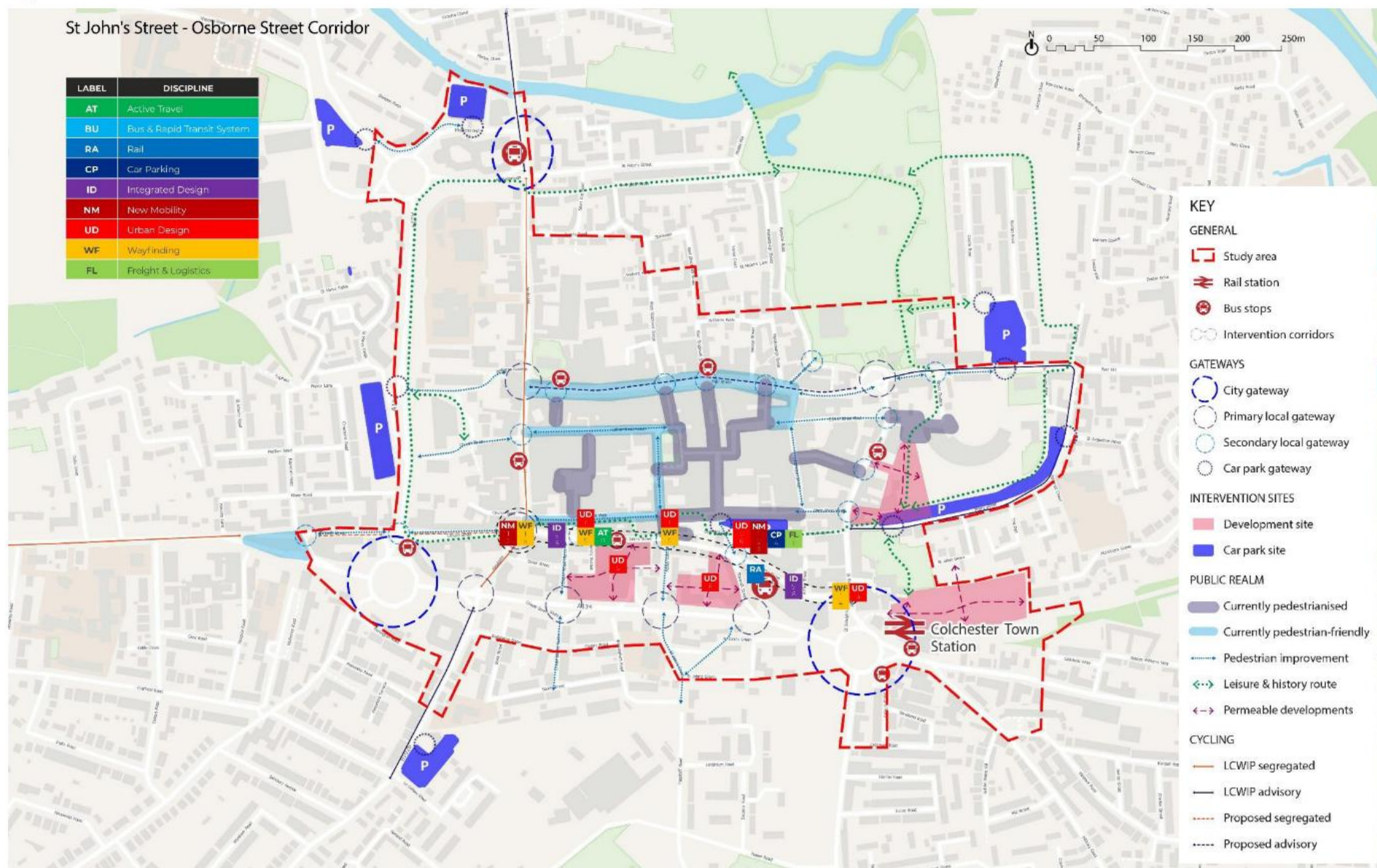
**Table 12: St John's St – Osborne St Corridor**

Reference ID	Transport Mode / Discipline	Intervention	Intervention Category	Effect on city centre transport
AT13	Active Travel	Implement car-lite access restrictions across the whole city centre	Zonal policies and measures	Radical
AT14	Active travel	Implement a Zonal Traffic Circulation plan to the wider-area	Zonal policies / measures	Radical
AT15	Active travel	Implement a Zero Emission Zone to the whole city centre	Zonal policies / measures	Radical
FL1	Freight and Logistics	Integrate parcel lockers at streets with high footfall, transport interchanges and car parks	Physical interventions at multiple locations	Light touch
BU1	Bus & Rapid Transit System	Operate longer hours bus services in the evening and on Sundays to/from park & ride locations	Service implementation/ change	Light touch
WF1	Wayfinding	Implement inclusive and accessible wayfinding focussed on movement between arrival points and places of interest	Physical interventions at multiple locations	Moderate
UD6	Urban Design	Integrate public/ semi-public realm and green spaces permeable to active travel within new developments	Physical interventions at multiple locations	Light touch
RA1	Rail	Run an improved frequent shuttle service from Colchester rail station through the city centre	Service implementation/ change	Light touch
CP3	Car Parking	Support the use of Park & Ride through a reduction of long-stay parking interventions in the city centre	Zonal policies and measures	Light touch
AT8	Active Travel	Restrict traffic to buses, time limited delivery and 'except for access' along St John's Street	Physical intervention at a single location	Moderate
WF4	Wayfinding	Integrate creative navigational aids toward the city centre from the Colchester Town station and major gateways	Physical interventions at multiple locations	Moderate
WF5	Wayfinding	Highlight City Gateways into core shopping area with creative works highlighting local history	Physical interventions at multiple locations	Light touch

Reference ID	Transport Mode / Discipline	Intervention	Intervention Category	Effect on city centre transport
CP4	Car Parking	Integrate micromobility services (Park and Cycle, Park and Scoot) at car parking	Physical interventions at multiple locations	Moderate
NM6	New Mobility	Implement a Digital Demand Responsive Transport (DDRT) service along strategic corridors	Service implementation/change	Moderate
UD5	Urban Design	Enhance car parking with attractive access forecourts and internal pedestrian routes	Physical interventions at multiple locations	Moderate
ID6	Integrated Design	Restrict traffic to one way and bus/servicing only and widen footway along St John's Street/Osborne Street	Physical intervention at a single location	Moderate
UD1	Urban Design	Define inner city centre City Gateways towards the pedestrian shopping core, Firstsite and historic attractions	Physical interventions at multiple locations	Light touch
ID5	Integrated Design	Restrict traffic to one way and improve the footway along St John's Street/Osborne Street	Physical intervention at a single location	Light touch
NM3	New Mobility	Expand the car club offer with additional allocated space at car parking and promotion	Physical interventions at multiple locations	Light touch
UD3	Urban Design	Targeted interventions to define major City Gateways between the city centre with surrounding neighbourhoods	Physical interventions at multiple locations	Moderate
NM1	New Mobility	Create a network of Mobility Hubs across the city centre and at key destinations beyond	Physical interventions at multiple locations	Moderate
NM2	New Mobility	Expand and enhance the existing shared micromobility offer within and around the city centre	Physical interventions at multiple locations	Light touch



Figure 38: St John's St – Osborne St Corridor





# City Gateway Recommendations

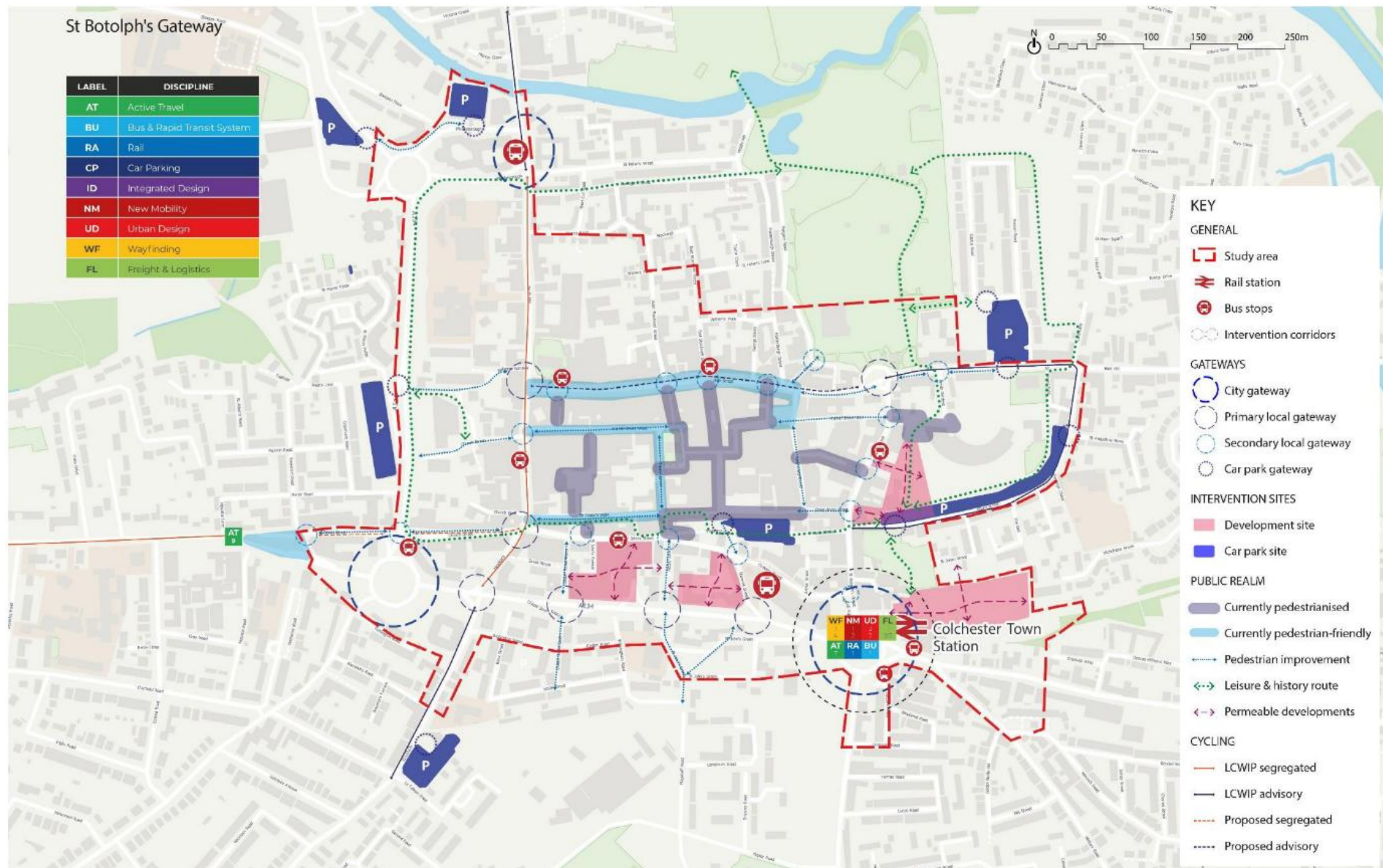
## St Botolph's City Gateway

The recommended physical interventions for this key City Gateway located at the city centre south-eastern corner are presented in Table 13 below, and presented visually overleaf in Figure 39. This Gateway is dedicated to visitors from East and South-East of Colchester and includes visitors from the University & Knowledge Gateway and the Middlewick Growth Area, as well as travellers to/from Colchester Town rail station.

**Table 13: St Botolph's City Gateway**

Reference ID	Transport Mode / Discipline	Intervention	Intervention Category	Effect on city centre transport
FL1	Freight and Logistics	Integrate parcel lockers at streets with high footfall, transport interchanges and car parks	Physical intervention at multiple locations	Light touch
BU1	Bus and Rapid Transit System	Operate longer hours bus services in the evening and on Sundays to/from park & ride locations	Service implementation/change	Light touch
WF1	Wayfinding	Implement inclusive and accessible wayfinding focussed on movement between arrival points and places of interest	Physical intervention at multiple locations	Moderate
RA1	Rail	Run an improved frequent shuttle service from Colchester rail station through the city centre	Service implementation/change	Light touch
UD7	Urban Design	Replace the St Botolph's Circus with a junction and improved public realm	Physical intervention at a single location	Radical
AT7	Active Travel	Create several new at grade crossings across Southway	Physical intervention at a single location	Moderate
WF4	Wayfinding	Integrate creative navigational aids toward the City centre from the Colchester Town rail station and major City Gateways	Physical intervention at multiple locations	Moderate
FL2/3	Freight and Logistics	Create a last mile delivery hub near Colchester Town rail station	Physical intervention at a single location	Moderate
UD3	Urban Design	Targeted interventions to define major City Gateways between the City centre with surrounding neighbourhoods	Physical intervention at multiple locations	Moderate
NM1	New Mobility	Create a network of Mobility Hubs across the City centre and at key destinations beyond	Physical intervention at multiple locations	Moderate
NM2	New Mobility	Expand and enhance the existing shared micromobility offer within and around the City centre	Physical intervention at multiple locations	Light touch

Figure 39: St Botolph's Circus City Gateway



## Maldon Road Roundabout City Gateway

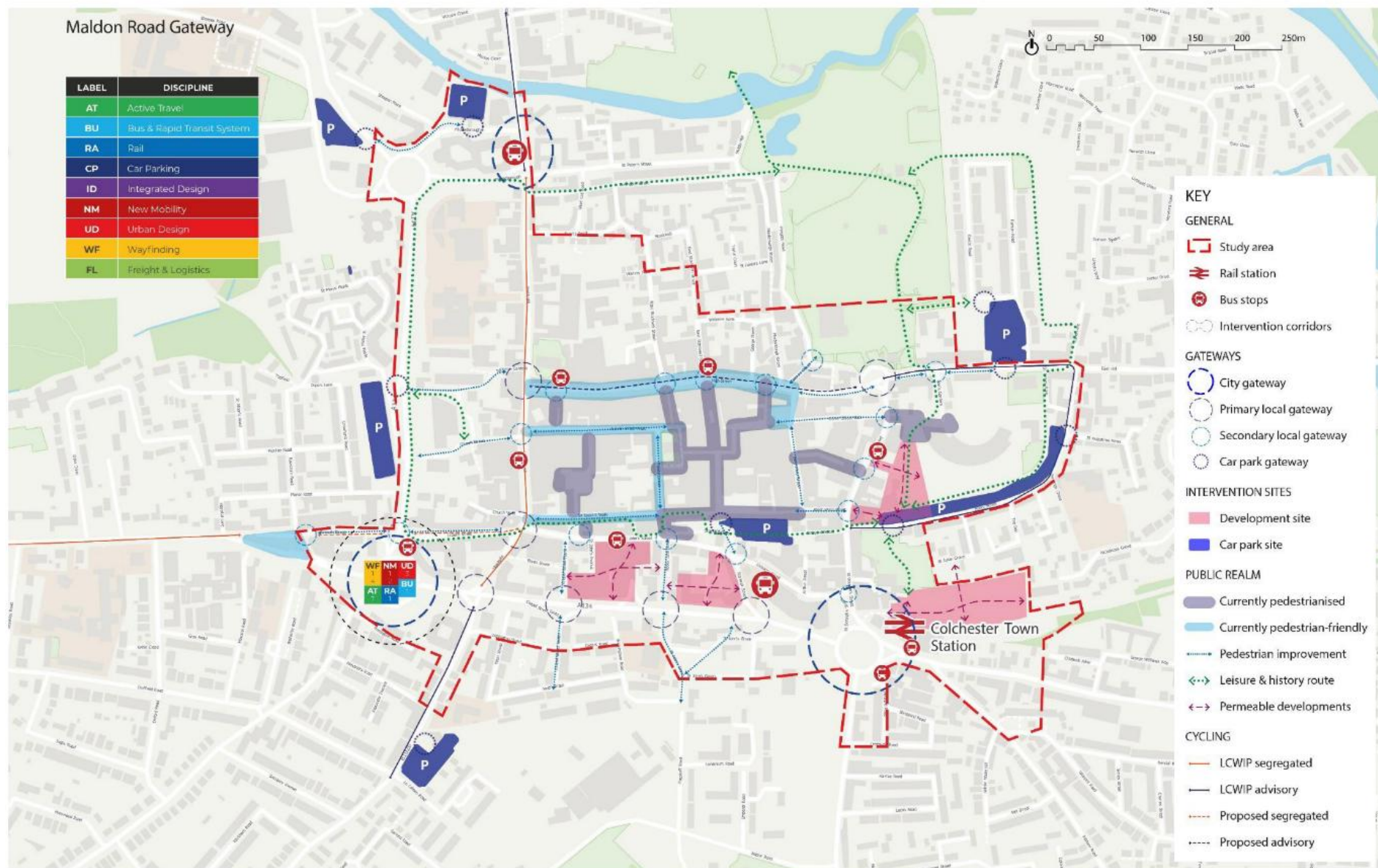
The recommended physical interventions for this key City Gateway located at the city centre south-western corner are presented in Table 14 below, and presented visually overleaf in Figure 40. This Gateway is dedicated to visitors from West and South-West of Colchester and includes the Stanway Growth Area and the Garrison Growth Area.

**Table 14: Maldon Road Roundabout City Gateway**

Reference ID	Transport Mode / Discipline	Intervention	Intervention Category	Effect on city centre transport
FL1	Freight and Logistics	Integrate parcel lockers at streets with high footfall, transport interchanges and car parks	Physical interventions at multiple locations	Light touch
BU1	Bus and Rapid Transit System	Operate longer hours bus services in the evening and on Sundays to/from park & ride locations	Service implementation/change	Light touch
WF1	Wayfinding	Implement inclusive and accessible wayfinding focussed on movement between arrival points and places of interest	Physical interventions at multiple locations	Moderate
RA1	Rail	Run an improved frequent shuttle service from Colchester rail station through the city centre	Service implementation/change	Light touch
AT7	Active Travel	Create several new at grade crossings across Southway	Physical intervention at a single location	Moderate
WF4	Wayfinding	Integrate creative navigational aids toward the city centre from the Colchester Town rail station and major City Gateways	Physical interventions at multiple locations	Moderate
UD3	Urban Design	Targeted interventions to define major City Gateways between the city centre with surrounding neighbourhoods	Physical interventions at multiple locations	Moderate
NM1	New Mobility	Create a network of Mobility Hubs across the city centre and at key destinations beyond	Physical intervention at multiple locations	Moderate
NM2	New Mobility	Expand and enhance the existing shared micromobility offer within and around the city centre	Physical interventions at multiple locations	Light touch



Figure 40: Maldon Road Roundabout City Gateway





## Middleborough Road Roundabout City Gateway

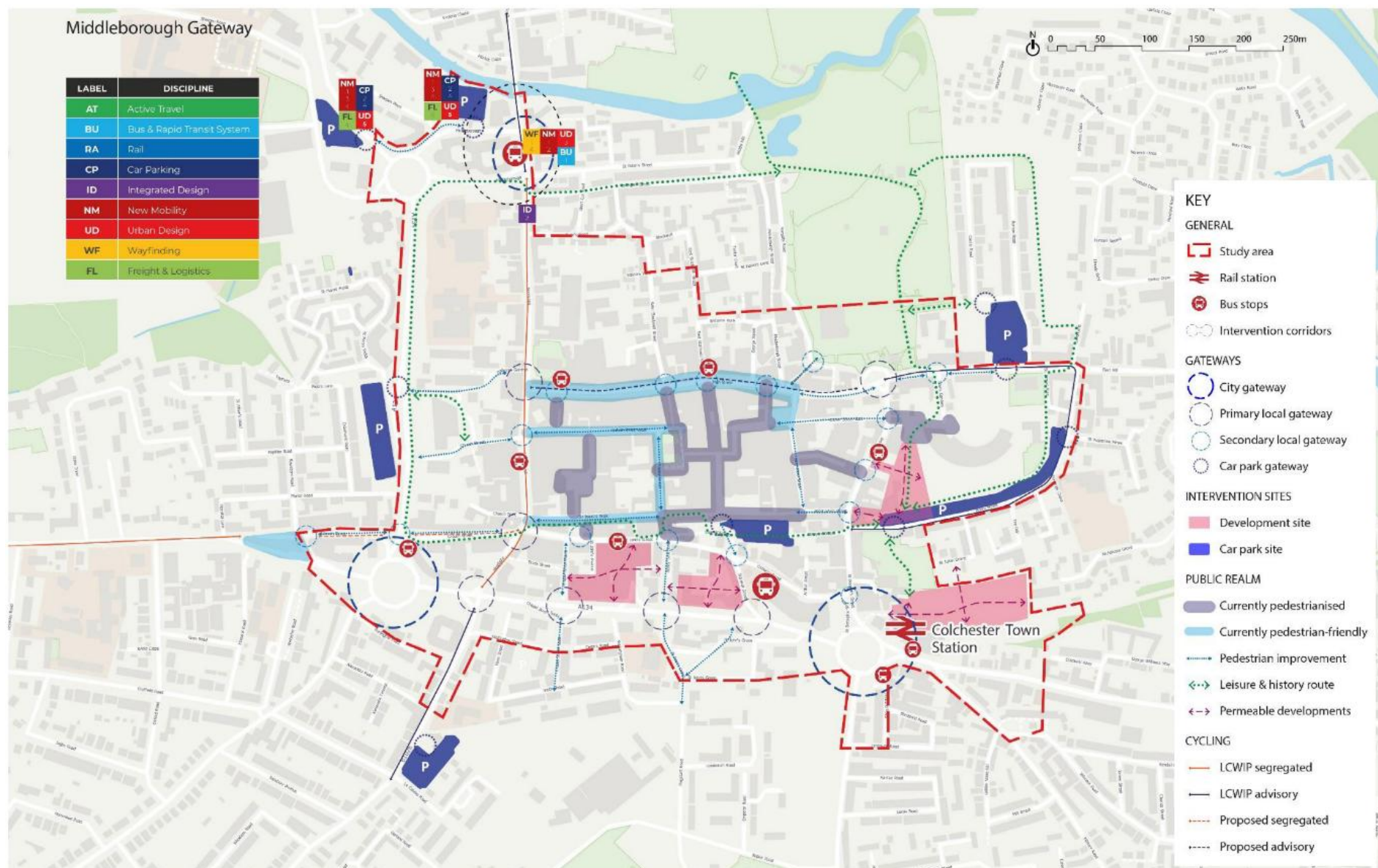
The recommended physical interventions for this key City Gateway located at the city centre north-western corner are presented in Table 15 below, and presented visually overleaf in Figure 41. This Gateway is dedicated to visitors from North of Colchester and includes visitors from Colchester Station and Northern Gateway Growth Area.

**Table 15: Middleborough Road Roundabout City Gateway**

Reference ID	Transport Mode / Discipline	Intervention	Intervention Category	Effect on city centre transport
FL1	Freight and Logistics	Integrate parcel lockers at streets with high footfall, transport interchanges and car parks	Physical interventions at multiple locations	Light touch
BU1	Bus and Rapid Transit System	Operate longer hours bus services in the evening and on Sundays to/from park & ride locations	Service implementation/ change	Light touch
WF1	Wayfinding	Implement inclusive and accessible wayfinding focussed on movement between arrival points and places of interest	Physical interventions at multiple locations	Moderate
CP2	Car Parking	Implement flexible parking charges (pay on exit or a linear)	Zonal policies/ measures	Light touch
CP5	Car Parking	Index-link parking fees with public transport, Park & Ride and shared transport interventions	Zonal policies/ measures	Moderate
WF4	Wayfinding	Integrate creative navigational aids toward the city centre from the Colchester Town rail station and major City Gateways	Physical interventions at multiple locations	Moderate
CP4	Car Parking	Integrate micromobility services (Park and Cycle, Park and Scoot) at car parking	Physical interventions at multiple locations	Moderate
FL4	Freight and Logistics	Create satellite urban logistics hub at car parks with spare capacity	Physical interventions at multiple locations	Light touch
ID2	Integrated Design	Narrow the carriageway to 6.0m and introduce a continuous segregated cycle way along North Station Road/ North Hill	Physical intervention at a single location	Moderate
UD5	Urban Design	Enhance car parking with attractive access forecourts and internal pedestrian routes	Physical interventions at multiple locations	Light touch
NM3	New Mobility	Expand the car club offer with additional allocated space at car parking and promotion	Physical interventions at multiple locations	Light touch
UD3	Urban Design	Targeted interventions to define major City Gateways between the city centre with surrounding neighbourhoods	Physical interventions at multiple locations	Moderate

Reference ID	Transport Mode / Discipline	Intervention	Intervention Category	Effect on city centre transport
NM1	New Mobility	Create a network of Mobility Hubs across the city centre and at key destinations beyond	Physical intervention at multiple locations	Light touch
NM2	New Mobility	Expand and enhance the existing shared micromobility offer within and around the city centre	Physical intervention at multiple locations	Light touch
NM4	New Mobility	Integrate EV vehicle charging infrastructure at car parking and along some residential streets	Physical intervention at multiple locations	Light touch

Figure 41: Middleborough Road Roundabout City Gateway



# Zonal Policies and Measures

## Introduction

As mentioned previously in the CCTP, some interventions were proposed by Steer’s Expert Panel that were more strategic and theoretical concepts (as opposed to physical ‘on the ground’ measures) which would typically require further feasibility assessment prior to implementation. These are further considered more ‘city wide’ measures related to active travel and car parking, and cannot be illustrated in a visual format on Figures 33-41.

This narrative describes each Zonal Policy / Measure in turn which should be considered for future incorporation into Colchester masterplan alongside the ‘physical’ interventions previously identified, following further testing.

## Active Travel Measures

The following three concepts would require further testing by ECC’s Strategic Traffic Model to understand the impact upon Colchester’s wider road network and potential displacement of traffic.

### Car-lite city centre

This concept allows buses, taxis, goods vehicles and cycles only within the city centre central core (including High St and St John’s St), with access only streets for private motor traffic. This can help connect green spaces, leisure, sport and community hubs through active travel, and would drastically improve the pedestrian and cyclist environment. Reducing motor traffic levels to volumes (500 vehicles per hour or lower) would meet LTN 1/20 standards for mixing cycling with motor traffic.

### Zonal traffic circulation plan

Focussing on the area wider than Colchester city centre (likely Zones 1-2), a zonal traffic circulation plan could significantly reduce through-traffic in the city centre, creating safer and quieter streets for walking and cycling. This idea proposes one large car-free / pedestrianised zone in the city centre (Zone 1), and establish zones / quadrants around the city (Zone 2) that traffic cannot pass between directly. This will deter short car journeys within the city and / or suburbs.

Such strategy has been introduced in Ghent, Utrecht, Portsmouth, and is currently proposed in Oxford and Birmingham.

This is considered a more radical idea, with the new traffic flow taking time to run successfully:

- Drivers that wish to move from one zone / quadrant to another needs to make use of the inner city ring road.

- Some streets will change direction or will be cut for cars (ideally excluding buses and taxis).

### City centre Zero Emission Zone (ZEE)

ZEEs have been implemented by cities (including Oxford) to help reduce motor traffic volumes in the urban core to create a more pleasant environment for walking and cycling, and improve localised air quality. Such schemes can support modal shift towards zero/low carbon modes and sustainable travel, and further provide interventions that will help to mitigate the negative impacts from private car use.

These schemes are considered more radical and likely to be highly controversial by particular stakeholders and road users who require vehicular access to the urban core (e.g. taxis, goods vehicles). To implement a ZEE successfully would require a significant amount of planning and financial support for general public and commercial drivers to switch to EVs.

A measure to support all three concepts detailed on this page would be **removing vehicular access from Osborne St to access the Osborne St car park (NCP)**, and providing entry/exit points instead for car drivers from Southway. This would help reinforce the difference between the public transport ‘ring roads’ and vehicular ‘ring roads’ to city centre.



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## Parking Measures

### Implement flexible parking charges

Efforts should be made to improve the car park user experience through more flexible, integrated payment and pre-booked parking interventions for city centre car parks. Providing more flexible parking charges (either to pay on exit or a linear (minute-by-minute) tariff (e.g. using ANPR)) allows visitors more choice and ability to easily extend their stay. Providing bookable parking enhances the visitor experience and reduces traffic circulation through the city centre from users searching for spaces / car parks. There is the opportunity to integrate parking payments with payment for other travel interventions (public transport, shared modes, etc), which is referred to as MaaS.

### Index-link parking fees with other transport modes

This measure would set car parking fees for council-owned car parks with reference to the costs of other transport modes in Colchester. This allows parking pricing to be used as a way of supporting shift to more sustainable travel interventions and away from private car, and ensuring the costs of parking do not encourage habitual driving. It is important to ensure that this is balanced against significant increases in the cost of short-stay parking.

### Reduce long-stay car parking interventions in city centre and maximising Park & Ride (P&R)

Minimising the amount of long-stay car parking and associated circulating traffic in Colchester's city centre will enhance the experience of being in Colchester for all city centre users. Removing the option of long-stay parking from city centre car parks also frees up spaces for shoppers in central car parks, increasing efficiency and maximising revenue. This needs to be matched with an enhanced P&R service that provides longer hours of operation into the evening and on Sundays, to provide attractive alternative options to private car travel.

This must be matched with improving the parking experience for those who need to use city centre parking, by ensuring this is safe, convenient and pleasant. One very important user group with specific needs given the topography of the city are disabled users, and measures like bookable blue badge spaces can support their needs.

The strategy can support the city centre local economy by making more short-stay spaces available, however this measure is likely to receive opposition from drivers seeking long-stay parking within close proximity to the urban core.

The future RTS scheme offers potential for an additional P&R/Park and Share sites to the east of the city centre, which would further reduce city centre parking demand.

## Delivery Plan

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# Constraints & Risks

## Introduction

The following narrative outlines the constraints and risks that could impact the successful delivery of the transport elements outlined within this CCTP, for inclusion within the Colchester masterplan.

### Securing stakeholder sign-off and support

Key stakeholders have been involved in the development of this CCTP, as previously outlined within this document, however creating consensus across various political players regarding transport and access to achieve delivery of the overall masterplan vision will require thorough and ongoing engagement to ensure the necessary support. Transport as a topic is sensitive and emotive, and ongoing engagement with CBC, ECC and political leadership will help to build confidence and ensure aspirations regarding movement around Colchester city centre are aligned. Without strong stakeholder buy-in to the recommendations presented as part of this CCTP, it will be challenging to receive the required funding and investment to implement these.

### COVID-19 pandemic

The pandemic has highlighted the impact that new ways of working could have on travel demand, but the long-term impact is not yet clear. The pandemic further accelerated the move away from traditional High St/ city centre retailing. Both trends may influence how established employment space is use, where people choose to live, and what this means for the development of transport services. Public transport will also need to adjust to lower revenues at least in the short term. This CCTP has been developed with flexibility and adaptability in mind, to provide access to/from the city centre across all types of transport modes, whilst the future trajectory of the pandemic still remains unclear.

### Bus model

A key constraint when developing the optimal bus strategy for Colchester city centre is that bus services are deregulated, so there is limited opportunity to influence the various bus operators, who are free to run services on a commercial basis as they see fit. Undertaking a detailed bus study (Bus Service Improvement Plan) would enable frequent liaison with bus operators to develop the best strategy and gain their buy-in to support the future roll-out of bus measures.

### LUF Bid

CBC submitted their LUF bid in July 2022 and it was announced in January 2023 that CBC were successful and would be awarded the funding. Much of the CCTP recommendations have been formed around development of the LUF bid proposals (e.g. Britannia Yard and Vineyard St redevelopment), as they will significantly improve the environment and connectivity in the city centre. The recommendations for the Colchester masterplan can therefore proceed following this successful outcome, as a coherent package of interventions across the city centre.

### RTS

The current understanding of the future RTS in Colchester has been previously described within the 'Colchester in Context' section of this CCTP, and the transport interventions developed through development of this document (particularly those relating to bus) have been designed to act as complimentary measures to those RTS proposals.

It is likely that there will be changes to the RTS as more technical analysis and evaluation is undertaken regarding the scheme, and the Colchester Masterplan will need to respond flexibly to those changes to ensure all transport modes are sufficiently catered for and can succeed.

# Timescales

## Introduction

This CCTP has developed transport interventions based on scale of effort for implementation in addition to approximate timescales. For example, the transport schemes identified in Table 6 as ‘light touch’ effect on city centre transport (e.g. UD6: Integrate public/semi-public realm and green spaces permeable to active travel within new developments) are likely to be delivered sooner than those which are classified as ‘radical’ (e.g. AT15: Implement a Zero Emission Zone to the whole city centre), due to less financial implications and more likely to be signed off by key stakeholders sooner.

The scoring part of the MCAF process evaluated the transport interventions against metrics related to deliverability, for example capital costs, funding availability, stakeholder support, flexibility of option, construction impact, physical constraints and heritage constraints, etc.

The spatial analysis of this masterplan has highlighted transport interventions that should be developed as a complete ‘package’ across the identified six key corridors and three city gateways for maximum effect in delivering the CCTP objectives. These interventions should subsequently be delivered as close to one another in terms of timescales as possible.

## Funding

Deliverability is closely tied to rounds of funding to support schemes, for example:

- Active travel schemes recommended within the city centre are likely to be funded through future rounds from the Strategic Investment Programme (SIP) if included within future LCWIPs.
- Department for Environment, Food, and Rural Affairs (DEFRA) funding sources could support pilot initiatives aimed at improving local air quality, for example micro logistics hubs and/or communal parcel lockers.

More details on potential funding sources are included overleaf.

## Phasing

We have set out the indicative timescales for implementing each of the transport interventions that have been developed throughout this CCTP (as previously outlined within Table 6):

- Short term – within the next 3 years;
- Medium term – within the next 3-5 years; and
- Long term – in 5 years time onwards.

This can help ECC and CBC transport officers prioritise which transport interventions should be brought forward sooner than others, which can help the phased roll-out of the Colchester Masterplan.



# Funding

## Introduction

Whilst it is recognised that CBC and ECC currently face a challenging funding environment, this section provides an overview of potential funding opportunities available to deliver this CCTP vision. This CCTP has been developed to account for flexibility that is able to react to changing circumstances and take advantage of new funding opportunities as they emerge for the city centre.

### National level

The Government's Levelling Up agenda has provided opportunities to contribute and to attract funding for transport and urban regeneration schemes in the city centre. CBC has identified key sites to bring forward such improvements as part of the successful LUF bid (July 2022), and this funding will support delivery of critical transport components recommended for Colchester masterplan (e.g. St Botolph's Circus). The decision was announced in January 2023.

The Active Travel Portal has a guide to the funding options available to local authorities, to support expenditure on cycling and walking infrastructure. Revenue funding from the Capability Fund has been allocated to local authorities outside London, to enable more walking and cycling. This will be followed by allocations from a Capital Grants Fund based on the quality of the plans developed. This could provide another funding opportunity for Colchester city centre.

Cycling and walking from Colchester city centre towards Greenstead and the University of Essex campus is set to become safer, greener and healthier thanks to £1.3 million of new funding awarded to ECC from the Department for Transport. The funding is the first of a phased approach to support the LCWIP 4 (Local Cycling and Walking Infrastructure Plan) for the city centre. This set of funding is part of ECC's ambition for Essex to become the walking and cycling county. The LCWIPs are designed to be integrated into local planning and transport policies, strategies, and delivery plans. They are iterative and can be updated to reflect emerging policies and programme objectives, which will provide a longer-term framework to secure funding, for example, over a 10- year period, in three phases, which would be both transformative and efficient as it would allow economies of scale, better integration and alignment with other programmes, thus maximising the benefits of investment. Other active travel improvements for Colchester, similar to the University of Essex walking/cycling connection, could be funded through future rounds from the SIP.

To support air quality improvements in the borough, CBC has previously been awarded funding in 2019 from DEFRA to manage a two-year project 'Clean Air Colchester'. This project focused on encouraging walking and cycling for short journeys and getting people to switch off their engines when stationary.

In 2021, additional funding was provided to develop an e-cargo bike delivery service for shoppers/visitors to the city centre. This DEFRA funding source could support pilot initiatives identified within this CCTP in the future, for example micro logistics hubs and/or communal parcel lockers.

ECC has secured funding for both the Colchester RTS and A120-A133 via Government's Housing Infrastructure Fund (HIF) for new transport infrastructure in Colchester and Tendring.

### Local level

CBC is able secure funding for transport improvements through associated development, its Community Infrastructure Levy (CIL) and grant funding (e.g. Air Quality Grants, EV infrastructure). CBC should seek contributions for local transport schemes through Section 106 agreements as new developers come into the city centre (e.g. Vineyard St and Britannia Yard mixed use developments).

# Further Studies

## Introduction

Preparing the initial list of transport interventions identified more conceptual, strategic concepts related to transport and access that need further exploration before determining how the idea would impact Colchester and its transport networks. As follow on work to this CCTP and the Colchester masterplan, we have identified the following studies for further consideration:

### Bus Service Improvement Plan

The stakeholder engagement undertaken as part of this CCTP highlights bus operations as an integral driver for the success of Colchester city centre, with the level of assessment more focused on high level, strategic thinking to feed into the overall masterplan. As detailed within the 'Colchester in Context' section, a Bus Service Improvement Plan is required for a more detailed focus to determine if a bus interchange should be proposed for Colchester, and the size requirements and possible locations.

### St Botolph's City Gateway Detailed Design

Further workshops will likely be required to evaluate the junction layout submitted as part of the successful LUF bid in July 2022, based on the Colchester strategy-led approach agreed between ECC & CBC which enhances the accessibility/multi-modal connectivity between the city centre, the urban area to the south of A134 on the city centre periphery. This will build upon the wider masterplan work, which reflects an ongoing direction to a reduction of traffic within the city.

These workshops will help determine the scope of work to take forward the commission of Stage 2 to agree a preferred scheme for the City Gateway design.

### Transport modelling

As previously outlined, ECC's Strategic Transport Model has not yet tested any of the initial interventions (at time of writing), and therefore the recommended schemes do not account for any results based on modelling outputs. This is anticipated to take place later on with the shortlisted range of transport interventions.

This will be intrinsically linked with the detailed design for St Botolph's City Gateway, as any changes to the major junction will influence the traffic modelling scope and output results. The interventions for this City Gateway will likely provide variations which support greater highway capacity on the highway network at this location

versus increased/balancing accessibility, plus provision of improved interchange capacity for buses. This will need to be reflected in the modelling assessment going forward.

### Create a brand identity for the shopping core

To enhance the economic vitality of the city centre, legible and vibrant City Gateways should be created to the shopping core. This would primarily cover the area of Sir Isaac's Walk, Culver Street West, Vineyard St, Culver Walk, Short Wyre St and Scheregate Steps. A Brand Identity Strategy could explore colourful pedestrian crossings (designed to promote interest in and activity to the area), and surface treatments including paving insets (designed to reflect historical information and the area's heritage).

## Conclusion



# Conclusion

## Key recommendations

This CCTP shortlists a range of transport and urban realm interventions (across various modes and disciplines) that could be integrated into the Colchester masterplan. These have been considered from a higher level spatial perspective to consider the city centre study area from a connections and accessibility perspective, to enable different transport interventions to be coordinated geographically. This follows the Triple Access Planning (TAP) approach, whereby future sustainable urban accessibility can be achieved through the transport system, the land-use system and the telecommunications system. The alignment of these interventions to spatial areas, categorised as either key corridors or City Gateways, further allows for more robust strategic modelling for ECC.

Whilst all six corridors and three City Gateways identified within the CCTP are considered important to inform Colchester's masterplan from a transport perspective, we have identified the following as the most beneficial to bring forward as the first phase of masterplanning and the modelling exercise:

### St Botolph's Circus

It is recommended to consider St Botolph's as the key City Gateway for further testing for the following reasons:

- Many stakeholders raised existing accessibility and safety issues.

- It plays a key role in supporting the success of interventions at the adjacent Colchester Town station, Britannia development site, and St Botolph's Priory site.
- The extensive work that is already ongoing in this area as well as the funding CBC has bid for.
- The site's role as a gateway to the shopping core due to its location at the end of Osborne Street and St Botolph's Street, as well as its connection towards the south of the City centre and onwards to the University & Knowledge Gateway.

### Red Lion Yard / Stanwell Street

We recommend considering the Red Lion Yard / Stanwell Street Corridor as a North-South corridor in priority for the following reasons:

- Red Lion Walk already forms a robust pedestrian core for this corridor.
- The existing Vineyard Gate elevator supports accessibility across the City Centre's topography.
- More importantly, this corridor would link the shopping core to several destinations:
  - East Stockwell Street and the Dutch Quarter residential area to the north, the Vineyard Street Development site, an improved bus interchange at Osborne Street, and across Southway (A134) to the Roman Circus SAM, as well as existing residential areas and the Garrison Regeneration Area to the south.

### Balkerne Gate – Culver Street

It is recommended to consider the Balkerne Gate / Culver Street Corridor as the east-west corridor for further testing for the following reasons:

- Culver Street West and Culver Street East already form a robust pedestrian core for this corridor.
- Improving the pedestrian experience along Church Street and the eastern end of Culver East would not dramatically impact traffic.
- More importantly, this corridor would link several destinations which are currently poorly connected to the shopping core and each other:
  - the FirstSite community centre, the Natural History Museum, the Jumbo Water Tower and Mercury Theatre, as well as Balkerne Gate and the proposed City Wall walk, the St Mary's Car Park and the residential area further west.



## Behaviour change

It should be noted that there is a wider travel behaviour piece to drive change in Colchester city centre and move away from private car dominance. Whilst this CCTP has focused on a specific sphere of influence (primarily Zone 1 of the CFTS) and mostly focused on transport infrastructure provision/enhancements, it is the movement in and out of the city centre by people from Zones 2-4 that really need to be influenced. There is a much greater zone of influence beyond Zone 1 that can really impact the transport networks and attractiveness of streets within the city centre.

Key local transport policies must be drawn out as part of a wider marketing campaign to the general public to help foster the move towards zero and low carbon transport modes. General public support for adopting alternative modes is highlighted in the consultation survey (undertake by We Made That), with over 50% of respondents rating encouraging alternative ways of movement (to private car use) as either 'important' or 'very important'. Without promotion to support behaviour change for travel, the CCTP recommendations could be compromised.

## Next steps

We recommend that the following studies are undertaken by CBC/ECC to support the development of Colchester's masterplan:

- Bus Service Improvement Plan, including exploration of transition to zero emission buses. Without this additional layer of analysis, it is challenging to recommend infrastructure requirements in Colchester city centre at this stage.
- St Botolph's City Gateway Detailed Design.
- Transport modelling using ECC's Strategic Transport model, particularly to test the priority City Gateway (St Botolph's Circus), the priority east-west corridor (Balkerne Gate – Culver Street) and the priority north-south corridor (Red Lion Yard / Stanwell Street).
- Branding/identity strategy for the city centre.
- Exploration of implementing MaaS in Colchester.
- Southway corridor strategic study, to identify public realm improvements to bring forward development potential along this key peripheral route to the city centre. There are aspirations for Southway as a 'multi-functional boulevard' within the Colchester masterplan, which will likely impact the capacity of the existing layout. Southway is considered a priority route for traffic movement and would need to be modelled (in conjunction with increased restrictions of general traffic routing

through the city centre and changes to St Botolph's Circus layout).

It is imperative that the detailed design guidance of MfS, MfS 2 and local transport note LTN 1/20 (in relation to cycle facilities) should be adopted as and when specific schemes are being developed through the detailed design stages.

It is important to remember that transport is subjective and there are different priorities to people on what transport and access schemes are needed or considered most meaningful, and ultimately leadership from CBC will take forward the transport interventions considered most appropriate at that moment in time.

# Appendices

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# Appendix A: Initial list of transport interventions

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## ACTIVE TRAVEL

REF	Potential Location(s)	Intervention	Reasoning	Pros	Cons	Impact on other modes	LUF Compliance
AT1	Southway- various crossing points	Upgrade of existing underpass under Southway to improve lighting and general attractiveness.	Improved walking connections between Garrison Area and the city centre.	<ul style="list-style-type: none"> <li>* Low cost</li> <li>* Would improve attractiveness of walking</li> <li>* Non-controversial</li> </ul>	<ul style="list-style-type: none"> <li>* Does not address fundamental issue of severance caused by Southway</li> </ul>	<ul style="list-style-type: none"> <li>* Support modal shift towards low carbon and sustainable travel</li> <li>* Provide options that will help to mitigate the negative impacts from private car use</li> <li>* Deliver safer, more attractive and healthier streets and spaces</li> <li>* Connect green spaces, leisure, sport and community hubs through active travel</li> </ul>	
AT2	Crouch Street	Upgrading existing Crouch Street cycleway to meet LTN 1/20 standards. This would involve 'floating' existing car parking spaces, increasing width of cycleway, and using the parked cars as the buffer between the carriageway and cycleway.	Current infrastructure is poor and does not benefit the standard which is being targeted.	<ul style="list-style-type: none"> <li>* Relatively low cost involved</li> <li>* Upgrading existing cycleway unlikely to be controversial</li> <li>* Retains parking</li> </ul>	<ul style="list-style-type: none"> <li>* Arguably does not go far enough, could remove car parking though this would generate significant pushback from traders</li> </ul>	<ul style="list-style-type: none"> <li>* Support modal shift towards low carbon and sustainable travel</li> <li>* Deliver safer, more attractive and healthier streets and spaces</li> <li>* Connect green spaces, leisure, sport and community hubs through active travel</li> </ul>	
AT3	Middleborough Road/ North Station Road	Removal of mini roundabout at Middleborough/North Station Rd	Improving cycle safety. This is on the most direct route to Colchester station from the city centre.	<ul style="list-style-type: none"> <li>* Would improve cycle safety</li> <li>* New bus gate will have reduced traffic flows here to make this achievable</li> </ul>	<ul style="list-style-type: none"> <li>* Likely to have minor impact on traffic flow/capacity</li> </ul>	<ul style="list-style-type: none"> <li>* Support modal shift towards low carbon and sustainable travel</li> <li>* Deliver safer, more attractive and healthier streets and spaces</li> </ul>	
AT4	Balkerne Hill underpass	Removal of staggered crossing of Balkerne Hill, creation of direct parallel/toucan crossing for peds and cycles. Removal of underpass.	Existing layout hinders active travel, increasing journey times and severing the city centre from the west.	<ul style="list-style-type: none"> <li>* Would improve walking and cycling connections to the west of the city centre</li> <li>* Would be particularly beneficial for cycling as no current link exists at this location</li> </ul>	<ul style="list-style-type: none"> <li>* Would have an impact on motor traffic flows due to changes to signalling / staging</li> </ul>	<ul style="list-style-type: none"> <li>* Connect green spaces, leisure, sport and community hubs through active travel</li> </ul>	



AT5	Middlesborough/ St. Peter's junction	Removal of left turn lane from Middleborough/St Peter's junction to improve pedestrian experience.	This current left turn lane means that pedestrians have to cross the road in two phases, rather than one. Removing it would greatly improve walking conditions to/from Colchester station	* Big improvement for walking, reducing journey times and increasing convenience	* Would impact on junction capacity as left turning drivers would have to use existing 'ahead' lane to turn	* Connect green spaces, leisure, sport and community hubs through active travel	
AT6	North Hill between High Street and St. Peter's Middleborough	Introduction of a controlled crossing point on North Hill between High Street and St/Peter's Middleborough.	At present there are no formal ways to cross this road between these two points. Having to walk long distances to cross the road at such a gradient degrades the pedestrian experience.	* Improves pedestrian experience * Particularly useful for partial sighted or blind people who rely on controlled crossing points	* Would have some impact on journey times. This would depend on ped demand and whether a signalised crossing or a zebra crossing was proposed	* Deliver safer, more attractive and healthier streets and spaces	
AT7	Butt Road and Headgate, across Southway, with potential additional crossings of Southway reflecting historic desire lines.	At grade pedestrian and cycle connection to minimise pedestrian and cycle crossing times.	Will reduce barrier to movement for vulnerable users due to Southway. At present pedestrians are required to use the subway, and cyclists are required to navigate 3 lanes of traffic.	* Would address the severance issue of the Southway and reduce journey times for active travel * Would improve road safety for cycling * Could connect into temporary/trial cycleway on Headgate	Would have impact on traffic flows on Southway	Vehicular traffic – will impact flow of traffic with new crossings implemented	✓
AT8	St. John Street	Bus/access only on St John Street	To bring motor traffic volumes down to acceptable levels to meet LTN 1/20 standard for westbound cyclists (eastbound are segregated)	* Would improve cycle safety and experience	* Would require study of alternative routes for motor traffic to ensure it is feasible	* Support modal shift towards low carbon and sustainable travel	✓
AT9	Lexden Road	Lexden Road – upgrading advisory cycle lanes to full segregation	To improve the cycling experience and to better connect the west of Colchester to the city centre. Would provide important link to schools along Lexden Road.	* Would improve cycle safety and experience * Connects to schools	* Bus stop boarders would be required and need to be designed carefully to avoid conflict between peds/cycles * May require reallocation of roadspace (turning pockets) to create space for cycleway	* Support modal shift towards low carbon and sustainable travel * Provide options that will help to mitigate the negative impacts from private car use * Connect green spaces, leisure, sport and community hubs through active travel	

AT10	High Street	Contraflow cycleway along High Street.	At present, cyclists cannot cycle westbound, which means taking long diversions to go west-east across the city centre	* Would be a big improvement in cycling permeability	* Would require removal of car parking * High Street has only recently had public realm upgrade, amending it would be costly * Likely to be controversial, roadspace reallocation necessary	* Support modal shift towards low carbon and sustainable travel * Provide options that will help to mitigate the negative impacts from private car use	
AT11	East Hill	Segregated cycle lanes on East Hill	To provide safe and convenient connection to Firstsite Gallery	* Would improve cycle safety and experience * Would connect Firstsite Gallery to city centre		* Support modal shift towards low carbon and sustainable travel	
AT12	St. Botolph's Circus	Removal of St Botolph's Circus	Incompatible with active travel, poses a large road safety risk and acts as a barrier to walking or cycling into the city centre from the south-west	* Would improve cycle safety and experience * Would improve walking connections around the station	* High costs of construction * Would impact flow of motor traffic	* Support modal shift towards low carbon and sustainable travel * Connect green spaces, leisure, sport and community hubs through active travel	
AT13	Central core – including High St and St John's St	Car-lite city centre – buses, taxis, delivery/servicing and cycles only within the city centre, access only streets for private motor traffic	As an alternative to segregated cycling infrastructure, reducing motor traffic levels to volumes that would meet LTN 1/20 standards for mixing cycling with motor traffic (500vph or lower)	* Would improve air quality * Would drastically improve cycling environment	* Extremely controversial, would be a significant change from the existing	* Support modal shift towards low carbon and sustainable travel * Connect green spaces, leisure, sport and community hubs through active travel * Provide options that will help to mitigate the negative impacts from private car use	✓
AT14	Zones 1 & 2 – affects the core and inner ring roads	Zonal Traffic Circulation plan – similar to Ghent, Utrecht, and currently proposed in Oxford and Birmingham	Focussing on the area wider than the city centre, a zonal traffic circulation plan could reduce through-traffic in the city centre, creating safer and quieter streets for walking and cycling	* Would improve air quality * Would reduce motor traffic and create a better environment for cycling	* Would be highly controversial * Would create longer car journeys for some people	* Support modal shift towards low carbon and sustainable travel * Connect green spaces, leisure, sport and community hubs through active travel * Provide options that will help to mitigate the negative impacts from private car use	✓
AT15	Zones 1 & 2	Zero Emission Zone city centre – proposed in Oxford	Improving air quality, reducing motor traffic volumes to create a more pleasant environment for walking and cycling	* Would improve air quality * Would likely reduce motor traffic to	* Highly controversial scheme * Would require significant amount of planning and financial support for people to switch to EVs	* Support modal shift towards low carbon and sustainable travel * Provide options that will help to mitigate the negative impacts from private car use	

## BUS/ RAPID TRANSIT SYSTEM

REF	Potential Location(s)	Intervention	Reasoning	Pros	Cons	Impact on other modes	LUF Compliance
BU7	Town Centre	Detailed review bus operations within the city centre loop with RTS implementation Include detail review of existing issues with bus movements within the city centre Capacity issues at Osborne bus station This could include rationalisation of number of buses entering the city centre, two-way flows on certain streets and consolidating bus stops	RTS implementation offers the opportunity to review the operation of buses within the city centre.	* Reduce volume of buses through High Street * Reduce confusion on which bus stops service which bus services * Complement introduction of RTS	* Could potentially reduce service levels from certain areas into town centre. * Longer walks to areas of city centre depending on locations of bus stops	* Impact on car use and delivery services * Impact on active travel options	
BU1	Park & Ride to Town Centre	Longer hours of operation operate on park & ride service into the evenings (possibly summer only) and on Sundays	Encourage footfall in city centre on Sunday and in the evenings Reduce city centre traffic on Sundays (if that is a problem)	* Encourage footfall on Sundays and evenings into town centre * Reduce road congestion Connectivity with Colchester rail station	* Cost of operating the service	* Reduce city centre car traffic on Sundays (if that is a problem). Impact on car use generally.	
BU4/5	Wider Bus regional market	Rationalisation of bus routes. Set a minimum for bus stop infrastructure and information provided at bus stops.	First & Arriva compete and duplicate a number of routes from the city centre from certain areas. Impacts on available capacity within the city centre Improve passenger facilities and service information to encourage use.	* Help manage available bus capacity within the city centre. * Present a constant product across the wider region to encourage public transport use	* Potentially reduced service levels		
BU9	Vineyard Car Park	New bus station in the area of Vineyard car park	Encourage use of public transport and reduce private car use.	* Focal point for bus services within Colchester * Attractive modern bus station to increase bus use.	* Vineyard Street Car Park has to be closed. High resident resistance from residents and potentially town centre merchants	* Impact on car use and delivery services	

BU10	Town Centre/wider area	Encourage use of zero emission buses within the town centre	Improve air quality within the town centre	<ul style="list-style-type: none"> <li>* Improved air quality within the town centre</li> <li>* Help meet the sustainability</li> </ul>	<ul style="list-style-type: none"> <li>* Likely to require infrastructure to support to operation of zero emission buses (e.g. electric charging infrastructure)</li> <li>* No control over type of bus operator use</li> </ul>		
BU11	Zone 1 and 2	Implement comprehensive bus priority measures across the network along the RTS design	The main obstacle to modal shift is bus journey time compared to car journey time.	<ul style="list-style-type: none"> <li>* Increase bus use by making bus relatively more attractive than private car.</li> <li>* Reduction of bus operating costs through more efficient use of assets.</li> </ul>	<ul style="list-style-type: none"> <li>* Commonly expensive to deliver at the tightest parts of the bus network (e.g. road width constraints).</li> </ul>	<ul style="list-style-type: none"> <li>* Transfers roads space from car to bus, thus disbenefits to car users</li> </ul>	
BU8	Osborne Street/ City Centre	Create a new bus interchange near Osborne Street.	Encourage use of public transport and reduce private car use.	<ul style="list-style-type: none"> <li>* Define a focal point for bus services within Colchester</li> <li>* Attractive modern bus station to increase bus use.</li> <li>* Better interchange with other transport modes (rail and future rapid transit)</li> </ul>	<ul style="list-style-type: none"> <li>* Likely require removal of cars from Osborne Street and reconfiguration of St Botolph's Roundabout</li> <li>* Reorganising bus routes around City centre</li> <li>* Require ample space for bus station – limited options</li> </ul>	<ul style="list-style-type: none"> <li>* Impact on car use and delivery services</li> <li>* Impact on active travel options</li> </ul>	



# RAIL

REF	Potential Location(s)	Intervention	Reasoning	Pros	Cons	Impact on other modes	LUF Compliance
RA1	Shuttle pick up point at the Main Rail Station. Drop-off point in a central location in city centre (TBC) – probably route via North Station Road and North Hill. Opportunity to rationalise other routes currently extended to Rail Station.	Run a free frequent shuttle service from Colchester Main Rail Station which runs through the city centre. Ensure this runs during the evening to support late night culture	Will better connect the Main Rail Station with the city centre core and increase rail mode share for outer zones to access Colchester	<ul style="list-style-type: none"> <li>* Rail Users - want to be able to get off train and jump on a bus straight to city centre- i.e. not dependant on bus timetabling</li> <li>* Those with mobility changes – will overcome topographical issues between main station &amp; city centre</li> </ul>	<ul style="list-style-type: none"> <li>* Retains buses passing through the city centre which should aim for significant traffic reduction- though service rationalisation could offset impact</li> </ul>	* Buses – depends what route the other city centre buses take.	
RA2	Outside the Colchester Town Rail Entrance/ northern side of St Botolph's Circus/ along southern end of St Botolph's St.	Need to sort out the urban realm from the Colchester city station	Will support footfall between the Town station and city centre and reduce anti-social behaviour – hopefully shift trips away from private vehicle	<ul style="list-style-type: none"> <li>* See intervention references on urban realm and wayfinding: UD03 WF01/03</li> </ul>		* Urban Design/ Wayfinding and Signage	✓
RA3	East of Colchester Town Rail Station – south of the rail tracks (north of the units fronting to north of Magdalen St)	Use the vacant plot of land as a last mile logistics hub, to transfer freight goods from rail rolling stock (both the line to/from London Liverpool Street & the line to coastal Essex) onto last mile logistics modes to take packages into Colchester city centre, and areas south of Colchester.	Will support efficient and sustainable goods delivery for city core, as opposed to using road network for movements of goods and services	<ul style="list-style-type: none"> <li>* There is already the available space to introduce a second platform on the Colchester Town</li> <li>* Removes polluting diesel vehicles transferring freight goods into city centre</li> <li>* This is optimum location in city centre for last mile delivery hub</li> </ul>	<ul style="list-style-type: none"> <li>* May be issues with land ownership for this plot</li> <li>* Require a suitable last-mile logistics option for maximum benefit</li> <li>* Rail by freight is yet to be fully realised in the UK</li> </ul>	* Freight and logistics	

## INTEGRATED HIGHWAYS DESIGN

REF	Potential Location(s)	Intervention	Reasoning	Pros	Cons	Impact on other modes	LUF Compliance
ID1	North Station Road	Narrow the carriageway to 6.0m and widen the footway	Pedestrians would be encouraged to use the route more often from the station and it allows better shopping/stall experience on the street.	* Google maps shows that it has been done before during Covid and it shows a practical solution	* Part of North Station Road is outside the study area.	* A narrower carriageway will naturally slow down the vehicles and makes the route less attractive to be using this route	
ID5	St John's Street/Osborne Street	Make it one way and improve the footway for pedestrian or shared cycleway	Pedestrians (and cyclists) would be encouraged to use the route more often due to the wider route with more pleasant experience and it allows better shopping/stall experience on the street.	* Google maps shows that it has been made one way and it shows a practical solution.	* Potentially high resistance from residents using St John's Street for access	* Impact negatively on vehicle accessibility for the residents. Vehicle servicing strategy also affected for St John's Street	
ID6	St John's Street/Osborne Street	Make it one way and Bus/Servicing only. Widen the footway for pedestrian or shared cycleway	Pedestrians (and cyclists) would be encouraged to use the route more often due to the wider route with more pleasant experience and it allows better shopping/stall experience on the street.	* Some residential and commercial properties require access but can be resolved by ANPR (Automatic Number Plate Recognition) cameras	* Potentially high resistance from residents using St John's Street for access	* Impact negatively on vehicle accessibility for the residents. Vehicle servicing strategy also affected for St John's Street	
ID7	Vineyard Street Car Park	Make it one way. Enter via Vineyard Gate and leave on Vineyard Street	As the Car Park access is rerouted, vehicular flow is more predictable and less vehicles will go through the central area. Therefore, it will help the other measures to limit central vehicle flows.	* Could be used with 5 & 6 to dampen the traffic on St John's Street	* Require further analysis on visibility and flows to determine safety	* Vehicle access for the car park is limited	

ID8	Retail core, Culver St East, Culver St West, Sir Isaac's Walk, Eld Ln, Short Wyre St	Time limit Servicing only	By pedestrianising the area, safety and accessibility for the active modes will be improved and encouraged	Vastly improve active travel experience and improve safety within city centre	* Vineyard Street Car Park has to be closed. High resident resistance from residents and potentially town centre merchants	* Limited access for vehicles could affect the servicing strategy for the central area. Taxi/accessible users' access needs to be considered.	
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## NEW MOBILITY

REF	Potential Location(s)	Intervention	Reasoning	Pros	Cons	Impact on other modes	LUF Compliance
NM1	<ul style="list-style-type: none"> <li>* Colchester Town Station</li> <li>* Colchester Station</li> <li>* St Botolphs Regen Area</li> <li>* Vineyard Gate Regen Area</li> <li>* New Developments through City Centre</li> </ul>	Introduction of Mobility Hub(s)	Mobility hubs are visible, safe and accessible spaces where public, shared and active travel modes are co-located alongside community facilities and improved public realm.	<ul style="list-style-type: none"> <li>* Encourage shared mobility uptake</li> <li>* Convenient and safer environment to access a range of sustainable modes</li> <li>* Support reallocation of space away from the car</li> <li>* Improve public realm avoids street clutter if geofencing enforces shared mobility parking in designated areas</li> </ul>	<ul style="list-style-type: none"> <li>* Cost of implementation (scales as more services are integrated)</li> <li>* Allocation of public realm to facilitate mobility hub space could be contentious for car users (and/or have a financial impact if losing car parking/permit revenue)</li> </ul>	<ul style="list-style-type: none"> <li>* Collective mode location encourages uptake and onward travel on other modes</li> <li>* Might result in private car space reallocation</li> </ul>	✓
NM2	<ul style="list-style-type: none"> <li>Zone 1</li> <li>Zone 2 at direct periphery of Zone 1</li> </ul>	Expanded/enhanced shared micromobility offering	Build on the existing e-scooter trial offering by introducing a standalone and/or supplementary e-/bike share scheme.	<ul style="list-style-type: none"> <li>* Active travel contribution</li> <li>* Environmental impact and potential emissions reduction</li> <li>* Supported by upcoming new legal powers</li> </ul>	<ul style="list-style-type: none"> <li>* Safety concerns with micro mobility</li> <li>* Potential cost challenges (e.g. ownership / investment)</li> </ul>	<ul style="list-style-type: none"> <li>* As above</li> <li>* Potential positive impact on rail (first / last mile connectivity)</li> </ul>	
NM3	<ul style="list-style-type: none"> <li>Various car parks</li> <li>Could be extended to residential on-street</li> </ul>	Support the expansion of car clubs through more spaces and promotion	Strong evidence highlight the positive impact car clubs on reducing car ownership and usage	<ul style="list-style-type: none"> <li>* Encourages onward travel with other sustainable modes</li> <li>* Room for improvement as current provision in Colchester</li> </ul>	<ul style="list-style-type: none"> <li>* Potential reduction of private car ownership</li> <li>* Synergy with active travel and public transport</li> </ul>	<ul style="list-style-type: none"> <li>* Potential reduction of private car ownership</li> <li>* Synergy with active travel and public transport</li> </ul>	
NM4	<ul style="list-style-type: none"> <li>Various car parking locations (see car parking locations slide)</li> <li>On-street residential streets</li> </ul>	Electric Vehicle Charging Infrastructure	Introduction of further EV charging bays across Colchester to facilitate transition to EVs (can in turn support car club aspirations)	<ul style="list-style-type: none"> <li>* Already existing plans to install charging points so can enhance this measure further</li> <li>* Can build on the existing 'park and charge' model as per the three schemes introduce on Priority Street car park</li> <li>* Potential revenue stream from charging tariffs</li> </ul>	<ul style="list-style-type: none"> <li>* Cost of implementation</li> <li>* Whilst EV is better than ICE vehicles, it is nonetheless a policy focused on facilitating private car use</li> </ul>	<ul style="list-style-type: none"> <li>* EV switch creates air quality which in turn makes the walking/cycling environment better</li> </ul>	



NM5	N/A	Mobility as a Service App	MaaS app which allows users to plan, book and pay for a service in one place (similar to CityMapper). This can help a user decide whether getting from A to B is best served through an e-scooter, bus, walking etc and the associated cost of each one and then ability to pay for it. See Solent Transport for a recent authority that has introduced something in this regard.	<ul style="list-style-type: none"> <li>* Can be used to nudge preferable outcomes/mode choice.</li> <li>* Improved customer experience</li> <li>* Can align with mobility hubs (mobility hubs seen as the physical manifestation of Maas)</li> </ul>	<ul style="list-style-type: none"> <li>* Cost of implementation</li> <li>* Making MaaS applications self-sufficient without funding challenging</li> <li>* Physical integration and transport services need to mirror the app (i.e. no point going down this route if minimal services available)</li> <li>* For full impact of benefits requires more than being just a planning app; needs back-office support and ability to facilitate payments</li> </ul>	<ul style="list-style-type: none"> <li>* Positive on most modes as can nudge or encourage users to consider multiple modes</li> </ul>	
NM6	Potential zone linking a strategic corridor(s) and or key growth areas with the town centre. Optimal zone would not be in addition to any bus services	DDRT Service	Consider introduction of a DDRT service either in replacement of an existing service (e.g. one with low frequency and poor patronage) or in a location/zone that does not currently have sufficient bus service provision (potential rural/surrounding area and link into Town Centre)	<ul style="list-style-type: none"> <li>* Flexible and optimal route to meet demand as opposed to operating fixed route with ability for less infrastructure investment with virtual bus stops</li> <li>* Can provide connection and/or feed into existing services between</li> <li>* Can provide alternative to the private car</li> <li>* Enhanced customer experience with journeys predominantly booked through an app</li> </ul>	<ul style="list-style-type: none"> <li>* Likely to need subsidy</li> <li>* Limited success in UK thus far (at least commercially and attracting wide demographic user base)</li> </ul>	<ul style="list-style-type: none"> <li>* Can be positive by providing connection into existing services</li> <li>* If targeting rural/outer Colchester could decrease private car trips</li> </ul>	

NM7	High Street Sir Isaacs Walk	Autonomous Vehicle Shuttle Service	Introduction of an autonomous vehicle shuttle service (e.g. potentially you could reroute all bus services so they don't run through a specific street (e.g. the High Street) and then use an AV shuttle pod to provide a regular service up/down the high street). Suggestion this could be an autonomous pod so as to minimise road space (e.g. Heathrow example )	<ul style="list-style-type: none"> <li>* Could reduce other vehicular movements if e.g. used to replace buses along a small street/corridor improving urban realm experience</li> <li>* Innovative mode which could attract users to a particular area</li> <li>* UK Government pro CAV trials and fairly permissive to their future rollout</li> </ul>	<ul style="list-style-type: none"> <li>* Cost of implementation and operational costs could be disproportionately high</li> <li>* Legal situation remains relatively muddy and would need to comply with DfT's Code of Practice on trialling automated vehicles</li> <li>* Will need to partner with industry on this</li> </ul>	<ul style="list-style-type: none"> <li>* Could provide positive impact for pedestrians and cyclists as AV Pods are typically slow moving and sensitive to movement and thus in place of buses would create a safer environment</li> <li>* On the other hand the hyper sensitive nature of sensors could mean the experience for those in the POD is impacted (i.e. constant stop/start)</li> <li>* For most benefit and to mitigate safety concerns any street location would likely need to be closed off to all vehicular traffic</li> </ul>	
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## PARKING

REF	Potential Location(s)	Intervention	Reasoning	Pros	Cons	Impact on other modes	LUF Compliance
CP3	All CBC operated car parks in city centre	Improve the visitor experience by maximising P&R, minimising long-stay parking in the city	Minimising the amount of traffic and car parking in the city centre will enhance the experience of being in Colchester for all city centre users. Removing the option of long-stay parking from city centre car parks also frees up spaces for shoppers in central car parks, increasing efficiency and maximising revenue. Rapid Transit scheme offers potential for an additional P&R/Park and Share site to the east of the city.	* Improves visitor experience by removing traffic from city centre * Supports local economy by making more short-stay spaces available	* Potential opposition from long-stay parking users	* Stimulates users to consider alternative options for commuting into Colchester	
CP4	St Johns, St Marys, Middleborough, Sheepens, Britannia	Integrate car parking with micromobility options (Park and Cycle, Park and Scoot)	ECC offers Park and Pedal from its P&R site. There is an opportunity to build on this and provide park and scoot/park and cycle options from car parks at the city centre edge to enabling users to park further out, removing traffic/parking from the central core	* Increases travel choices * Encourages parking at more peripheral sites	* Demand/uptake unknown * Would require competitive pricing/payment integration which may be challenging	* Builds additional user base for shared mobility	
CP5	All CBC operated car parks in city centre	Index-link parking fees with PT/P&R/shared transport options	Setting parking fees with reference to the costs of other modes allows parking pricing to be used as a way of supporting shift to more sustainable travel options, and ensuring the costs of parking don't encourage habitual driving	* Supports mode shift	* May result in significant increases in the cost of short-stay parking	* Supports mode shift	

## URBAN DESIGN

REF	Potential Location(s)	Intervention	Reasoning	Pros	Cons	Impact on other modes	LUF Compliance
UD1	Junctions between the City Centre inner street network with internal road network	Define inner City Centre gateways towards the pedestrian shopping core, Firstsite and historic attractions	Support the character, identity and legibility of the City Centre and the shopping core. Accommodate the resulting	<ul style="list-style-type: none"> <li>* Improved legibility</li> <li>* Improved footfall</li> </ul>	<ul style="list-style-type: none"> <li>* Impact on vehicular modes</li> <li>* Potential discomfort to visually impaired street users</li> </ul>	* Light to moderate impact on vehicular traffic depending on the number and selection of locations included.	✓
UD2	Streets with existing restrictions, low traffic and/or connected to pedestrian streets	Replace the carriageway with a kerb-less level surface.	Support East-West pedestrian movement Mend discontinuities between existing pedestrian areas. Reconnect historic routes Alleviate ambiguity regarding the hierarchy of users to the benefit of active travel.	<ul style="list-style-type: none"> <li>* Streetscape improvement</li> <li>* Potential reduction of vehicle speed and traffic volume, noise and accidents.</li> <li>* Social benefits and accessibility for children.</li> <li>* Inclusive towards pushchairs, wheelchairs and wheeling users.</li> </ul>	<ul style="list-style-type: none"> <li>* Cost</li> <li>* Impact on vehicular modes</li> <li>* Potential users conflict (pedestrians, road users, cyclists and e-scooters).</li> <li>* Potential discomfort to visually impaired</li> </ul>	<ul style="list-style-type: none"> <li>* Moderate to significant impact on vehicular traffic depending on the number of streets included.</li> <li>* Moderate impact on servicing.</li> </ul>	✓
UD3	Junctions between the City Centre inner street network with the outer road network	Targeted interventions to define major gateways between the City Centre with surrounding neighbourhoods	This measures addresses two significant issues: Lack of 'sense of arrival' and the dispersion of entry points across the different transport modes. Severance between the inner city Centre, its periphery and the neighbourhoods immediately beyond.	<ul style="list-style-type: none"> <li>* Improved legibility with clear arrival / departure points</li> <li>* Foster a sense of belonging within the City Centre and among residents from its periphery</li> <li>* Support interchange between modes.</li> <li>* Encourage active travel</li> <li>* Support the attractiveness of Park &amp; Ride facilities.</li> </ul>	<ul style="list-style-type: none"> <li>* Cost</li> <li>* Impact (or perceived impact) on vehicular users.</li> <li>* Constraints from land availability and road profiles.</li> <li>* Significant upgrade of bus stop locations and network.</li> </ul>	<ul style="list-style-type: none"> <li>* Likely significant impact on vehicular traffic depending on the number of streets included.</li> <li>* Synergy with traffic reduction measures so individual measures impacts are reduced- i.e. a comprehensive approach.</li> </ul>	✓



UD4	<p>Within study area:</p> <ul style="list-style-type: none"> <li>* Castle Park</li> <li>* Firstsite, Priory St</li> <li>* St Botolph's, Britannia and Colchester Town station.</li> </ul> <p>Beyond study area:</p> <ul style="list-style-type: none"> <li>* Kings Meadow</li> <li>* River Colne</li> </ul>	<p>Create an active travel route connecting the north bank of the Rive Colnes to Colchester Town station, as the spine of a coherent public realm and landscape destination.</p>	<p>Support the West of the City Centre as a destination through connecting existing community, leisure, tourism, cultural and historical assets located between the River Colne and Colchester Town station.</p> <p>Despite their proximity and individual attractiveness, the river, Castle Park, Firstsite and St Botolph's are disconnected from each others and from the City Centre.</p> <p>In addition, development of Britannia and remodelling of St Botolph's could complement the above while providing them with a transport gateway.</p>	<ul style="list-style-type: none"> <li>* Takes advantage of Castle Park, Firstsite and St Botolph as existing assets with a lot potential.</li> <li>* Elevation of Colchester as regional and national destination.</li> <li>* Potential synergy with inner City Centre and improved footfall.</li> <li>* It would build on opportunities created by Britannia development and St Botolph's roundabout remodelling.</li> <li>* It would connect with existing cycling network along River Colne and attract visitors north of the river.</li> </ul>	<ul style="list-style-type: none"> <li>* Topography</li> <li>* Potential competing offer with inner City Centre.</li> <li>* Constraints to right of way and 24/7 access to be investigated.</li> <li>* Heritage constraints to be carefully investigated.</li> <li>* Impact on Priory St carpark.</li> <li>* Success might increase carparking needs and road traffic including coaches.</li> </ul>	* Light touch	
UD5	<p>All CBC operated car parks (and potentially privately operated), especially at Park &amp; Ride facilities.</p>	<p>Define car parkings, consolidated when relevant, with attractive access forecourts and internal paths at .</p> <ul style="list-style-type: none"> <li>* Define gateways to the car parking sites/amenities.</li> <li>* Consider multi-level consolidation where relevant.</li> <li>* Integrate active travel and micro-mobility infrastructures.</li> <li>* Integrate the relevant wayfinding measures such as WF01, WF02 and WF03.</li> </ul>	<p>Support an attractive experience encouraging the use of strategic car parking facilities instead of on-street or inner centre parking.</p>	<ul style="list-style-type: none"> <li>* Improved experience and value for money for car parking users.</li> <li>* Support synergy with other modes.</li> <li>* Discourages on-street and inner City Centre parking.</li> </ul>	<ul style="list-style-type: none"> <li>* Cost</li> <li>* Limited available space which might result in the sacrifice of some parking capacity.</li> <li>* Ownership of car parking.</li> </ul>	* Light touch	

UD6	<p>All upcoming City Centre developments including:</p> <ul style="list-style-type: none"> <li>* Britannia</li> <li>* Vineyard</li> </ul>	<p>Integrate in new developments public and semi-public realm and green spaces that support a local sense of place and permeability for active travel modes.</p> <ul style="list-style-type: none"> <li>* Pedestrian routes through developments in continuity to existing streets and paths.</li> <li>* Maintaining or creating development accesses aligned with existing streets and paths.</li> <li>* Define attractive and inclusive spaces accessible to residents and ideally the public, featuring greenery and SUDs.</li> <li>* Integration of cycles route and infrastructures when relevant.</li> <li>* Provision of an appropriate amount of car parking that limit both on-street parking and local traffic.</li> <li>* Consider emergency access, early delivery and servicing including potential consolidation amenities. Engage with neighbours to identify potential synergies.</li> </ul>	<p>New development should contribute to City Centre's urban fabric while meeting 21st century functional and environmental standards.</p>	<ul style="list-style-type: none"> <li>* Mend existing severance by creating new routes and connecting existing ones.</li> <li>* Complement the existing public realm offer and attractiveness within the City Centre.</li> </ul>	<ul style="list-style-type: none"> <li>* Impact on adjacent streets footfall and traffic.</li> <li>* Potential conflicts between residents, neighbours and dwellers.</li> <li>* Potential competition with existing spaces, amenities and businesses.</li> </ul>	<ul style="list-style-type: none"> <li>* Light touch</li> </ul>	
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UD7	St Botolph's roundabout	<p>Take advantage of the LUF remodelling of St Botolph's roundabout to create a new public realm destination and place of arrival for Colchester.</p> <p>This new space should be coordinated to function as a forecourt to Colchester Town station, connecting it to the City Centre via St Botolph's St, while opening towards the Britannia development and St Botolph's church and mending the severance across the A134.</p> <p>Ideally, combine this measure with:</p> <ul style="list-style-type: none"> <li>* traffic restricting measures such as ID08</li> <li>* Wayfinding WF05</li> <li>* Integration of trees, landscaping and/or SUDS whenever the maintained vehicular access enables it.</li> <li>* RTS stops or safeguarding/provision for the future integration of stops.</li> <li>* Mobility hub NM01</li> </ul>	<p>St Botolph's is a key location and arrival point due to its location on the A134 and proximity to Colchester Town station.</p>	<ul style="list-style-type: none"> <li>* Intervention supported by LUF</li> <li>* Opportunity to create a major transport interchange for Colchester</li> <li>* Opportunity to solve current antisocial behaviour and security issues</li> </ul>	<ul style="list-style-type: none"> <li>* Cost</li> <li>* Road traffic already at capacity</li> <li>* Limited available space</li> <li>* Complex integrated design challenge to accommodate and balance different modes</li> <li>* Traffic capacity to be maintained during construction</li> </ul>	<ul style="list-style-type: none"> <li>* Significant impact on vehicular traffic</li> </ul>	
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UD8	<ul style="list-style-type: none"> <li>* Balcerne Gate</li> <li>* Church Street</li> <li>* St Mary's car park</li> </ul>	<p>Define a coherent landscaped public realm around the Jumbo Water Tower connecting the Mercury Theatre and the Colchester Art centre with Church St across Head St and St Mary's car park across the A134.</p> <p>Ideally ,combine this measure with:</p> <ul style="list-style-type: none"> <li>* traffic restricting measures such as ID08</li> <li>* Wayfinding WF05</li> <li>* Adding a gateway (UD01) to junctions with vehicular streets (i.e. Head St and Queen St).</li> <li>* Integration of trees, landscaping and/or SUDS whenever the maintained vehicular access enables it.</li> <li>* Mobility hub NM01</li> </ul>	<p>While the Jumbo Tower is a landmark, this area feels disconnected from the shopping core.</p> <p>The area's proximity with St Mary's car park also make it appropriate as a gateway to the City Centre.</p>	<ul style="list-style-type: none"> <li>* Takes advantage of the Jumbo Tower, the Mercury Theatre and the Colchester Art Centre as existing assets.</li> <li>. Define a destination to the West of the shopping core.</li> <li>* The area already has substantial green spaces and limited traffic.</li> <li>* Consolidates St Mary's car park as an attractive parking location outside the City Centre.</li> <li>* Potential to accomodate outdoor events.</li> </ul>	<ul style="list-style-type: none"> <li>* Cost</li> <li>* Impact of increased footfall on local residents</li> <li>* Heritage constraints to be carefully investigated.</li> </ul>	<ul style="list-style-type: none"> <li>* Light touch</li> </ul>	
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## WAYFINDING AND SIGNAGE

REF	Potential Location(s)	Intervention	Reasoning	Pros	Cons	Impact on other modes	LUF Compliance
WF1	Zone 2 at direct periphery of Zone 1	Implement inclusive and accessible wayfinding focussed on movement between arrival points and places of interest	A coherent and legible wayfinding strategy across the City Centre would drive footfall and aid exploration. This must be founded on an analysis to understand connectivity, key issues and barriers and main destinations	* Newly developed, inclusive wayfinding strategy for the city centre	* Cost of experts' time	* Impact on all modes	
WF2	Zone 1 Zone 2 at direct periphery of Zone 1	Replace the carriageway with a kerb-less level surface	As above	* Consistent identity across all wayfinding in the city	* Cost of replacing old signs	* As above	
WF3	Zone 1 Zone 2 at direct periphery of Zone 1	Targeted interventions to define major gateways between the City Centre with surrounding neighbourhoods	As above	* Bespoke basemap designed for the city, including unique heritage and other details	* Cost of printing/ replacing old maps	* As above	
WF4	Access roads and ring road junctions, St Botolph's roundabout and Colchester Town station	Design creative navigational aids to help manoeuvre out of rail stations and around first roundabouts to find routes into city centre (consider creative use of colour/paint, lighting installations, etc.), in addition to signage.	This would support intuitive forms of wayfinding across the area while supporting local character.	* Clear route from the station around the roundabout towards the city centre	* Cost of installation (more so with lighting than paint)		

WF5	Sir Isaac's Walk, Culver Street West, Vineyard, Culver Walk, Short Wyre St, Scheregate Steps	Gateways to shopping core to be highlighted/marked by surface treatment such as colourful crossings, as well as gateway art/arches and lighting, to support independent retailers and spread footfall across this area (colourful crossings and gateway arches are mentioned in HAT report for Our Colchester BID, The 'Indies' Route). The designs for the colourful crossings could come from an art-led competition which could promote interest in and activity to the area. If desired, surface treatments could also be more permanent such as paving insets to reflect historical information and the area's heritage.	This would support intuitive forms of wayfinding across the area while supporting local character.	* Legible and vibrant gateways to the shopping core	* Minor disruption during installation of more permanent treatments such as arches/ lighting/ paving insets		
WF6	Shewell Walk, Culver Sq Shopping, Pelham's Ln, Lion's Walk	Create an identity for the whole shopping core (to spread what Red Lion Yard has done for their area across the core, perhaps similar to Brighton's Lanes).	Synergy between wayfinding and placemaking.	* New/ unified identity that can be used to market the area and attract more visitors and customers	* Working with retailers across the shopping core areas to agree on an identity might be challenging		

## FREIGHT AND LOGISTICS

REF	Potential Location(s)	Intervention	Reasoning	Pros	Cons	Impact on other modes	LUF Compliance
FL1	Places which experience high footfall: Culver Square/ Shewell Walk Part of Vineyard St car park redevelopment proposals Trinity St Crouch St Should also be adding one as part of the transport interchange (when the team decide best location for that}			* Reduce the overall volume of freight vehicles travelling around city centre as they can make consolidated pickup/drop offs of parcels. Better utilisation of individual delivery vehicles.	* Need to be located in areas of high footfall – which needs to be considered if the city centre is losing retailers and less foot traffic * Further require good safety/surveillance	* Pedestrian and cyclist activity – ideally want these facilities located near green routes. Which can further support ecargo bikes collecting parcels (rather than delivery vans)	
FL2/3	Colchester Town Station railway arches (on south side of Britannia Car Park) East of Colchester Town Rail Station – south of the rail tracks	Create a last mile delivery hub within vacant street level spaces such as underneath rail platforms	The Britannia development (LUF bid) offers opportunity to provide suitable loading provision next to hub	* Available space for a second platform at Colchester Town station * Removes polluting diesel vehicles transferring freight goods into city centre * Optimum location for last mile delivery hub	* Potential water damage issues within area * Design challenges (clearance, access, room requirements). * Suitable only for limited goods (low value and non-perishable). * Potential land ownership rights issues * Limited rail service resulting in transfer via traditional road modes (LGVs).	* A direct connection made between the rail platform and the lower level consolidation centre would maximise the handling of goods.	✓
FL4	Any surface car parks with excess parking supply and redevelopment potential.	Convert part of the space into an urban logistics hub	Ideal for dedicated short-stay parking area for moped on-demand food delivery drivers	* As above	* Cost of replacing old signs	* Parking provision reduction Links to pedestrian environment by making it a better space for them	✓

FL5	Anywhere with high kerbside demand – including Crouch St parade of shops	Introduce a bookable, managed kerbside, which dynamically increases availability.	CBC needs more flexibility to dynamically utilise kerbside which is a scarce asset within the City Centre.	<ul style="list-style-type: none"> <li>* Win-win solution to improve city access and mobility for both the freight operators and city authorities.</li> <li>* Guarantees delivery drivers access to the kerbside</li> </ul>	<ul style="list-style-type: none"> <li>* Requires delivery drivers to arrive and leave in time for maximum success</li> </ul>	<ul style="list-style-type: none"> <li>* Less circulating traffic from polluting vehicles trying to find available kerbside</li> </ul>	
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# Appendix B: Strategic Transport Priority Matrix



Colchester Borough Council  
Colchester City Centre Transport Plan  
Strategic Assessment

Components

Designation	Description	Active Travel			Bus / Rapid Transit System							Integrated Highways Design				Parking				New Mobility			Urban Design			Wayfinding				Freight and Logistics				Rail	
		Segregated route	Advisory and/or contraflow route	Cycle parking	Interchange facilities	'Shuttle' service to City Centre	'Shuttle' service to Park & Ride	'Shuttle' service to Colchester station	Shelter	RTS stop	Bus stop	Traffic restrictions	Carriageway narrowing	Kerbless	Formal cycle /pedestrian crossing	EV charging	Taxi / Ride-hailing drop-off	Car club parking	Accessible parking	Mobility hubs	Digital Demand Responsive Transport (DDRT)	Geofenced e-cooters area	Pedestrian realm expansion	Tree planting and greenery	Seating	Wayfinding artwork	Creative navigational aids	Map	Signage	Parcel lockers	Kerb-side management system	Satellite logistics hubs	Last mile delivery hub	Frequent shuttle service from Colchester station	
Gateways																																			
Regional gateway	Areas at major road junctions. Their main function is to serve as regional arrival and departure points with interchanges between medium or long-distance travel modes (car, RTS, buses, DRT, and/or rail) with last-mile modes including: - cycling and micro-mobility - DRT and taxis	n/a	n/a	High	Medium	High	High	High	High	High	High	n/a	n/a	n/a	High	n/a	High	High	High	High	High	High	High	High	High	Medium	High	High	High	High	Medium	n/a	n/a		
Local gateway	Areas at junctions between roads and streets leading to the shopping core. Their main function is to support pedestrian and cyclist movement to/from the City Centre. This includes crossing local roads and onward journeys with relevant last-mile modes including: - cycling and micro-mobility - RTS and bus shuttle service - DRT and taxis	n/a	n/a	Medium	Low	Low	Medium	Medium	High	Medium	High	n/a	n/a	n/a	Medium	n/a	Low	Low	Medium	Medium	Medium	Medium	Medium	Medium	High	High	Medium	Medium	High	Medium	Medium	n/a	n/a		
Car park gateway	Areas at pedestrian car park entrances. The present study is limited to car parks owned by the CBC. Their main function is to support pedestrian movement between centralised car parks and the City Centre. This includes crossing local roads and onward journeys with relevant last-mile modes including: - cycling and micro-mobility - RTS and bus shuttle service - DRT and taxis	n/a	n/a	High	Low	Medium	n/a	Medium	Low	Medium	Medium	n/a	n/a	n/a	High	n/a	Medium	High	High	High	High	High	Medium	High	High	Low	Low	Medium	High	High	Low	n/a	n/a		
Intervention sites																																			
Development site	Areas identified for ongoing and future developments. These sites should contribute to local transport through: - permeability to pedestrians and cyclists - contributing to their local area with relevant infrastructures and landscape assets	Low	n/a	High	Low	n/a	n/a	n/a	Low	Low	Medium	n/a	n/a	n/a	n/a	Medium	Low	Medium	High	Low	n/a	Low	n/a	High	Medium	Low	Low	Low	Low	Low	Low	Low	Medium	Medium	
Car park site	Areas dedicated to car parking. The present study is limited to car parks owned by the CBC. Their main function is to provide an attractive alternative to on-street parking within the City Centre.	Low	n/a	Medium	Low	n/a	n/a	n/a	Medium	Medium	High	n/a	n/a	n/a	n/a	High	n/a	High	High	n/a	n/a	Medium	Medium	High	Low	Low	Medium	Low	Medium	Medium	Low	Medium	Medium		
Public Realm																																			
Currently pedestrianised	Lengths of streets already fully pedestrianised.	n/a	n/a	Medium	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Low	n/a	Medium	Medium	Medium	Low	Low	High	Low	n/a	n/a	n/a	
Currently pedestrian-friendly	Lengths of streets already offering an attractive pedestrian experience through wide footways, low traffic and/or other measures.	n/a	n/a	High	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Medium	n/a	Medium	Medium	n/a	n/a	Medium	n/a	Low	Low	Low	Medium	Low	High	Low	Medium	n/a	n/a		
Pedestrian improvement	Lengths of streets where it is recommended to enhance further the pedestrian experience through measures including: - full pedestrianisation or footway widening - traffic restrictions - landscape and urban realm improvements	n/a	n/a	Medium	n/a	n/a	n/a	n/a	n/a	n/a	n/a	High	High	Medium	High	n/a	n/a	n/a	Medium	n/a	n/a	Medium	High	High	High	High	High	Low	High	Low	Low	n/a	n/a		
Leisure & history route	Routes through parks and along streets identified for their historical and leisure qualities. Their function is to accomodate pedestrian and leisure cyclists movement while highlighting local assets through interventions including: - information and wayfinding - landscape - artworks	Low	Medium	Medium	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	High	n/a	n/a	n/a	Low	n/a	n/a	Low	n/a	High	High	High	High	Low	High	Low	n/a	n/a	n/a		
Permeable developments	Routes through sites identified for ongoing or future developments. Their main function is maintain or restore movements across the site for the shared benefits of the developments and the local area. These should enable 24/7 use by visitors while accomodating the development's management and security needs.	Medium	Medium	Low	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Medium	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Low	n/a	High	High	Low	Low	Low	Low	Low	Low	n/a	n/a	n/a	
Cycling																																			
LCWIP segregated	Lengths of streets and roads identified by the LCWIP for the integration of a fully segregated cycle route.	n/a	n/a	Medium	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Medium	n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Low	Low	Medium	n/a	n/a	n/a	n/a		

See Bus /  
Rapid  
Transit  
System

LCWIP advisory	Lengths of streets and roads identified by the LCWIP for the integration of an on-road advisory and/or contraflow cycle route.	n/a	n/a	Low	n/a	n/a	n/a	n/a	n/a	n/a	n/a	High	n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Medium	Low	Medium	n/a	n/a	n/a	n/a	
Proposed segregated	Lengths of streets and roads where it is proposed, in addition or as an upgrade of the LCWIP, to integrate a fully segregated cycle route.	High	n/a	Medium	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Medium	High	n/a	High	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Low	Low	Medium	n/a	n/a	n/a	n/a	
Proposed advisory	Lengths of streets and roads where it is proposed, in addition or as an upgrade of the LCWIP, to integrate an on-road advisory and/or contraflow cycle route.	n/a	High	Low	n/a	n/a	n/a	n/a	n/a	n/a	n/a	High	Low	n/a	Medium	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Medium	Low	Medium	n/a	n/a	n/a	n/a	

END

# Appendix C: MCAF Summary of Results

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04 Summary

Intervention List Scoring Summary

Intervention ID	Reference ID	Intervention	Strategic Score	Economic Score	Delivery Score	Combined Score	Rank
1	AT1	Upgrade the lighting and general attractiveness of the Southway underpass	5	9	2	1594.00	14
2	AT2	Upgrade towards LTN 1/20 standards the existing Crouch Street cycleway	4	8	3	1529.00	16
3	AT3	Replace with a junction the mini roundabout at Middleborough/North Station Rd	3	5	(1)	733.00	51
4	AT4	Replace with staggered crossing (direct parallel/toucan crossing) the Balkerne Hill underpass	4	4	1	878.00	48
5	AT5	Remove the left turn lane from Middleborough/St Peter's junction	3	4	3	965.00	45
6	AT6	Create a new controlled crossing on North Hill between High Street and St/Peter's Middleborough.	2	1	1	320.00	56
7	AT7	Create several new at grade crossings across Southway	6	8	1	1391.00	22
8	AT8	Restrict traffic to buses, time limited delivery and 'except for access' along St John's Street	4	8	2	1392.00	21
9	AT9	Upgrade the advisory cycle lanes to full segregation along Lexden Road	6	7	1	1315.00	27
10	AT10	Integrate a contraflow cycleway along High Street	6	7	2	1440.00	19
11	AT11	Integrate a segregated cycle lane along East Hill	5	6	-	1173.00	33
12	AT13	Implement car-lite access restrictions across the whole City Centre	8	11	2	2143.00	2
13	AT14	Implement a Zonal Traffic Circulation plan to the wider-area	8	11	2	2143.00	3
14	AT15	Implement a Zero Emission Zone to the whole City Centre	8	11	2	2143.00	4
15	BU7	Complete a detailed study reviewing bus operations across the City Centre	6	12	6	2356.00	1
16	BU1	Operate longer hours bus services in the evening and on Sundays to/from park & ride locations	7	8	6	2006.00	6
17	BU4/BU5	Rationalise bus routes with bus stop infrastructure and information standards across the City Centre	4	4	2	995.00	42
18	BU9	Create a new bus station in the area of the Vineyard Street car park	3	4	(6)	157.00	57
19	BU10	Encourage the transition to zero emission buses within the City Centre	7	3	4	1363.00	23
20	BU11	Update bus priority measures and operations based on the RTS implementation	5	9	1	1558.00	15
21	BU11	Create a new bus interchange near Osborne Street.	4	4	(5)	339.00	55
22	ID1	Narrow the carriageway to 6.0m and widen the footway along North Station Road	4	6	(1)	860.00	49
23	ID2	Narrow the carriageway to 6.0m and introduce a continuous segregated cycle way along North Station Road/ North Hill	6	6	(1)	1084.00	37
24	ID3/4	Restrict traffic to buses, time limited delivery and 'except for access' along High Street	4	6	3	1355.00	24
25	ID5	Restrict traffic to one way and improve the footway along St John's Street/Osborne Street	5	5	1	1011.00	41
26	ID6	Restrict traffic to one way and bus/servicing only and widen footway along St John's Street/Osborne Street	6	6	(1)	1039.00	39
27	ID7	Restrict traffic to one way along Vineyard Street Car Park	0	2	2	456.00	54
28	CP2	Implement flexible parking charges (pay on exit or a linear)	6	6	5	1764.00	9
29	CP3	Support the use of Park & Ride through a reduction of long-stay parking options in the City Centre	5	6	6	1644.00	13
30	CP4	Integrate micromobility services (Park and Cycle, Park and Scoot) at car parking	5	6	2	1262.00	30
31	CP5	Index-link parking fees with public transport, Park & Ride and shared transport options	6	4	4	1470.00	18
32	CP6	Retain accessible parking and small amount of pre-bookable parking at Priory Street as part of local developments	2	7	-	942.00	46
33	NM1	Create a network of Mobility Hubs across the City Centre and at key destinations beyond	5	5	(1)	913.00	47
34	NM2	Expand and enhance the existing shared micromobility offer within and around the City Centre	2	6	0	825.00	50
35	NM3	Expand the car club offer with additional allocated space at car parking and promotion	3	6	1	972.00	43
36	NM4	Integrate EV vehicle charging infrastructure at car parking and along some residential streets	2	3	2	605.00	52
37	NM5	Create a Mobility as a Service App enabling users to plan, book and pay for services in one place	3	5	3	1129.00	34
38	NM6	Implement a Digital Demand Responsive Transport (DDRT) service along strategic corridors	5	5	2	1106.00	36
39	NM7	Implement an Autonomous Vehicle Shuttle Service along High Street and Sir Isaac's Walk	4	4	(3)	489.00	53
40	UD1	Define inner City Centre gateways towards the pedestrian shopping core, Firstsite and historic attractions	7	6	(3)	1014.00	40
41	UD2	Replace the carriageway with a kerb-less level surface along streets with existing restrictions	6	6	(2)	1116.00	35
42	UD3	Targeted interventions to define major gateways between the City Centre with surrounding neighbourhoods	5	10	(5)	967.00	44
43	UD4	Create an active travel leisure route connecting the north bank of the Rive Colne to Colchester Town station	6	8	(1)	1217.00	31
44	UD5	Enhance car parking with attractive access forecourts and internal pedestrian routes	5	8	(2)	1070.00	38
45	UD6	Integrate public/ semi-public realm and green spaces permeable to active travel within new developments	6	9	2	1767.00	8
46	UD7	Replace the St Botolph's Circus roundabout with a junction and improved public realm	6	10	(2)	1500.00	17
47	UD8	Create a coherent landscaped public realm around the Jumbo Water Tower	8	7	-	1426.00	20
48	UD9	Create a coherent landscaped public route around the historic wall	7	8	2	1693.00	11
49	WF1	Implement inclusive and accessible wayfinding focussed on movement between arrival points and places of interest	3	11	4	1810.00	7
50	WF4	Integrate creative navigational aids toward the City Centre from the Colchester Town station and major gateways	3	6	4	1351.00	25
51	WF5	Highlight gateways into core shopping area with creative works highlighting local history	4	7	2	1290.00	28
52	WF6	Create a brand identity for the whole shopping core	6	5	5	1710.00	10
53	FL1	Integrate parcel lockers at streets with high footfall, transport interchanges and car parks	6	8	7	2062.00	5
54	FL2/3	Create a last mile delivery hub near Colchester Town station	7	8	(3)	1263.00	29
55	FL4	Create satellite urban logistics hub at car parks with spare capacity	7	8	(3)	1196.00	32
56	FL5	Implement a service to book and manage kerbside deliveries	5	8	1	1350.00	26
57	RA1	Run a free frequent shuttle service from Colchester Main Rail Station through the city centre	5	9	3	1662.00	12

Intervention List Combined Score Ranking

Rank	Reference ID	Intervention
1	BU7	Complete a detailed study reviewing bus operations across the City Centre
2	AT13	Implement car-lite access restrictions across the whole City Centre
3	AT14	Implement a Zonal Traffic Circulation plan to the wider-area
4	AT15	Implement a Zero Emission Zone to the whole City Centre
5	FL1	Integrate parcel lockers at streets with high footfall, transport interchanges and car parks
6	BU1	Operate longer hours bus services in the evening and on Sundays to/from park & ride locations
7	WF1	Implement inclusive and accessible wayfinding focussed on movement between arrival points and places of interest
8	UD6	Integrate public/ semi-public realm and green spaces permeable to active travel within new developments
9	CP2	Implement flexible parking charges (pay on exit or a linear)
10	WF6	Create a brand identity for the whole shopping core
11	UD9	Create a coherent landscaped public route around the historic wall
12	RA1	Run a free frequent shuttle service from Colchester Main Rail Station through the city centre
13	CP3	Support the use of Park & Ride through a reduction of long-stay parking options in the City Centre
14	AT1	Upgrade the lighting and general attractiveness of the Southway underpass
15	BU11	Update bus priority measures and operations based on the RTS implementation
16	AT2	Upgrade towards LTN 1/20 standards the existing Crouch Street cycleway
17	UD7	Replace the St Botolph's Circus roundabout with a junction and improved public realm
18	CP5	Index-link parking fees with public transport, Park & Ride and shared transport options
19	AT10	Integrate a contraflow cycleway along High Street
20	UD8	Create a coherent landscaped public realm around the Jumbo Water Tower
21	AT8	Restrict traffic to buses, time limited delivery and 'except for access' along St John's Street
22	AT7	Create several new at grade crossings across Southway
23	BU10	Encourage the transition to zero emission buses within the City Centre
24	ID3/4	Restrict traffic to buses, time limited delivery and 'except for access' along High Street
25	WF4	Integrate creative navigational aids toward the City Centre from the Colchester Town station and major gateways
26	FL5	Implement a service to book and manage kerbside deliveries
27	AT9	Upgrade the advisory cycle lanes to full segregation along Lexden Road
28	WF5	Highlight gateways into core shopping area with creative works highlighting local history
29	FL2/3	Create a last mile delivery hub near Colchester Town station
30	CP4	Integrate micromobility services (Park and Cycle, Park and Scoot) at car parking
31	UD4	Create an active travel leisure route connecting the north bank of the Rive Colne to Colchester Town station
32	FL4	Create satellite urban logistics hub at car parks with spare capacity
33	AT11	Integrate a segregated cycle lane along East Hill
34	NM5	Create a Mobility as a Service App enabling users to plan, book and pay for services in one place
35	UD2	Replace the carriageway with a kerb-less level surface along streets with existing restrictions
36	NM6	Implement a Digital Demand Responsive Transport (DDRT) service along strategic corridors
37	ID2	Narrow the carriageway to 6.0m and introduce a continuous segregated cycle way along North Station Road/ North Hill
38	UD5	Enhance car parking with attractive access forecourts and internal pedestrian routes
39	ID6	Restrict traffic to one way and bus/servicing only and widen footway along St John's Street/Osborne Street
40	UD1	Define inner City Centre gateways towards the pedestrian shopping core, Firstsite and historic attractions
41	ID5	Restrict traffic to one way and improve the footway along St John's Street/Osborne Street
42	BU4/BU5	Rationalise bus routes with bus stop infrastructure and information standards across the City Centre
43	NM3	Expand the car club offer with additional allocated space at car parking and promotion
44	UD3	Targeted interventions to define major gateways between the City Centre with surrounding neighbourhoods
45	AT5	Remove the left turn lane from Middleborough/St Peter's junction
46	CP6	Retain accessible parking and small amount of pre-bookable parking at Priory Street as part of local developments
47	NM1	Create a network of Mobility Hubs across the City Centre and at key destinations beyond
48	AT4	Replace with staggered crossing (direct parallel/toucan crossing) the Balkerne Hill underpass
49	ID1	Narrow the carriageway to 6.0m and widen the footway along North Station Road
50	NM2	Expand and enhance the existing shared micromobility offer within and around the City Centre
51	AT3	Replace with a junction the mini roundabout at Middleborough/North Station Rd
52	NM4	Integrate EV vehicle charging infrastructure at car parking and along some residential streets
53	NM7	Implement an Autonomous Vehicle Shuttle Service along High Street and Sir Isaac's Walk
54	ID7	Restrict traffic to one way along Vineyard Street Car Park
55	BU11	Create a new bus interchange near Osborne Street.
56	AT6	Create a new controlled crossing on North Hill between High Street and St/Peter's Middleborough.
57	BU9	Create a new bus station in the area of the Vineyard Street car park

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# COLCHESTER MASTERPLAN DELIVERY OUTLINE

FINAL  
24 JAN 2023



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# INTRODUCTION

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PRD has prepared this delivery outline to highlight partnership opportunities and next steps for Colchester City Council (CCC) and Essex County Council (ECC) to deliver the Colchester City Centre Masterplan. This document should be read alongside the separate masterplan document. Given the long-term outlook of the masterplan, this delivery outline should be reviewed regularly by core stakeholders, namely CCC and ECC, to check progress and adjust actions as circumstances change (e.g. funding opportunities, anticipated financing arrangements, additional partnerships).

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# PART 1: MASTERPLAN DELIVERY OVERVIEW

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## THE ROLE OF LEVELLING UP FUNDING

In 2022, Colchester City Council applied for and received £19,663,063 as part of its Levelling Up Fund (LUF) bid for the St Botolph's area, with the expectation that the council would be able to attract an additional £41.8m from the private sector and other public sources. There is already a S106 contribution of £2.5m for highway improvements in this area.

## PRIORITY RESEARCH REQUIREMENTS

### Parking consolidation approach

CCC's existing parking studies and strategy suggest that there is surplus parking around the city centre and that some parking sites can be redeveloped. For development proposed in the masterplan to proceed in an informed manner, particularly for sites 2, 3, 4, and 5, additional information on how car parking can be effectively consolidated would be very helpful (e.g. clarity on how supply/demand varies across different sites; clarity on the number of spaces that can be removed in any given area and how much parking each remaining car park is likely to absorb).

CCC may need to develop a business case for removing parking where this will involve costs and/or cause a significant reduction in council revenue.

The council will also need to communicate its justifications for removing car parking and its intentions to improve remaining car parks very clearly to the public to manage relationships and expectations.

### Planning benefit & developer contributions study

CCC does not currently seek contributions for public realm improvements via Section 106 and does not have an SPD to support this, nor is there an adopted Community Infrastructure Levy tariff. Highway works are generally secured via Section 38/278 agreements with ECC Highways.

Extracting benefits through S106 can be a challenge in Colchester City Centre because the need for archaeological evaluation and high-quality, heritage-sensitive construction already pushes development towards the limits of viability.

However, there is potential to seek voluntary contributions from developers where they will demonstrably benefit from some of the proposed works. An example of this would be at-grade pedestrian crossings along Southway, which would potentially provide greater connectivity between the city centre and the Garrison site.

Furthermore, with several developable sites in complete or partial public ownership, there is an opportunity for the public sector to retain ownership and benefit from a share of development profit and future revenue streams from new development and ongoing uses.

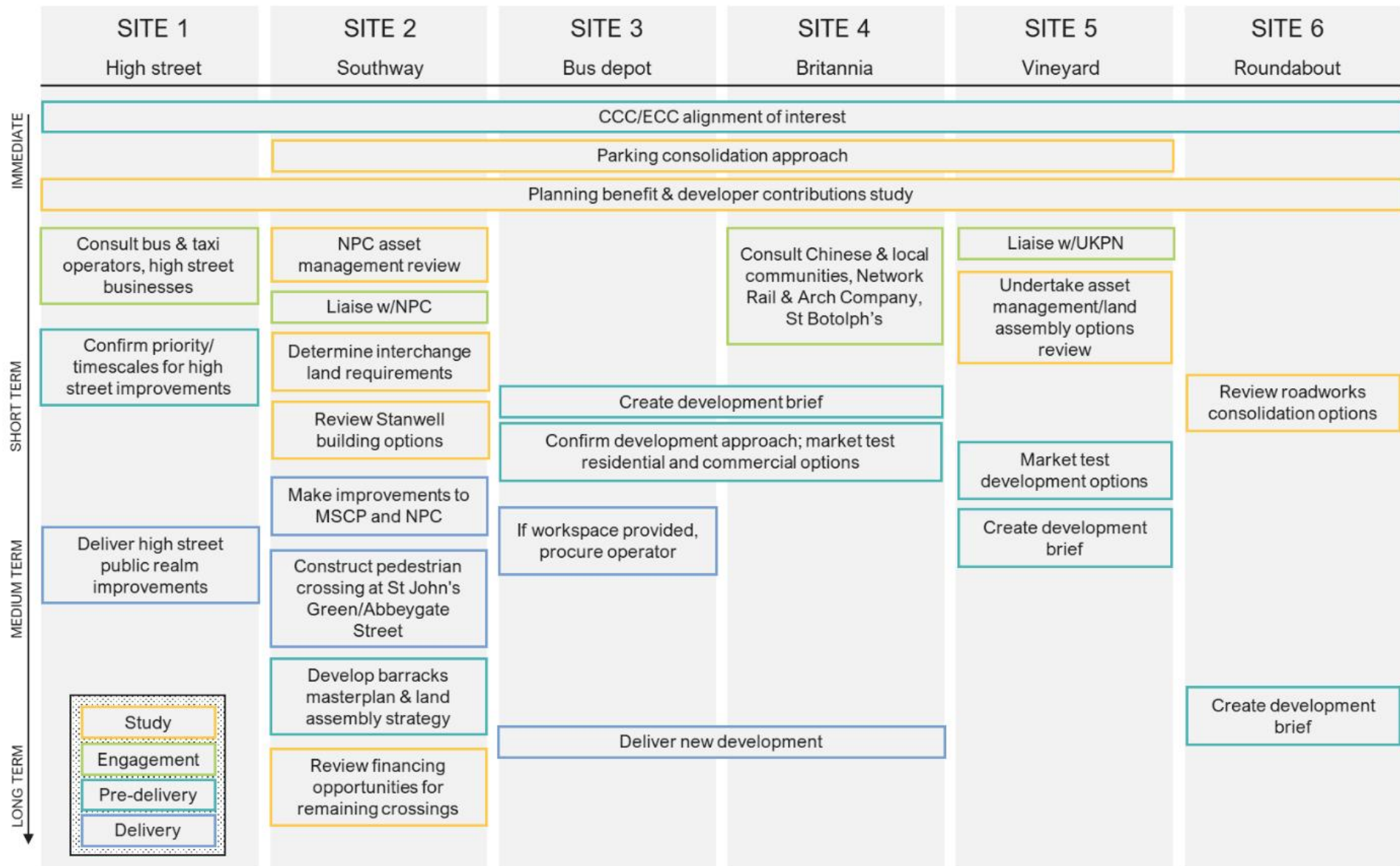
The council(s) should direct a short study to set out how sites with immediate or future development potential can make use of Section 38/278, voluntary contributions, and land value capture. This would inform negotiations and conversations with developers while recognising that any specific contribution will be subject to the normal application specific planning tests.

## MASTERPLAN SITES



1. High street
2. Southway
3. Former bus depot
4. Britannia Yard
5. Vineyard Gate
6. St Botolph's roundabout

# ACTIONS REQUIRED FOR DELIVERY





# PART 2: DELIVERY STRUCTURES

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## LANDOWNER ALIGNMENTS

Colchester City Council (CCC) and Essex County Council (ECC) own a large majority of the land within the masterplan's key development sites. We understand from discussions with CCC and ECC that there is a clear alignment of interest and support for delivering the masterplan recommendations and next steps. The alignment of interest could be broadly summarised as:

- Alignment of policy and objectives regarding supporting the success of Colchester
- Alignment on delivering against the masterplan principles
- A wish to see development come forward, as identified in the masterplan, with an ongoing level of public sector control and curation to maximise local impact
- Both parties are willing to work together and with others, including other public bodies and third-party investors, developers, and operators to deliver successful projects
- A willingness to look at joint venture structures and delivery vehicles to not only deliver development but also to hold surpluses, alongside other investment streams, which can fund other priorities, initiatives and activations in the city, including those identified within the masterplan and elsewhere (for example public realm creation, highways improvements).

Establishing a more formalised working relationship for partnered working between CCC and ECC would provide a platform to focus resource, activities and investment to move the development sites forward and stimulate wider activity.

## PARTNERSHIP CONSIDERATIONS

There are many different forms of structure available with varying degrees of formality and informality attached to each approach. Generally speaking, incorporated structures (e.g. limited companies or LLP type structure) would be more costly to establish and operate, whilst more contractual structures (e.g. Development Agreements or Land Pooling Agreements) would be quicker to establish and more project focussed.

CCC and ECC should therefore spend some time testing the most appropriate structures. There are a number of aspects to consider, such as:

- Setting out and testing the aims and objectives of a partnership model
- Considering the contributions each party will make to the partnership in areas such as land, working capital, and resourcing both for day-to-day activities and project development
- The role of third-party developers, investors and operators and the anticipated extent of reliance on such parties to deliver the aims and objectives
- Approach to retention and distribution of land value and development profit, including to what extent this can be ringfenced within the development or recycled to pay for other identified masterplan initiatives through a shared infrastructure fund
- Considering approaches to partnership and project governance, including dedicated resources, oversight, and levels of member and officer representation

Designing and establishing the most appropriate structure will take time. CCC and ECC should consider quickly entering into a Memorandum of Understanding (MoU) which sets out terms of reference for partnership working and a headline working summary of the aims and objectives. This will allow work on the sites and programme of activities to commence in parallel with the development of a fixed partnership structure to support a swifter transition into delivery mode.

Below is an indicative structure for a high-level partnership structure for further development. Key elements of the framework to be developed are:

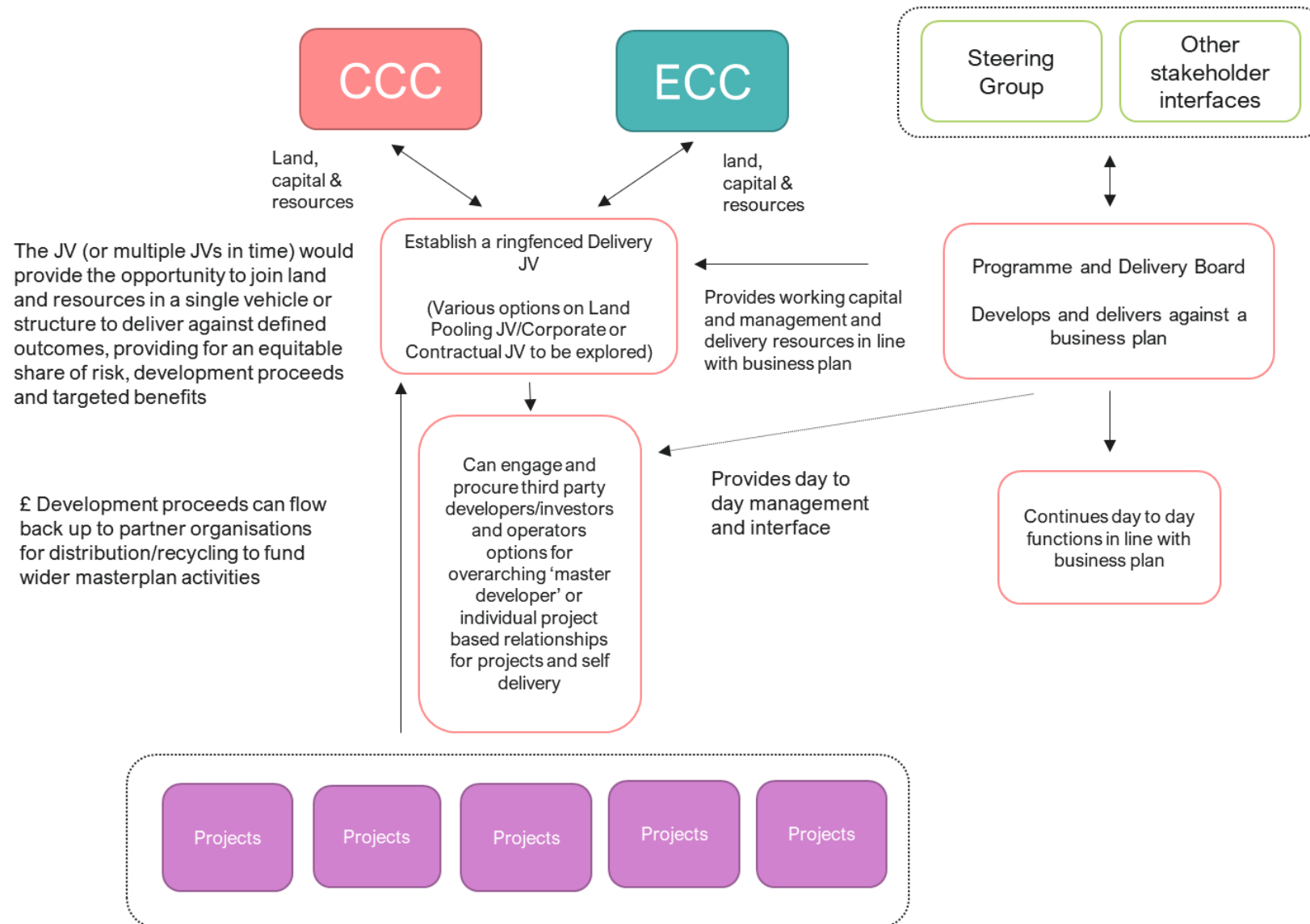
- The flows and commitments of land, capital and resources from each party
- The form of the partnership and joint venture
- The governance structure for the partnership as well as formal and informal arrangements for interfaces with other key stakeholders
- The relationship the partnership will have with third party consultants, developers, investors, funders and operators and to what extent the partnership can flex to accommodate these.

## NEXT STEPS

Immediate actions to facilitate partnered working include:

- Convene a facilitated workshop for CCC and ECC to consider the masterplan and how that translates through to the aims and objectives of a future partnership
- Consider the roles of the respective parties and need for interfaces with third party developers, investors and operators in order to meet the aims and objectives
- Consider developing a Memorandum of Understanding to affirm the aims and objectives and enable focussed partnership working until a more formalised joint venture structure can be established

# INDICATIVE DELIVERY STRUCTURE DIAGRAM



# PART 3: INDIVIDUAL SITE REVIEWS

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## SITE 1: HIGH STREET

### Landowners & interested parties

Buildings around high street are in multiple ownership and tenancies

High street road assets (road, paving, footways) will be under ECC remit

All have a vested interest in the performance of the high street as an accessible, safe and attractive place to visit

### Paying for it

£100,000 LUF earmarked for shopfront improvement scheme in St Botolphs Street

### Phasing & considerations for proposed actions/deliverables

1. Consult bus and taxi operators on requirements for high street pick up/set down areas
2. Consult high street businesses on delivery needs and options for consolidation (if not already consolidated) and shifting deliveries to off-peak times
3. Confirm priority/timescales for various interventions, which may be based on financing/funding available, ease of delivery, and need

### Delivering the masterplan principles

■	Actively respond to the climate emergency	Improved environment around high street; more efficient bus routing to encourage sustainable transport
■	Provide a safe, healthy, active and accessible city centre	Improved environment around high street
■	Diversify city centre uses to encourage footfall	Broader range of businesses and footfall attracted through better public realm and connectivity
■	Support the city centre economy to everyone's benefit	Broader range of businesses and job options created through better public realm and connectivity
■	Make the most of Colchester's rich heritage	Improved environs and accessibility for heritage assets



## SITE 2: SOUTHWAY

### Landowners & interested parties

- CCC owns the multi-storey car park and Freehold of the NCP car park and leased (indirectly) to NCP
- ECC owns Stanwell House
- The Southway is adopted highway under ECC control (subsoil in partial ECC ownership)
- There are some CCC assets south of Southway
- Other buildings are in private ownership

### Paying for it

The council will need to work with existing landowners to identify investment priorities and work to improve the appearance of the area (particularly car parks as identified in the masterplan). These improvements, along with other interventions from the masterplan, could increase underlying land values (and therefore increase book values for the owners), and therefore could accelerate future redevelopment of the sites.

Closing car parks elsewhere in the vicinity is likely to benefit the MSCP and NCP, as they will absorb much of the lost parking. It is critical that the council engages with the NCP owners prior to any formal decision making on car parking closures so that the council retains leverage as freeholder. The council should undertake an asset management review of the NCP land/building as priority to identify any areas for short-term negotiation, such as rent reviews, lease breaks, repairing obligations etc.

Improvements to the MSCP can come from Section 106; reinvesting profits from future development sites owned by the council; and boosted revenue as a result of other car park closures.

The St John's Green/Abbeygate Street crossing can be paid for by parties most likely to benefit from improved access to and from the city centre from the south, most notably the future developers of sites such as the Garrison and any other developments emerging in the short-to-medium term.

Funding requirements for additional crossings and public transport interchange improvements will be known once a more detailed review has been carried out. Improvements could be funded from a range of sources, including developer contributions.

### Phasing & considerations for proposed actions/deliverables

1. Undertake an asset management review of NCP-occupied land to identify leverage opportunities with the leaseholder, e.g. rent reviews, repairing obligations.
2. Use the Britannia Road car park closure as leverage with NCP to commit them to improving the car park, as they will likely increase their income as a result of closing Britannia Road CP.
3. Review bus services to confirm detailed interchange needs and establish any requirements for additional interchange provision in the Southway area.
4. Undertake a study on the costs, benefits, and feasibility of demolishing vs retaining Stanwell House. The study should consider what the building can be used for if retained and refurbishment costs involved for different uses.
5. Make improvements to the MSCP and NCP, taking inspiration from innovative 'mixed use car park' schemes e.g. Calgary Platform Innovation Centre.
6. Construct straight-across/single-stage pedestrian crossing from St John's Green to Abbeygate Street.

7. Review location and financing options for pedestrian crossings at other Southway desire lines.
8. Liaise with planning on options for the barracks sites to the southwest of Southway. Develop a masterplan for the barracks sites and Headgate Theatre, which should include a requirement to construct or pay for a single-stage pedestrian crossing for Chapel Street and/or Head Street. Bundling these sites together as a single opportunity will likely be attractive for a developer. Consider directing S278/S106 contributions to identified interventions. Enter into dialogue with developer of the Garrison site regarding voluntary contributions.
9. Review other development opportunities that could fund a pedestrian crossing at Stanwell Street.

## Delivering the masterplan principles

■	Actively respond to the climate emergency	Embodied carbon of demolition and rebuild avoided; walking/cycling encouraged through new connections across Southway
■	Provide a safe, healthy, active and accessible city centre	Walking/cycling/permeability encouraged through new connections across Southway; safety improved around car parks
■	Diversify city centre uses to encourage footfall	New uses incorporated in car park improvements (potentially) and Stanwell House redevelopment
■	Support the city centre economy to everyone's benefit	
■	Make the most of Colchester's rich heritage	

# SITE 3: FORMER BUS DEPOT

## Landowners & interested parties

ECC and CCC ownership

## Paying for it

Due to shared ECC and CCC ownership, a partnership approach to delivery will be important, and there a number of options for direct or partnered delivery structures. Furthermore, because the site is in proximity to the Britannia car parking site, there may be an opportunity for ECC and CCC to align interests and link the two sites as part of a wider, multi-phase approach to development.

The exact type of partnership structure will require further consideration based on the level of control the councils would like to see on the future outcomes/vision for the area, balanced against the councils' appetites for risk and financial return. The approach to this is considered within Part 2: Delivery Structures of this delivery note.

If the councils secure a development partner, the partnership could incorporate a 'rolling infrastructure' funding approach whereby each development delivered unlocks value that can be recycled into city-wide investment priorities as identified within the masterplan.

## Phasing & considerations for proposed actions/deliverables

1. ECC/CCC seek alignment of interests on sites 3 & 4 and determine the most suitable type of delivery structure given council capacities and ambitions for local outcomes.
2. Create a site brief for development, outlining the area for development and core/must-have elements to be built (residential, public spaces). Residential is a must-have for the site's viability; ground floor commercial viability/options will be subject to market testing. Requiring BREEAM certification and sustainable reuse/disposal of construction materials will contribute towards climate goals.

The site brief could be supplied in tandem with the brief for site 4, as having the two opportunities packaged together could appeal to developers, particularly given the LUF project intending to physically link sites 3 and 4.

3. Market test options for residential and ground floor commercial. This should include market testing car-free development for this part of Colchester.
4. Negotiate with developers to secure Section 106 or other financing for other masterplan projects.
5. If ground floor workspace is included, the council(s) will need to procure and pay an operator to take the site (council retains the risk) or offer it to an operator on a long and very affordable lease (operator takes the risk).
6. Deliver the walking/cycling link between sites 3 and 4 (LUF project) (Note this is placed at a long-term point in the delivery timescale because if sites 3 and 4 are both imminently development sites, a walking/cycling link built now may be blocked or removed during construction. However, the route can be delivered much earlier if it will not be affected by forthcoming development).

## Delivering the masterplan principles

■ Actively respond to the climate emergency	New buildings and public realm delivered to high environmental standard; biodiversity encouraged through public realm design and landscaping; construction materials recycled and reused
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■	Provide a safe, healthy, active and accessible city centre	Quality public spaces delivered; safe walking routes created between sites and city centre
■	Diversify city centre uses to encourage footfall	New residential delivered in proximity to city centre, providing more footfall; diverse range of buildings constructed
■	Support the city centre economy to everyone's benefit	New space for businesses provided
■	Make the most of Colchester's rich heritage	



## SITE 4: BRITANNIA YARD

### Landowners & interested parties

- CCC owns most of the site
- St Botolphs will have a strong interest in development as it is a primary neighbour
- The Chinese Community Centre will be affected by development, as will nearby existing residences
- Network Rail and the Arch Company will take an interest, particularly if plans to use railway arches as storage materialise.

### Paying for it

See Site 3 and also Part 2: Delivery Structures of this delivery note.

In addition, Britannia Yard will benefit from LUF:

- £500,000 (shared with Vineyard Gate) for archaeological assessment/works required before any planning and development. Preparing the site for development is estimated to leverage an additional £23,211,745 from a private developer partner.
- £7,192,635 for new northern step-free pedestrian access to the railway station, improved historic interpretation and access through St Botolph's Priory, and creation of a new heritage walking route potentially linking Britannia Yard to the former bus depot site.
- £738,282 (either for Britannia Yard or Vineyard Gate) for a new bike hub

### Phasing & considerations for proposed actions/deliverables

The list below assumes the car parking assessment has confirmed that other town centre car parks can absorb demand from Britannia car park.

1. ECC/CCC seek alignment of interests on sites 3 & 4 and determine the most suitable type of delivery structure given council capacities and ambitions for local outcomes.
2. Complete Ground Penetrating Radar survey to understand any constraints the underlying archaeology presents for development.
3. Consult the Chinese community and people managing the community centre to understand their needs for a re-provided space.
4. Engage other local community groups to understand their aspirations for the site, particularly for its public space.
5. Liaise with Network Rail and the Arch Company about whether railway arches can form part of the site and potential uses and challenges.
6. Consult St Botolph's on their ambitions/concerns for their surroundings and new development.
7. Determine the most suitable type of delivery structure given council capacity and ambitions for local outcomes (direct or partnered delivery).
8. Create a site development brief, outlining the area for development and core/must-have elements to be built, i.e. residential, re-provided community centre, and a public space at the scheduled monument site. An 'activated' public space (with a market or other curation) and ground floor should be considered a nice to have, as their viability will depend on market testing.

Requiring BREEAM certification and sustainable reuse/disposal of construction materials will contribute towards climate goals.

The site brief could be supplied in tandem with the brief for site 3, as having the two opportunities packaged together could appeal to developers, particularly given the LUF project intending to physically link sites 3 and 4.

9. Work with/support selected developers to market test options for residential (flats, maisonettes, terraces), ground floor commercial, and public space activation. This should include market testing car-free development for this part of Colchester.

**Delivering the masterplan principles**

■	Actively respond to the climate emergency	New buildings and public realm delivered to high environmental standard; biodiversity encouraged through public realm design and landscaping; construction materials recycled and reused
■	Provide a safe, healthy, active and accessible city centre	Quality public spaces delivered; safe walking routes created between sites and city centre
■	Diversify city centre uses to encourage footfall	New residential delivered in proximity to city centre, providing more footfall; diverse range of buildings constructed
■	Support the city centre economy to everyone's benefit	New space for businesses provided
■	Make the most of Colchester's rich heritage	Environs of St Botolphs improved; new space provided for Chinese community; placemaking encouraged through new public realm

# SITE 5: VINEYARD GATE

## Landowners & interested parties

- CCC owns most of the site
- Franklins Group owns a cluster of buildings on the site, one of which is included in the parcels for development
- Other buildings in multiple ownership.

## Paying for it

See Site 3 and 4 where there is potential to also include Vineyard Gate within an overarching delivery vehicle. The approach to scoping such a partnership is explored in Part 2: Delivery Structures of this delivery note.

In addition, Vineyard Gate will benefit from LUF:

- £500,000 (shared with Britannia Yard) for archaeological assessment/works required before any planning and development. Preparing the site for development is estimated to leverage an additional £16,098,222 from a private developer partner
- £1,046,115 for public realm improvements
- £738,282 (either for Britannia Yard or Vineyard Gate) for a new bike hub.

## Phasing & considerations for proposed actions/deliverables

The list below assumes the car parking assessment has confirmed that other town centre car parks can absorb demand from Britannia car park.

1. Liaise with UKPN to secure the walled compound area for future development or interchange requirements.
2. Undertake an asset management review to understand the timescales and barriers to securing vacant possession of the wider collection of CCC properties in the area. Land assembly would create a larger and less complex development plot.
3. Market test uses for the site and establish the council's preferences for how any future development will interface with the city wall. Market testing for Site 5 should come after planning approval for Sites 3 and 4, as its greater complexity will mean a longer lead-in for delivery and it will need to respond to what has already been developed elsewhere.
4. Create a site development brief, outlining the area for development and core/must-have elements to be built as per market testing above.

## Delivering the masterplan principles

■ Actively respond to the climate emergency	New buildings and public realm delivered to high environmental standard
■ Provide a safe, healthy, active and accessible city centre	Safe routes created to city centre
■ Diversify city centre uses to encourage footfall	New residential delivered in proximity to city centre, providing more footfall; diverse range of buildings constructed
■ Support the city centre economy to everyone's benefit	Land near city centre assembled for development; new space for businesses provided

## SITE 6: ST BOTOLPH'S ROUNDABOUT

### Landowners & interested parties

- CCC owns one building south of the roundabout
- Roads are adopted highway under ECC control (subsoil in partial ECC ownership)
- Other buildings and assets in multiple ownership; for example, the walled compound area next to the NCP car park is in UKPN remit.

### Paying for it

This initiative would be funded by £9,286,031 of LUF with an additional £2,513,969 from Section 106 agreements.

### Phasing & considerations for proposed actions/deliverables

1. Review options for consolidating masterplan or other roadworks, e.g. doing roundabout construction in tandem with Southway crossing construction or Britannia Yard development, to minimise disruption for town centre users.
2. Review opportunities for developing land released through roundabout reconstruction, including whether the land sits within any ECC/CCC joint venture, potential site uses, and delivery partners.
3. Create a site development brief.

### Delivering the masterplan principles

■	Actively respond to the climate emergency	
■	Provide a safe, healthy, active and accessible city centre	Walking/cycling routes into city centre improved; space for new or improved public realm created
■	Diversify city centre uses to encourage footfall	New building(s) delivered in proximity to city centre
■	Support the city centre economy to everyone's benefit	Land restructured to unlock space for development and new business
■	Make the most of Colchester's rich heritage	





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## **Local Plan Committee - Background Information**

### **What is a Local Plan?**

A Local Plan is the strategy for the future development of a local area, drawn up by the Local Planning Authority (LPA) in consultation with the community. The Local Plan sets out the vision, objectives, spatial strategy and planning policies for the entire Colchester Borough. A Local Plan provides the overall framework for the borough in terms of employment and housing growth, infrastructure needs and identifying areas that require protection i.e., open space and community uses. The plan making process includes several rounds of public consultation with local communities, stakeholders and statutory consultees.

The Local Plan usually covers a 15-year period and identifies how communities will develop over the lifetime of the Plan.

In law, this is described as the Development Plan Documents adopted under the Planning and Compulsory Purchase Act 2004. A Local Plan must be prepared in accordance with national policy and guidance.

The National Planning Policy Framework (NPPF) states at paragraph 15 that *“The planning system should be genuinely plan-led. Succinct and up to date plans should provide a vision for the future of each area, a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings”*.

Planning involves making decisions about the future of our cities, towns and countryside. This is vital to balance our desire to develop the areas where we live and work with ensuring the surrounding environment is not negatively affected for everyone. It includes considering the sustainable needs of future communities.

Independent Planning Inspectors must examine all Local Plans that local authorities in England prepare. This examination is the last stage of the process for producing a Local Plan. The process should have fully involved everyone who has an interest in the document, and they should have had the chance to comment.

### **Why is a Local Plan important?**

A Local Plan is a statutory requirement as outlined in Section 19 of the Planning and Compulsory Purchase Act 2004.

The Local Plan contains policies to guide development by identifying a spatial strategy, site allocations for employment and housing development and protecting the environment, land and buildings for certain uses to ensure delivery of sustainable communities.

Without a Local Plan to identify where and how the borough should develop, planning applications are determined in accordance with national policy which does not provide

the local context of Colchester. Without a Local Plan, the borough would be at significant risk from speculative development. A Local Plan provides certainty of where development can be delivered sustainably across the Borough.

### **What is a Neighbourhood Plan?**

The Localism Act 2012 devolved greater powers to neighbourhoods and gives local communities more control over housing and planning decisions.

A Neighbourhood Plan is a planning document that communities can put together to set out how they would like their town, parish or village to develop over the next 15 years. The Neighbourhood Plan is prepared by the local community for a designated neighbourhood area, usually this is undertaken by the Parish/Town Council or a Neighbourhood Plan Development Forum can be established for areas without a parish/town council.

A Neighbourhood Plan enables communities to identify where new homes and other developments can be built and enables them to have their say on what those new buildings should look like and what infrastructure should be provided. This provides local people the ability to plan for the types of development to meet their community's needs.

A Neighbourhood Plan must undergo a number of formal processes to ensure it is robust and well-evidenced. This includes two formal consultation periods, independent examination and a public referendum.

A Neighbourhood Plan is subject to examination where the Examiner must determine if the Neighbourhood Plan complies with the Basic Conditions as set out in the Town and Country Planning Act 1990 (as amended). Following an Examination, the Neighbourhood Plan must be subject to a referendum. In order for the Neighbourhood Plan to pass a referendum and be 'made' (adopted) the majority of voters (more than 50%) must be in favour of the Neighbourhood Plan.

If a Neighbourhood Plan passes the referendum, this becomes part of the Statutory Development Plan for that area. Where a Neighbourhood Plan has been 'made', both the Neighbourhood Plan and Local Plan are used when determining planning applications alongside national policy.

## **What is included in the Development Plan for Colchester?**

The Development Plan is a suite of documents that set out the LPAs policies and proposals for the development and use of land and buildings in the authority's area. This includes Local Plans, Neighbourhood Plans and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.

Within Colchester Borough this currently includes:

- Section 1 Local Plan (adopted February 2021);
- Section 2 Local Plan (adopted July 2022);
- Tiptree Jam Factory DPD (adopted 2013);
- Neighbourhood Plans.

Section 1 of the Colchester Local Plan sets out the overarching strategy for future growth across Braintree, Colchester and Tendring, including the Tendring Colchester Borders Garden Community as well as including policies setting the overall housing and employment requirements for North Essex up to 2033. Section 2 provides the policy framework, site allocations and development management policies for Colchester Borough up to 2033.

In Partnership with Tendring District Council, a Development Plan Document (DPD) is being prepared to further guide development on the Tendring Colchester Borders Garden Community. This process is being governed by the Tendring Colchester Borders Garden Community Joint Committee.

There has been considerable neighbourhood planning activity within Colchester with seven 'made' (adopted) Neighbourhood Plans across the borough. These are:

- Myland and Braiswick
- Boxted
- Wivenhoe
- West Bergholt
- Eight Ash Green
- Marks Tey and
- West Mersea

Four further Neighbourhood plans are at various stages of the plan making process. These include Copford with Easthorpe, Great Horkesley, Great Tey and Tiptree.

For minerals and waste matters, Essex County Council are the authority responsible for production of the Waste and Minerals Local Plans, which forms part of the Colchester Development Plan. At present the adopted plans for Essex are:

- Essex Minerals Local Plan (2014)
- Essex and Southend-on-Sea Waste Local Plan (2017)

## **What is included within the Development Framework for Colchester?**

The Local Development Framework (LDF) is a non-statutory term used to describe a folder of documents, which includes all the local planning authority's local development documents. A Local Development Framework is comprised of:

### **1. Development Plan**

Currently for Colchester this includes:

- Section 1 Local Plan (adopted February 2021)
- Section 2 Local Plan (adopted July 2022)
- Neighbourhood Plans (Myland and Braiswick, Boxted, Wivenhoe, West Bergholt, Eight Ash Green, Marks Tey and West Mersea)
- Essex Minerals Local Plan (2014)
- Essex and Southend-on-Sea Waste Local Plan (2017)

### **2. Supplementary Planning Documents (SPD)**

An SPD is a document produced by the Local Planning Authority to add further detailed guidance and information on a particular subject such as Sustainable Construction or Open Space, Sports and Recreational Facilities. An SPD is subject to a formal consultation period and then is used as a material consideration when determining planning applications.

Currently for Colchester these are:

- Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) – August 2020
- Affordable Housing – August 2011
- Backland and Infill – December 2010
- Better Town Centre – December 2012
- Cycling Delivery Strategy – January 2012
- Provision of Community Facilities – July 2013
- Provision of Open Space, Sport and Recreational Facilities – July 2006, updated April 2019
- Shopfront Design Guide – June 2011
- Street Services Delivery Strategy – October 2012 revised February 2016
- Sustainable Design and Construction – June 2011
- Sustainable Drainage Systems Design Guide – April 2015
- Vehicle Parking Standards – September 2009
- ABRO Development Brief SPD (December 2021)
- Archaeology and Planning (2015)



A number of these will be reviewed and updated along with new SPDs to be compliment with new policies in the Adopted Local Plan.

### **3. Local Development Scheme (LDS)**

The LDS is a project plan for a three-year period for the production of all documents that will comprise the Development Plan. It identifies each Local Development Plan Document and establishes a timescale for preparing each.

### **4. Authority Monitoring Report (AMR)**

The AMR is a report published annually by the LPA, monitoring progress in delivering the Local Plan policies and allocations. The report covers the financial year from 1 April to 31 March and for Colchester is published in December.

### **5. Statement of Community Involvement (SCI)**

The SCI sets out the standards that the Local Planning Authority (LPA) intend to achieve in relation to involving the community and all stakeholders in the preparation, alteration and continuing review of all Local Development Plan documents and in significant planning applications. The SCI also outlines how the LPA intends to achieve those standards. The SCI itself, is not a development plan document, but is subject to independent examination. A consultation statement showing how the LPA complies with its SCI should accompany all Local Development Plan documents.

### **What are housing targets and why do we have them?**

The Government have committed to delivering 300,000 new homes per year across England to significantly boost the supply of homes.

A Local Plan identifies the minimum number of homes needed through policies which are informed by a local housing need assessment produced in accordance with the Standard Methodology as outlined in national planning guidance, unless exceptional circumstances justify an alternative approach. The Standard Method was introduced through the National Planning Policy Framework (NPPF) in 2019.

For Colchester, the minimum housing requirement has been established in the Section 1 Local Plan. Policy SP4 set out the minimum housing requirement figure for Colchester as 920 dwellings per annum and 18,400 new homes over the period 2013 to 2033. This number was based on the previous assessment method outlined in the NPPF 2012 known as the Objectively Assessed Need. The Local Plan has been examined in accordance with the transitional arrangements outlined in the NPPF 2019, which requires examination of the Plan under the NPPF 2012.

The Council are required to identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement figure as set out in the Local Plan, this is often referred to as the five year housing land supply (5YHLS).

The Council publish annually a Housing Land Supply Statement. This sets out Colchester's housing land supply position over a five-year period from 1 April of each year and explains how this position complies with the requirements of national policy and guidance. The Statement is prepared by the LPA with engagement from developers and agents regarding expected delivery of new homes.

### **What happens if the borough does not meet their housing target?**

If an LPA cannot demonstrate a five-year supply of housing, national planning policy takes precedence over the Local Plan. The '*presumption in favour of sustainable development*' as outlined in national policy (NPPF paragraph 11d) will be triggered.

This means that if a planning application is considered to deliver sustainable development, then planning permission should be granted, even if the site is not identified for development in the Local Plan. In effect, the Council would have little control over where new homes are built and would be required to approve planning applications for sites that they may not have chosen for development. Many authorities can reject these schemes, but the decision can be overturned, and planning permission granted on appeal.