



Consultation Report- Colchester

September 2024

Introduction

It is important to recognise that cycling and walking are modes of transport in their own right. All trips start with an element of walking, and it is recognised that both cycling and walking require infrastructure that needs to be well planned.

Cycling and walking networks are the foundation of local transport plans. Local Cycling Walking Infrastructure Plans (LCWIP's) aim to plan cycling and walking networks in our main towns over a 10-year period. This will be delivered in stages which is aligned to local priorities including the Strategic Transport Plan (LTP4) and the Local Plan. This process aims to ensure that new developments are integrated as far as possible in the local cycling and walking networks. Each LCWIP selects the key route to be fed into a wider infrastructure pipeline which seeks to prioritise the routes for feasibility, design, and delivery.

The LCWIP is required to act as a framework for guiding investment decisions in active travel and plays a pivotal role in securing local and government funding. It lays the foundation for the planning of enhanced infrastructure so that there is more choice in how people travel for local trips. Evidence shows that by providing better infrastructure the number of individuals choosing to cycle and walk will increase, particularly for those undertaking short trips. This will contribute towards our net zero goals, improve health and wellbeing, and support active and healthy neighbourhoods in developing the LCWIP.

In order to be successful, the delivery of the LCWIP networks require public support and enable residents and businesses to contribute towards the development of the network plans. Essex County Council considers it important to listen to the views of residents, businesses, and local stakeholders to help define with the emerging networks. Furthermore, any route which is prioritised for investment will have further engagement and consultation.

This report aims to present a comprehensive analysis of the data collected through the LCWIP consultation survey. Through a thorough analysis, this report seeks to provide an in-depth understanding on the support for cycling and walking in Colchester and understand people's attitudes and priorities.

What We Did

From 31st July 2023 to 29th September 2023, and subsequently extended to 15th October 2023, the consultation took place on our Citizenspace platform to gather valuable insights from our residents. Using the Citizenspace platform, we created a survey to encourage respondents to give their views on the proposed network of routes and engage on what their priorities are.

Through this interactive platform, respondents were encouraged to share their perspectives on their local areas. Furthermore, respondents were encouraged to identify any secondary routes (identified as locally important but less strategic) that should be primary routes (routes connecting to key destinations such as high streets, rail stations, and schools) enhancing the overall connectivity and accessibility of the cycling and walking networks.

The data gathered helped shape the development of the emerging networks. This report is to be read with the LCWIP report and the Technical report.

Please click [here](#) to read the LCWIP report.

Please [click](#) here to read the Technical report.

Methods

A comprehensive approach was adopted to publicise the survey to ensure that the consultation could reach as many residents, businesses and stakeholders as possible. These included sharing links to the survey through our various communications channels and emailing our stakeholders which included the borough, city and district councils, other relevant officers and key community groups and individuals, encouraging them to share the survey within their own networks and communication channels. Additionally, advertisements were launched through sponsored posts on Facebook, and newsletters.

Officers from Essex County Council attended the Eco Festival in Colchester 2nd September 2023. The Eco Festival was a free community event promoting sustainability which allowed for us to speak face to face with residents to better understand how they felt about cycling and walking and share the survey through word of mouth and leaflets.

Stakeholder Engagement

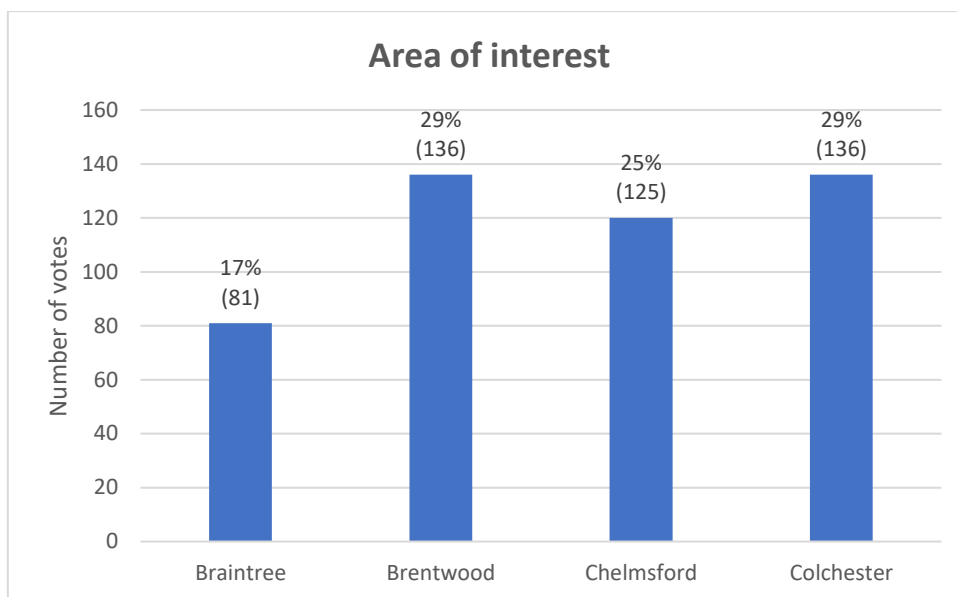
Several collaborative sessions were conducted in partnership with WSP (Williams Sale Partnership Limited). WSP are a global firm who specialise in providing strategic advisory, engineering and design services in transportation and infrastructure. WSP helped us to identify key routes in preparation for stakeholder engagement using their tools and data to highlight the cycling and walking network. These sessions were crucial in the development of the networks using a data-driven approach to create a comprehensive strategic network for cycling and walking to accurately reflect the local area to help promote sustainable travel within the community.

Throughout the stakeholder engagement process, we engaged with residents, businesses, local authorities, walking and cycling groups, as well as officers specialising in health, sustainability, and transport. These conversations were essential in nurturing meaningful conversations with stakeholders, allowing us to understand local needs and concerns for the various areas and highlight key connections and routes. This ensured that the voices of the community were effectively represented in the development of the LCWIP networks.

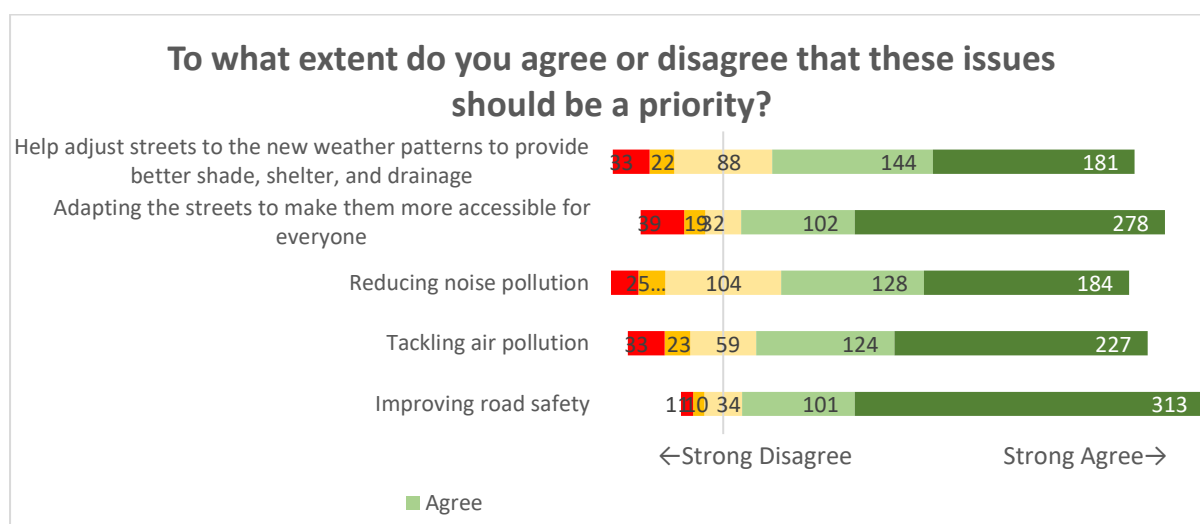
The stakeholder engagement phase also involved the presentation of the networks for walking and cycling. This allowed for any feedback on specific routes and allow any necessary changes from stakeholders in the relevant area. By actively involving stakeholders in the review process, we were able to ensure that the proposed routes aligned with the capabilities and potential feasibility of the local areas.

Key Findings

A total of 473 responses were collected during the survey process, with most respondents from the areas of Brentwood and Colchester, followed by Chelmsford then Braintree. See below:

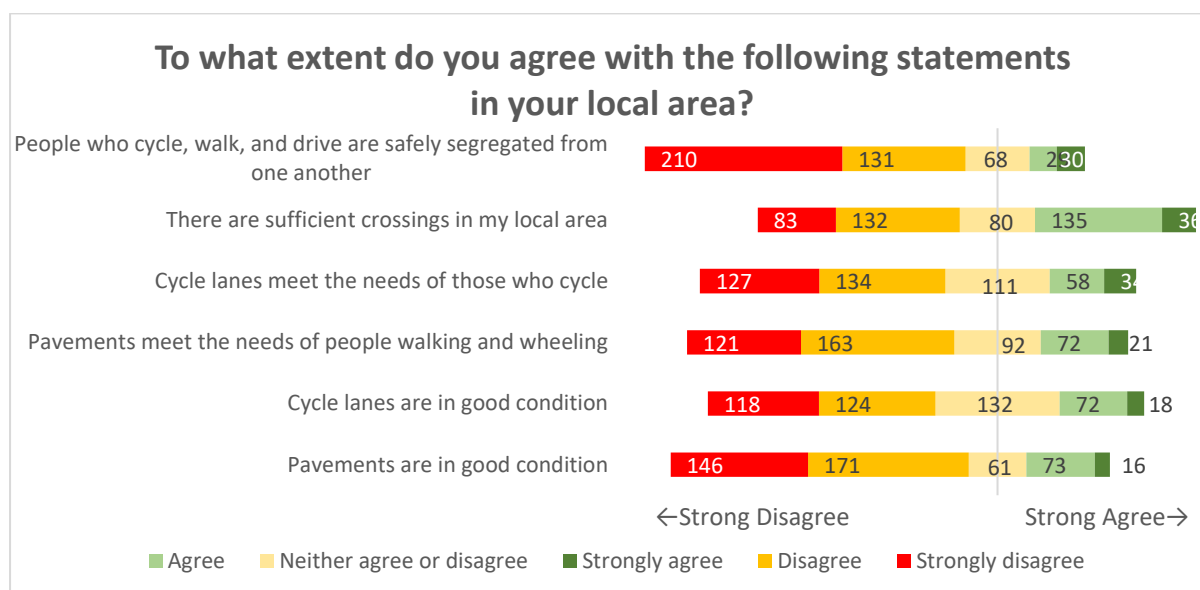


Based on the survey responses, majority of respondents agree or strongly agree that improving road safety should be a top priority, with 414 respondents expressing this view. Adapting streets to make them more accessible for everyone also garnered significant support, with 380 respondents agreeing or strongly agreeing. On the other hand, reducing noise pollution had the lowest number of agree or strongly agree, with 312 respondents. Despite the variations in agreement levels, there is a consensus among the respondents that these issues should be addressed to various degrees, which can be seen by the combined agree and strongly agree outweighing the disagreements. This collective sentiment stresses the community's shared concern for enhancing road safety and improving street infrastructure so that it is accessible for all users. See below:



The survey data reflects significant dissatisfaction by residents regarding key aspects of urban infrastructure. A substantial number of respondents disagreed or strongly disagreed with safe segregation (341), the condition of pavements (317), and that pavements meet the needs of people walking and wheeling (284). This widespread discontent suggests a pressing need for comprehensive improvements on infrastructure to address safety,

accessibility, and overall satisfaction. The data emphasises the urgency for local authorities to prioritise these issues, with respondents expressed dissatisfaction and the potential impact on their well-being and mobility. See below:



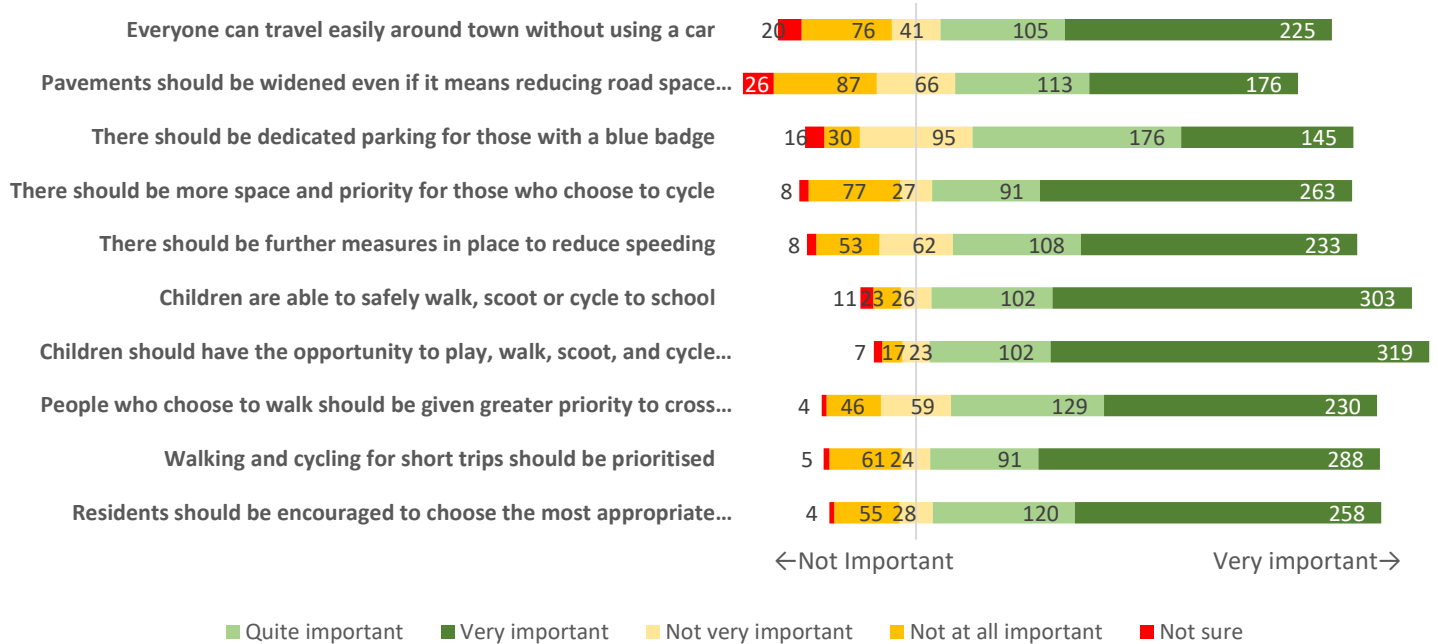
Most of the respondents when asked to prioritise the following statements, supported the statement that children should have the opportunity to play, walk, scoot and cycle in their neighbourhood, with 421 respondents stating that it is quite or very important. Further support for children can be seen with the statement that children are able to cycle, walk or scoot to school with 405 respondents stating that it is quite or very important. This shows that there is support for children to have access to active travel.

A significant number of respondents chose the statement that walking and cycling for short trips should be prioritised (379 stating that it is quite or very important), emphasising the importance of active and sustainable modes of transportation for local journeys. This suggests a community focus on health, environmental sustainability, and efficient mobility for shorter distances.

Furthermore, the data from the respondents also show support for residents to choose the most suitable means of travel based on the nature of their trips. This includes walking for short distances, using buses or bikes for short to medium trips, and opting for cars or trains for longer and more complex journeys, with 378 respondents stating that it is quite or very important. This reflects a community desire for a flexible and sustainable approach to transportation and active travel, promoting alternatives to car-centric travel while considering the context of each trip.

The results shows that residents have a strong inclination towards sustainable and active travel options, a desire for safer environments for children, and a recognition of the need to prioritise non-motorised modes of travel for shorter distances. See below:

What are your views on the following:



Key Findings

Challenges

- Unsatisfactory condition of cycle lanes - 114 responses.
- Lack of safe segregation between cyclists, pedestrians, and motorists - 105 responses.
- Dissatisfaction with the condition of pavements - 102 responses.
- Need for more safe crossings in the local area - 87 responses.
- Environmental concerns such as air and noise pollution - 83 responses.

Opportunities

- Prioritising walking and cycling for short trips - 170 responses.
- Implementing additional measures to reduce speed - 141 responses.
- Adapting streets to ensure universal accessibility - 141 responses.
- Encouraging residents to choose the most suitable mode of transport for each situation - 141 responses.
- Providing more space and priority for cyclists - 137 responses.

Demographics

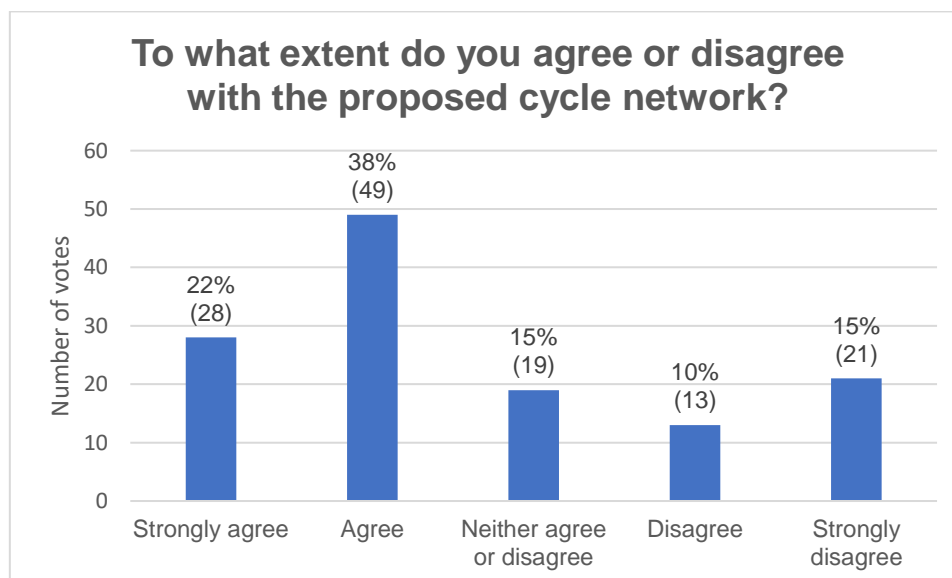
- Colchester has a considerable age representation between 45-54 years-old (22%).
- 43% respondents work full-time while a portion of respondents stated that they were either not working, retired, or on allowance (21%).
- Majority (58%) identify as male.
- Majority identify as White- English/Welsh/Scottish/Northern Irish/British (80%).
- 66% of the respondents said they were aware of the of Essex County Council's ambition to make the county safer, greener, and healthier by encouraging

sustainable travel, such as walking, cycling, using e-scooters, or public transport, especially for shorter journeys.

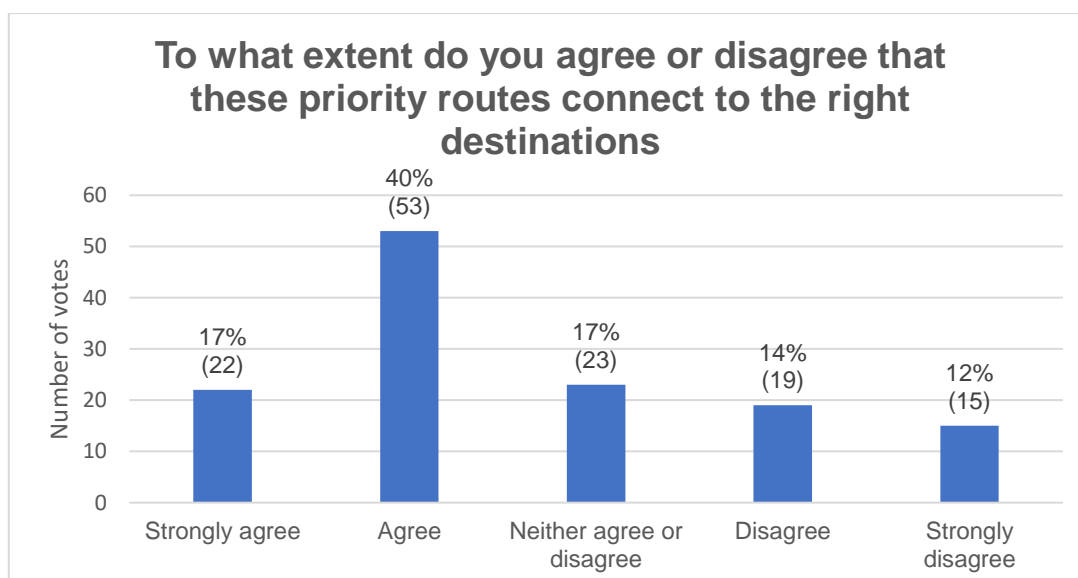
Findings by Area - Colchester

Cycling

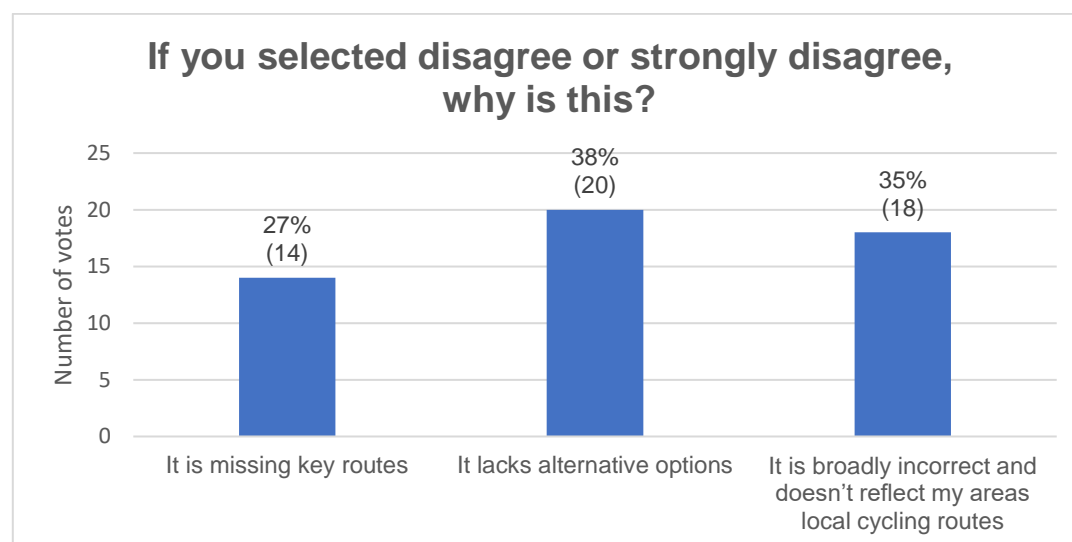
Overall, respondents from Colchester felt the cycle network accurately reflected the local area, with 77 voting either agree or strongly agree, indicating that over half of the respondents are in favour of the proposed cycle network. However, it is important to note that a substantial portion of respondents expressed some level of disagreement, with 34 that either disagree or strongly disagree. These results suggest a diversity of opinions regarding the proposed cycle network, with a general inclination towards support but with some dissenting voices that require further consideration. See the graphic below:



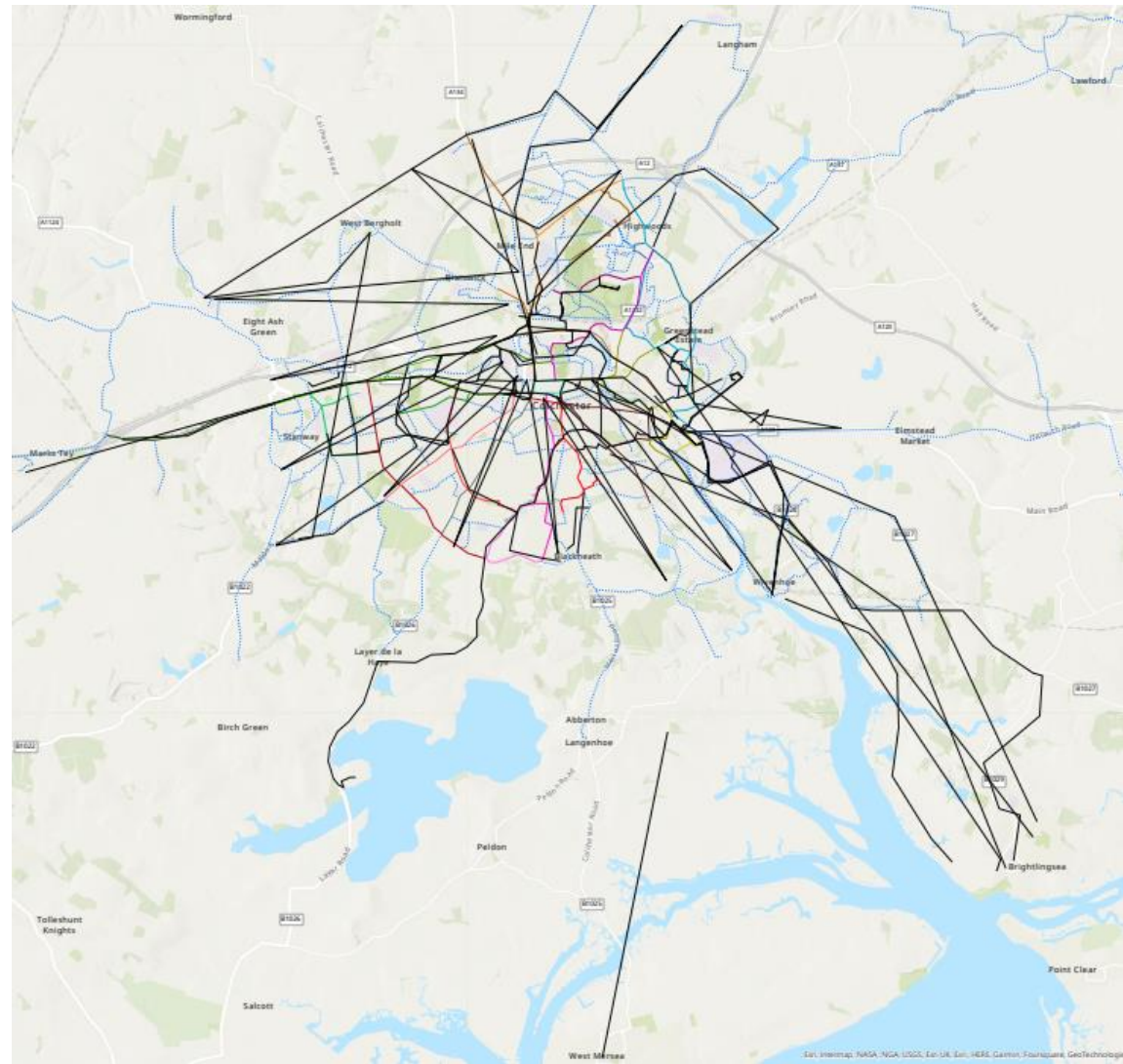
Respondents in Colchester followed a similar pattern when asked to agree or disagree with the proposed cycle network, with over half the respondents in favour that the routes connect to the right destinations with 75 voting either agree or disagree. However, it is important to note that a number of respondents expressed some level of disagreement, with 34 either voting disagree or strongly disagree. These findings indicate a mix of perspectives on whether the priority routes successfully connect to the intended destinations, warranting further consideration and evaluation.



For the respondents that did select either disagree or strongly disagree, 14 Colchester respondents indicated that the network was lacking due to the absence of crucial routes. Furthermore, 20 respondents highlighted the lack of alternative options as a contributing factor to their disagreement. Additionally, 18 respondents stated that the network's inadequacy stemmed from its general inaccuracy and failure to represent the local cycling routes in their respective areas.

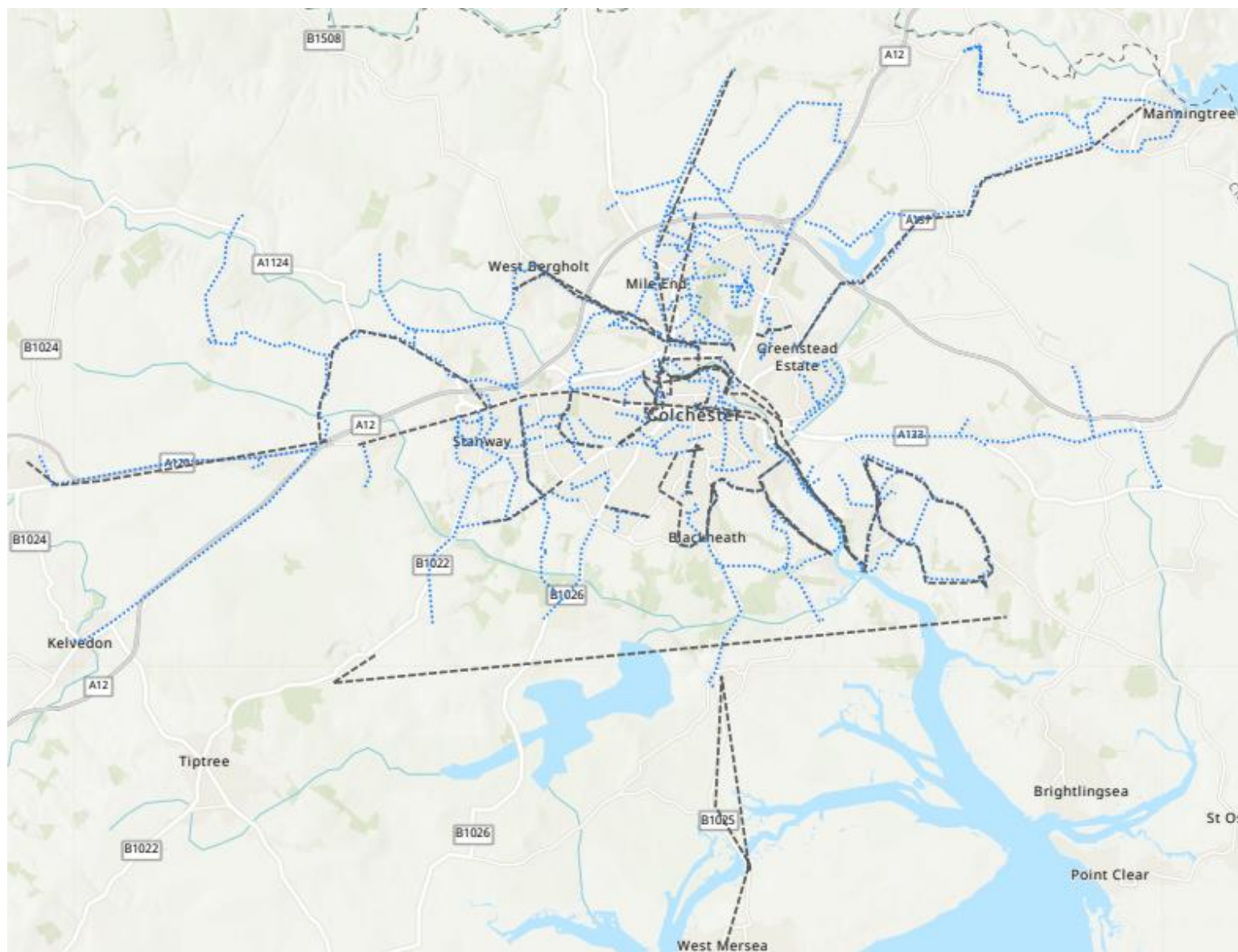


To encourage respondents to share information on key routes they believed to be missing from the network map, they were asked to draw routes on an interactive map. Below shows the original map, with the black routes showing the suggestions made by the respondents. The coloured lines show the primary routes and the blue dotted lines show the secondary routes. Route description and ECC's response to the suggested route can be found in the appendix.



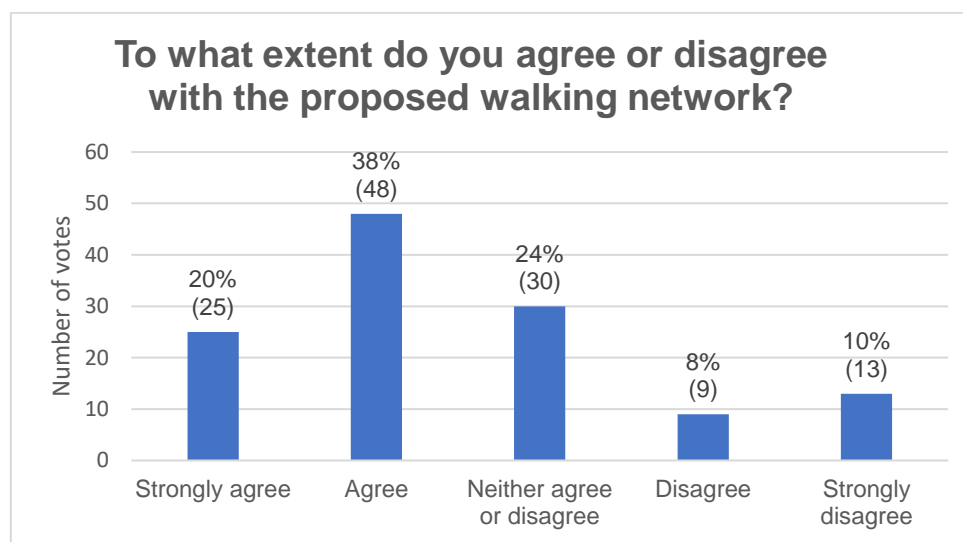
Continuing to explore the networks connectivity, respondents were also asked to identify any secondary routes that should be a primary route. This question aimed to capture valuable insights from respondents, potentially identifying alternative options that could further benefit the connectivity and accessibility of the strategic cycle network. The results are shown in the maps on the next page. Route description and ECC's response to the suggested route can be found in the appendix:

Respondents extended their suggestions beyond Colchester, indicating routes that pass through Abberton. Please refer to the map below for details.

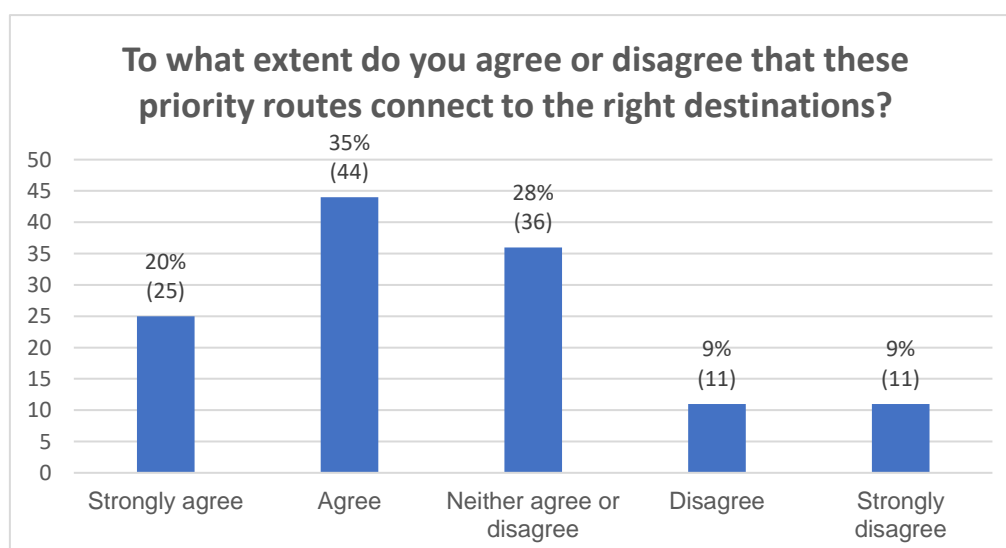


Walking

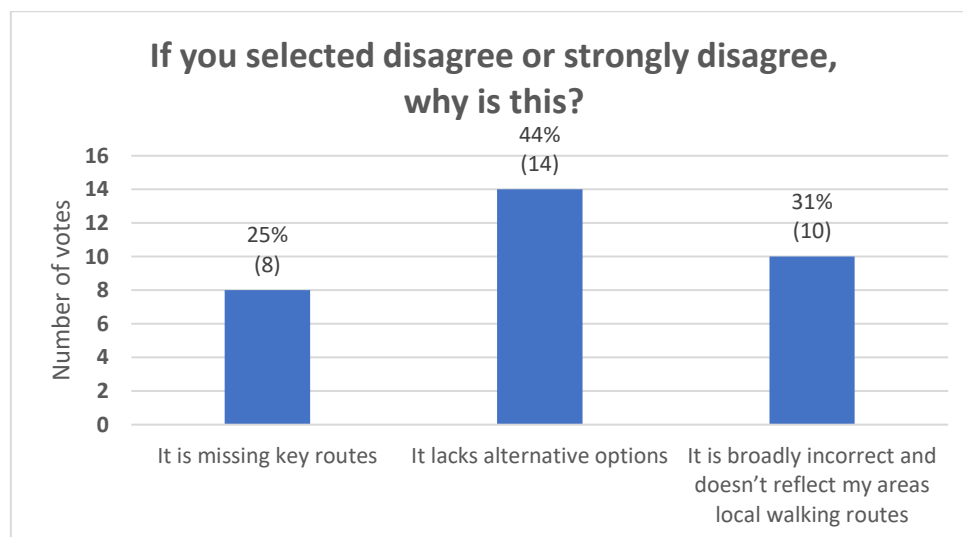
The data in Colchester reveals a mixed response to the proposed walking network, with a majority expressing positive views with 73 respondents voting either agree or strongly agree. 22 respondents did not think the walking network map accurately reflected Colchester, with 22 voting disagree or strongly disagree. A significant number of respondents voted neither agree or disagree, with 30 votes. This suggests that respondents may not be as aware of their walking routes compared to cycling in Colchester.



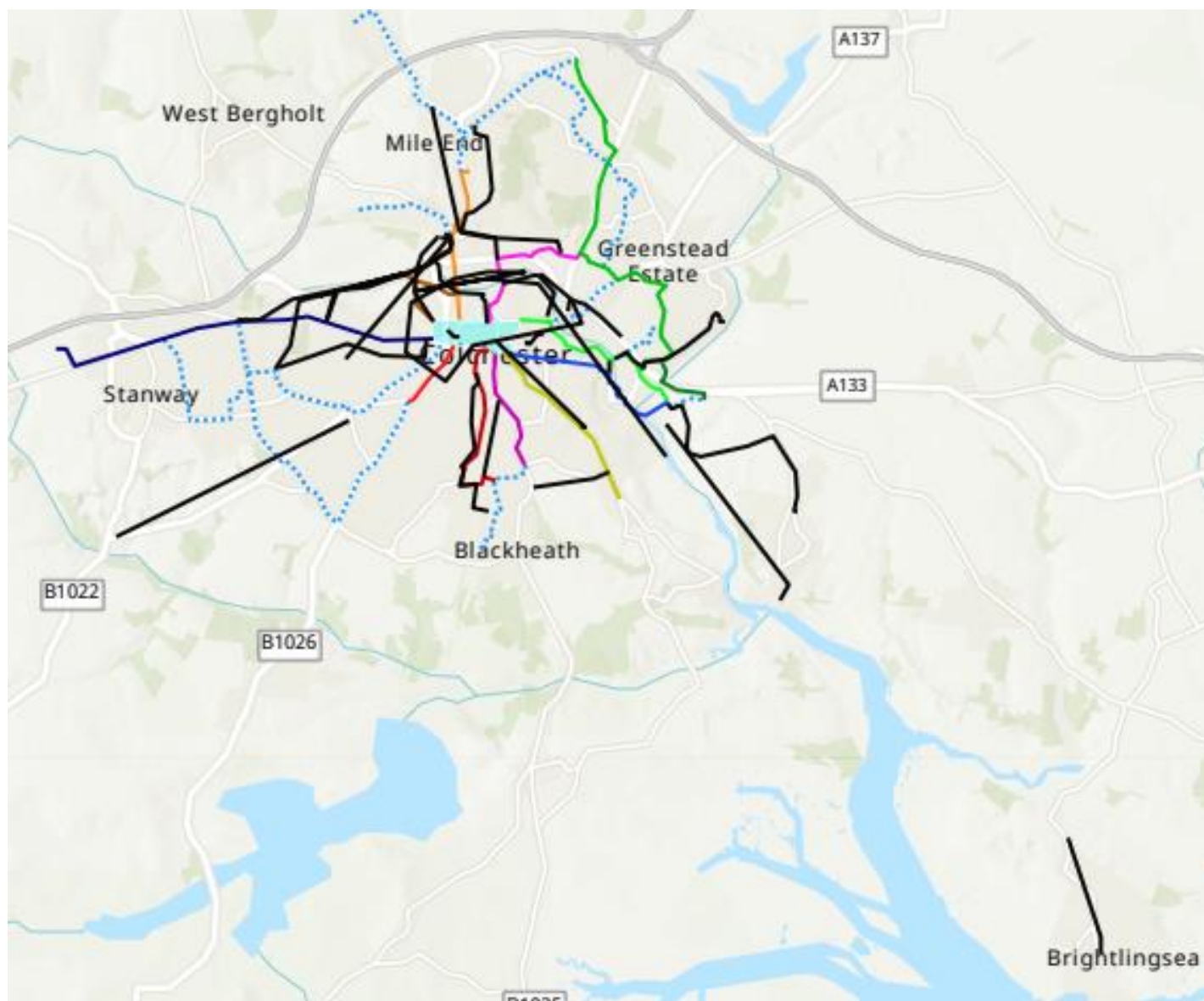
Following similar trends, overall Colchester respondents felt the network map connected to the right destinations, with 69 voting agree or strongly agree. 21 respondents felt the map did not connect to key destinations in Colchester, suggesting that key areas may have been missed. Once again, a significant number of respondents selected neither agree or disagree, with 36 votes. Again, suggesting people may not be away of key walking routes compared to cycle routes in Colchester. See below:



Colchester residents had mixed views on why they selected disagree or strongly disagree to the walking network map. The most cited reason was that it lack alternative options with 14 votes, followed by respondents thinking the network map did not accurately reflect the local walking routes in their respective areas with 10 votes, and finally that it was missing key routes with 8 votes.



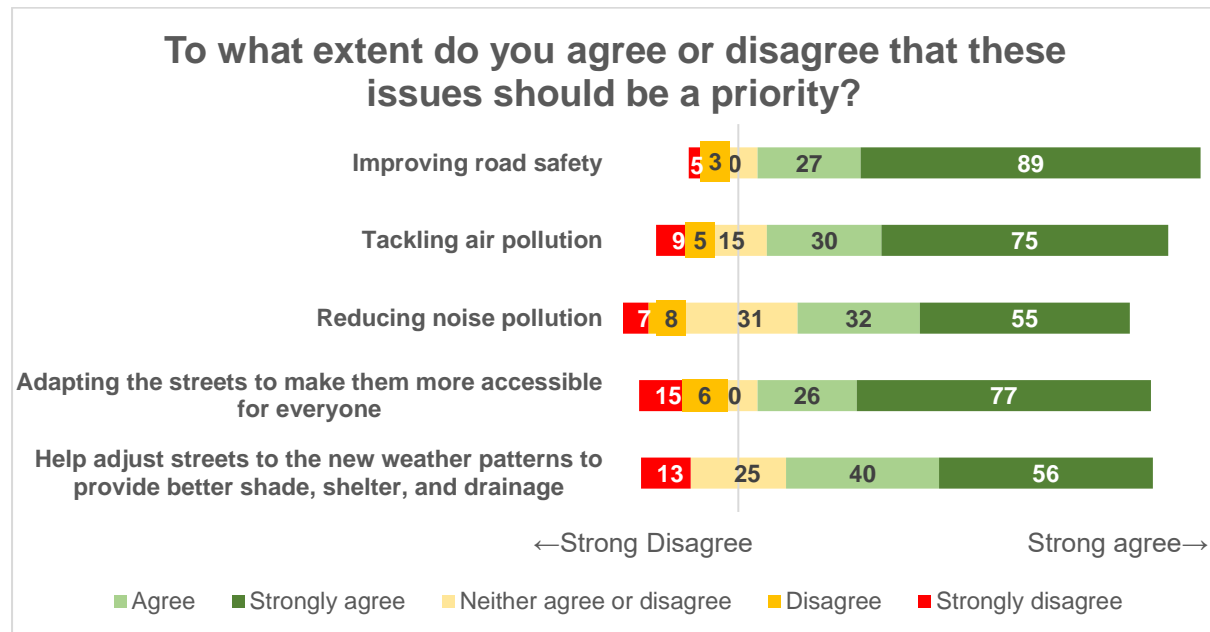
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The data from the respondents in Colchester suggest there is a need for the prioritisation of infrastructure and safety. Improving road safety was the highest voted statement, with 116 respondents either agree or strongly agree. Closely voted behind is the statement to tackle air pollution with 105 respondents either agree or strongly agree. Reducing noise pollution had the lowest amount of support from the respondents, with only 87 voting either agree or strongly agree.



These findings indicate the need for a balanced approach when developing infrastructure initiatives, highlighting the importance of prioritising measures that address the most pressing road safety and air quality concerns for the community.

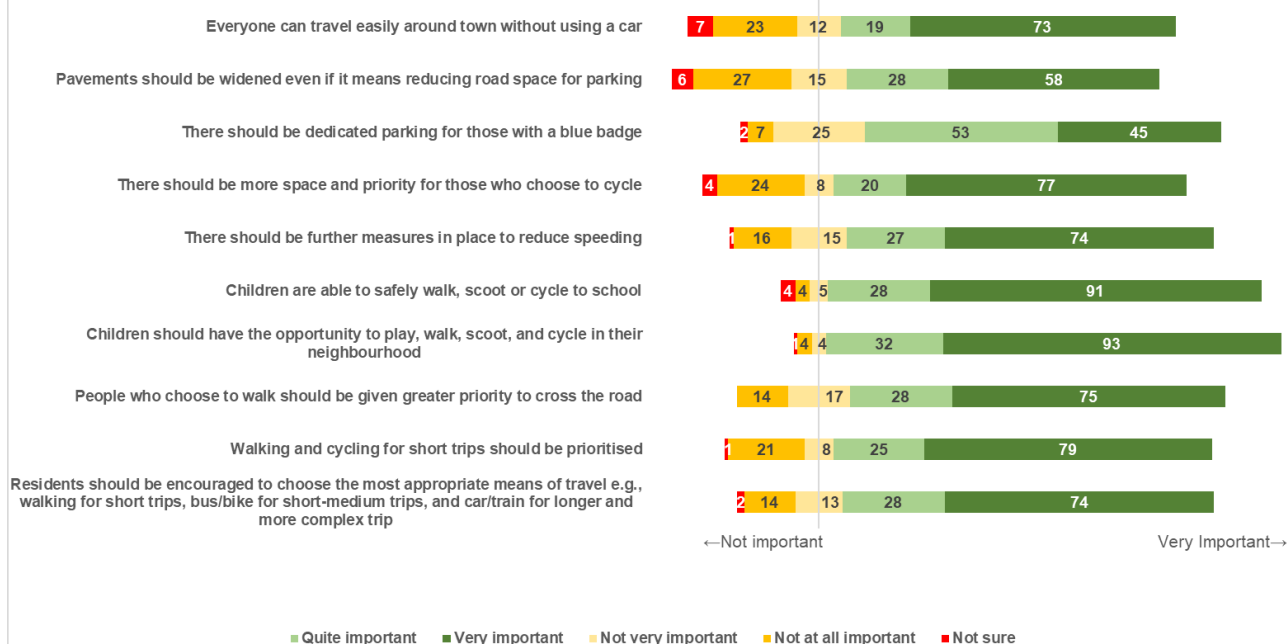
Respondents in Colchester feel that there is insignificant segregation for people who cycle, walk and drive, with 103 respondents voting disagree or strongly disagree. Respondents also feel that the pavement quality to be very poor, with 92 voting disagree or strongly disagree to the statement that pavements are in good condition. This suggests there is a lack of safe infrastructure for those who choose active transport. The data shows that there seems to be a strong consensus from the Colchester respondents that there are sufficient crossings, with 51 voting agree or strongly agree however, this would need to be looked into further to understand resident satisfaction of crossings in Colchester. These results highlight the urgency of addressing the perceived deficiencies in the existing infrastructure, aiming to enhance the experience and safety of residents in the region.

To what extent do you agree with the following statements in your local area?



Respondents from Colchester feel most strongly about allowing children access to active travel, with the statement children should have the opportunity to play, walk, scoot and cycle in their neighbourhood rated highly important, with 125 respondents voting either quite or very important. This support for children and active travel is further supported by the statement that children are able to safely walk, scoot or cycle to school, with 119 respondents voting either quite or very important. Widening pavements was voted the least with only 86 respondents voting either quite or very important. Understanding these priorities highlighted by the respondents provides valuable insight for the formulation of effective urban planning strategies and the promotion of a more inclusive and safer road infrastructure.

What are your views on the following



Appendix A

Cycle Routes

Primary Cycling

Route	Route description	ECC Response
1	Berechurch Hall Road connecting to Selby Close connecting to Earlswood Way connecting to Boadicea Way till Shrub End Road	Not an alternative suggestion
2	London Road connecting to Cymbeline Way connecting to Colne Bank Avenue connecting to Cowdray Avenue connecting to St Andrews Ave connecting to Greenstead Roudabout	Not an alternative suggestion
3	Grymes Dyke N till New Farm Road	Not an alternative suggestion
4	Harwich Road connecting to Parsons Heath	Extends beyond LCWIP network scope length
5	N Station Road connecting to Mile End Road connecting to Nayland Road connecting to Wideve Avenue connecting to Nayland Road (Horskeley Heath to Colchester)	Extends beyond LCWIP network scope length
6	Winstree Road connecting to Peartree Road connecting to Durgard Avenue connecting to Ambrose Road connecting to The Commons	Not an alternative suggestion
7	Nayland Road connecting to Boxted Road	Extends beyond LCWIP network scope length
8	Conifer Close connecting to BalckThorn Avenue connecting to Tamarisk Way connecting to The centre	Extends beyond LCWIP network scope length
9	Greenstead Road connecting to East Hill connecting to High Street connecting to North Hill connecting to Middleborough connecting to Sheepen Road connecting to	Extends beyond LCWIP network scope length
10	Colchester Railway Station connecting to Station Way connecting to Cymbeline Way connecting to Sheepen Road connecting to Footpath behind Colchester Institute connecting to Rawstorm Road	Not an alternative suggestion
11	Grimston Road connecting to Barrington Road connecting to Knights Field connecting to Footpath till Bourne Road connecting to Beche Road connecting to Old Heath Road	Extends beyond LCWIP network scope length
12	New Klin Road connecting to Footpath till Oaks Drive connecting to St Albans Road connecting to Rawstorm Road	Extends beyond LCWIP network scope length
13	Queen Elizabeth Way	Extends beyond LCWIP network scope length
14	Southway connecting to Lexden Road	Extends beyond LCWIP network scope length
15	Path alongside the river Colne from Rowhedge to Brightlingsea	Extends beyond LCWIP network scope length
16	Lucy Lane South connecting to Peace Road till Halstead Road	Extends beyond LCWIP network scope length
17	Crouch Street (between Essex County Hospital and Headgate)	Not an alternative suggestion

18	Parson Walk connecting to The Chase connecting to Antonio Walk connecting to Ferdinand Walk	Extends beyond LCWIP network scope length
19	A straight line from Langenhoe to West Mersea (not specific road appointed)	Extends beyond LCWIP network scope length
20	High Street at Wivenhoe connecting to The Avenue connecting to Colchester Road connecting to Boundary Road connecting to Capon Road connecting to Elmstead Road connecting to Eastern Approach connecting to Hawkins Road connecting to Hythe Bridge connecting to Haddon Park connecting to Footpath next River Colne connecting to East Street connecting to Riverside Walk connecting to Footpath next to Colchester Leisure World connecting to Cowdray Avenue connecting to Leete Drive connecting to Petrolea Close connecting to N Station Roundabout connecting to Station Way connecting to N Station Road connecting to The Albert connecting to N Station Road connecting to MiddleBourough connecting to Westway connecting to Sheepen Road connecting to Footpath through Hilly Fields connecting to Endsleigh Court connecting to Lockhart Avenue connecting to Norman Way connecting to The Commons connecting to Church Lane connecting to Lexden Road connecting to Crouch Street connecting to Saints Jonhs St connecting to Osborne Street connecting to St Botolths St connecting to Queen Street connecting to High Street connecting to East Hill connecting to East Street connecting to Footpath alongside river Colne connecting to Hythe Station Road connecting to Hawkins Road connecting to Eastern Approach connecting to Salary Broke Cycle Route connecting to Dunnock Way connecting to Salary Broke Cycle Route connecting toCapon Road connecting to Boundary Road connecting to Colchester Road connecting to The Cross connecting to The Avenue connecting to Wivenhoe	Extends beyond LCWIP network scope length
21	Elmstead Road connecting to Footpath next Boundary Road	Extends beyond LCWIP network scope length
22	Northern Approach Road connecting to N Station Roundabout	Not an alternative suggestion
23	Mersea Road	Not an alternative suggestion
24	East Street connecting to Greenstead Road connecting to Clingoe Hill connecting to Brightlingsea Road connecting to Colchester Main Road connecting to St. Osyth Road connecting to Brightlingsea Road connecting to Church Road (Brightlingsea)	Extends beyond LCWIP network scope length
25	Maldon road from Colchester Recycling Centre to Colchester Zoo	Not an alternative suggestion
26	Aberton Reservoir connecting to Wigborough Road connecting to Church Road connecting to Malting Green Road connecting to Abberton Road connecting to Bounstead Hill connecting to Bounstead Hill connecting to Berechurch Road connecting to Roberts Road connecting to Military Road connecting to Old Heath Road connecting to Recreation Road connecting to Love Hill Walk connecting to Paxman Walk connecting to Hythe Quay connecting to Colne Causeway connecting to Eastern Approach connecting to Elmstead Road connecting to Swan Close	Extends beyond LCWIP network scope length

	connecting to Salary Broke Cycling Route connecting to Egret Crescent connecting to Dunnock Way	
27	North Hill connecting to N Station Rd	Extends beyond LCWIP network scope length
28	Glen Avenue	Extends beyond LCWIP network scope length
29	N Station Rd	Not an alternative suggestion
30	Rawstorm Road	Not an alternative suggestion
31	From Brightlingsea to Grenstead (a Straight Line no road specified) connecting to Slough Lane	Extends beyond LCWIP network scope length
32	Wimpole Road	Not an alternative suggestion
33	A long route drawn connecting all the districts to Colchester City Centre: Heckford Bridge connecting to Colchester City Centre / Stanway connecting to Colchester City Centre / Eight Ash Green connecting to connecting to Colchester City Centre / West Bergholt connecting to Colchester City Centre / Horkslay Heath connecting to Colchester City Centre / Highwoods connecting to Colchester City Centre / Elmsted Market connecting to Colchester City Centre / Rowhedge connecting to Colchester City Centre / Berechurch connecting to Colchester City Centre	Extends beyond LCWIP network scope length
34	Brightlingsea connecting to Alresford connecting to Wivenhoe connecting to Hythe connecting to Colchester (straights line no specific route)	Extends beyond LCWIP network scope length
35	Brightlingsea connecting to Wivenhoe connecting to Old Heath (straights line no specific route)	Extends beyond LCWIP network scope length
36	Coggeshal Road connecting to London Road (towards Marks Tey) connecting to Lexden Road connecting to Southway	Not an alternative suggestion
37	Ladysmith Avenue connecting to Church Road connecting to Brightlingsea Road connecting to St Osyth Road connecting to Colchester Main Road connecting to Wivenhoe Road connecting to Alresford Road connecting to Rectory Road connecting to Colchester Road connecting to	Extends beyond LCWIP network scope length
38	Priory Street	Not an alternative suggestion
39	Ipswich Road (From St John the Evangelist Colchester till Balkerne Gate)	Extends beyond LCWIP network scope length
40	Lexden Road connecting to Southway connecting to HeadGate	Extends beyond LCWIP network scope length
41	From Kelvedon to Chelmsford towards London Road	Extends beyond LCWIP network scope length
42	Glen Avenue	Extends beyond LCWIP network scope length
43	Glen Avenue connecting to A133 til roundbaout w/ A134	Not an alternative suggestion

44	Wivenhoe to Hythe (a Straight Line no road specified)	Extends beyond LCWIP network scope length
45	It would be good to have an eastern link at Northern approaches to enable access to all hospital paths.	Extends beyond LCWIP network scope length
46	Cycle route between Mersea Island and Colchester.	Extends beyond LCWIP network scope length
47	2-way cycling along High St by converting the eastbound bus lane into a westbound contraflow. Proposes extending 2-way cycling to High St & Head St for buses, not taxis	Extends beyond LCWIP network scope length
48	2-way cycling on North Hill-Head St-Head Gate with a 2-way toucan across A134 and a possible cycle contraflow along Butt Rd to improve poor cycle access in the City Centre	Extends beyond LCWIP network scope length
49	Lexden Rd: 2-way track along the North side as a preferable option.	Extends beyond LCWIP network scope length
50	East Hill - Cycle Lanes described as ludicrous, with doubts about the practicality of cycling UP East Hill.	Not an alternative suggestion
52	Church Lane in Stanway as a secondary route to address the lack of alternatives to London Road	Extends beyond LCWIP network scope length
53	Cycle counterflows on Queen Street and High Street in the city center	Extends beyond LCWIP network scope length
54	Extend a route to Colchester Zoo from Maldon Road and Grymes Dyke South	Not an alternative suggestion
55	Extend Route 1C through Horkesley to Old House Road and establishing a secondary route between West Bergholt and Horkesley Heath	Extends beyond LCWIP network scope length
56	Create a connection from Nayland to Boxted for a safe connection to Park Road/Burnt Dick Hill without cycling directly on the A134	Extends beyond LCWIP network scope length
57	Create a safe crossing over the A134 to connect Little Horkesley and Great Horkesley via Tog Lane.	Not an alternative suggestion
58	Direct route from Elmstead Market/TBGC to Wivenhoe.	Extends beyond LCWIP network scope length
59	Direct route from Elmstead Market/TBGC to Ardleigh	Extends beyond LCWIP network scope length
60	Wivenhoe to Brightlingsea route considerations (Wivenhoe trail extension, chain ferry, or Thorington Mill permissive cycle access).	Extends beyond LCWIP network scope length
61	Wivenhoe to Rowhedge bridge route.	Not an alternative suggestion
62	Create route between the Moors (Head St) and the Hythe riverside	Extends beyond LCWIP network scope length
63	Prioritizes routes around Middle Mill weir and Middleborough, especially on the south side.	Extends beyond LCWIP network scope length
64	A route along the edge of Bull Meadow instead of Route 5 heading north	Extends beyond LCWIP network scope length
65	Jack Hatch (Broomgrove School) to Park Rd/Boundary Rd (University)	Not an alternative suggestion
66	Ballast Quay Rd to Alresford Rd (avoiding narrow Rectory Hill)	Extends beyond LCWIP network scope length
67	Keelars Lane to Richard Ave (avoiding busy B1027)	Extends beyond LCWIP network scope length

68	Elmstead Rd (S) needs an off-road track/shared path	Extends beyond LCWIP network scope length
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Secondary Cycling

Route	Route description	ECC Response
1	Baronswood Way	Secondary route selected
2	Barrack Street connecting to Magdalen Street connecting to Southway connecting to Lexden Road connecting to London Road till corner w/ School Road	Secondary route selected
3	Maldon Road (from the corner w/ Capel Road till corner w/ Salisbury Ave.	No secondary route selected
4	Footpath from Shepen Road (Behind Colchester Institute) connecting to Topfield connecting to Rawstorn Road	Secondary route selected
5	Wivenhoe Trail till Haven Bridge	Secondary route selected
6	St Christopher Rd connecting to Upland Drive	Secondary route selected
7	Grymes Dyke Middle (Between New Farm Road till Maldon Road)	Secondary route selected
8	Colchester Leisure Centre World connecting to Petrolea Close connecting to Mile End Road connecting to Nayland Road	Secondary route selected
9	Footpath towards The Big Garden connecting to Petrolea Close connecting to Colchester Railway Station	Secondary route selected
10	Greestead Road connecting to East Street connecting to Riverside Walk connecting to St Peters St connecting to Sheepen Road connecting to Colchester Institute	No secondary route selected
11	Pownall Cres. connecting to The Forlley connecting to Mersea Road connecting to Pownall Cres. connecting to Footpath from Pownall Cres. till the back of Colchester Cemetery	Secondary route selected
12	A1341 connecting to A134 till Southway Roundabout	Secondary route selected
13	Berechurch Hall Rd connecting to Mersea Road connecting to Abbot Rd connecting to Old Heath Road connecting to White Hall Road	Secondary route selected
14	Wivenhoe Trall connecting to Hawkins Road connecting to Hythe Bridge connecting to Haddon Park connecting to Footpath next River Colne connecting to Rosebary Avenue connecting to St Botolphs St	Secondary route selected
15	Riverside Walk connecting to Footpath next River Colne till Sheepen place	Secondary route selected
16	Colchester Road from Langenhoe connecting to The Strood connecting to Colchester Road till West Mersea	No secondary route selected
17	A Straight line from Smythe's Green connecting to till Alresford	No secondary route selected
18	Colchester Road between Boundary Road and Wivenhoe High Street	Secondary route selected
19	Mersea Road between Abbots Road and Berechurch Hall Road	Secondary route selected
20	North Hill connecting to Footpath alongside River Colne connecting to Riverside Walk till East Street	Secondary route selected
21	Colchester Road from West Bergholt connecting to Braiswick connecting to Bergholt Road till the corner w/ Tuffnell Way	Secondary route selected

22	Rowhedge Road between Cottage Drive and Marsh Crescent	Secondary route selected
23	Barechurch Hall Rd to Circular Road S (no specific road detailed)	No secondary route selected
24	North Lane connecting to Brook Road connecting to Green Lane connecting to Halstead Road till London Road	Secondary route selected
25	Rowhedge Road from Cottage Drive connecting to Old Heath Road till Whitehall Road	Secondary route selected
26	Parsons Heath connecting to Fox Street connecting to John de Bois Hill connecting to Colchester Road connecting to Harwich Road connecting to Wignall Street connecting to Manningtree	Secondary route selected
27	Straight Road (between Boxted Cross and Kingswood Heath)	Secondary route selected
28	Marks Tey to Coggeshall through A120	Secondary route selected
29	Brightlingsea Rd connecting to Colchester Main Rd connecting to Coppice Road connecting to Cox Road connecting to Station Road connecting to Wivenhoe Road connecting to Alresford Road connecting to Rectory Road connecting to Colchester Road connecting to Brightlingsea Rd	Secondary route selected
30	Colchester Road from Colchester Railway Station connecting to Chapel Road	Secondary route selected
31	Priory Street	Secondary route selected
32	Ipswich Road (Between Ardleigh Crown Interchange and Audi Approved Colchester)	Secondary route selected
33	Oxford Road connecting to Lexden Road connecting to Balkerne Hill connecting to Colne Bank Ave connecting to Cowdray Avenue connecting to St Andrews Avenue connecting to Eastern Approach connecting to Footpath at Salary Brook	Secondary route selected
34	Beaconsfield Ave	Secondary route selected
35	The Commons connecting to Church Lane till Lexden Road	Secondary route selected
36	Maldon Road (Between Gosbecks Road and Colchester Zoo)	Secondary route selected
37	The whole length of the cycle way along the Colne within Colchester should be primary, specifically the part that runs from East Hill to North Hill through Castle park. Cyclepath from castle park along Colne to the zebra crossing on North Hill should have signs recognising it as a shared cycle path along it's length. This is a crucial route for school children to St Helenas school. At the moment there are no signs indicating it is a cycle route but it is on the cycle route map.	Secondary route selected
38	The whole length of the cycle way along the Colne within Colchester should be primary, specifically the part that runs from East Hill to North Hill through Castle park.	No secondary route selected
39	Greenstead Road	Secondary route selected
40	Bergholt Road as a primary route, emphasizing the need for detailed attention to connectivity, possibly with a new bridge across the A12 to West Bergholt.	Secondary route selected
41	Primary route extensions linking LCWIP 9 (Military Road) and LCWIP 5 (Garrison), improving east/west permeability in the Abbey Field and Southway area.	No secondary route selected
42	Lodge Lane as an additional secondary route between Langham and Ardleigh	No secondary route selected

43	Bromley Road as a secondary route	Secondary route selected
48	Brook Street and Wimpole Rd as primary routes to connect New Town to the north-east of the city center	Secondary route selected

Walking Routes

Primary Walking

Route	Route description	ECC Response
1	Abbot's Road	Extends beyond LCWIP network scope length
2	Hythe Station Road	Extends beyond LCWIP network scope length
3	Lexden Road connecting to Southway connecting to Magdalen Street connecting to Brooke Street connecting to East Street connecting to Harwich Road connecting to Meander Meaws connecting to Pavillon View connecting to Victoria Chase connecting to Footpath connecting to Oaks Drive connecting to Lexden Road	Extends beyond LCWIP network scope length
4	Hospital Road connecting to Creffield Road connecting to Queens Road connecting to Footpath next to St Benetdicts Catholic College connecting to Beech Hill	Extends beyond LCWIP network scope length
5	Nayland Road connecting to Mille End Road connecting to Petrolea Close connecting to Leete Drive	Extends beyond LCWIP network scope length
6	Turner Road connecting to Northern Approach Road connecting to Petrolea Close connecting to Footpath connecting to Broadlands Way	Extends beyond LCWIP network scope length
7	Ipswich Road connecting to A133	Extends beyond LCWIP network scope length
8	Balkerne Hill connecting to Westway connecting to Station Way connecting to Colchester Railway Station	Extends beyond LCWIP network scope length
9	Church Lane connecting to Cymbeline Way	Extends beyond LCWIP network scope length
10	Footpath parallel to Gurdon Road from Mersea Road till Colchester Cemetery	Extends beyond LCWIP network scope length
11	St Benetdicts Catholic College to Colchester Railway Station (straight line not specific road)	Extends beyond LCWIP network scope length
12	Circular Rd F connecting to Footpath next to Storm Water Storage Pond connecting to Footpath 192 connecting to Berechurch Road connecting to Footpath connecting to Monckwick Avenue	Extends beyond LCWIP network scope length

13	Church Walk	Extends beyond LCWIP network scope length
14	Hythe Station Road connecting to Greenstead Road connecting to Avon Way connecting to Dunnock Way	Extends beyond LCWIP network scope length
15	Schrub End Road connecting to Maldon Road till Heckfordbridge	Extends beyond LCWIP network scope length
16	Glen Avenue	Extends beyond LCWIP network scope length
17	London Road connecting to Cymbeline Way connecting to Station Way connecting to Colchester Railway Station	Extends beyond LCWIP network scope length
18	Ladysmith Avenue connecting to Church Road (Brightlingsea)	Extends beyond LCWIP network scope length
19	Old Heath Road connecting to Military Road connecting to St Botolph's Circus	Not an alternative suggestion
20	Colchester Road connecting to Boundary Road.	Extends beyond LCWIP network scope length
21	Riverside Walk	Extends beyond LCWIP network scope length
22	Maidenburgh Street connecting to Riverside Walk connecting to Rotary Way connecting to Station Way connecting to Colchester Train Station	Extends beyond LCWIP network scope length
23	Childwell Alley	Extends beyond LCWIP network scope length
24	Glen Avenue connecting to Cymbeline Way till Colne Bank	Extends beyond LCWIP network scope length
25	High Street (Wivenhoe) connecting to Wivenhoe Trail connecting to	Extends beyond LCWIP network scope length
27	Path running along the South/East side of Greenstead: Chase court, Parsonsonson walk, The Chase, Antonio Walk and Ferdinand walk	Extends beyond LCWIP network scope length
28	Alyssum walk from St. Andrews Ave North along the West side of Greenstead	Extends beyond LCWIP network scope length

Secondary Walking

Route	Route description	ECC Action
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1	John Mace Road connecting to Prince Charles Rd connecting to Monwick Avenue connecting to School Road connecting to The Willows	Add to long list register
2	Wivenhoe to Rowhedge Medical Practice (Sraight Line not specific route)	Not considered
3	Southern Slopes connecting to Bergholt Road connecting to Station Way connecting to Cimbeline Way connecting to Church Lane connecting to The Commons connecting to Boaldicea Way connecting to Layer Road connecting to Berechurch Hall Road connecting to Mersea Road connecting to Queen Street connecting to High Street connecting to Ipswich Road connecting to Cowddray Avenue	Not considered
4	Maldon Road connecting to The Commons connecting to Heath Road connecting to Straight Road connecting to Gosbecks Road connecting to Layer Road	Add to long list register
5	Wivenhoe Trail	Not considered
6	Via Urbis Romanae	Not considered
7	From Southern Slopes to Colchester Railway Station	Not considered
8	Capon Road connecting to Nestfield Road	Add to long list register
9	John Mace Road connecting to Prince Charles Rd connecting to Monwick Avenue connecting to School Road connecting to The Willows	Add to long list register
10	From Abberton to Colchester Road	Not considered
11	Maldon Road till Heckfordbridge	Not considered
12	Halstead Road connecting to Green Lane connecting to Brook Road till Marks Tey	Not considered
13	London Road connecting to Cogeshall Road	Not considered
14	The Cross connecting to Colchester Road connecting to Boundary Road connecting to Capon Road connecting to Elmstead Road	Not considered
15	Empulth Walk connecting to Childwell Alley connecting to Footpath Alongside River Colne till Haddon Park	Not considered
16	Colchester Station Way connecting to Cowdray Avenue	Not considered

Residents

Comment/Complaint	ECC Feedback
<p>I have just been forwarded the link to the Local Cycling and Walking Routes' consultation document for Colchester. Had I not been sent this link I would have missed it altogether.</p> <p>Having opened it I find myself faced with incomprehensible maps and a survey that is equally confusing and impossible to work out.</p> <p>I challenge you and declare that it is not fit for purpose due to its complexity, obfuscation and inaccessibility. Ultimately, due to the majority of residents who actually manage to see it probably giving up trying to make sense of it, it will give you carte blanche to go ahead with whatever it is you are proposing as no-one will be able to work it out.</p> <p>This is NOT a fair consultation.</p>	<p>Thank you for your comment. Our sincerest apologies for issues you faced when completing the consultation.</p> <p>The consultation is only showing proposed routes. No construction has been planned and if any do arise, we will go out to consultation for further comments on any potential designs.</p> <p>You can follow our Facebook page here for any future consultations.</p> <p>We shared the consultation online, through our stakeholders, and attended the Eco Festival in Colchester to listen to residents in person about their views on cycling and walking.</p>

<p>Additionally, have the schools in the area had a fair opportunity to see it? How have you informed the residents of Colchester of your proposals and how they can see them and attempt to make comment?</p> <p>Is there a 'plain english' version I can be sent?</p>	<p>The consultation was created with the intention of being easy to understand however, we welcome any questions or queries for anything you would like expanded on through our Safer Greener Healthier email.</p> <p>SGH.Routes@essex.gov.uk</p>
<p>Further to your latest consultation the concepts are fine but there are several fundamental problems with your approach.</p> <ul style="list-style-type: none"> - you are not making use of existing footpaths - you are not using side roads - you are continuing to interfere with existing primary road usage - you are continuing to interfere with existing usage of neighbourhood areas - you have skewed the survey questions to exclude these types of comments which is likely to render this consultation invalid <p>Have you learnt nothing from your last attempt ?</p> <p>I give you permission to include this feedback in the formal published feedback responses</p>	<p>Thank you for your comment. The consultation is asking about proposed routes only, and we will take on board feedback.</p> <p>The survey offered residents to leave any additional comments and we welcome comments through our Safer Greener Healthier email.</p> <p>SGH.Routes@essex.gov.uk</p>
<p>1) Additional Primary routes: 1) Path running along the South/East side of Greenstead : Chase court, Parsonsonson walk, The Chase, Antonio Walk, Ferdinand walk. 2) Alysum walk from St andrews Ave North along the West side of greenstead</p> <p>2) Secondary routes that should be primary: The whole length of the cycle way along the Colne within Colchester should be primary, specifically the part that runs from East Hill to North Hill through Castle park.</p> <p>Cyclepath from castle park along Colne to the zebra crossing on North Hill should have signs recognising it as a shared cycle path along it's length. This is a crucial route for school children to St Helenas school. At the moment there are no signs indicating it is a cycle route but it is on the cycle route map.</p> <p>Footpath/underpass opposite Hythe station Road leading up, North East to St Andrews Avenue should be a shared path to allow continuation from Hythe Station to cycle path to Whitehorn close, it's currently showing no cycling signs.</p> <p>There are a few places where a primary cycle route crosses road junctions with absolutely no indication to motorised traffic using the junctions to enter main roads that there are potentially cyclists crossing in front of them. For example, Waitrose entrance on St Andrews</p>	<p>Thank you for your comment. We have taken these comments on board for further review and feasibility.</p>

<p>Avenue where there is no obvious indication that a cycle path crosses the road in and out of the Waitrose road.</p> <p>Cycle lanes along Layer Road, Straight Road and The Commons are completely useless as there are no restrictions on cars being able to park on them.</p> <p>Toucan crossing traffic light signal timings at Ipswich road and Harwich road junctions with/just to the North of St Andrews Avenue need to be re-prioritised. Why do pedestrians and cyclists have to wait up to 3 minutes for the lights to change? There are no other lights or timed junctions in the vicinity so why frustrate all road users with needless waits? This is probably my most passionate disagreement with the whole system, other lights in Colchester go green within seconds for pedestrians and cyclists. I know this is an ECC matter but it needs to be addressed.</p> <p>Bollards at Spurgeon Street, East of St Leonards should be reinstalled to make a safe route from Hythe Hill zebra crossing down to Hythe bridge, thus avoiding busy roundabout at the bottom of Hythe Hill.</p> <p>Alley way behind and parallel to Kendall road should be a cycle route, it has recently been resurfaced and is wide and would allow avoidance of Magdalen Street.</p>	
<p>I could only add one secondary cycling route to convert to a primary route, so I would like to also add:</p> <p>Church Lane (off Lexden Road) and The Commons.</p>	<p>Thank you for your comment. We have taken these comments on board for further review and feasibility.</p>
<p>Mersea Island to Colchester</p> <p>Please, please consider a safe cycle route between Mersea Island and Colchester.</p> <p>The road route along the B1025 is dangerous as there are very few places where cars can safely overtake cyclists which results in dangerous manoeuvre by cars and bad tempered motorists. It is so dangerous that cycling between Mersea and Colchester is effectively precluded.</p> <p>With the increasing number of houses being built on Mersea Island the dangers will increase and there is currently no means of reducing road traffic by offering a safe cycling alternative.</p> <p>The proposed development on Middlewick ranges of over 1000 properties will add to the number of vehicles on the B1025.</p> <p>All the traffic goes to the roundabout at St Botolphs which is already a bottleneck and will become worse.</p> <p>A safe cycle route between Mersea and Colchester (9miles) will offer a safe, green alternative commute. It will also add an attraction to the area in that it would be possible to cycle from Colchester to Mersea, take the foot ferry to Brightlingsea and cycle back via Wivenhoe</p>	<p>Thank you for your comment. The scope's focus was only covered by the areas reflected on the network maps. However, we will be conducting a county wide consultation to expand further and cross boundary lines.</p>

<p>and the Wivenhoe trail. Given the connection between property development and increased traffic, could funding for the project be secured via a section 106 agreement on the development of the Middlewick Ranges? Please add this route to your plans.</p>	
<p>1) 2-way cycling along High St is essential which is easily facilitated by turning the unnecessary eastbound bus lane into a westbound contraflow - buses could also go 2-way along High St & Head St - but NOT taxis, etc – There are far too many parked vehicles clogging up High St taxis stands & PTW parking can be relocated to side streets.</p> <p>2) North Hill-Head St-Head Gate should be 2-way cycling - again easy with a 2-way toucan across A134 - and it should be possible to install a cycle contraflow along Butt Rd</p> <p>The City Centre has very poor cycle access ; these measures are KEY</p> <p>3) ...as is a single stage Balkerne Hill toucan - there is no reason to delay this just south of the pedestrian subway there are clear sight lines from Crouch East to Crouch St West, which must be linked 2-way</p> <p>New routes into Colchester will get few users if you can't cycle through the centre !</p> <p>4) Ipswich Rd cycle track needs upgrading and EXTENDING to & across A133 few cycle it currently because it ENDS prematurely - again not difficult</p> <p>5) Why has the Lexden Rd seg.track not been built yet ? Funds are available. One 2-way track along the North side is a better option than two 1-way lanes which are likely to be sub-standard due to width constraints.</p> <p>6) Greenstead Rd could & should be made access only except buses & cycles; the optimum place to restrict through traffic, is at the railway crossing, this would still allow easy access for deliveries, etc. Tesco's toucan (to Elmstead Rd) should be made single phase.</p> <p>7) Junction Ipswich Rd / East St should be signalised to control & reduce the excessive traffic flows which currently overload East St</p> <p>8) Brook St carries far too much through traffic - it could be filtered at its mid point (the railway) making it access only; its reasonable to expect NS drivers to go via Balkerne Hill - which has spare capacity.</p> <p>None of these proposals are 'radical' - other cities e.g. Norwich implemented similar long ago - why is Colchester so out of date ?</p>	<p>Thank you for your comment. We have taken these comments on board for further review and feasibility.</p>

<p>What we have witnessed in Station Way is a huge drop in cyclists using the only purpose-built bus lane in the country from which buses are banned!</p> <p>Official figures show they are down 44 per cent in three years.....but, despite this, a further £160,000 of taxpayers money is being squandered on making permanent the “temporary” Covid arrangements.</p> <p>With all that evidence, of how the cycling zealots have been proved wrong, we still have the ludicrous proposals for Crouch Street and the equally ludicrous proposals for cycle lanes on both sides of East Hill.</p> <p>When did you last see a bike on East Hill, let alone a cyclist cycling UP East Hill?</p> <p>This is not pro-choice – it is anti-car.</p> <p>And, in the case of Crouch Street, anti-common sense – worse, introducing road safety dangers for pedestrians and damaging the economic viability of businesses.</p>	<p>Thank you for your comment. We understand trips are complex and different journeys will require different ways to travel. We want to be able to provide people the opportunity to cycle, walk or scoot for all or part of their journeys in line with the Government’s Gear Change and Net Zero strategy.</p>
<p>1) IF you are serious about SGH... 2-way cycling along High St is essential</p> <p>which is easily facilitated by turning the unnecessary eastbound bus lane</p> <p>into a westbound contraflow - buses could also go 2-way along High St & Head St</p> <p>- but NOT taxis, etc -</p> <p>There are far too many parked vehicles clogging up High St</p> <p>taxis stands & PTW parking can be relocated to side streets.</p> <p>-----</p> <p>2) North Hill-Head St-Head Gate should be 2-way cycling - again easy -</p> <p>with a 2-way toucan across A134 - and it should be possible</p> <p>to install a cycle contraflow along Butt Rd</p> <p>The City Centre has very poor cycle access ; <i>these measures are KEY...</i></p> <p>3) ...as is a single stage Balcerne Hill toucan - there is no reason to delay this -</p>	<p>Thank you for your comment. We have taken these comments on board for further review and feasibility.</p>

just south of the pedestrian subway there are clear sight lines

from Crouch East to Crouch St West, which must be linked 2-way

New routes into Colchester will get few users if you can't cycle through the centre !

4) Ipswich Rd cycle track needs upgrading and EXTENDING to & across A133

few cycle it currently because it ENDS prematurely - again not difficult

5) Why has the Lexden Rd seg.track not been built yet ? Funds are available.

One 2-way track along the North side is a better option than two 1-way lanes

which are likely to be sub-standard due to width constraints.

6) Greenstead Rd could & should be made access only except buses & cycles;

the optimum place to restrict **through** traffic, is at the railway crossing

this would still allow easy access for deliveries, etc.

Tesco's toucan (to Elmstead Rd) should be made single phase.

7) Junction Ipswich Rd / East St should be signalised to control &

reduce the excessive traffic flows which currently overload East St

8) Brook St carries far too much through traffic - it could be filtered

at its mid point (the railway) making it access only; its reasonable

to expect NS drivers to go via Balcerne Hill - which has spare capacity.

None of these proposals are 'radical' - other cities e.g. Norwich

implemented similar long ago - why is Colchester so out of date ?

Stakeholders

Comment/Complaint	ECC Feedback
<p><u>East Lexden Residents' Association</u></p> <p>As far as I am aware the closing date for the "consultation" concerned is 15th October.</p> <p>Have I missed a communication from you?</p> <p>If not, I reject that the "consultation" LCWIPs is fit for purpose, or a fair instrument for the stakeholders concerned of Colchester.</p> <p>Advice has been received that we should pursue the matter with the appropriate Ombudsman. We genuinely wish to avoid such course of action. However as the LCWIP noted and it's means of delivery, clearly does not comply with a number of Lord Nolan's Principles we will have no choice but to take action.</p> <p>For and on behalf of the group known as ELRA.</p>	<p>I was sorry to learn that you did not receive information that you requested. However, I have checked with officers and Essex County Council did not receive an email from you on this matter, rather it appears that your email was sent Cllr David King of Colchester City Council. Regarding the consultation information, there were some initial challenges with the pdf maps on the consultation page. The pdfs were taking around a minute to download and therefore we made some amendments to the consultation maps to make them faster to download; as well making improvements to the maps so that routes could be clearly differentiated. This was done to encourage as many people to respond as possible. Furthermore, because we made improvements to the map quality, we extended the consultation period from the recommended six weeks to ten weeks. The consultation was to seek views on a draft network of routes to be identified and some will be further developed for walking and cycling infrastructure improvements, subject to Government funding. However, there are no firm proposals at this stage and therefore we are just seeking views from residents and businesses to understand if the routes broadly link places in line with the guidance (or not). Essex County Council have undertaken the consultation following best practice, and while the consultation ended on 15th October, we are still happy to take responses and provide any clarification regarding specific routes or on the overall network of routes. Furthermore, officers are happy to speak with you directly to ensure that you have the opportunity to have your say. A report on the consultation is currently being prepared and will be published in due course, but there is still time for your views to be considered.</p>
<p><u>Colchester Cycling Campaign</u></p> <ul style="list-style-type: none"> - Feedback on the Proposed LCWIP routes for Chelmsford: - Positive reflection on the 2021 consultation feedback being incorporated. - Overall appreciation for a more coherent and comprehensive proposed network. 	<p>Thank you for your comment. We have taken these comments on board for further review and feasibility.</p>

- Specific route-related suggestions:
 - A. Propose Brook Street and Wimpole Rd as primary routes to address traffic/air pollution and connect New Town to the north-east of the city center.
 - B. Advocate for Greenstead Road as a primary route, encouraging car traffic onto St Andrews Avenue to prevent Greenstead Road being used as a rat run.
 - C. Suggest Bergholt Road as a primary route, emphasizing the need for detailed attention to connectivity, possibly with a new bridge across the A12 to West Bergholt.
 - D. Recommend primary route extensions linking LCWIP 9 (Military Road) and LCWIP 5 (Garrison), improving east/west permeability in the Abbey Field and Southway area.
 - E. Propose Church Lane in Stanway as a secondary route to address the lack of alternatives to London Road and support commuting and school access.
 - F. Advocate for cycle counterflows on Queen Street and High Street in the city center to improve northbound and westbound options.
 - G. Suggest extending a route to Colchester Zoo from Maldon Road and Grymes Dyke South to connect major employers and attractions.
- Outside the city route-related suggestions:
 - H. Propose Lodge Lane as an additional secondary route between Langham and Ardleigh, offering a direct and already existing option close to Northern Gateway sports park.
 - I. Recommend extending Route 1C through Horkesley to Old House Road and establishing a secondary route between West Bergholt and Horkesley Heath for improved connectivity.
 - J. Suggest creating a connection from Nayland to Boxted for a safe connection to Park Road/Burnt Dick Hill without cycling directly on the A134.
 - K. Propose a safe crossing over the A134 to connect Little Horkesley and Great Horkesley via Tog Lane.
 - L. Recommend Bromley Road as a secondary route, and prevent direct vehicular traffic access from Tendring Borders Garden Community.
 - M. Acknowledge the welcome inclusion of a secondary route from Dedham to Manningtree station, suggesting potential improvements between Brantham and Manningtree.
 - N. Support the idea of extending the secondary route to Langenhoe along Mersea Road to

<p>include Mersea Island for e-bike commuters and leisure riders.</p> <ul style="list-style-type: none"> - O. Suggest marking existing quiet lanes between Birch, Layer, Langenhoe, and Fingringhoe as secondary routes, considering improvements at junctions. - P. Seek clarification on the status of the A12 secondary route from Marks Tey and its alignment after potential rebuilding/rerouting. - Q. Raise concerns about the impact of the Tendring Borders Garden Community on the LCWIP and propose necessary routes before community construction: <ul style="list-style-type: none"> - a. Direct route from Elmstead Market/TBGC to Wivenhoe. - b. Direct route from Elmstead Market/TBGC to Ardleigh. - c. Wivenhoe to Brightlingsea route considerations (Wivenhoe trail extension, chain ferry, or Thorrington Mill permissive cycle access). - d. Wivenhoe to Rowhedge bridge route. - R. Suggest adding a secondary route from Tiptree to Kelvedon and/or Witham stations to improve active travel links. 	
<p style="text-align: center;"><u>Walk Colchester</u></p> <p>Issues with the LCWIP methodology as a process supporting walking</p> <p>I realise the LCWIP is nationally imposed policy, not an ECC initiative. But nonetheless the following issues I have with its methodology are the context to all other route-related responses:</p> <ol style="list-style-type: none"> 1. Employs a top-down methodology, instead of asking local walkers what they see as being the important issues affecting their experience of walking locally, and where they want to walk, when and why. 2. Committed from the outset primarily to roads, beginning from the perspective of the cyclist, assuming both can be understood in the same way and making walking the poor cousin. Walking should have been separated from cycling entirely, at least in initial phases. In practice, walkers don't walk the same way because they don't have to. They can take short-cuts, cross greensward, follow desire lines – they can walk pretty much anywhere, comparatively at least, and therefore choose their routes for more complex reasons – including the health and well-being benefits of greener, off-road route options. 3. 	<p>Thank you for your comment. We have taken these comments on board for further review and feasibility.</p>

Focused exclusively on utility walking, pays scant attention to the importance of leisure walking to health and well-being. Increased walking is never going to offer the same opportunity as cycling for modal shift away from cars but is equally if not more important to well-being (a stated objective of the national LCWIP method, yet under-utilised here). Also overlooks the importance of increased leisure walking in encouraging new walkers to think about utility walking as a viable option for some local journeys.

4.

Almost seems to want to avoid green spaces entirely, either as destinations or as route options (even when the latter could be utility choices also). Relatedly:

-

Why are 'retail facilities, including local retail centres, district retail centres, shopping parades/malls, supermarkets and retail parks' considered as trip generators, whilst no parks or leisure spaces are? This is a 'comprehensive origin and destination analysis' which makes a huge value judgement on what kinds of destination are to be represented.

-

Why could High Woods Country Park not be considered a 'Core Walking Zone' within the methodology?

-

Why no consideration of PRow network and off-road/green network? Talk is almost exclusively concerned with 'footways', not footpaths. Off-road walking routes may even be more direct; serve utility and leisure purposes but via greener routes. Improvements targeted here could have made such routes feel safer and brought them into more mainstream use.

5.

In treating the whole city centre as a key walking zone, gives little attention as yet to the critical issues for walkers – and mobility-restricted walkers in particular – navigating the city centre between key central origin and destination points eg arrival points (rail and bus stations and High St / key attractions.

6.

LCWIP guidance says: 'It may be useful to undertake a pilot street audit with representatives from various user groups, including disabled people' (LCWIP Plan: Technical Guidance for Local

Authorities, DfT 2017).

Will this happen?

7.

Gives rise to a route map described as a 'network' but which isn't a network. Almost entirely radial, and missing or underplaying the importance of non-central connecting routes and origin/destinations. Importantly, why is the walking route map far less extensive than the cycling route map, when it should surely be more complex?

8.

Gives little indication of what kind of walking improvements the route choices might give rise to. Having some idea of this might impact on the route choices made and helped inform thinking at least.

One major concern out of the above points is that if the LCWIP is to '...make the (local) case for future funding for walking and cycling infrastructure' (Technical Guidance for Local Authorities, DfT 2017), then future funding for walking will continue to follow roads, ignore key green spaces and green routes, ignore the importance of leisure walking. Where is the money for walking improvements connected with leisure going to come from now?

Reflections on the consultation process itself
I'm certain some of the following issues will have frustrated other respondents, undermining the usefulness of the consultation; and that some potential feedback may have been missed altogether because people gave up before completing. I'm also pretty sure similar feedback was given at the original LCWIP consultation.

1.

The maps used are difficult to use - little annotation; routes reliant on colour matching only with the legend, and some of these are hard to distinguish. Route descriptions are given on a different page to the interactive map, requiring scrolling back and forth.

2.

No opportunity to comment on walking alone – or to jump to that section, which may have deterred people before they reached it

3.

On the interactive map, the respondent is allowed to draw one line only and advised to email thoughts on any other routes. This feels restrictive and will no doubt deter other responses, denying potentially useful local feedback.

4.

The principal/first map is I think inaccurate in that its header says 'Secondary Walking Routes', although it appears to be a map of the primary routes?

5.

In the questions and answers section, one is asked to 'agree' or 'disagree' with an entire network. There is no capacity to do so route by route or to include anything nuanced by way of reply. So will inevitably lead to inaccurate or rather meaningless data.

6.

There is no ability to discuss key walking routes or issues in/across the city centre (though highlighted as a core walking zone).

Comments on Routes

The comments below follow a Walk Colchester meeting called specifically to consider the LCWIP routes, in the absence of a local workshop that was mooted for this summer (with Julian Sanchez), which was to be concerned with local people's walking priorities (not necessarily route-based) and how these mapped on to LCWIP route priorities.

These points are as detailed in feedback already submitted via the online form.

Supported key routes

1.

Military Road, Mersea Road and Butt Road. This is not to say other routes are not supported or regarded as key, just to emphasise these 3 as in chronic need of improvement in the immediate vicinity of the city centre, since unavoidable walking routes into the centre for significant local residential communities.

Issues with given key routes

1.

Route 1, R4 and R5: heading north from centre – why do all avoid HWCP? The country park provides for utility as well as leisure walking (what's better than green utility walking?), in addition to being – surely - a key walking zone.

2.

Route 5: heading north, why does it route up to Cowdray Ave prematurely, instead of taking the quieter greener route along the edge of Bull Meadow?

Alternative route priorities

1.

Connection point btw R3 at Spurgeon Rd/Hythe Bridge junction and R2 at junction of Maudlyn Rd and Hythe Station Rd. This is so important as it would otherwise create a continuous almost safe, off-road route between 2 key walking areas – the Moors and the Hythe riverside beyond the pedestrian bridge. Also this is a very fast bit of road (that shouldn't be fast but in practice is). Yet there is no footway – the pedestrian bridge delivers walkers onto a road section where they are forced to cross immediately to reach the

alternative footway on the far side. Could a deliberate pinch point not be considered here, to serve the dual purposes of calming traffic and create space for a safe footway on the east side?

2.

Riverside at Middle Mill weir and walking routes either side of river here to Middleborough, prioritizing the south side as it is step-free and also in poorest repair.

3.

Route along the river from Colchester Station roundabout (at Remembrance Ave) to Middleborough. Another off-road route between town and station that has so much potential for utility and leisure but is unloved, not publicised and underused.

4.

Legibility of the whole King's Meadow area, with special attention immediately beyond to the route from King's Meadow along Pavilion View to the walking network behind Leisure World. This is a super quiet walking route is one that walkers are dependent upon at times when Lower Castle Park is closed. This whole mini-pathway network is a key zone but paths are poorly signed and maintained.

5.

Route from the top of King's Meadow to the Albert roundabout (via Margaret Rd etc) ie effectively to North Station.

6.

Focus on routes with highest pollution

7.

Map key leisure routes against LCWIP routes e.g. the Colchester Orbital walking/cycling routes (including in particular its 'green spoke' routes, in/out of the city centre to the periphery), as key contributors to the walking network.

8.

Regarding route infrastructure: importance attached to lighting; quality of surfaces e.g. pavements on Butt, Mersey and Military Roads; crossing points e.g. Old Heath Road near Butterfly Barns children's nursery; drop kerbs where alleys cross roads e.g. Brook Street. All of these require input from those with personal experience, including e.g. safer women's group. Improve alley routes into town to increase safety and enable walkers to choose off-road routes. Route issues of particular importance to inclusive access

9.

Lift access north/south within the city centre via Vineyard St carpark (frequently locked early) and proposed lift at Priory St car park. For wheelchair

<p>users especially, the lift at Vineyard St is the only north-south route.</p> <p>10. Queen St / St Bots St from High St down to junction with Osborne St and Colchester Town station (left) and Coach St (right)</p>	
<p><u>East Lexden Residents' Association</u></p> <p>Basically the above "consultation" does not include the essential ingredients of an effective and honest mechanism which is tasked with the duty to:</p> <p>(1.) Seek and initiate an effective dialogue with the maximum number of key stakeholders:</p> <ul style="list-style-type: none"> *Residents *Local businesses *The 12 local schools <p>Most importantly, ensure the maximum period of consultation. This, to collect wide, balanced and low risk pertinent data, from which to move safely forward.</p> <p>(2.) Carry out a full and accurate commercial impact analysis of the "LCWIP"s Proposals on local businesses.</p> <p>In particular, for car and safe cycle access to ensure the existing "Critical Minimum Number of Vacant Parking Spaces" at times of peak footfall. For example the existing "CMNVPS" for Crouch Street West at peak footfall is 2 spaces. Any reduction in the existing 2 vacant spaces will have an immediate negative and significant impact on the local community of residents and traders this, at times of peak footfall. Ie those arriving by car to shop at Crouch Street West will usually be en route to another destination eg work place. If the 2 vacant spaces are not available shoppers arriving by car, will simply drive on to an alternative shopping area further from the City centre eg Prettygate. With consequent negative impact on CSW, which is at this time probably the last jewel in the crown.</p> <p>(3.) The "LCWIP"s Proposals should be in formats that are easy to navigate and access by all. This, particularly with regard to those stakeholder groups who are unable use on line and digital means. The elderly, disabled etc. The previous "LCWIPs" just ended was blurred, disconnected, hard to navigate and seemed almost deliberately to be impossible to understand. Further, failed to comply with at least six of Lord Nolans Seven.</p> <p>(4.) The "LCWIPs" should meet the criteria all of Lord Nolan's Seven Principles of working in public service.</p> <p>My work with commercial property has taken me the length and breadth, including towns/cities who share the challenges of ancient history - narrow</p>	<p>Thank you for your comment. We have taken these comments on board for further review and feasibility.</p>

<p>streets, hills etc. Harrowgate, Chester, York.</p> <p>The commercial property fund management sector is particularly fragile with respect to loss of foot fall. Eg M&S move to Stanes Park.</p> <p>My local experience includes a commercial fund management client who managed a large commercial estate. A fire impacted on over 150 businesses. We assisted with the clean up operation, asbestos etc prior to rebuild. Our client instructed local architects to draft rebuild plans. I had a meeting scheduled to follow the fund manager and consulting engineer's meeting with folk from planning.</p> <p>The first meeting finished and we joined the fund manager and engineer. They looked stunned. They explained the planning folk liked the rebuild proposal but under "section ?" demanded our client install at no charge a dual carriageway road access connecting the estate via a tunnel under the main train line to the adjacent estate. I asked the fund manager what he was going to do?</p> <p>His response was to use the fire insurance to acquire property in Ipswich and South Essex. Further, that two other commercial property complexes in Colchester would be sold - Red Lion Walk and Middleborough. We still look after the acquired commercial properties in South Essex. Apologies for the length of the above. I am very aware that the "LCWIP's" are an opportunity to improve well-being in Colchester for all if we get it right. However, if we get it wrong, there will follow further erosion of footfall to our Colchester with the potential for catastrophic impact on involvement by the commercial property fund management sector.</p> <p>Suggestion - visit and check out Bury St Edmunds, Sudbury and Leigh on Sea - spot the difference!</p>	
<p><u>Colchester Natural History Society</u></p> <p>I note that the planned route runs close to two important green spaces. These are Greenstead slopes North and Goring Road East open space. They are situated almost opposite to one another across the Harwich Road. Colchester Natural History Society has been conducting surveys of biodiversity at both sites, which include flower and insect-rich grassland , Porters brook and other features. The Goring Road site (north side of Harwich Road) is labelled as a recreation ground. It is much more than that, with important grassland habitat, especially on the northern and eastern edges.</p> <p>it is very important that the routes do not</p>	<p>Thank you for your comment. We have taken these comments on board for further review and feasibility.</p>

encroach on these habitats, and also that construction does not damage them.	
<p><u>Wivenhoe Travel & Transport Working group</u></p> <ul style="list-style-type: none"> - Missing Links in Wivenhoe for Safe Cycling: <ul style="list-style-type: none"> a) Jack Hatch (Broomgrove school) to Park Rd/Boundary Rd (University) b) Ballast Quay Rd to Alresford Rd (avoiding narrow Rectory Hill)* c) Keelars Lane to Richard Ave (avoiding busy B1027) d) Elmstead Rd (S) needs an off-road track / shared path - Upgrade muddy footpaths A, B, and C to facilitate cycling, considering the need for upgrading kissing gates and resurfacing Ballast Quay Rd. - Resurface the Colchester end of the Wivenhoe Trail, addressing potholes, and improve signage from East Hill. - Clear overgrown scrub along the tarmac path through the Moors to enhance visibility and encourage more walkers and cyclists. - Address the left hook hazard at the East Hill junction with Brook St by implementing Hold Left Turns, which doesn't delay traffic. - Highlight the need for maintaining and improving existing routes, emphasizing concerns about the width and condition of paths in Castle Park and Salary Brook. - Propose reducing all 30mph roads to 20mph (except primary distributors) as a measure to encourage cycling in Wivenhoe and Colchester. 	<p>Thank you for your comment. We have taken these comments on board for further review and feasibility.</p> <p>If you wish to report a pothole, please use the link below or contact your relevant county councillor.</p> <p>https://www.essexhighways.org/roads-and-pavements/potholes#report</p>

Councils

Comment/Complaint	Essex County Council Response
<p><u>Colchester City Council</u></p> <ul style="list-style-type: none"> - Primary Cycle Route Suggestions: <ol style="list-style-type: none"> 1. Route 1 (Colchester City Centre to Severalls Business Park, The Crescent): <ul style="list-style-type: none"> - Suggested Change: Extend to Park and Ride site, Northern Gateway Sports park, and Mill Road at The Boulevard. Also, join route 7 at Severalls Lane. Consider making the western section of Mill Road a secondary route. 2. Route 1A (Colchester Train Station to Warwick Bailey Close, Bergholt Road): <ul style="list-style-type: none"> - Suggested Changes: 	<p>Thank you for your comment. We have taken these comments on board for further review and feasibility.</p>

- Extend through Chesterwell development to Mile End Road.

- Extend to West Bergholt.

3. Route 1B (Turner Road via Highwoods Country Park to Mill Road, via The Gilbert School):

- Suggested Change: Extend from Mill Road to Ivy Lodge Road, Great Horkesley.

4. Route 2 (Gosbecks Archaeological Park to Colchester City Centre via B1022 Shrub End Road and Maldon Road):

- Suggested Change: Extend the route to the Zoo entrance.

5. Route 3A (Colchester Railway Station to London Road Lexden via A133 Avenue of Remembrance):

- Suggested Changes:

- Consider the south side of Avenue of Remembrance.

- Add a link through Clairmont Heights to the rail station, avoiding Station Way.

6. Route 3B (Castle Park to St Helena School, Sheepen Road via St Peters Street):

- Suggested Change: Include spur Lexden Road to Sheepen Road via Hillyfields.

7. Route 4A (Northern and Southern Links off Route 4 to Whitehall Industrial Estate and Ipswich/Harwich Road):

- Suggested Changes:

- Use King Edward Quay instead of Haven Road.

- Utilize PROW link on the east of the River Colne from Colne Causeway to Hythe Station Road.

- Include the zig-zag bridge link and a river bridge crossing proposed at the swing basin.

8. Route 5 (Colchester City Centre to Berechurch Hall Road, path west of Monkwick Avenue):

- Suggested Change: Add a new crossing of Southway at Stanwell Street.

9. Route 5A (Berechurch Loop from Berechurch Hall Road to Berechurch Road junction with Roman Way):

- Suggested Change: Continue along Berechurch Road, crossing Mersea Road and Middlewick to join LCWIP9 on Old Heath Road.

<p>10. Route 6A (East - West Link through Highwoods County Park linking Ipswich Road to Turner Road):</p> <ul style="list-style-type: none"> - Suggested Change: Suggest 6b Castle Park riverside to High Woods Country Park via Castellum Grange. <p>11. Route 7B (University of Essex Loop):</p> <ul style="list-style-type: none"> - Suggested Change: Also link to Capon Road via Nestfield Road. Be aware that this also includes University-owned land. <p>12. Route 7C (Greenstead Estate Network joining Greenstead Road via St Andrews Ave crossing):</p> <ul style="list-style-type: none"> - Suggested Change: Include Greenstead Road linking LCWIP 7 to LCWIP4. <p>13. Route 7D (Highwoods Loop):</p> <ul style="list-style-type: none"> - Suggested Change: Extend to include an east-west link through to High Woods Country Park path 1b and north-south link to Myland Hall Chase joining with 6a. <p>14. Route 8 (Colchester City Centre Loop):</p> <ul style="list-style-type: none"> - Suggested Changes: <ul style="list-style-type: none"> - Consider two-way/contraflow High Street/Queen St/St Botolphs or parallel route. - Include Priory St as part of route 8. - Include secondary route – two-way Sir Isaacs Walk and Trinity Street, and Short and Long Wyre Streets. <p>15. Route 9 (Colchester City Centre to Hythe via Magdalen St, Hythe Hill and Hyth Quay and link to Hythe rail station, and Old Heath Via Military Road and Old Heath Road to Rowhedge Road):</p> <ul style="list-style-type: none"> - Suggested Changes: <ul style="list-style-type: none"> - Not Osborne St, but link with Vineyard St via two-way St Botolphs St. - Extend to Rowhedge Road. - Include a link from Old Heath Road to King Edward Quay via Distillery Lane. - Consider 9a link from Old Heath Road to King Edward Quay via Distillery Lane. - 9a could be Brook Street and Wimpole Rd as this is an important north-south link. - 9b could link Military Road with LCWIP5 at Abbeyfield. <p>- Secondary Cycle Routes:</p> <ul style="list-style-type: none"> - Ensure each secondary route links up with secondary and primary routes where possible. 	
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<ul style="list-style-type: none"> - Consider Distillery Lane as a secondary route linking to King Edward Quay. - Extend the secondary route east of the river to join East Street. - Designate Church Lane in Stanway as a secondary route linking the Stanway Western Bypass with London Road. - Establish a secondary route connecting Sports Park to Langham Lane and Straight Road Bosted. - Cycle Routes Outside the Urban Area: <ul style="list-style-type: none"> - Designate Wivenhoe Trail as a primary route. - Ensure that routes outside the city connect to the city center routes, benefiting nearby villages. - Consider the Old Ipswich Road to Harwich Road via PROW and Anglia Water paths to the south of Ardleigh reservoir. - Extend the secondary route to Mersea Island. - Designate Turkeycock Lane, Stanway, as a secondary route for a north-south link under the A12. - Plan LCWIP routes to connect the proposed Tendring Borders Garden Community: <ul style="list-style-type: none"> - Direct route from Elmstead Market/TBGC to Wivenhoe via Elmstead Road and School Road. - Wivenhoe to Brightlingsea and Wivenhoe 	
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Survey Comments- Colchester

NOTE: Comments shown below have only removed any personal identification e.g., names, emails and/or phone numbers.

<u>Comment</u>	<u>Essex County Council Response</u>
You mention LTN 1/20 in the introduction, but do not describe any of the proposed features in the subsequent maps. Cycle and walking routes veer wildly from one side of the road to the other. If all cycling is to be on the road, then when not produce a legible road map?	Thank you for your comment. At this stage we are only looking at proposed routes. If any plans do arise, then we will go out to consultation again for design feedback.
As a cyclists, I find the new A133/A137 roundabout very dangerous, particularly when proceeding either way along the A137. The wide approaches to the RAB, from both directions of the A133, encourage motorists to enter the RAB at speed. I have solved my issue with it by making a circuitous route in and out of town via the Cowdray avenue cycle path. I am disappointed that the new road has effectively blocked my direct route home from Harwich Rd and vice versa	Thank you for your comment.

<p>I find this very difficult to understand and therefore very difficult to comment. I would say that as I read LTN 1/20, no government funding would be available if it's guidelines were not followed.</p>	<p>Thank you for your comment. Our sincerest apologies for any issues you had completing the survey.</p>
<p>Please, please please repair paving as a priority for walkers and place signage on shared paths to show pedestrians have priority and paths are not speedway tracks</p>	<p>Thank you for your comment. Regarding road maintenance, this is for Essex Highways. You can read the Maintenance and Inspection's Strategy here, which states that cycle routes are and continue to be a key part of the highway network, and that defects will be prioritised and actioned using the online reporting tool.</p> <p>You can contact them here: https://www.essexhighways.org/tell-us</p>
<p>Infrastructure for some current cycling routes is of a low standard. Many cyclists are put off by infrastructure that makes them feel unsafe or puts them in conflict with pedestrians. How would a road like Mill Road be made into a cycle route? If the infrastructure is low quality, this won't help encourage cycling</p>	<p>Thank you for your comment. At this stage we are only looking at proposed routes. If any plans do arise, then we will go out to consultation again for design feedback.</p>
<p>More fully segregated cycling routes please like in London. There's no reason why Colchester cannot be cycling-first city - it's perfect in size for this.</p>	<p>Thank you for your comment.</p>
<p>Junction of Spring Lane and A12 roundabout is a real barrier to E - W walking and cycling. Have to cross here to use cycle route or walk in, double lanes of fast traffic both ways</p>	<p>Thank you for your comment. We will look into the feasibility of your suggestion.</p>

1) John Castle Way (CO2 7TU) residents closed the path towards Mersea Rd by erecting a fence in order to prevent drug users from passing through the neighbourhood. However, that means cyclists from there as well as from the King George Rd area and surrounding streets now have to reach Mersea Rd via Pownall Crescent (unless they want to take a huge detour via Abbey Field). Unfortunately, Pownall Crescent is a one-way street, and one would have to go in the wrong direction to reach Mersea Road. This is a major obstacle and will sooner or later lead to accidents where either cyclists are hit by cars because the cyclists have the incentive to go against the car direction or pedestrians are hit by cyclists because the cyclists evade the cars by going onto the narrow pavement. It would make a lot of sense to open Pownall Crescent to cyclists in both directions.

2) On Mersea Road between Pownall Crescent and Bourne Road, the road is curved and downhill, and a lot of cars park in both directions, which makes it dangerous for cyclists. Cars frequently overturn cyclists narrowly. There is also a bus stop in the middle of it, and often both cyclists and cars try to get past the bus while the road is already narrow and barely wide enough if there is traffic in the opposite direction as well. It's really the parked cars that make this so dangerous. A cycle lane or some kind of visual guides or other protection would go a long way.

3) The traffic lights for crossing Colne Causeway (between the Tesco and Elmstead Road) are scheduled in a very annoying way. One side of the road first gets the green light for cyclists and pedestrians, then the other. If you go into the wrong direction, then you have to wait for a green light twice in a row just to cross that one street. Many cyclists don't wait for this and cross the busy road illegally by running over the red light. The street is also very busy, and cars often stop on the pedestrian crossing while approaching the crazy roundabout.

4) There is a cycle path from St. Leonard's Road via Timber Hill to Spurgeon Street. But cyclists have to cross Hythe Hill, which can be daunting for cyclists. I had several near-death experiences while doing that.

5) It is very commendable that Head Street has a

Thank you for your comment. We will look into the feasibility of your suggestions.

<p>separate cycle lane. I use it often. However, every time I use it to go from North Hill via Head Street to St. John's Walk, the cycle lane just ends abruptly, and I have to either push my bicycle over the busy pavement or face the risk of being maimed by buses while going into a one-way street the wrong way (which of course I don't do as a sensible person, but it is still very annoying that the lane ends in the middle of Head Street)</p> <p>6) Morant Road and Harsnett Road, two parallel streets, are very narrow with parking cars, and even cars can't go in both directions. This makes it very difficult for cyclists, with lots of stop and go and dangerous situations. I wish one of the two roads would go in one direction and the other one in the other direction, or some other form of better traffic flow or protection.</p>	
<p>Please deal effectively with transitions between road network and cycle network.</p>	<p>Thank you for your comment.</p>
<p>This is an awful survey.</p> <p>where has it been publicised that this is happening? I found it by chance when looking for something else.</p> <p>How can you tell anything from the answers. I said strongly disagree but no where can I say which parts I strongly disagree with nor really tell you what else you should be including.</p> <p>The interactive maps are terrible, so hard to use.</p>	<p>Thank you for your comment. Our sincerest apologies for any issues you had completing the survey. We shared the consultation online, through our stakeholders, and attended the Eco Festival in Colchester to listen to residents in person about their views on cycling and walking.</p>

<p>Numerous consultations have objected to the proposals for segregated cycleways in Lexden Road and Crouch Street, as well as closure of the Balkerne Hill Subway and loss of car parking in Crouch Street. However, the same proposals keep being brought back in a different form, without change of substance and with minimal publicity. When will the Authority listen to the public? Repeated consultations on the same thing, when the 'wrong' answers are given is surely an Abuse of Process and a direct denial of the rights of residents to have any influence whatsoever on your policy, which are clearly intended to be implemented whether we like it or not.</p> <p>This particular consultation appears to be a sham, as there is nowhere in the questions to provide any real input; it is also specifically designed to be difficult for those less able or confident with technology to respond properly.</p>	<p>Thank you for your comment. Our sincerest apologies for any issues you had completing the survey. At this stage we are only looking at proposed routes. If any plans do arise, then we will go out to consultation again for design feedback.</p>
<p>Abbotts Road should have a segregated cycle lane (not a white painted line, an actual curb separation) and traffic calming measures installed. The road and the areas surrounding it are quite wide and open which encourages fast driving despite the 30mph limit. This is not only dangerous to more vulnerable road users, but other drivers who may be trying to leave their driveways or come out of side streets. With the new housing development on Middlewick coming up, now is the perfect time to alter plans and get the road safe for all road users. Let's make a city for people, not cars.</p>	<p>Thank you for your comment. We will look into the feasibility of your suggestion.</p>

<p>1. There are no options for "consultees" to be able to indicate that the ECC mandated Cycle routes might be in the wrong Place, or indeed are unnecessary.</p> <p>No Survey or Consultation can be valid effective or complete without this option.</p> <p>2. The weight of Public Opinion expressed in Demonstrations against the imposition of Cycle Lanes - particularly where they displace Motor Vehicles - is not allowed to be considered anywhere.</p> <p>Again no Survey or Consultation can be valid effective or complete without this option.</p> <p>To simply ride roughshod (again) over what has clearly been expressed to be the majority view in the opinion of the public , and only to seek the views of the evangelical minority campaign groups and thereby thus not to seek opinion evenly and fairly , is not the way to secure public participation or support : particularly in the spending of the Public's own money.</p>	<p>Thank you for your comment. At this stage we are only looking at proposed routes. If any plans do arise, then we will go out to consultation again for design feedback.</p>
<p>I would cycle more but worry about safety on the busy roads. Even with bike lanes I don't feel safe. The roads are too narrow and drivers too fast.</p>	<p>Thank you for your comment.</p>
<p>It is currently difficult to connect to the cycling route 7 from the Colchester Business park. Currently having to ride down pavement and use a pedestrian access not far from bus stop to access it. Not sure about other areas but provision to access the lanes would be great.</p>	<p>Thank you for your comment.</p>
<p>Cycling only works if there's a safe route from drivers and their vehicles from start to finish. It feels like we're still a million miles from realising that. Shared narrow paths are unsuitable for pedestrians and cyclists in equal measure, they just move the conflict from the road of heavy vehicles and bikes. We need to encourage cargo bikes for final mile trade.</p>	<p>Thank you for your comment.</p>
<p>Leave it as it is - what another waste of money. Have any of you cycled around on the new routes, even the cyclists don't use them, they cycle on the road.</p>	<p>Thank you for your comment. At this stage we are only looking at proposed routes. If any plans do arise, then we will go out to consultation again for design feedback.</p>

<p>I'll wholeheartedly support any scheme that permanently recognises and upholds the primacy of pedestrians over cyclists and motorists.</p> <p>I'll wholeheartedly support any scheme that seeks to drastically reduce the volumes of traffic, either by banning vehicles or removing car parks and parking spaces.</p> <p>I'll wholeheartedly support any scheme that creates additional green spaces, tree planting etc in addition to significant investment in pedestrian infrastructure.</p> <p>I couldn't care less about the perceived plight of motorists or cyclists.</p>	<p>Thank you for your comment.</p>
<p>There should be no changes to access by car to any part of Crouch street, or loss of parking on Crouch Street or East Hill - any such changes would further damage use of Colchester City Centre.</p>	<p>Thank you for your comment. At this stage we are only looking at proposed routes. If any plans do arise, then we will go out to consultation again for design feedback.</p>
<p>It is impossible to respond to this plan without exact details of what is proposed. As a cyclist, I much prefer to share space with motor vehicles rather than pedestrians. The precise design of intersections is important for cyclists. "Routes" are sensible for buses but most individuals, whether walking or cycling or driving, use them only by accident.</p>	<p>Thank you for your comment. At this stage we are only looking at proposed routes. If any plans do arise, then we will go out to consultation again for design feedback.</p>

<p>To make safer, healthier, inclusive walking and cyclin routes, ALL Colchester streets where people live must be 20mph. If they are 30mph then safe, segregated routes need to be provided.</p> <p>Where on road cycling is unavoidable, paint/surfacing should demarcate the lane at the very least.</p> <p>Active travel networks need excellent signage (like in Netherlands) and shouldn't dump people onto busy roads/come to an abrupt end etc.</p> <p>Particulate and tailpipe emissions including CO2 from traffic at 30mph are significantly higher than at 20. As a matter of public health alone, Colchester CC should demand 20mph where people live.</p>	<p>Thank you for your comment.</p>
<p>The current layout of Crouch Street (West) should NOT be altered to include a new cycle path. There are existing arrangements in place for the limited volume of cyclist that use that road, without the need to destroy the fragile economy of local businesses.</p>	<p>Thank you for your comment. At this stage we are only looking at proposed routes. If any plans do arise, then we will go out to consultation again for design feedback.</p>

Cyclepath from castle park along Colne to the zebra crossing on North Hill should have signs recognising it as a shared cycle path along it's length. This is a crucial route for school children to St Helenas school. At the moment there are no signs indicating it is a cycle route but it is on the cycle route map.

Footpath/underpass opposite Hythe station Road leading up, North East to St Andrews Avenue should be a shared path to allow continuation from Hythe Station to cycle path to Whitehorn close, it's currently showing no cycling signs.

There are a few places where a primary cycle route crosses road junctions with absolutely no indication to motorised traffic using the junctions to enter main roads that there are potentially cyclists crossing in front of them. For example, Waitrose entrance on St Andrews Avenue where there is no obvious indication that a cycle path crosses the road in and out of the Waitrose road.

Cycle lanes along Layer Road, Straight Road and The Commons are completely useless as there are no restrictions on cars being able to park on them.

Toucan crossing traffic light signal timings at Ipswich road and Harwich road junctions with/just to the North of St Andrews Avenue need to be re-prioritised. Why do pedestrians and cyclists have to wait up to 3 minutes for the lights to change? There are no other lights or timed junctions in the vicinity so why frustrate all road users with needless waits? This is probably my most passionate disagreement with the whole system, other lights in Colchester go green within seconds for pedestrians and cyclists. I know this is an ECC matter but it needs to be addressed.

Bollards at Spurgeon Street, East of St Leonards should be reinstalled to make a safe route from Hythe Hill zebra crossing down to Hythe bridge, thus avoiding busy roundabout at the bottom of Hythe Hill.

Alley way behind and parallel to Kendall road should be a cycle route, it has recently been resurfaced and is wide and would allow avoidance of Magdalen Street.

Thank you for your comment. We will look into the feasibility of your suggestions.

<p>We desperately need a safe cycling route from the Strood at Mersea to link into the cycle network in Colchester . The mail B1025 is very dangerous for cycling along</p>	<p>Thank you for your comment. We will look into the feasibility of your suggestions.</p>
<p>Please ensure there are key cycle routes from outside villages. Eg Manningtree</p>	<p>Thank you for your comment. At this stage the scope only covers what is shown however, we plan on conducting a county wide consultation to expand our scope and cross boundary lines.</p>
<p>Stop wasting money, you are keeping yourselves in your none jobs by constantly ruining the road network. ECC highways managers and the head of highway all need to be sacked.</p> <p>When will you work at home layabouts understand that driving should be your number one priority and everything else already exists.</p> <p>The public do no support you and you do not care, the useless head of highways thinks she can keep claiming her massive salary whilst sat on her lazy arse at home and nobody knows what's she's doing.</p> <p>You are all going to lose your jobs, the game is up, if you don't start doing what the public want.</p> <p>We all know you are out going shopping etc whilst supposedly working, there are now numerous Facebook groups where your neighbours are making sure everyone knows what lazy worthless scammers you are. We all know you're not working from home, you're just fraudulently stealing tax money whilst pretending.</p>	<p>Thank you for your comment. At this stage we are only looking at proposed routes. If any plans do arise, then we will go out to consultation again for design feedback. We're looking to create cohesive strategic networks for both cycling and walking to provide people the opportunity to choose how they travel safely.</p>

<p>What are you going to do to fix the weather? Only way this works on any scale is if we have a flat, windless Mediterranean climate with no rain. Don't fancy battling headwinds, arriving at work in a pile of sweat or freezing my nuts off. There's about 30 days a year when the weather is right for this. And how am I meant to carry my stuff? And what the hell is "wheeling" btw?</p>	<p>Thank you for your comment. We're looking to create cohesive strategic networks for both cycling and walking to provide people the opportunity to choose how they travel safely. We understand trips are complex and want to support those who cycle or walk in their local areas. When we reference wheeling, wheeling is defined as "people using a mobility scooter, wheelchair, or other wheeled mobility aid".</p>
<p>This whole madness of cycle ways walking ways is a very expensive way of being seen to "do something" to appease a small but influential minority of the people. Every local tax payer is having to pay to pander to the demands of a few. The people who will suffer are the elderly, the disabled and the mothers with 2 or more small children all of who need cars to carry out normal day to day activities. Electric scooters are a menace to the blind and disabled, ridiculously high parking charges, even more congested roads even more limits to parking and driving near high street facilities means large sections of the tax payers are being forced to use out of town shopping centres. When you have turned local towns centres into places that provide entertainment for the young only; do not be surprised when the rest of the population avoid town centres and refuse to pay the cost of these follies.</p>	<p>Thank you for your comment. We're looking to create cohesive strategic networks for both cycling and walking to provide people the opportunity to choose how they travel safely and want to support those who cycle or walk in their local areas. We understand trips are complex and cars will be needed depending on the journey.</p>
<p>I have only commented on cycling routes, I will come back to comment on the walking routes.</p>	<p>Thank you for your comment.</p>

<p>The proposed cycle routes lack inclusion of quieter side roads the are safer and more pleasant to use. Using side roads only adds a modest amount of time to a journey.</p> <p>Introducing 20 mph speed limits along cycle routes with limited road width would be helpful.</p>	<p>Thank you for your comment. At this stage we are only looking at proposed routes. If any plans do arise, then we will go out to consultation again for design feedback.</p>
<p>The path/ cycle way on Circular Road East doesn't work. There needs to be a segregation between cyclists and pedestrians. It would be good to have an eastern cycleway on Northern Approaches to allow for access to all hospital paths. Will the City Centre Circular route allow cyclists to go in both directions? I hope so.</p>	<p>Thank you for your comment. We will look into the feasibility of your suggestions.</p>
<p>Mersea Road from Berechurch road to city centre, very scary to cycle. The proposed new route veers off to the school, the route needs to go along the main road.</p> <p>The main blocker is driver's attitudes to cyclists, we need to change the perception that roads are just for cars and not shared spaces.</p> <p>I am a pensioner but wish to cycle safely on the roads, currently I use the cycle path round the garrison when possible.</p>	<p>Thank you for your comment. We will look into the feasibility of your suggestions.</p>
<p>This consultation is fatally flawed. The process is complicated, the proposed routes hard to decipher (particularly on a mobile device), you are not asking the right questions and none of it has been effectively publicised to the general public. Planned routes should be direct and not forced into streets that simply cannot accommodate this kind of development without resulting in serious negative impact on the local community - allocate cycling space on main arterial routes, not side streets and most importantly, avoid Crouch Street!</p>	<p>Thank you for your comment. Our sincerest apologies for any issues you had completing the survey. At this stage we are only looking at proposed routes. If any plans do arise, then we will go out to consultation again for design feedback.</p>
<p>The quality of the town centre should be more of a priority, eg, footpath conditions, shops, safety.</p>	<p>Thank you for your comment.</p>

Any proposed cycle routes that interfere with access to the town center are not acceptable to me as a small business owner. With the implementation of all these cycle routes I believe all the council is doing is making it more difficult/more inconvenient/less appealing for visitors and shoppers to visit Colchester. It is so infuriating to traders in the town center that their opinions are just totally ignored. Unfortunately, small businesses and many others like mine are struggling and by prioritizing cycling routes and ignoring the fact that most people/visitors/Shoppers travel by car to Colchester. The people who cycle are such a tiny minority of the population but it seems the council is blinkered in their aims to prioritize cycling at the expense of every other consideration.

I know these comments will fall on deaf ears as does any opinion

Nobody wants these cycle routes except the councils and come the next election let us see what happens.

I have no respect for the Essex County Council or Colchester Council as they only pay lip service to any

consultation or debate that they disagree with. Shame on both Councils

Thank you for your comment. At this stage we are only looking at proposed routes. If any plans do arise, then we will go out to consultation again for design feedback. We will work with residents and businesses to ensure any potential routes meet the standards all are happy with.

<p>I am concerned the cycling initiative with EU Funding is going too far. If we had some good white lining and wardens in the town policing cyclists, they would get off where required and share existing paths with pedestrians.</p> <p>We hardly see a cyclist in Crouch street East but they have their own dedicated path now. You were about to carve up Crouch Street and fill the Balkerne Hill underpass for cyclists benefit.</p> <p>We are now building the North Approach Bus carriageway to the station but closing the bus lane under the bridge to make it a permanent cycle path probably for about 5 cyclist an hour in work commuting times. So the buses compete with the cars again until they pull over back to their own lane outside Wickes. Where is the joined up thinking on all this wasted spend?</p> <p>Sadly I see all of this as unnecessary meddling and neglecting other pressing maintenance issues like the overgrown centre reservation up Balkerne Hill to the dangerous Crouch street crossing and all the pot holes we swerve around every day up North Approach with the closed carriageway.</p>	<p>Thank you for your comment. At this stage we are only looking at proposed routes. If any plans do arise, then we will go out to consultation again for design feedback. If you wish to report a pothole, please use the link below or contact your relevant county councillor.</p> <p>https://www.essexhighways.org/roads-and-pavements/potholes#report</p>
<p>The following dangerous junctions need to be made safe for cycling:</p> <p>Albert Roundabout</p> <p>North Station Roundabouts</p> <p>Tollgate Roundabout</p> <p>Spring Lane Roundabout</p> <p>Magdalen Street / Brook Street traffic lights</p> <p>Ipswich Road / St Andrews Avenue Roundabout</p> <p>East Street / Ipswich Road Roundabout</p>	<p>Thank you for your comment. We will look into the feasibility of your suggestions.</p>
<p>Dangerous roundabouts like Ipswich & Harwich Road and Albert roundabout need addressing.</p> <p>Default speed limit in built up areas needs reducing to 20mph</p>	<p>Thank you for your comment. We will look into the feasibility of your suggestions.</p>

<p>Speed limits in residential areas need to be reduced to 20mph</p>	<p>Thank you for your comment.</p>
<p>Crouch Street scheme needs reinstating.</p>	
<p>When adding the routes, if I accidentally double-clicked the point, the line ended, but there was no way to continue drawing - it only allowed adding points along the existing line I had drawn,</p>	<p>Thank you for your comment. Our sincerest apologies for any issues you had with completing the survey. We welcome additional alternative routes, you can do this by emailing us at sgl.routes@essex.gov.uk.</p>
<p>The walking routes need to be a lot longer and extend further. The size of the route from Stanway to Colchester should be the same for all routes out of the city centre. Dedicated footpaths that run parallel to busy roads should be installed.</p>	<p>Thank you for your comment. At this stage the scope only covers what is shown however, we plan on conducting a county wide consultation to expand our scope and cross boundary lines.</p>
<p>The main problem with the Colchester town centre cycling network plan, as far as I can tell from this survey, is the lack of east-west cycling routes. I don't see how this has been addressed in the current plan. Although I'm sure somebody has spent a lot of time making it as good as possible, I can't really understand the interactive map.</p> <p>I don't think it accounts for one-way systems. That is the central problem. That is that cyclists cannot travel west on the High Street nor on Priory St nor can they travel north up Queen St. This poses a problem in getting from Saint Botolphs up to the castle or getting from the castle to Jumbo.</p> <p>I don't think that the cycling plan addresses this and that is why I said that I strongly disagreed with the plan. If I have misunderstood the map, sorry about that, but I suspect that the plan hasn't actually addressed this fundamental concern.</p>	<p>Thank you for your comment. At this stage we are only looking at proposed routes. If any plans do arise, then we will go out to consultation again for design feedback. We welcome additional alternative routes; you can do this by emailing us at sgl.routes@essex.gov.uk.</p>

<p>When starting these alterations to paths for cycle and the asking routes could the council liaise with the gas board and water works and any other amenities as often they come along and dig up what they have just done and not for emergencies.</p>	<p>Thank you for your comment. Essex County Council will attempt to liaise where possible.</p>
<p>There needs to be a crossing at the bottom of Glen Avenue. The road doesn't connect safely between the Avenue of Remembrance and Helm Avenue and it is common to see cyclists and pedestrians trying to cross this road. As the connection serves a popular route - as evidenced by the high amount of traffic down Glen Avenue and Avenue of Remembrance from pedestrians, cyclists and cars; it would be in everyone's interest to add in a crossing. I strongly feel that it is an accident waiting to happen without a crossing in place especially as bike travel is encouraged. One can see also that Glen Avenue serves a large proportion of Lexden residents who need to access other services such as the train station and the hospital and for whom a crossing would mean travel by bike or on foot would be safer and hence more feasible.</p>	<p>Thank you for your comment. We will look into the feasibility of your suggestion.</p>
<p>The key for this is how the routes are implemented. Shared paths are dangerous for cyclists and walkers alike.</p> <p>We need to ensure that routes are put together correctly and have proper ways for cyclists to move between them. At junctions now, cyclists are too often lumped together with pedestrians, causing issues.</p>	<p>Thank you for your comment.</p>
<p>I believe the route up through manor road and across the bridge that already exists for cycle route should be primary route along with the road network for cyclists rather than messing up the lovely crouch street west side of town that offers parking for the customers using the area and making this part of town special the number of cyclists here are minimal and it has already been shown that efforts to close the subway and extend the crossing are extremely dangerous to the pedestrians and especially the school children walking this way of which there are significantly more than there are cyclists so please send them on the route less trodden and already in place</p>	<p>Thank you for your comment. We will look into the feasibility of your suggestion.</p>
<p>I strongly support any measures to increase levels of walking cycling and wheeling in and around Colchester.</p>	<p>Thank you for your comment.</p>

<p>1. Lots of existing cycleways are inaccessible from the adjacent roads e.g. Leaving Norman Way and trying to use the shared path on Boadicea Way forces either dismount or riding through the people standing at the crossing. More drop-curbs with route arrows to help cyclists to access what is already there all round the town.</p> <p>2. Once again you have generated a very difficult to navigate forms which makes me think that you don't really want folks to comment. Although my PC is just about capable of showing the maps, the detail is hard to see and difficult to navigate. Sufficiently off-putting that folks can reasonably walk away and later deny being asked for their input.</p> <p>3. One of the lessons from the Crouch Street debacle, when you make proposals create a tangible model either in 3D or as a movie, then place a staffed-booth in the place where the change is proposed. DO NOT go and hide it in a church hall on the other side of the city; DO NOT just do it in the middle of work week when it will not be seen by folk, or those with time to take an interest. DEFINITELY - put up signs in and around the area showing the proposed change.</p> <p>In the meantime I fully expect you to burn through the budget just making studies and more rejected designs such that Ringway Jacobs can get back to making infrastructure for cars - which seems to be all they understand.</p>	<p>Thank you for your comment. Our sincerest apologies for any issues you had when completing the survey. At this stage we are only looking at proposed routes. If any plans do arise, then we will go out to consultation again for design feedback.</p>
<p>I hope that all these lanes will be genuine cycle routes and not like some of the current ones that permit car parking and therefore render the cycle lane useless.</p>	<p>Thank you for your comment. At this stage we are only looking at proposed routes. If any plans do arise, then we will go out to consultation again for design feedback.</p>

<p>Hi</p> <p>My feedback is;</p> <p>Please do not allow new homes in Essex without links to cycling paths.</p> <p>Colchester has token cycle paths that do not work. Joint paths cause conflict and confusion with walkers and cyclists and they are dangerous (no other leading city is still doing this get with the times- visit other cities aspire to be the best and lead not do the bare minimum). Your proposal look like they are from the 1980s.</p> <p>Focus on rural areas too; help people commute safely. I ride from Brightlingsea and going up and down ten penny hill with the pot holes making me sway in the road, the double lines so cars can't move out plus the low trees - well I'm grateful for my life each day I make it home to my child safe (I'm a single parent). It would be positive to see colchester city link up with others, to support rural commuters into the city.</p> <p>I cycle because of my ethics on trying to support green issues where I can, my fitness and my enjoyment in my job for Essex county council- it would be positive to have a council who supports these values. - I can't see this from the proposed routes it's disappointing.</p>	<p>Thank you for your comment. At this stage we are only looking at proposed routes. If any plans do arise, then we will go out to consultation again for design feedback. At this stage the scope only covers what is shown however, we plan on conducting a county wide consultation to expand our scope and cross boundary lines.</p>
<p>I found this survey extremely user unfriendly especially when adding new cycle routes, I wanted to add more than two but just gave up! One of the difficulties was not being able to see the names of the roads whilst the other difficulty was adding more than one route. Basically I'm in favour of cyclist and pedestrians being separated where ever possible and as much infrastructure as possible to encourage physical exercise and less use of vehicles.</p>	<p>Thank you for your comment. Our sincerest apologies for any issues you had with completing the survey. We welcome additional alternative routes, you can do this by emailing us at sgl.routes@essex.gov.uk.</p>

<p>Before any additional expansion is carried out, existing cycle paths and walking routes should be fit for purpose, and they are not. Cycle paths are downright dangerous, a couple of examples. The cycle path across Hilly Fields LNR is rutted with loose gravel, plus the cycle routes in Prettygate allow car parking therefore totally useless as a safe cycle route. If you contact ECC Highways about overgrown footpaths or cycle routes they just say there is insufficient money to maintain them. So , instead of going for headline improvement, firstly repair existing network so it us fit for purpose.</p>	<p>Thank you for your comment. At this stage we are only looking at proposed routes. If any plans do arise, then we will go out to consultation again for design feedback.</p>
<p>No idea what a secondary route is?? They should all be to the highest design standards. Why have walking routes? Surely every road should be walkable? Secondary makes it sound substandard, which having seen the woeful provision provided to date doesn't bear thinking about</p>	<p>Thank you for your comment. We're looking to create cohesive strategic networks for both cycling and walking to provide people the opportunity to choose how they travel safely. Secondary routes are routes identified as locally important but less strategic to help fill the gaps in the primary network.</p>
<p>I think there's a big opportunity to bring Brightlingsea in to the mix with a safer cycling route to enable people to ditch their cars for some journeys to places like Wivenhoe and Alresford so they can get trains, at the moment one has to drive as the buses aren't great. It would also open up BSea to be better connected to Colchester, with the right route it might only be a half hour cycle to Colchester from Bsea, less than it sometimes takes in the car.</p>	<p>Thank you for your comment. At this stage the scope only covers what is shown however, we plan on conducting a county wide consultation to expand our scope and cross boundary lines.</p>
<p>You need to include rural areas such as Brightlingsea. We are remote and need these links too!</p>	<p>Thank you for your comment. At this stage the scope only covers what is shown however, we plan on conducting a county wide consultation to expand our scope and cross boundary lines.</p>
<p>I think there should be a route to the zoo that cuts through gosbecks</p>	<p>Thank you for your comment. We will look into the feasibility of your suggestion.</p>

<p>I think greater consideration of Primary cycle routes outside of Colchester should be given. In particular a route from Colchester to Manningtree. The secondary route indicated on the proposed network map from Colchester to Manningtree runs along the A137, this is a busy road with fast traffic and far from ideal for cycling. Consideration should be given to alternative routes, ideally greenways or more minor roads. It would be ideal if the Plan considered integration with longer distance routes such as those being developed/proposed for the Sunshine Coast Cycleway https://sunshinecoastcycleway.org.uk/</p>	<p>Thank you for your comment. The primary routes shown has a focus on strategic connections however, we acknowledge the importance of leisure routes as well.</p>
<p>Roads on outskirts of City eg London Road, A120, etc would be safer and more usable with a marked cycle lane.</p>	<p>Thank you for your comment.</p>
<p>The survey gives no alternatives.....we will get this thrust down our throat.....a so called democracy.</p>	<p>Thank you for your comment. The survey provided an interactive map for people to draw lines for alternative routes they think were missing on the proposed map networks. We welcome additional alternative routes, you can do this by emailing us at sqh.routes@essex.gov.uk.</p>
<p>Absolute waste of taxpayers money to keep constructing cycle lanes and walking routes that few people will use. What most of us want in Colchester and the surrounding villages is for ECC and the city council provide decent road surfaces and more car parking. If you live in a village outside of Colchester, the bus services are totally useless as is the white elephant, the Colchester park and ride. By increasing the number of cycle lanes all you are doing is increasing traffic congestion, which in turn, increases pollution. You seem intent on listening to cyclists which represent no more than 10% of Joe Public. Listen more to the motorists for once.</p>	<p>Thank you for your comment. At this stage we are only looking at proposed routes. If any plans do arise, then we will go out to consultation again for design feedback.</p>

<p>This page is impossible to use.</p> <p>It's simple, stop the car centric policy of Essex and all its distinct councils.</p> <p>It's impossible to cycle and walk safely in Colchester. Nothing links, shared lanes are a cowardly compromise.</p> <p>Politicians are terrified to stand up to car drivers.</p> <p>Pedestrianise Colchester. Ban private vehicles, but that's not popular with right wing fossil fuel voters</p>	<p>Thank you for your comment. Our sincerest apologies for any issues you had completing the survey.</p>
<p>Restore the bus lane outside Wickes. Cater more for disabled people and those mobility challenged for whom walking or cycling is impossible. Not everyone can use these facilities and they shouldn't be penalised because they rely on motorised vehicles.</p>	<p>Thank you for your comment. We understand trips are complex and cars will be needed depending on the journey. We want to support those who cycle or walk in their local areas.</p>
<p>There is no safe way to walk or cycle between Wivenhoe and Colchester at night.</p> <p>There is no safe way to walk or cycle to the Northern Gateway Leisure area from Colchester.</p>	<p>Thank you for your comment.</p>
<p>From the mainline railway station none of the primary cycle routes head out North-west towards Braiswick and West Bergholt. That whole quarter is missing, meaning that the cycle routes are not truly integrated with the main railway station. The Colchester cycle route map looks like Pac-Man instead of a whole circle. Cycle routes will not gain fully from network effects until they serve all the major directions.</p>	<p>Thank you for your comment. At this stage we are only looking at proposed routes. If any plans do arise, then we will go out to consultation again for design feedback. We will look into the feasibility of travelling to Braiswick and West Bergholt.</p>

<p>Cycle routes around castle park and Riverside need to be revised, the paths are narrow and they are very popular walking routes. Lower castle park is often closed for events and is locked at night so a well signed alternative route is needed. Also on one side of the river (Cowdray Avenue side) the path ends roughly 140 metres before it links in with the remaining path network.</p> <p>I think in general any Cycle routes not on the road will need to be widened as they on the whole run on narrow paths</p>	<p>Thank you for your comment.</p>
<p>Roads like Priory Street need to have a contraflow for cycling.</p> <p>Many other town centre roads that are currently are one way would benefit from this.</p>	<p>Thank you for your comment.</p>
<p>I think walking and especially cycling routes need to be away from traffic, as it is so dangerous, and air quality is so bad. And what about routes in the countryside, where it can be even more dangerous on the roads if you aren't in a car?</p>	<p>Thank you for your comment. Essex County Council will ensure that safety of those who walk and cycle are top priority.</p>

<p>Improve existing pavements to make them safe. Cut back overgrown hedges along sides of pavement so there is the full width of pavement for pedestrians</p>	<p>Thank you for your comment. Regarding road maintenance, this is for Essex Highways. You can read the Maintenance and Inspection's Strategy here, which states that cycle routes are and continue to be a key part of the highway network, and that defects will be prioritised and actioned using the online reporting tool.</p> <p>You can contact them here: https://www.essexhighways.org/tell-us</p>
<p>Living in the north of Colchester where it is remote to local amenities where will a cycle and walking route aid this . This is a complete attack on motor vehicles. I would suggest a supermarket was built near the stadium e re at her than projects that have no use and a a lack of use.</p>	<p>Thank you for your comment. We understand trips are complex and cars will be needed depending on the journey. We want to support those who cycle or walk in their local areas.</p>
<p>I cycle from Myland to Lexden Road on what is shown on three maps as primary routes but the paths are currently disjointed. Main issues are the bottom of mile end road having to join the carriageway and get through the bus lane then on to a narrow path, turning right from middleborough towards balkerne hill on the way south. Returning north a safe crossing on to the cycle path near the old Norfolk pub is needed and mile end road is hard to access from this direction as there are so many crossings, all of which take a long time for pedestrians and cyclists. After visiting Denmark this summer I realised how much better it is when crossings are timed for active travel and cycle paths don't stop at roundabouts.</p>	<p>Thank you for your comment. We will look into the feasibility of your suggestion.</p>

<p>Please worry about the roads first and the damage they are doing to cars before you try and sort out any cycling routes.</p> <p>Having spoken to a few bike shops, cycles are not being sold as much as they were due to rising costs and prices.</p>	<p>Thank you for your comment. We understand trips are complex and cars will be needed depending on the journey. We want to support those who cycle or walk in their local areas. Regarding road maintenance, this is for Essex Highways. You can read the Maintenance and Inspection's Strategy here, which states that cycle routes are and continue to be a key part of the highway network, and that defects will be prioritised and actioned using the online reporting tool.</p> <p>You can contact them here: https://www.essexhighways.org/tell-us</p>
<p>Please give us safe walking routes. For cyclists give them dedicated lanes so that they dont mess up people who drive.</p>	<p>Thank you for your comment.</p>
<p>Disagree with more cycle routes because</p> <ul style="list-style-type: none"> a) number of cyclists is decreasing b) Cyclist ride on the road even when a cycle path next to the road - example Remeberence Ave c) Partitioning roads to incorporate cycle lanes causes congestion and additional pollution d) Waste of money use on essential services e) Assumes everyone able bodied and can cycle 	<p>Thank you for your comment. At this stage we are only looking at proposed routes. If any plans do arise, then we will go out to consultation again for design feedback.</p>
<p>Waste of our money and just virtue signalling</p>	<p>Thank you for your comment. This survey is only asking about proposed routes for cycling and walking. We're doing this in line with the Government's Gear Change strategy and Net Zero strategy. We want to provide people in Essex the opportunity to choose how they travel which includes cycling and walking.</p>
<p>A viable cycle route from Colchester to Chelmsford would be fantastic. If there was a good cycle route along the A12 that was safe and didnt require lots of detours, I know many people would use it, especially with e-bikes and their ever increasing ranges. This would see a possible (albeit small) reduction in vehicles on the A12 and I would love the journey and being able to get to towns and villages in between. Also more pedestrian crossings in Stanway/Stane park area. A lot of local people walk to the shops but there are very few safe places to cross and a lot of traffic.</p>	<p>Thank you for your comment. At this stage the scope only covers what is shown however, we plan on conducting a county wide consultation to expand our scope and cross boundary lines.</p>

<p>I welcome additional segregated cycle lanes, this would encourage me to cycle more, and I would hope it would make the pavements safer from dangerous cyclists and scooter riders.</p> <p>I don't understand the need for dedicated walking routes. We already have a brilliant network of alleyways and other footpaths, and I would prefer to be able to walk down existing pavements without them being impeded by pavement parking and pavement cyclists and scooter riders.</p>	<p>Thank you for your comment. We're looking to create cohesive strategic networks for both cycling and walking to provide people the opportunity to choose how they travel safely.</p>
<p>Why is ECC so determined to foist these cycle routes on us when the majority of people in Colchester are against them? For instance, in all the times I have had the misfortune to have the need to travel under the station bridge, I have never seen even one cyclist use that ridiculous cycle lane! It was much better for the numerous buses to be able to get off the main carriageway instead of mingling with everything else while waiting to pick up passengers. The cycle lane to nowhere on Layer Road is a joke - most cyclists use the path - I regularly get them weaving around me when I'm out with my dog and they don't slow down at all!! Makes my blood boil..... You will NOT be getting me out of my beautiful ELECTRIC car</p>	<p>Thank you for your comment. We understand trips are complex and want to support those who cycle or walk in their local areas. We understand that cars are needed depending on the individuals journey.</p>
<p>A very confusing survey. I have no idea what you were expecting from me for this.</p>	<p>Thank you for your comment. We sincerely apologise for any issues you had completing the survey. For any queries or questions you may have, please email us at sgl.routes@essex.gov.uk.</p>
<p>The proposals are a missed opportunity for real integrated, even circular walking routes.</p> <p>Green spaces like Highwoods and Hilly fields are hardly linked into the walking opportunities.</p> <p>How about a walk to Aberton Reservoir. Such a wonderful lake totally excluded from walking Colchester residents.</p> <p>Walking routes around Butt Road and Maldon road have pavements that are in need of urgent repair for all walkers. Leisure or utility!</p>	<p>Thank you for your comment. The primary routes shown has a focus on strategic connections however, we acknowledge the importance of leisure routes as well.</p>

<p>Pot holes are a dangerous problem for cyclists in Colchester.</p>	<p>Thank you for your comment. If you wish to report a pothole, please use the link below or contact your relevant county councillor.</p> <p>https://www.essexhighways.org/roads-and-pavements/potholes#report</p>
<p>The following comments come out of a Walk Colchester meeting specifically on the LCWIP to try to generate a shared and more nuanced response. I am also writing separately to feedback on the LCWIP methodology and consultation process itself. My own comments on the first of these are well-known from my involvement in the steering group, but I am setting them out again as a context for our route-based feedback.</p> <p>Generally we are opposed to the top-down, road-based approach for walking that the LCWIP has supported. We feel it should have been separated from cycling, and have included and prioritised wherever possible offroad and greener routes.</p> <p>Within the methodology afforded us though, we make the following route-based points:</p> <p>Supported key routes</p> <p>1. Military Road, Mersea Road and Butt Road. This is not to say other routes are not important or supported; just to emphasise these ones as in chronic need of improvement in the immediate vicinity of the city centre, since unavoidable walking routes into the centre for significant local residential communities.</p> <p>Issues with specific routes</p> <p>1. Route 1, R4 and R5: heading north from centre – why do all avoid HWCP? The country park provides for utility as well as leisure walking (what's better than green utility walking?), in addition to being – surely - a key walking zone.</p>	<p>Thank you for your comment. The primary routes shown has a focus on strategic connections however, we acknowledge the importance of leisure routes as well. We will look into the feasibility of your suggestions.</p>

2. Route 5: heading north, why does it route up to Cowdray Ave prematurely, instead of taking the quieter greener route along the edge of Bull Meadow?

Alternative route priorities

1. Connection point btw R3 at Spurgeon Rd/Hythe Bridge junction and R2 at junction of Maudlyn Rd and Hythe Station Rd. This is so important as it would otherwise create a continuous almost safe, off-road route between 2 key walking areas – the Moors and the Hythe riverside beyond the pedestrian bridge. Also this is a very fast bit of road (that shouldn't be fast but in practice is). Yet there is no footway – the pedestrian bridge delivers walkers onto a road section where they are forced to cross immediately to reach the alternative footway on the far side. Could a deliberate pinch point not be considered here, to serve the dual purposes of calming traffic and create space for a safe footway on the east side?

2. Riverside at Middle Mill weir and walking routes either side of river here to Middleborough, prioritizing the south side as it is step-free and also in poorest repair.

3. Route along the river from Colchester Station roundabout (at Remembrance Ave) to Middleborough. Another off-road route between town and station that has so much potential for utility and leisure but is unloved, not publicised and underused.

4. Legibility of the whole King's Meadow area, with special attention immediately beyond to the route from King's Meadow along Pavilion View to the walking network behind Leisure World. This is a super quiet walking route is one that walkers are dependent upon at times when Lower Castle Park is closed. This whole mini-pathway network is a key zone but paths are poorly signed and maintained.

5. Route from the top of King's Meadow to the Albert roundabout (via Margaret Rd etc) ie effectively to North Station.

6. Focus on routes with highest pollution

7. Map key leisure routes against LCWIP routes e.g. the Colchester Orbital walking/cycling routes

(including in particular its 'green spoke' routes, in/out of the city centre to the periphery), as key contributors to the walking network.

8. Regarding route infrastructure: importance attached to lighting; quality of surfaces e.g. pavements on Butt, Mersey and Military Roads; crossing points e.g. Old Heath Road near Butterfly Barns children's nursery; drop kerbs where alleys cross roads e.g. Brook Street. All of these require input from those with personal experience, including e.g. safer women's group. Improve alley routes into town to increase safety and enable walkers to choose off-road routes.

Route issues of particular importance to inclusive access

9. Lift access north/south within the city centre via Vineyard St carpark (frequently locked early) and proposed lift at Priory St car park. For wheelchair users especially, the lift at Vineyard St is the only north-south route.

10. Queen St / St Bots St from High St down to junction with Osborne St and Colchester Town station (left) and Coach St (right)

<p>This really wasn't very clear at all and very hard to use.</p> <p>The Northern Gateway was missed of many and links to key destinations i.e town centre , the station(s), schools not clear .</p> <p>What is more important is what the provision on those routes will be - it it safe, does it link sensibly with other routes, does it avoid roundabouts (dangerous normally but made far waorse by state of road surfaces)_ Is there adequate safe storage at destinations</p>	<p>Thank you for your comment. We sincerely apologise for any issues you had completing the survey. At this stage we are only looking at proposed routes. If any plans do arise, then we will go out to consultation again for design feedback. We will look into the feasibility of your suggestion.</p>
<p>It surely must be the goal to engage local walking groups and walking trail designers by including them in the planning stages? This must include community engagement at a grass roots level.</p> <p>I design Walking Trails and am based in Colchester.</p> <p>I have not been approached or contacted about this project, and am only hearing about it now. I believe earlier engagement stages were confidential? I fail to see how you can gather all the information needed via a confidential process – so have some questions about your research methods – leaving communities with only the (limited) option to simply tick what you have already decided?</p> <p>I believe it is important to allocate part of the funding for community engagement and research, specifically targeted at achieving the funding objectives - to actually enrage with end-users directly; through walking and events, to achieve the best funding outcomes.</p> <p>I would hope to see more commitment to</p>	<p>Thank you for your comment. At this stage we are only looking at proposed routes. If any plans do arise, then we will go out to consultation again for design feedback. We will look into the feasibility of your suggestion.</p>

engaging the community publicly before implementing spending. I work on a large number of community engaged projects which use walking as a tool to engage, see my recent project Stanway Totem (CCC) for example.

It is important to engage the local community to find out:

- What they want
- What they need
- Where the money can be used most effectively

The people who know walking best are the ones that do it all the time locally.

SOME IMMEDIATE THOUGHTS/EXAMPLES FROM ME PERSONALLY:

- **POLLUTION** - Focus on routes with highest pollution to put the health of walkers first e.g.: East Hill – I realise you are considering implementing a cycle lane, consider planting trees to alleviate pollution. Please see my other project the Urban Tree Festival – to see how much support tree planting in an urban setting has from communities.

- **SAFETY** – Brook Street - Improve alley routes into town (lighting pavements) to increase safety and enable pedestrian traffic to choose this route. Although this is not a fully accessible route, it is a best option for those not wanting to walk up East Hill, however it is overgrown, badly lit and not safe to 50% of the population.

- **BEST PRACTICE** - The route from Colchester Institute/St Marys School to the station should prioritise walkers not cars – Walkers currently have to walk an extended route to avoid traffic fencing – this blatantly prioritises motorists.

- **CONNECTIVITY** - Joining the route through the park to North Station at Leisure World/Cowdray for walkers and cyclists – some pathways exist they are badly signed, maintained and overgrown.

- **ACCESSIBILITY** - Focus on rest stops to encourage unfit and elderly people to use walk routes. Remove barriers to walking for all. Again, contact me for community engagement to discover where these could best be placed and how you could combine them with planting and

<p>bike parking for best advantage in sustainable transport.</p> <ul style="list-style-type: none"> • BEST PRACTICE - Study the Colchester Orbital walk route as an exemplar of connecting outer walking routes as an actual network, not just a series of walks spidering out from a central point. 	
<p>I particularly find it very dangerous for cyclists riding through the subways</p> <p>Although it clearly indicates they should not very many times I've nearly been hit by a cyclist.</p> <p>Most common is the Uber cyclist. Is there anyway to stop this as it's very dangerous for those walking through the subways</p> <p>Can we have enough lighting and cameras in the subways as well. This I believe would enhance safety and the camera's will discourage riding through the subway</p>	<p>Thank you for your comment. We will look into the feasibility of your suggestions.</p>

This is a comment on the proposed primary cycle routes.

The overall routes look good, but to implement them will require much thought and planning so that they integrate with what is already in place, not just the road network and its current uses, but also the properties and businesses which lie along those routes.

I am particularly concerned about the routes which pass through the city centre. Route 3 is shown crossing Balkerne Hill, which is a high-traffic dual carriageway. There is an existing underpass, and if the cycle route were to use that, with pedestrians making use of the road-level light-controlled crossing, it would avoid much congestion. However, that crossing is used by many school students at times of arriving at and leaving school, so a segregation of cycle users and pedestrians is not a good solution. Many of these students currently use the underpass, especially during daylight hours, and if that option were removed for them the congestion at the road-level crossing would be immense at certain times of day.

I note that there are some other proposed cycle routes in that area which avoid the Balkerne Hill crossing and nearby roundabout by taking a southerly route (Routes 2 and 10). I propose that Route 3 takes a similar diversion, crossing Lexden Road at one of the existing pedestrian crossings, using Beaconsfield Road (preferably upgraded to a Primary Route) to join route 10 and then crossing Southway at the existing underpass. This approach would also avoid the problems, clearly identified in a previous consultation, of the extensive disruption along Crouch Street West, and evidently accepted by the Council through withdrawal of that proposed scheme.

There will no doubt be other locations in the proposed cycle route scheme where careful planning and local consultation will be required to implement what appears to be a bold approach by the City Council.

Thank you for your comment. At this stage we are only looking at proposed routes. If any plans do arise, then we will go out to consultation again for design feedback. We will look into the feasibility of your suggestion.

<p>Walking routes follow radial roads - minor roads are usually less polluted, quieter, greener and more attractive. Not a network as connecting routes eg Colchester Orbital not shown.</p> <p>Improvements to routes shown: Old Heath Rd near Butterfly Barns nursery: add crossing point & clear road drainage grids so pedestrians not splashed when wet.</p> <p>Butt, Mersey and Military Roads: improve pavements. Military Road: improve crossing so can link to pelican crossing at Magdalen St to access Town station and city centre. East Hill: plant trees to alleviate pollution. Ensure good lighting. Routes north from centre (1,4&5): include Highwoods Country Park - this should be a destination and would improve utility walking.</p>	<p>Thank you for your comment. The primary routes shown has a focus on strategic connections however, we acknowledge the importance of leisure routes as well. We will look into the feasibility of your suggestion.</p>
<p>The cycle route on Lexden Road needs to be a proper segregated cycle lane, not just the painted on path that already exists. I find that a painted on cycle lane is worse than nothing at all, as drivers pay it no heed if they are ahead of you (so you can't filter past stopped traffic) and treat it like some magic force field when they overtake you despite it offering no real protection (which means they give much less than the 1.5 metres of space they might have given without that painted line). The goal for the cycle infrastructure on this road should be to make it safe enough that primary aged children can cycle to school on it. This might result in secondary school children also using it too (and Lexden Road traffic at school run time is largely secondary school parents driving their teenagers to/from school). Lexden Road is wide enough that wide segregated cycle lanes here are completely feasible.</p> <p>The lack of safe crossing point for pedestrians and cyclists to the existing path on Cymbeline Way is a major issue. Ideally, there would be a traffic light for pedestrians and cyclists at the bottom of Glen Avenue. The existing crossing points at the Spring Lane roundabout are inadequate and unsafe as drivers do not realise (or perhaps care) that they are meant to give way to waiting pedestrians and cyclists and vehicles</p>	<p>Thank you for your comment. At this stage we are only looking at proposed routes. If any plans do arise, then we will go out to consultation again for design feedback. We will look into the feasibility of your suggestion.</p>

come around the roundabout at intense speeds. Crossing points here need to have clear priorities for pedestrians and cyclists (ideally in the form of traffic lights) in order to be safe. As driver speeds on the roundabout are so high, a crossing at Glen Avenue would give them a chance to slow down for the lights. Traffic lights at the entry/exit points to the roundabout would also be an option though as this seems to work at other roundabouts in Colchester and elsewhere. If drivers know that traffic lights are there, they might not approach at such high speeds.

The path on Cymbeline way should be widened as well so that there is space for bi-directional traffic and some sort of lighting would make it feel safer for pedestrians and cyclists going to/from the train station in the evening.

Church Lane in Lexden is hostile for pedestrians and cyclists despite being what ought to be a quiet back road. It is used as a rat run by fast moving vehicles and the pavement is very narrow and is on a camber. Pedestrians walking on the pavement here are frequently being clipped by speeding cars. The speed limit needs to be lower here (15mph in an ideal world as it would prevent drivers from even desiring to overtake cyclists on this road full of blind bends, 20mph if that is all that is possible) and enforced by camera. The unsafe nature of this road means that many parents of children who live within walking distance of local primary schools choose to drive instead as they are afraid to cross what should be a quiet road on foot. Some zebra crossings or traffic lights at key points (like at the intersection with Parson's Hill/Church Lane/Shakespeare Road) would be very helpful. Zebra crossings at points where pavements end and pedestrians are forced to switch sides of the road would also be helpful. There need to be features on this road that force drivers to take responsibility for driving in a manner that keeps vulnerable road users safe rather than scaring those vulnerable road users into cars to drive a quarter mile to school. The pavements need to be wider and more level between St. Leonard's church and Shakespeare Road. Narrower lanes might also encourage drivers to take more care.

One route that I forgot to mark on the map (I think it only lets you choose one) is the route from the bottom end of Straight Road to the Colchester zoo. There really should be a safe cycling/walking route to the zoo. We visit the zoo frequently with

<p>our young children and would much prefer to cycle rather than drive, but Maldon Road near the zoo is fast and winding and does not feel remotely safe on a bicycle (especially with children). This could be a major tourist feature for Colchester as well if people could get to Colchester by train, hire a bicycle (even just one of the Tier ones) and get all the way to the zoo in a safe manner.</p>	
<p>I cycle to the station on the existing shared use path on Cymbelline Way to commute to London for work 3 days a week. I feel I'm taking my life in my hands trying to get from the Lexden side of Cymbelline Way to the shared use path. There really needs to be a signalled crossing for cyclists and pedestrians to get to this path safely.</p> <p>Lexden Road needs a segregated cycle path with kerbs. The road is wide enough and there are many students who might cycle to secondary and primary schools if the road were safer.</p>	<p>Thank you for your comment. We will look into the feasibility of your suggestions.</p>
<p>Generally safety issues throughout both networks, traffic calming and separate lanes for walking and cycling. Some areas of Colchester are dangerous for lone pedestrians.</p>	<p>Thank you for your comment.</p>

Other

<u>Comment</u>	<u>Essex County Council Response</u>
<p>Exactly what is entailed in creating these cycle routes. Loss of road space loss of pavement space or new cycle paths?</p>	<p>Thank you for your comment. At this stage we are only showing proposed cycling and walking routes. No construction has been planned and if any do arise, we will go out</p>

	<p>to consultation for further comments on any potential designs.</p> <p>You can follow our Facebook page here for any future consultations.</p>
<p>I started to fill this in and gave up.</p> <p>The problem is that very few of the routes are actually much use or safe. Combined routes are hopeless as they are full of pedestrians who are blissfully unaware of cyclists (just as I am when walking) and dogs, on leads, off leads, on very long leads, children ... The road routes are dreadful as the road surfaces are appalling. The main route through town is the most obvious disaster - Route 1 - through the parks (see above) then under the bridge and onto the cyclists-only path through the last bit of park, often with pedestrians, then it's a complete mess through the centre, crossing roads at odd angles, a bit where you are supposed to get off and then back on, random bridges and U turns ... it is crazy to think this will encourage anyone.</p> <p>I would use my bike most of the time but it is horrible out there!</p>	<p>Thank you for your comment. Our sincerest apologies for the issues you had with the survey.</p> <p>At this stage, we are only showing proposed routes and welcome any comments about them and for residents to highlight any key routes missed on the proposed network maps.</p>