

Colchester Future Transport Strategy

July 2022



Contents

Foreword



Cllr Lesley Wagland

Essex County Council's Cabinet
Member for Economic Renewal,
Infrastructure and Planning

Thank you to everyone who gave their views on this Colchester Future Transport Strategy. The comments given have helped us to refine the strategy, which will now act as a blueprint for how we approach transport planning within the city.

Since 2020, the impact of Covid-19 means things have changed for all of us. How we work, how we shop, the journeys we make and modes of transport we use have transformed, and we need to think differently about how we travel in the future.

It is clear from the views given, as well as those provided through other consultations that there is a desire to make our city centres safer, greener and healthier, through reducing car use. This Future Transport Strategy does this, creating an overarching approach for how we plan for the future but also putting health and well-being at the heart of our thinking.

It recognises that Colchester, through its historic public realm, has unique challenges and opportunities and we must protect what makes it special whilst better connecting our communities and supporting its growth. Importantly this strategy was also developed with the support of Colchester Borough Council as we fully recognise the importance of working in partnership to meet our aims of creating a safer, greener, healthier Colchester.



Transport Vision for Colchester:

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

Creating a long-term transport plan for Colchester

In recent years travel in Colchester has been car dominated, with over 60% of residents using it as their main method of travel. This has meant that the city has suffered from significant congestion issues and poor journey time reliability.

The Covid-19 pandemic has changed how and why we travel, introducing new habits and norms that would not have been the case in the past. For many of use that has in more sustainable forms of transport, particularly cycling and walking.

Moving forward we need to ensure Colchester maintains its status as an employment, leisure and residential centre for the region. But in doing this we must also put the health and wellbeing of residents at the heart of transport planning, while ensuring the borough meets its commitment of becoming carbon neutral by 2030.

This means focussing on how we futureproof Colchester's transport network addressing ensuring we promote sustainable travel options, while reducing reliance on cars.

This document sets out the current transport issues and opportunities and a strategy for the future, providing the overarching set of guidelines against which projects will be assessed.

Consulting on the Strategy

An engagement exercise was held in 2020/21 to publicise the Colchester Future Transport Strategy and provide members of the public with a platform to provide feedback and comments on the strategy.

Together with over 600 responses to the survey, there were 2,500 website views, over 1,500 visits to the virtual event space and 1,000 downloads of the strategy document.

As well as residents, a number of parish councils, walking and cycling organisations plus motoring groups responded and gave their views.

The views provided have helped to further shape the strategy.

Full details on the consultation undertaken can be found via the scheme website at:

www.essexhighways.org/colchester-future-transport



If everyone in Colchester who travelled to work by car (pre-Covid-19) used a different form of transport two times a week, this would remove nearly 150,000 car journeys each week

Objectives

To achieve our vision and improve the health and wellbeing of people in Colchester, we have set six objectives to measure all potential future transport schemes against.

- Providing attractive and healthy environments:**
 Protect, enhance and improve the quality of the natural, built and historic environment and reduce air pollution, to enhance residents', workers' and visitors' quality of life.
- Improving sustainable transport modes:**
 Offer an attractive and effective choice in the provision of sustainable travel (bus, cycling, walking) to encourage increased use and reduce pressure on the road network.
- Supporting economic growth and connectivity:**
 Provide high quality transport improvements to enhance network connectivity. Support housing and economic growth in Colchester by linking communities together and enabling access to key services, transport hubs, jobs and education.
- Providing a safer transport environment:**
 Improve safety and the perception of safety within Colchester to promote a safe travelling environment for all road users.
- Managing demand:**
 Manage traffic levels across Colchester's road network and limit levels of traffic in the city centre to reduce delays and improve journey time reliability, maximising the effective capacity through innovative solutions.
- Managing highways assets:**
 Secure and maintain all transport assets to an appropriate standard and ensure that the network is available for use with sufficient resilience to cope with incidents.



The impact of short trips to and from work, where there is only the driver in the car, is significant in Colchester. Reducing this even a little would have a large positive impact on the transport network – and on air quality.

Delivering the vision

Delivering the vision will require a mixture of small-scale initiatives over the next few years, large scale improvements over the coming decade and major schemes identified for the future.

The purpose of the strategy set out later in this document is to become the blueprint against which potential schemes will be assessed. And while technology and behaviours will change over the coming years, ensuring that schemes adhere to and deliver on the vision and aims is important as Colchester continues to evolve.



Over the next five years

- Rapid Transit launched for Colchester
- Improvements to public realm
- Improved and better connected walking and cycling routes
- Colchester bus network review of infrastructure and ticketing undertaken
- New Essex-wide bus information portal
- Schemes identified to support the strategy
- Long-term vision developed for the city centre
- New A120-A133 Link Road created
- Widening of the A12 (Junctions 19-25)



Over the next ten years

- Rapid Transit evolving as demand increased in line with Garden Community creation
- Colchester Borough Council meet carbon neutral target
- New bus priority and integrated bus operator ticketing
- Larger-scale schemes undertaken
- Improved air quality across the city
- Increase in electric vehicles and new technologies



Over the next 20 years

- National ban on sales of new petrol and diesel cars
- Rapid Transit evolves with new technologies
- Schemes implemented as part of the strategy

Colchester's Transport Network

Before the Covid-19 pandemic parts of the A12 around Colchester carried over 100,000 vehicles per day.

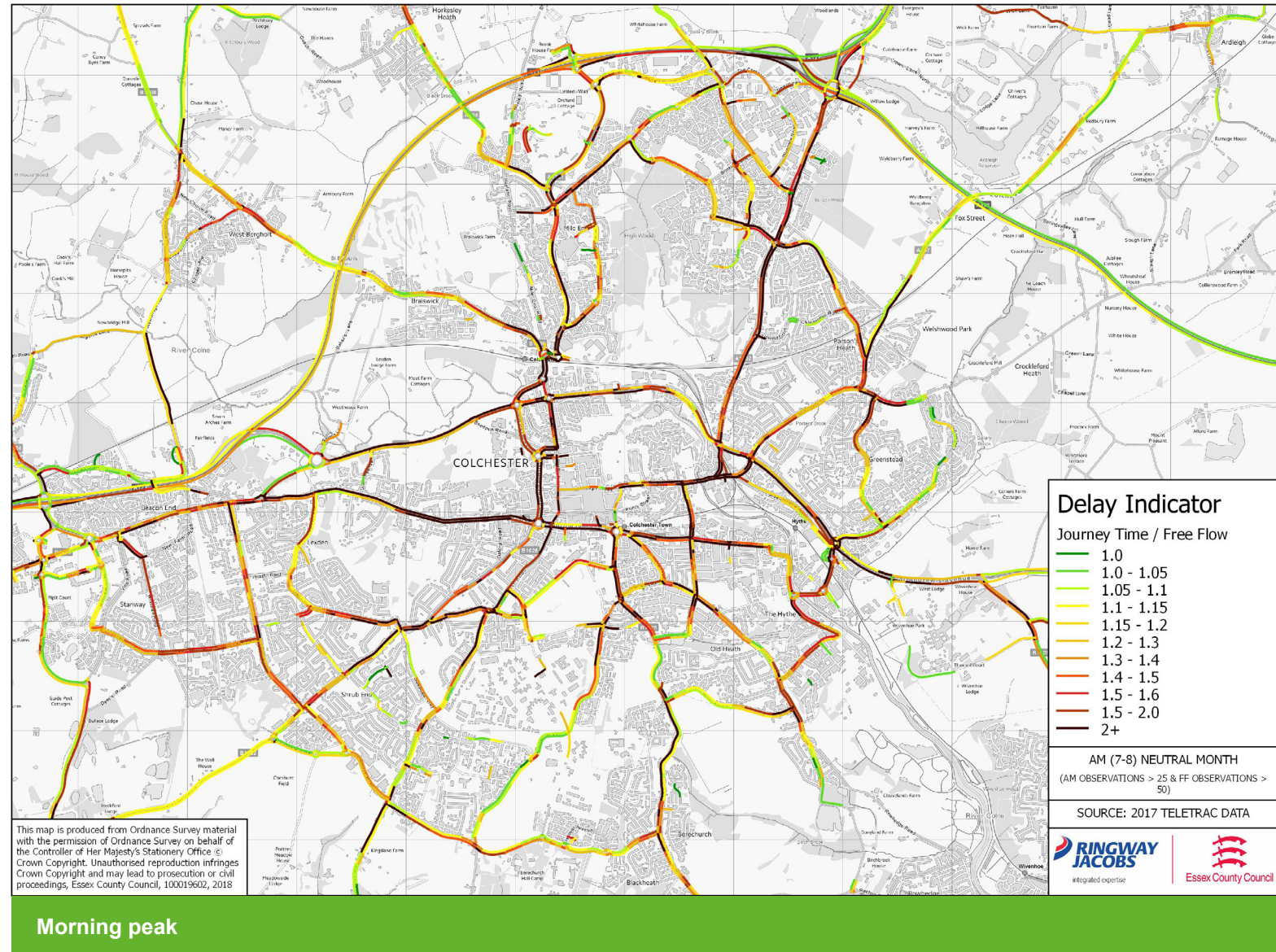
Both the A12 and A120 west of Colchester operate at capacity in the morning and evening peaks, which can cause traffic issues.

Within the centre of Colchester, many roads are over capacity in the peak periods and see high levels of congestion and poor air quality.

The following maps created before Covid show how busy each road in Colchester is in the morning (first map) and afternoon (second map) during peak hours.

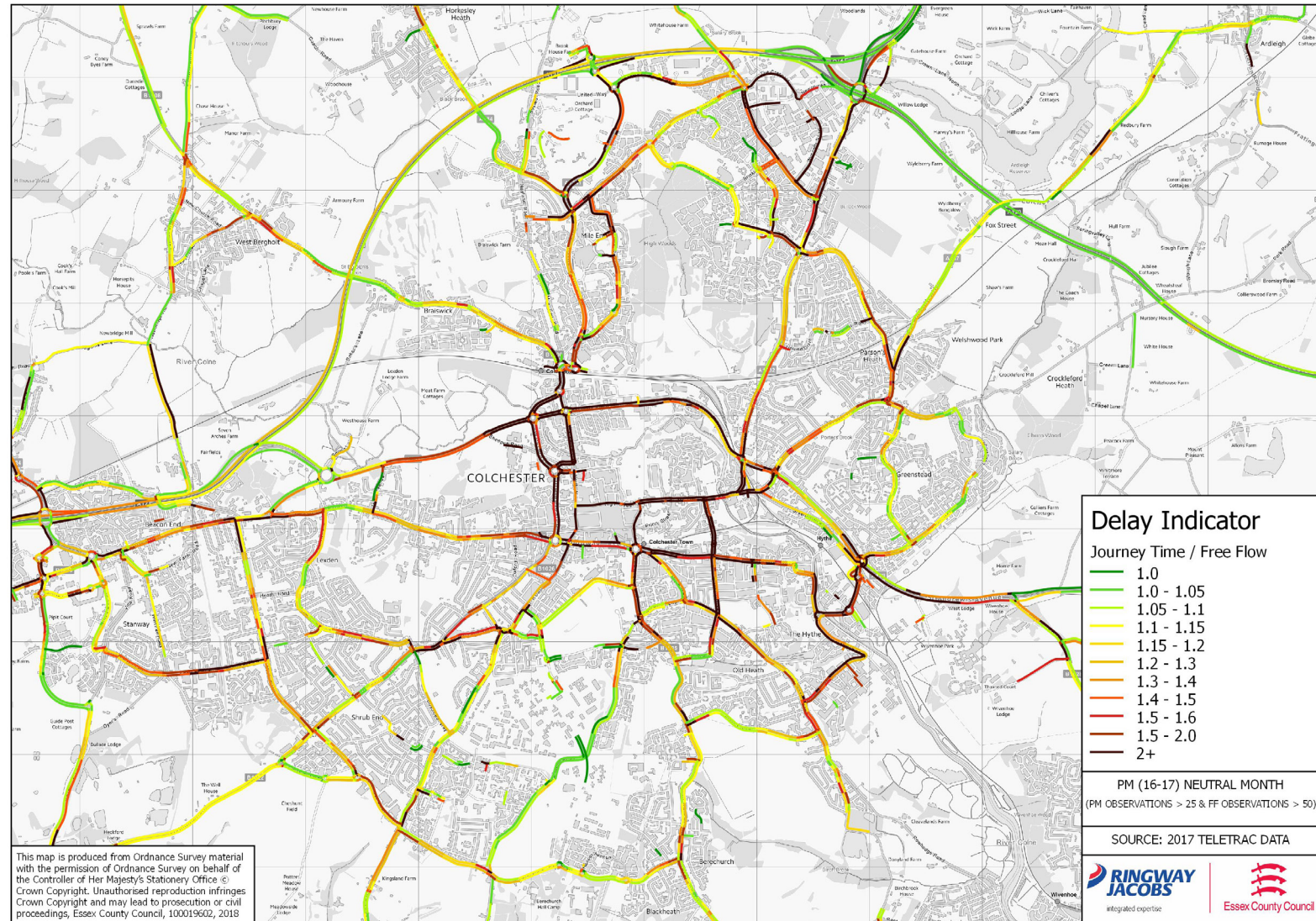
The maps show how slowly the traffic is moving compared to the typical speed in the off-peak hours (known as free-flow speed).

The bigger the difference, the greater the congestion and journey time delay on the road, as well as impact on air quality and people's health. The red colour indicates that the road is moving significantly slower than would be possible outside of the peak hour.



The corridors in Colchester with the most severe delays:

- Ipswich Road
- Cowdray Avenue
- St Andrew's Avenue
- Clingoe Hill
- Station Way
- Severalls Lane
- Cymbeline Way
- Lexden Road
- City centre routes inc. Southway, Balkerne Hill, East Hill, East Street, Brook Street and Head Street



Afternoon peak

Traffic growth impacts us economically, as well as our health and wellbeing

Economic competitiveness:

A congested highway network that does not support the needs of businesses may cause some companies to relocate away from Colchester and discourage others from starting-up in the city.

Lack of alternative routes:

If there is an incident or road works, there are few alternative routes with enough capacity to accommodate the re-routed traffic. This can lead to the whole network becoming gridlocked.

Negative impact on emergency vehicles:

Congested roads make it difficult for emergency vehicles to get to an incident in the fastest and safest achievable time.

Pollution:

High motorised vehicle use and stopping and starting in traffic jams uses more fuel and causes localised air pollution. Both noise and air pollution can impact quality of life and have a detrimental effect on the health of local people.

Road safety:

The more vehicles on the road, the greater the risk of a collision occurring, which causes even further delays and disruption to traffic. Collisions have a significant impact on those involved and are also very costly to society.

Rat-running:

Drivers will start using residential and side roads to avoid queuing traffic. This can put unnecessary pressure on less suitable roads and increase the likelihood of collisions. It can also influence people's perceptions of safety in their neighbourhoods, reduce local air quality and lead to a lower standard of living for residents.

Work/Life balance:

Some people may choose to leave just a bit earlier/ later. Not only does this lead to longer rush hours (known as peak spreading) but it also impacts businesses because employees will spend more time travelling and deliveries will take longer to reach their destinations.

Choosing not to travel:

Some people may choose not to travel at all, which on one level could be beneficial for the highway network as it will reduce the number of unnecessary trips being made. However, it could also impact the city centre economically and hinder the independence and quality of life for some people.

How we travel

- Journeys to work have the most significant impact on the road network. However, it is recognised that other reasons for travel (for example the school run and shopping trips) can see increased traffic in between peak periods. There are notable congestion issues in the city centre at weekends.
- Census 'journey to work' data shows that 63% of all Colchester borough residents travel to work by car or van (either driving or as a passenger). Of these car journeys, 40% are 5k or less in length.
- About two thirds of us live and work in the Colchester borough. Despite this, sustainable travel options such as trains, buses, cycling and walking account for only 31% of journeys to work.
- Additionally, many car journeys made are short. Around 20% of us travel 2km or less to work by car and 40% travel 5km or less.
- During Covid-19 car journeys dropped significantly with up to 20,000 fewer journeys on some roads than at the same point the year previous. There has also been a significant increase in the popularity of cycling.



This information tells us that the travel choices we make have a significant impact on the number of vehicles on the road.

Many car trips could be made by other forms of travel, helping to remove traffic from an already congested road network. However, this can only happen if the alternatives to the private car are made more attractive.

What you told us

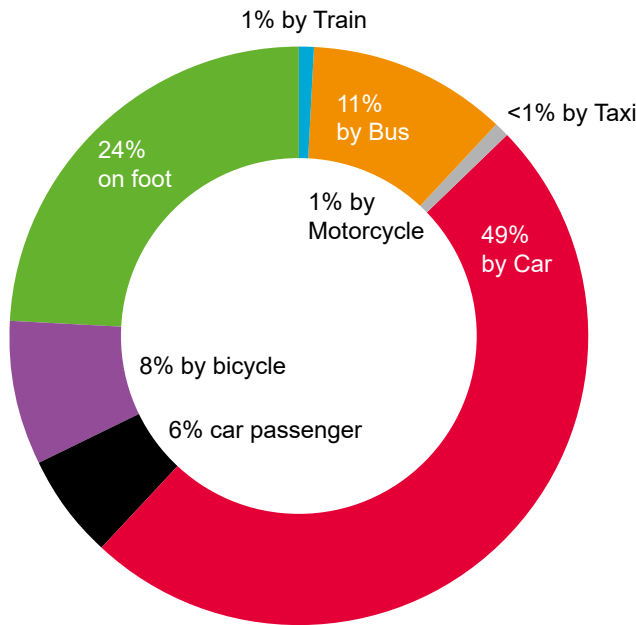
When choosing how to travel, convenience was seen as important or very important for 92% of respondents.

It is therefore important that this strategy focuses on making sustainable and active travel opportunities as convenient and as reliable as possible to encourage more people to leave their cars at home.

Travel pre-Covid

Mode of travel to work for Colchester workers living inside the city (census data)

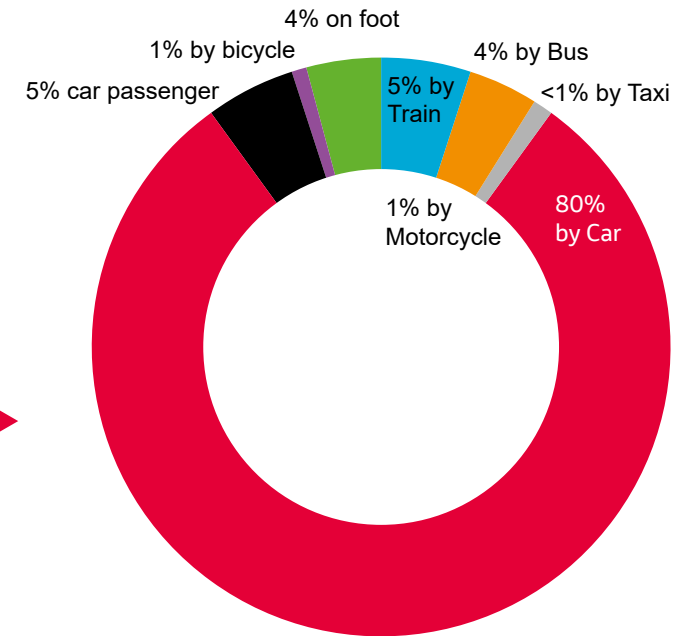
Mode of travel to work for Colchester workers living outside the city (census data)



Colchester workers living inside the city

32,499

361	TRAIN	1,179
3,495	BUS, MINIBUS OR COACH	1,003
118	TAXI	42
346	MOTORCYCLE, SCOOTER OR MOPED	201
15,869	DRIVING A CAR OR VAN	19,353
1,884	PASSENGER IN CAR OR VAN	1,098
2,472	BICYCLE	296
7,872	ON FOOT	855
82	OTHER METHOD OF TRANSPORT TO WORK	149



Colchester workers living outside the city

24,176

Colchester's buses

Colchester has a comprehensive bus network which helps support the strong local economy of shops, leisure centres, cinemas, pubs, theatres and restaurants. Buses are an important facilitator of economic activity and there are large groups of people who are reliant on bus services.

Colchester also has a Park and Ride service that provides a sustainable travel option serving Colchester Hospital, Colchester Station and the city centre at a frequency of every 15 minutes.

However, many buses are delayed in the same congestion as other motorised vehicle users. This delay negatively affects passenger perception of the service, making buses a less attractive choice. It also impacts on air quality within the city.

Buses can help to reduce congestion by reducing the number of cars on the road. On average, buses can carry up to 60 people with the potential to remove the same number of cars from the road network.

However, for some people in Colchester who could feasibly take the bus for shorter journeys, the journey times and frequency of services can make car travel more attractive.

This is a not a problem which is unique to Colchester, and in 2019 saw the release of the Government's Bus Back Better: National Bus Strategy, which sets out the future vision and opportunities for planning and delivering better bus services across England.



What you told us

Cheaper fares were seen by respondents as the most effective way to encourage more people to use bus services in Colchester, with younger people highlighting the cost of bus travel as a concern.

Colchester's railway stations

Colchester benefits from two stations in the city centre, Colchester Station and Colchester city, as well as Hythe Station to the east.

The rail network is heavily used by passengers travelling between Colchester, London and Ipswich, as well as branch-line towns such as Braintree, Sudbury and Clacton.

In 2016/17 there were just under 5.5 million visits to and from central rail stations in Colchester, with Colchester Station accounting for 82% of this total. At the same time, outlying stations at Hythe, Wivenhoe and Marks Tey have seen significant increases in passenger numbers as commuters seek to avoid congested areas around rail stations in central Colchester.

Supporting both new and existing residents in using sustainable transport such as buses, walking or cycling to access rail stations in Colchester would quickly reduce pressure on the road network and maintain economic growth, while also supporting a healthy lifestyle.

The type of transport we choose to travel to and from rail stations has the potential to impact the road network in a very significant way.



Colchester's cycle network

Cycling regularly has been shown to improve physical and mental wellbeing, increase energy and reduce stress.

Colchester has good cycling provision, with much of the infrastructure focused within the city centre itself, providing a mixture of on and off-road routes.

A number of national cycle routes run through the borough, connecting the city with places such as London, Harwich, and even the Netherlands as part of the North Sea Cycle Network.

Colchester has one of the highest levels of cycling in Essex with over 2,500 journeys to work made by bike each day, however this number can be significantly increased.

The cycle network is incomplete and there are a number of barriers to cycling such as a lack of signage, a lack of cycle parking facilities, and inadequate lighting.

Investing in the quality and safety of existing cycle routes, closing gaps in the cycle network and providing routes to link new developments to key destinations will help to make cycling an attractive way to get about.



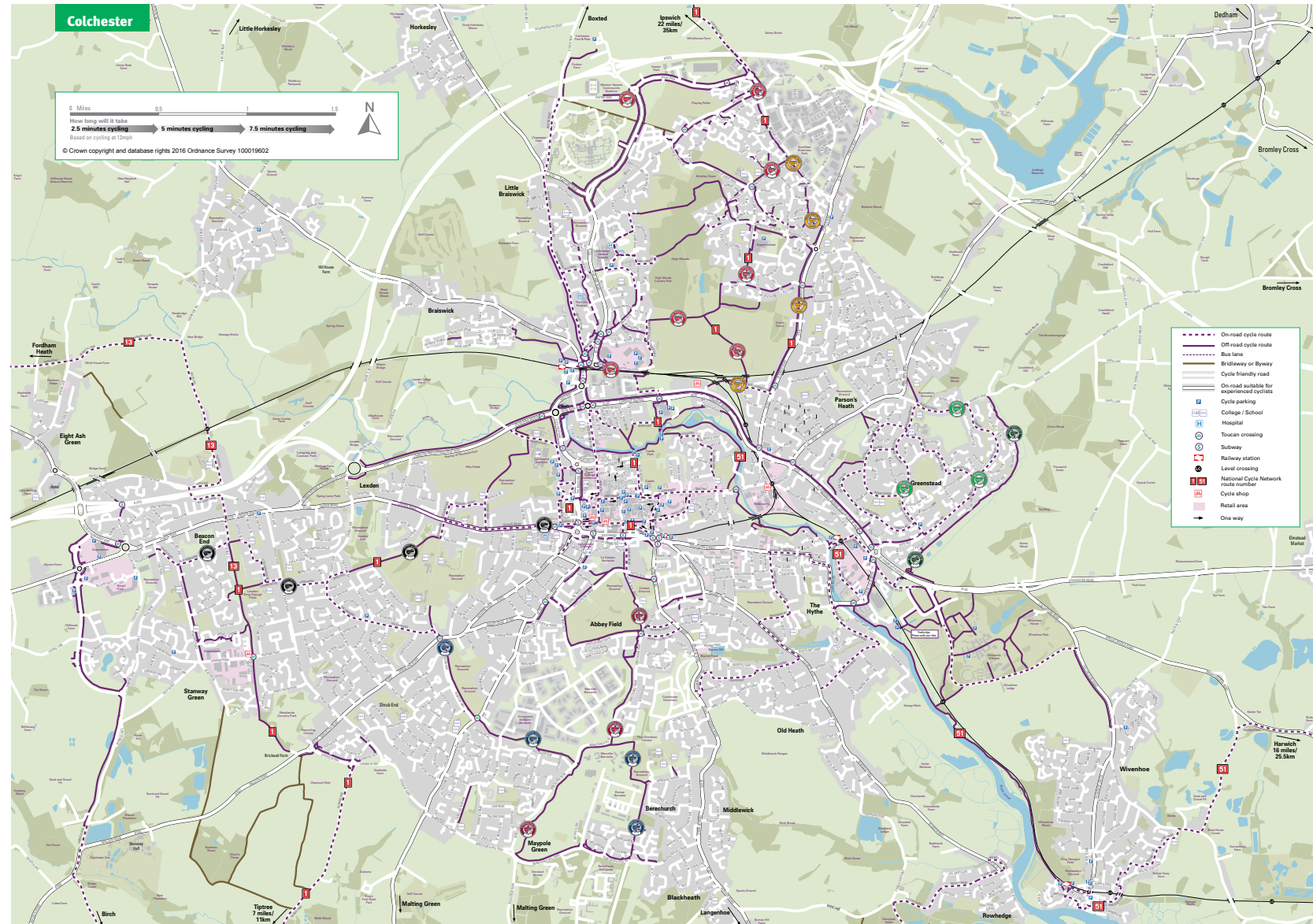
Actively encouraging the use of cycling, walking and public transport for trips to and from Colchester's railway stations is essential.

Investing in the quality and safety of existing cycling infrastructure, closing gaps in the cycle network and providing high-quality routes that link new developments to key destinations will help to make cycling an attractive way to get about Colchester.

This, along with a focus on cycling initiatives and engagement with cycling groups will help to promote active travel in the city and across the wider borough.

What you told us

For the majority (51%) of respondents who suggested that they could cycle more often, the provision of additional segregated cycle routes was identified as a key measure to encourage them to do so.



Colchester's cycle network

Walking in Colchester

Walking is another active mode with proven health benefits. Encouraging people in Colchester to walk short distance journeys, wherever possible, will play an important role in reducing city centre traffic volumes and promoting a healthier and more sustainable environment.

Colchester has an extensive network of footpaths and bridleways connecting surrounding residential areas to the city centre and commuting hubs, as well as providing access to parks and nature trails for outdoor recreation.

However, the network of rural, suburban and city centre walking routes in Colchester require further investment. Barriers to walking include: poorly maintained footpaths with uneven surfaces and overgrown foliage, inadequate lighting, shared space with cyclists and limited crossing facilities.

Investing in the quality and safety of existing walking routes, whilst ensuring that new developments have high quality pedestrian access to key destinations, will help to make Colchester an appealing place to walk around

What you told us

Around 42% of respondents stated that they could make more short-distance journeys by foot. The best way to encourage this would be to improve the maintenance of footpaths as well as safety, security and lighting.



Air quality impacts

Local authorities in the UK have a responsibility to review and assess the air quality in their area.

Air pollution is associated with a number of adverse health impacts. The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be about £16 billion.

With its Roman heritage, Colchester has many narrow roads, which can reduce the dispersal of pollutants, impacting air quality. Also, significant traffic congestion can occur during peak times within Colchester directly affecting local air quality.

National air quality objectives have been put in place by the Department for Environment Food and Rural Affairs (DEFRA) to protect the environment and public health from long-term exposure to poor air quality.

Exposure to air pollutants can over time, help to cause or worsen strokes, heart disease, lung cancer, and chronic and acute respiratory diseases such as asthma.

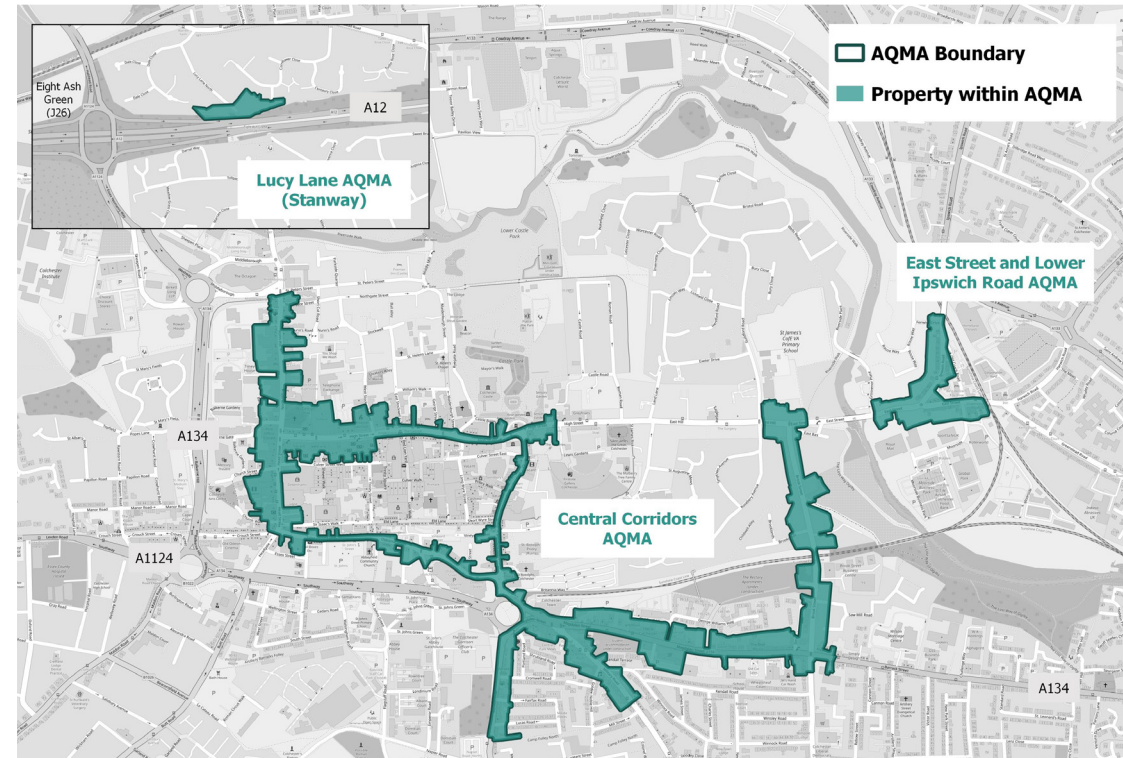
Exposure to poor air quality is particularly harmful to children's health because their lungs and other organs are still developing.

Air Quality Management Areas (AQMAs) are declared if a local authority finds areas where national objectives for airborne substances including nitrogen dioxide or particulate matter are not likely to be met. A 'Local Air Quality Action Plan' will then be put together to try to improve the air quality in these areas. There are currently three AQMAs located in Colchester, as shown on the map opposite.

These areas will be particularly sensitive to any changes in air quality. This could potentially be caused by schemes that result in a redistribution of road traffic.

What you told us

Traffic congestion is a key issue in Colchester with respondents highlighting noise and air pollution as the impact of greatest concern. Over three quarters of respondents stated that they had concerns about the impact of poor air quality on their health.



Colchester's Air Quality Management Areas

Reducing congestion is a key way of improving air quality for residents living in close proximity to AQMAs

Future Growth

Future growth will create demand for additional transport infrastructure. This should prioritise sustainable forms of transport rather than replicate the previous focus on road building.

Modelling demonstrates that prior to Covid-19 there was already very little capacity remaining on Colchester's city centre road network, which causes incidents, congestion and unreliability.

Colchester's historic nature means there is little scope to significantly increase the size or number of roads in the city centre.

If alternatives to car use are not planned for, traffic will build, with congestion worsening and negative impacts on health and air quality as capacity is exceeded.

Going forward, there is a need to ensure that the infrastructure required to support housing and job growth is in place at the right time, whilst balancing the need to ensure that future growth does not erode the special environment, heritage and quality of the area.

The forecast levels of future population growth, together with the geography of north Essex, means that future growth for Colchester will need to take a clear cross-boundary approach.

Recognising this need, Colchester and Tendring Councils have identified a site east of Colchester to bring forward a new 'Garden Community' development. This development will bring significant housing and business growth to Colchester, whilst supporting the desire for sustainable development.

The planning process will seek to manage travel demand within the garden community, providing retailing, jobs, services and facilities internally to help reduce the need to travel.

Wider integration into Colchester will see a focus on public transport, to promote sustainable travel, help improve air quality, health and wellbeing and reduce adverse impacts on the highway network.



A new sustainable approach to transport in Colchester is required to facilitate the city's future potential



Our Solution: Colchester's Future Transport Strategy

To shape Colchester's future transport network and achieve the vision of *prioritising active and safe sustainable travel to bring about health, environmental and economic benefits*, there is a need for a new approach.

The following pages explain the strategy for the future. It looks to positively address the different challenges and reasons why people travel, setting out zones that recognise the need to support those making short journeys through the city and those living in the surrounding areas making longer journeys.

The strategy will provide a framework that will then enable potential schemes to be identified and proposals to be assessed against.

Creating zones

The future transport strategy will focus on the type of journey – short, medium and long distance. This will be achieved through creating zones.

The strategy sees the creation of four distinct zones, recognising that a varied approach is needed to meet Colchester's different needs.

In the city centre, where the public realm is important for attracting businesses and visitors, there needs to be a clear focus on alternative and sustainable transport options and helping improve air quality and health outcomes.

Any remaining traffic needs to be managed as efficiently as possible with clear and innovative signage to direct traffic onto the most appropriate routes and into the most suitable car parks as quickly as possible.

Journeys from the residential areas to the city centre should be made by sustainable means wherever possible, so investment should focus on providing residents with a quicker and cheaper alternative to the private car.

For journeys outside of the city, the focus should be on intercepting traffic through Park and Ride, longer distance bus services, encouraging rail use and targeting investment in specific road schemes for long distance journeys.

ZONE 1 (CITY CENTRE)

Would focus primarily on walking, the quality of the public realm and experience of Colchester as a high quality place. It will also support passenger transport access in to the city centre.

ZONE 2 (WIDER CITY AREA)

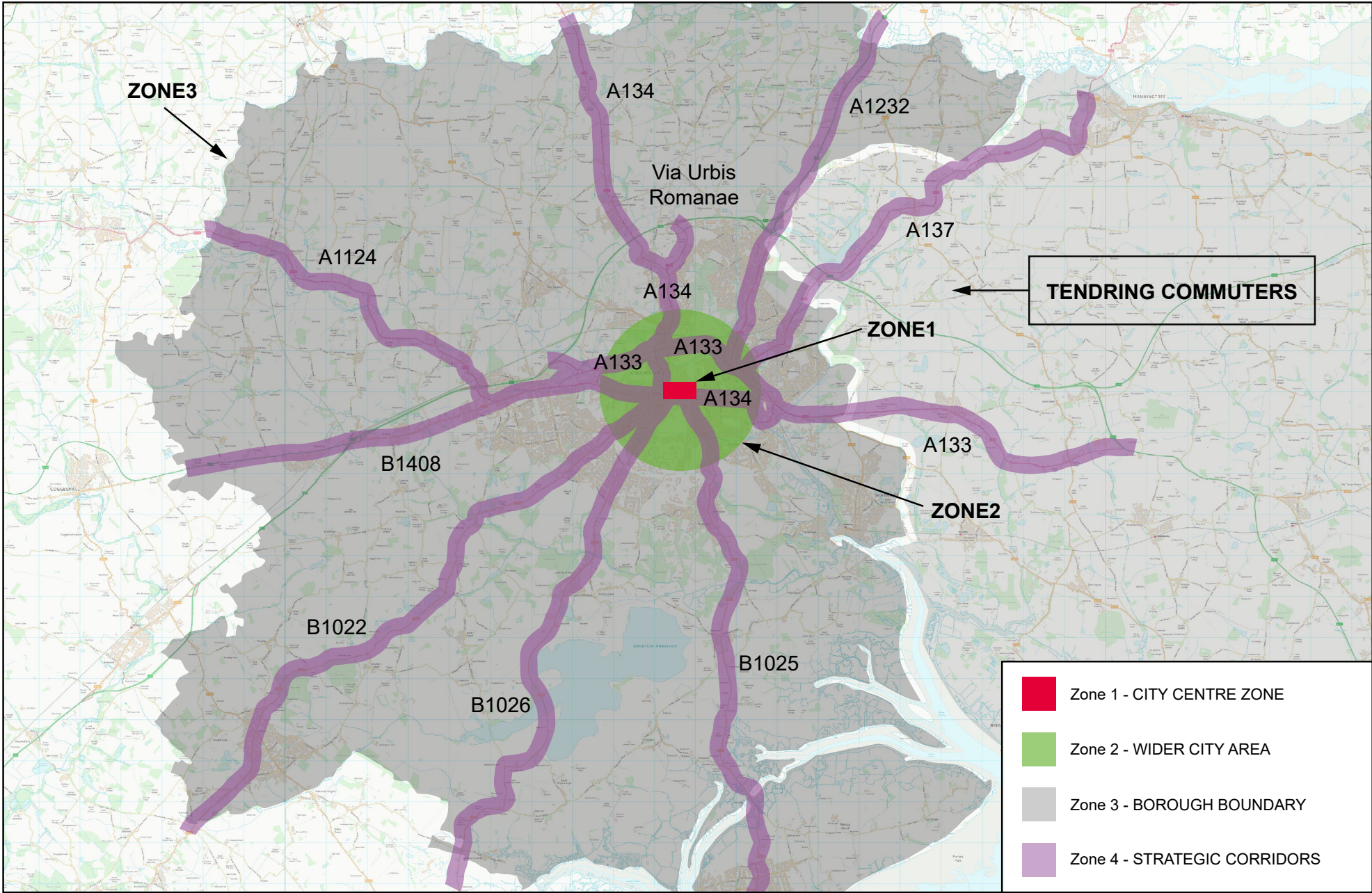
Would see walking and cycling prioritised, along with passenger transport access into the city.

ZONE 3 (BOROUGH BOUNDARY)

Is a wider urban area zone where passenger transport is prioritised e.g. the Park and Ride route. This also recognises the importance of enabling commuters from Tendring to access passenger transport.

ZONE 4 (STRATEGIC CORRIDORS)

Represents key strategic corridors. Over time these would look to move people from highway to passenger transport.



To reduce car use, improve air quality and improve health across the city centre and wider Colchester area, schemes will focus on:



The improvement of green links (cycling/walking):

Including flagship routes, route improvements, missing links, lighting/crossings.

Development of LCWIPS:

The development of Local Cycling Walking and Infrastructure Plans for the city, helping better link walking and cycling routes.

Bus Back Better:

The delivery of schemes aimed at improving bus services across Colchester e.g. Rapid Transit, Park and Ride, bus lane enforcement, smart ticketing and travel information.

Park and Choose:

A new innovative concept allowing residents, workers and visitors to park their vehicles and choose a sustainable alternative mode.

Access improvements:

E.g. improved access and parking at rail stations and parking strategies.

The creation of quality partnerships:

E.g. inter-urban coach partnerships and freight partnerships.

Travel change initiatives:

E.g. car clubs, personal and business travel planning and car sharing.

Current Priorities

Station roundabout:

Investigating potential options to improve the flow of vehicles, buses and cycles through this gateway junction to the city centre.

Improving connectivity along the A133

Following improvements along Colne Bank Avenue.

Parking Strategy

A new parking strategy has been implemented, looking at how behaviour changes can help reduce congestion, improve air quality and reduce emissions, whilst continuing to support the city centre.

Planning the long-term vision for the city centre

Following a review of the improvements introduced in previous years to reduce through traffic.

Rapid transit system

Developing the first stages of a new rapid transit system linking up key destinations across the city.

What you told us

Within zone 1, reducing the ability for cars and vans to access the areas scored highest, being selected by 30% of respondents.

In the wider city area (zone 2), improvements to bus and cycling networks were seen as equally as important.

At the borough boundary (zone 3), a third of respondents viewed improvements to existing public transport services as most important, stating the importance of better connectivity to outlying villages and more reliable rural services.

A number of travel change initiatives have been implemented or are ongoing within Colchester, including:

Active Travel Funding - Safer, Greener, Healthier

In order to support more active travel, ECC have successfully bid for funding to enable the creation of new walking and cycling infrastructure in the city. A consultation on the proposals for a north-south and east-west route was undertaken in 2021. These proposals are now being taken forward through the design stage. Details on the Active Travel proposals can be found at:

www.essexhighways.org/safer-greener-healthier-colchester

Colchester Travel Plan Club

Formed in 2004 by local organisations who needed to manage their demand for car parking and who were concerned about the impact of local traffic on their business, the community and the environment.

Cycle Colchester

A legacy of the Cycle Town 2008-2011 project and continuing initiative to encourage and promote cycling within Colchester, keeping you up-to-date with the latest local cycling news.

Clean Air Colchester

To support air quality improvements in the borough, Colchester Borough Council has been awarded funding from DEFRA. The project focuses on encouraging walking and cycling for short journeys and getting people to switch off their engines when they are not moving.

Essex Cycling Strategy

The Essex Cycling Strategy aims to encourage Essex residents, workers and visitors to enjoy the health benefits of cycling, offering an affordable travel choice for journeys around our towns and cities, as well as encouraging more leisure and family bike rides to enjoy the Essex countryside.

www.essexhighways.org/getting-around/cycling/cycle-strategy

Local Cycling and Walking Infrastructure Plans (LCWIPS)

Supporting the cycling strategy LCWIPS are being developed which set out the long term infrastructure investment plan for walking and cycling. These plans identify where investment can be made to better link up existing infrastructure. Details can be seen at:

www.essexhighways.org/colchester_proposed_cycling_network

Park Active

A Government-funded scheme to allow people to leave their car and walk or cycle for the rest of their journey. This will help reduce demand for central parking spaces and reduce traffic in these areas, freeing up space for people to social distance, cutting congestion and improving air quality.9ls



While sustainable travel will be key to future proofing Colchester's network, appropriate highways schemes will be necessary to support how we move around the borough. These will take the form of urban and strategic projects. Projects within the city will support the wider strategy, while also helping to reduce congestion, for example:

St. Botolph's Circus Roundabout

Investigations are underway to identify suitable designs for St. Botolph's Circus Roundabout with renewed consideration of new and proposed development in the local area, including the Vineyard Gate development, and public realm aspirations.

St Botolph's Circus is located within one of Colchester's air quality management areas and assessments are being undertaken to determine the impact the improvements would have on the surrounding air quality. .

A133 Ipswich Road Improvements

Upgrades to the A133 Ipswich Road have been undertaken as part of Colchester's Integrated Transport Package.

This involved the replacement of the double roundabouts at Ipswich Road and Harwich Road with a single roundabout at each location, widening of the carriageway to two lanes in either direction, as well as upgrades to pedestrian and cycling facilities.

A134 Colchester to Sudbury

A strategy for the A134 Colchester to Sudbury was undertaken in 2017, to assess the route as a key regional link.

The report highlighted that the route generally operates to a satisfactory condition with traffic flows at an acceptable level at most times of the day. However, some areas for improvement were identified, notably sustainable transport links.

Measures to be taken forward for further assessment include footways maintenance, new cycle routes and bus stop enhancements, as well as signing and lining improvements on roundabouts.

Rapid Transit System

A Rapid Transit System is being considered alongside proposals for the new development on the east of Colchester.

The new system would serve Colchester Station, the city centre, the Knowledge Gateway, the University and the hospital. It would also link in to the existing Park and Ride services, as well as supporting the proposed Tendring Colchester Borders Garden Community, with a new 'Park and Choose' planned to support the development.

It is also important to help move traffic away from local roads on to the wider strategic network. Keeping traffic moving on strategic road helps improve air quality in urban areas and supports economic growth:

A120 Braintree to A12 new route

Following public consultation, a favoured route option has been determined running from Galleys Corner in Braintree to a new junction with the A12 south of Kelvedon. The route is expected to reduce journey times by up to 15 minutes.

The preferred route has been recommended to Highways England and the Department for Transport and was designated as a 'pipeline project' in the recent Highways England 'Road Investment Strategy 2'.

A12 Widening junctions 19–25

The A12 Chelmsford (junction 19) to A120 (junction 25) is part of the strategic road network and supports national and regional economy by connecting Felixstowe and Harwich ports to London.

This road struggles to cope with existing peak traffic demands, resulting in delays and reduced speeds. With few available diversions, incidents and accidents result in disruption over a wide area.

More information and background on the scheme is [available here](#)

A12 Widening Junctions 25–29

The Government's Road Investment Strategy outlines proposals for the potential extension of the A12 widening scheme to the Colchester A12 bypass.

The viability of the extension is currently under appraisal.

A120 - A133 Link Road

Proposals for a link road between the A120 and A133 were granted planning permission in late 2021.

The scheme has the potential to ease pressure on the A133, shifting traffic away from the centre of city, making it easier for vehicles to access the A120 and A12.

More information and background on the scheme is [available here](#)



Next Steps

To support the strategy, a scheme appraisal framework has been developed for use as a planning tool to ensure the right solutions for transport are being prioritised within Colchester, in order that the ambitions within the Strategy can be realised on the ground. The scheme appraisal framework will be reviewed jointly by Essex County Council and Colchester Borough Council on an annual basis to ensure new schemes are appraised and existing schemes are progressed appropriately for delivery in line with the vision and objectives of the strategy.

Development of a scheme appraisal framework

For identification and prioritisation of schemes against Strategy objectives



Identification / confirmation of schemes & initiatives

Plus outline appraisal & prioritisation against Strategy objectives



Colchester Future Transport Strategy Finalised

Including adoption of scheme appraisal framework



Ongoing review of schemes & initiatives

Through 'live' updating of scheme appraisal framework



Development, Implementation & Monitoring of Schemes

Plus continued evaluation against Strategy objectives



AUTUMN 2021

WINTER 2021-2022

SPRING 2022

SUMMER 2022

Thank you to everyone who participated in our survey and gave views on the Colchester Future Transport Strategy. The feedback provided has helped to further shape this strategy which will now form the basis against which future transport schemes will be assessed.

For more information on the background to the Transport Strategy, please visit www.essexhighways.org/colchester-future-transport.

For any enquiries or to contact the project team please email:

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