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# **Emerging Colchester Local Plan Part 2: Matters, Issues and Questions Consultation**

Main Matter 18: Policies DM20 to DM22 – Promoting Sustainable  
Transport and Changing Travel Behaviour, Sustainable Access  
to Development and Parking

March 2021

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Transport and Changing Travel Behaviour, Sustainable Access  
To Development and Parking**

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- 1: Tey St Andrews – Sustainable Transport Strategy

## 1.0 INTRODUCTION

- 1.1 These representations have been prepared by Barton Willmore LLP on behalf of L&Q, Cirrus Land and G120 Land Ltd (the 'Promoters'). The Promoters were centrally involved in the Strategic North Essex Section 1 Plan (or Colchester Local Plan Section 1) (hereafter 'CLP 1') through their promotion of land west of Colchester, known as the Braintree/Colchester Garden Community. As such, they are key stakeholders in the overall Colchester spatial strategy.
- 1.2 The Promoters' involvement in the Colchester Local Plan Section 2 (hereafter 'CLP 2') has therefore been inherently limited due to their land interests being the subject of CLP 1. Representations were previously made to the Regulation 19 CLP 2 consultation and therefore through a combination of that and the involvement in CLP 1, we believe that their attendance in the Examination of CLP 2 is essential.
- 1.3 Furthermore, the Promoters remain fully committed to the delivery of a new community at Marks Tey and a Vision Document for approximately 1,000 dwellings with new primary school on land north of the A120/west of Marks Tey train station is appended to the Main Matter 2 statement. This is a standalone site that can deliver housing in the plan period in a highly sustainable location. It would also form part of a future larger new settlement west of Marks Tey, should the Council determine this to be an appropriate spatial strategy in the future. **Appendix 1** contains the sustainable transport strategy produced by Vectos in respect of the 1,000 dwellings proposed at Marks Tey.
- 1.4 The area proposed for approximately 1,000 dwellings has already been considered by the Council as part of the wider WST05 area in the Settlement Boundary Review (April 2017), and has been subject to Council appraisal as part of the wider CLP process.
- 1.5 This statement is made in respect of Matter 18: Policies DM20 to DM22 on transport and directly in response to the two questions raised by the Inspectors in the Matters, Issues and Questions consultation closing 6<sup>th</sup> April 2021.

**2.0 QUESTION 1: ARE THE PROMOTING SUSTAINABLE TRANSPORT AND CHANGING TRAVEL BEHAVIOUR, SUSTAINABLE ACCESS TO DEVELOPMENT AND PARKING POLICIES JUSTIFIED BY APPROPRIATE AVAILABLE EVIDENCE, HAVING REGARD FOR NATIONAL GUIDANCE, AND LOCAL CONTEXT, AND CLP 1?**

*Policy DM20: Promoting Sustainable Transport and Changing Travel Behaviour*

- 2.1 We believe that this policy is generally consistent with national policy and available evidence. However, we believe that the policy could be strengthened in accordance with CLP 1.
- 2.2 We believe that in the preamble 15.106 should be re-worded so that it recognises that car travel can be managed in all areas (rather than just urban areas) and to provide a focus on improving the availability of viable alternative solutions.
- 2.3 We support the general principle of the Policy to work towards an increase in modal shift towards sustainable modes of travel.
- 2.4 Point (i) should be strengthened to include prioritisation for cycle and pedestrian consistent with Policy SP 7 of CLP 1.
- 2.5 We support point (iv) in relation to reducing the need to travel through mixed use development in appropriate locations.
- 2.6 We support point (v) around enhancements to public transport gateways to Colchester and excellent onward connections from rail stations including Marks Tey. The Promoters as part of land west of Marks Tey Station would work with stakeholders to improve cycle access from Marks Tey to the station where viable and investigate improvements to the cycling infrastructure from the station into Colchester which would be of benefit to existing and future residents.

*Policy DM21: Sustainable Access to Development*

- 2.7 We support point (iv) in relation to reducing the need to travel through mixed use development in appropriate locations.

*Policy DM22: Parking*

- 2.8 We believe this policy should apply more adaptive wording in accordance with Policy SP 7 of CLP 1 which allows for an adaptable response if private car ownership and use falls in the future. We support this position and believe that Policy DM22 should allow for car parking spaces to be re-purposed to other uses if not required in future.
- 2.9 Development close to train stations is a strong benefit which is why development at Marks Tey is required should the Inspectors be minded to require the Council to find additional sites for new homes.
- 2.10 Car club spaces on site with vehicles provided should be considered as part of the overall parking provision as these provide a viable alternative to car ownership and should not be treated as additional parking in the overall requirement to parking.
- 2.11 While electric parking provision is mentioned in the preamble, it is not specifically referenced in Policy DM22. We believe that the requirement to provide electric car parking provision should be included within the policy wording.

**3.0 QUESTION 2: DO POLIICIES DM20 TO DM22 PROVIDE A CLEAR DIRECTION AS TO HOW A DECISION MAKER SHOULD REACT TO A DEVELOPMENT PROPOSAL?**

*Policy DM20: Promoting Sustainable Transport and Changing Travel Behaviour*

- 3.1 We have no comments to make on this policy.

*Policy DM21: Sustainable Access to Development*

- 3.2 We have no comments to make on this policy.

*Policy DM22*

- 3.3 We believe that clearer direction should be provided in regard to electric vehicle charging points and what is required on each development. We would expect clear requirements which set out standards with the take up of electric vehicles increasing rapidly. Development must ensure the infrastructure is available to tackle climate change, and at the moment it is unclear what the decision maker requires with each planning submission.

## **4.0 SUMMARY AND CONCLUSIONS**

4.1 This Statement has been produced on behalf of L&Q, Cirrus Land and G120 Land Ltd in response to the questions posed by the Inspectors in Main Matter 19. We have the following key points to make:

- We believe that policies DM20 and DM22 should be strengthened in accordance with the CLP 1. This is particularly around prioritisation of cycle and pedestrian movements, and greater focus on reducing car ownership and the need for car parking.
- Furthermore, the policy wording on the provision of electric vehicle charging provision is unclear, and given the take up of electric vehicles since 2017 we suggest it would be prudent to provide clear standards on this matter.



# **Appendix 1**

# L&Q, Cirrus Land and G120

Tey St Andrews, Marks Tey, Colchester, Essex

01/04/2021

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Colchester Borough Council & Essex County Council

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Sustainable Transport Strategy –Tey St Andrews

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# 1 Introduction

- 1.1 Vectos has been appointed by L&Q, Cirrus Land and G120 (The Promoters) to provide traffic and transport advice in relation to the proposed development adjacent to Marks Tey near Colchester, Essex. The development is herein referred to as 'Tey St Andrews', proposes circa 1,000 residential homes plus a primary school and complimentary local centre.
- 1.2 The Promoters are promoting Tey St Andrews through Part 2 of the emerging Colchester Local Plan (2017-2033). The wider site will be promoted with Colchester Borough Council (CBC) through the future Local Plan review process.
- 1.3 The location of the site is shown in **Figure 1**.

**Figure 1: Site Boundary Plan**



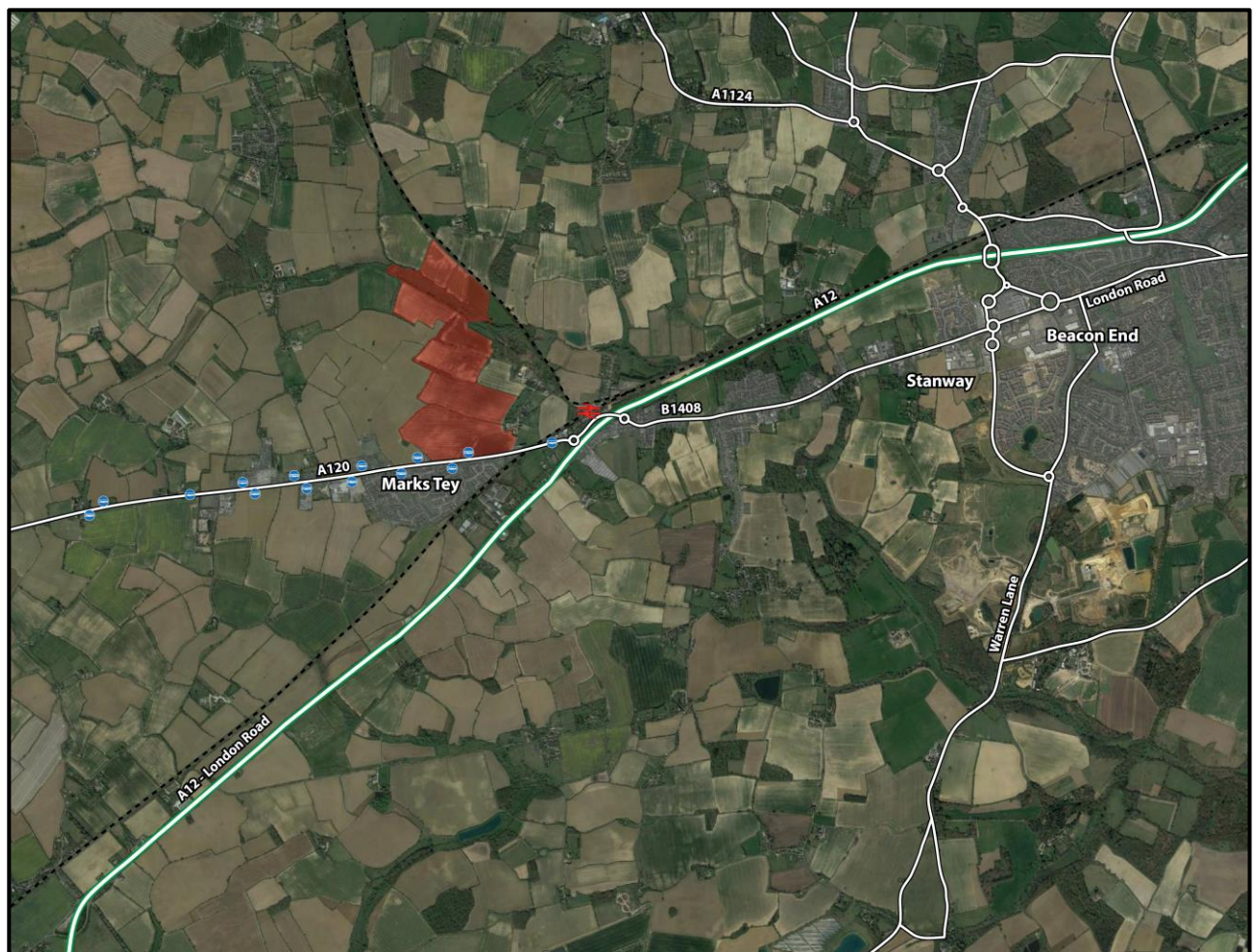
- 1.4 This Sustainable Transport Strategy sets out the transport vision and strategy for the proposed development at Tey St Andrews, an independent sustainable urban extension to Marks Tey. The strategy focusses on the future mobility of the site and responds to changing trends in attitudes towards mobility and how technology, investment and also constraints are changing the face of accessibility, travel and transport.
- 1.5 This Strategy has been prepared to support sustainable living at Tey St Andrews so that the site can come forward in a standalone manner but also as part of the wider proposals for a new settlement. Accordingly, the proposals for Tey St Andrews will benefit from the additional sustainable transport aspects of a new settlement, but is not reliant on a new settlement coming forward in order to provide a sustainable site in terms of transport options.
- 1.6 The report summarises how land use and innovation, placing people close to their place of work, placemaking and mobility can work at Tey St Andrews to realise these ambitions.
- 1.7 The remainder of this report describes the existing transport network, the sustainable transport characteristics of the proposed development, the transport strategy, future planned transport interventions and a high level description of the likely traffic impact as a result of the proposed development on the local highway network.
- 1.8 The remainder of this report is set out in the following sections:
  - Section 2: Site Description
  - Section 3: Scheme Proposals
  - Section 4: Sustainable Transport Strategy
  - Section 5: Qualitative Traffic Impact Assessment
  - Section 6: Summary and Conclusion



## 2 Site Description

- 2.1 The proposed development at Tey St Andrews comprises land to the north and west of Marks Tey, near Colchester, North Essex.
- 2.2 The land which makes up the proposed development is currently arable land. Access to the site is primarily achieved from A120 Coggeshall Road.
- 2.3 Tey St Andrews, is situated north of the A120 and will provide circa 1,000 dwellings.
- 2.4 The location of the site is shown in **Figure 2**.

**Figure 2: Tey St Andrews Site Location Plan**



- 2.5 The site is situated approximately 10km west of Colchester, 20km east of Braintree and 15km northeast of Witham.
- 2.6 The site is located close to junction 25 of the A12 which joins the A12 to the A120 and B1408 London Road east of the site.



## Amenities

- 2.7 The area of Marks Tey, adjacent to which the site lies is primarily residential in nature with local facilities available nearby. The residential settlement south of A120 Coggeshall Road, which is accessed via Ashbury Drive and Godmans Lane, also provides a Primary School (St Andrews Primary School).
- 2.8 Marks Tey Rail Station is located circa 1.5km walking distance from the centre of Tey St Andrews and a number of bus services stop along the site frontage on A120 Coggeshall Road. Further information on the site's accessibility by public transport is provided later in this section.
- 2.9 In the wider local area there is a Parish Hall, outdoor recreation areas, nurseries / garden centres, religious institutions, foodstores, post office and petrol filling stations to name but a few. **Table 1** sets out the key local facilities and these are illustrated in **Figure 3**.

**Table 1: Local Facilities**

Facility Type	Facility	Approximate Distance from nearest proposed access	Approximate Walking Time (minutes)	Approximate Cycle Time (minutes)
Education	Caterpillars Pre-School	500m	6	2
	Tadpoles Pre-School	750m	9	3
	St Andrews Primary School	950m	12	4
	The Stanway Secondary School	5.4km	N/A	17
Food Retail	Premier Foodstore	1.0km	14	4
	Sainsbury's	4.4km	N/A	13
	Aldi	5.9km	N/A	18
Non-food Retail	Tollgate Centre Shopping Park	4.6km	N/A	14
Leisure	Coggeshall Community Swimming Pool	6.3km	N/A	20
	Marks Tey Playground	400m	5	1
	Coggeshall Town Football Club	6.9km	N/A	21
Medical Centre	Marks Tey Pharmacy	1.3km	16	5
	Tollgate Practice	4.5km	N/A	14
	Evergreen Dentistry	3.7km	N/A	12
Other	Marks Tey Rail Station	1.2km	14	4
	Bus Stop (Coggeshall Road)	100m	1	1
	Marks Tey Post Office	1.0km	14	4

**\*N/A denotes a destination which is considered beyond a reasonable distance to walk**

- 2.10 The closest large foodstore is the Sainsbury's located in Stanway (circa 4.4km from the site along the A120 and B1408 London Road) which is accessible via the 82 bus service in a 9 minute journey time or by bike in 13 minutes or by private car in circa 8 minutes.
- 2.11 It can be seen that many day-to-day activities can be undertaken near the site and in a sustainable manner. This will be further enhanced with on-site provision of food and non-food retail as well as primary school and community / leisure uses.

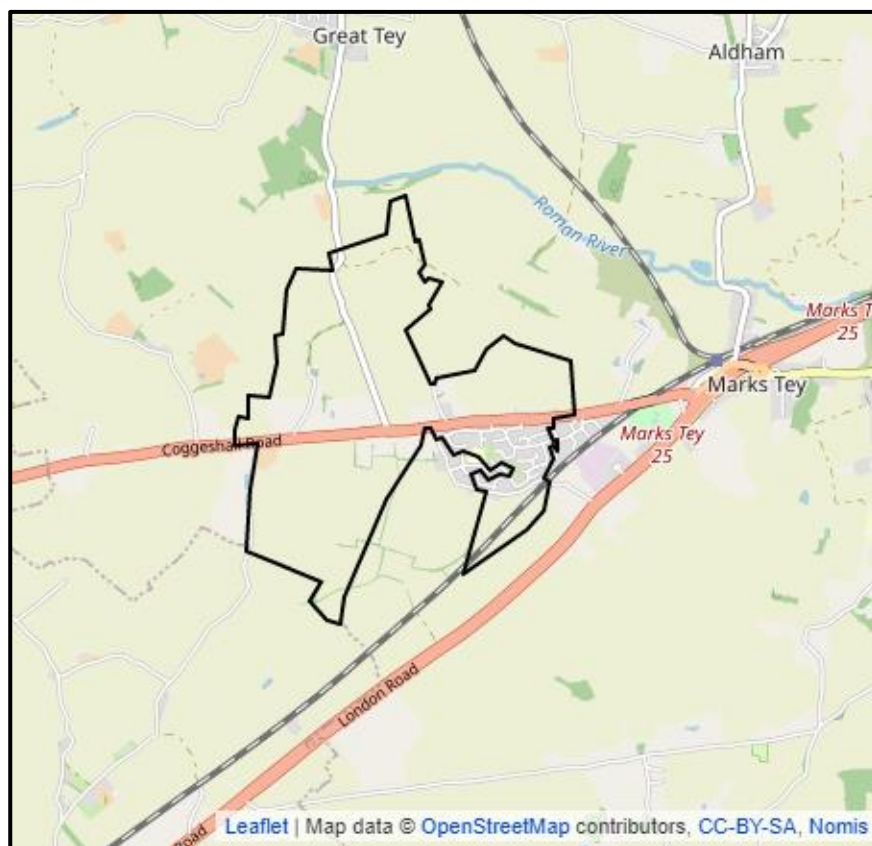
Figure 3: Key Local Facilities Plan with 2km Walking Radius Shown



## Existing Travel Patterns

2.12 The 2011 Census data for Method of Travel to Work has been consulted for the output area which covers the local area surrounding the site, as shown in **Figure 4**. This information is summarised in **Table 2**.

Figure 4: 2011 Census Output Area Colchester 010D



**Table 2: 2011 Census Data – Method of Travel to Work (Super Output Area – Colchester 010D)**

Mode	%
Train	9%
Bus, minibus or coach	3%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	78%
Passenger in a car or van	4%
Bicycle	2%
On foot	3%
Other method of travel to work	0%
Total	100%

2.13 For those that travel to work (i.e those not working from home or unemployed), it can be seen that 78% of residents in the area during the 2011 Census travelled to work by car.

2.14 Looking at the key employment destinations for residents living in Marks Tey, the 2011 Census data for journey to work for those in employment has been summarised in the table below, categorised by mode and by the most popular workplace destinations.

**Table 3: 2011 Census Data for Journey to Work Data by Mode and Destination (Marks Tey)**

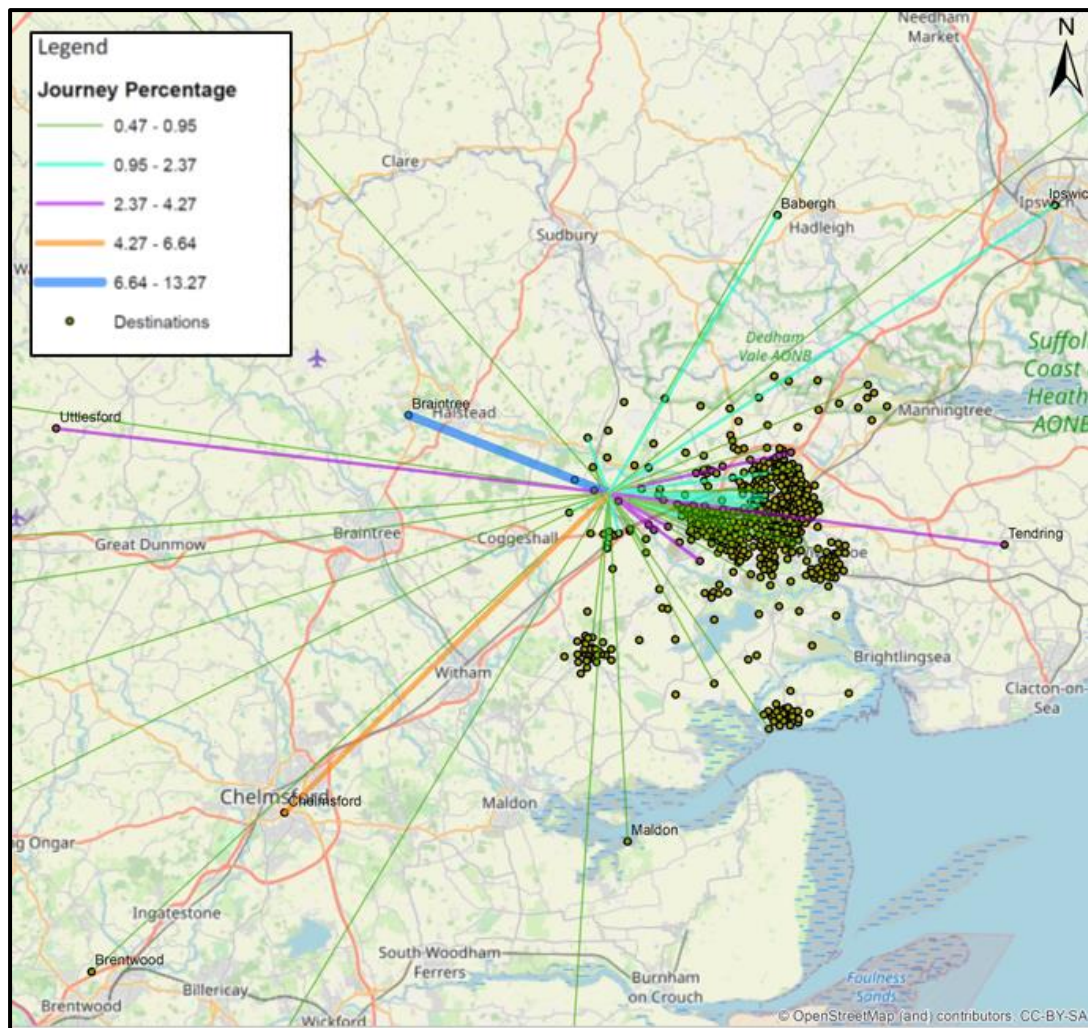
Mode	Colchester	Braintree	Chelmsford	London
Train	2%	2%	14%	54%*
Bus, minibus or coach	4%	2%	0%	0%
Driving a car or van	78%	89%	83%	34%*
Passenger in a car or van	6%	4%	1%	4%
Bicycle	3%	1%	0%	0%
On foot	7%	1%	1%	0%

**\*Average modal split for those travelling to areas in London**

2.15 **Figure 5** illustrates the destinations where local residents travel to work by all modes and it can be seen that the highest concentration of work trips travel to Colchester.



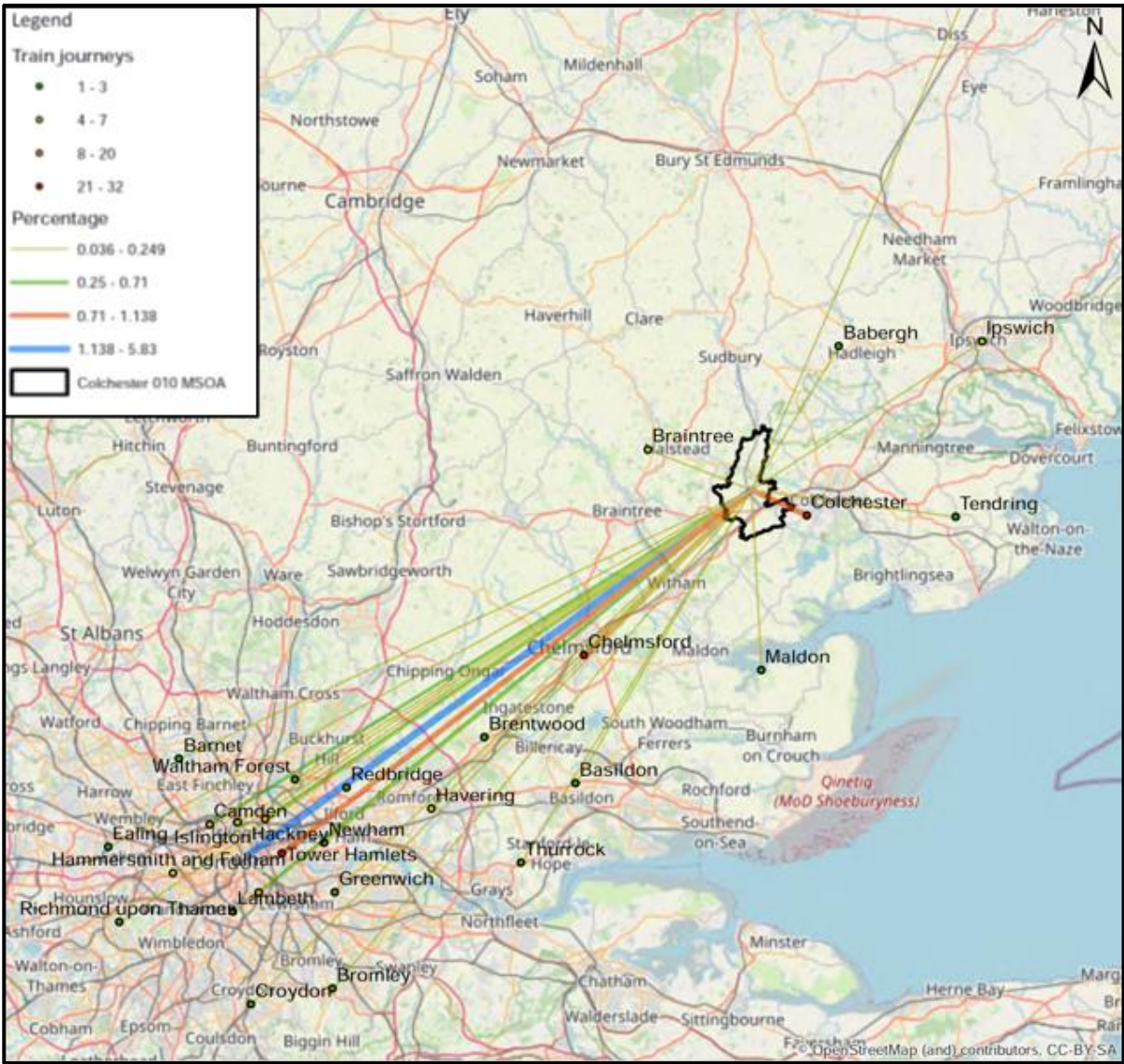
Figure 5: 2011 Census Data for Journey to Work (Origin – Destination) by All Modes



2.16 Looking at the key employment destinations for residents living in Marks Tey, the 2011 Census data reveals that for those who drive to work and who live in the local area, the majority of residents work in Colchester (53%), followed by Braintree (15%) and Chelmsford (6%) with the remainder of trips undertaken by car being dispersed across Essex, Hertfordshire and Suffolk.

2.17 **Figures 6 and 7** illustrate the workplace destinations for those who travel by rail and car and who live in the Mid Layer Super Output Area (MSOA) that covers the site.

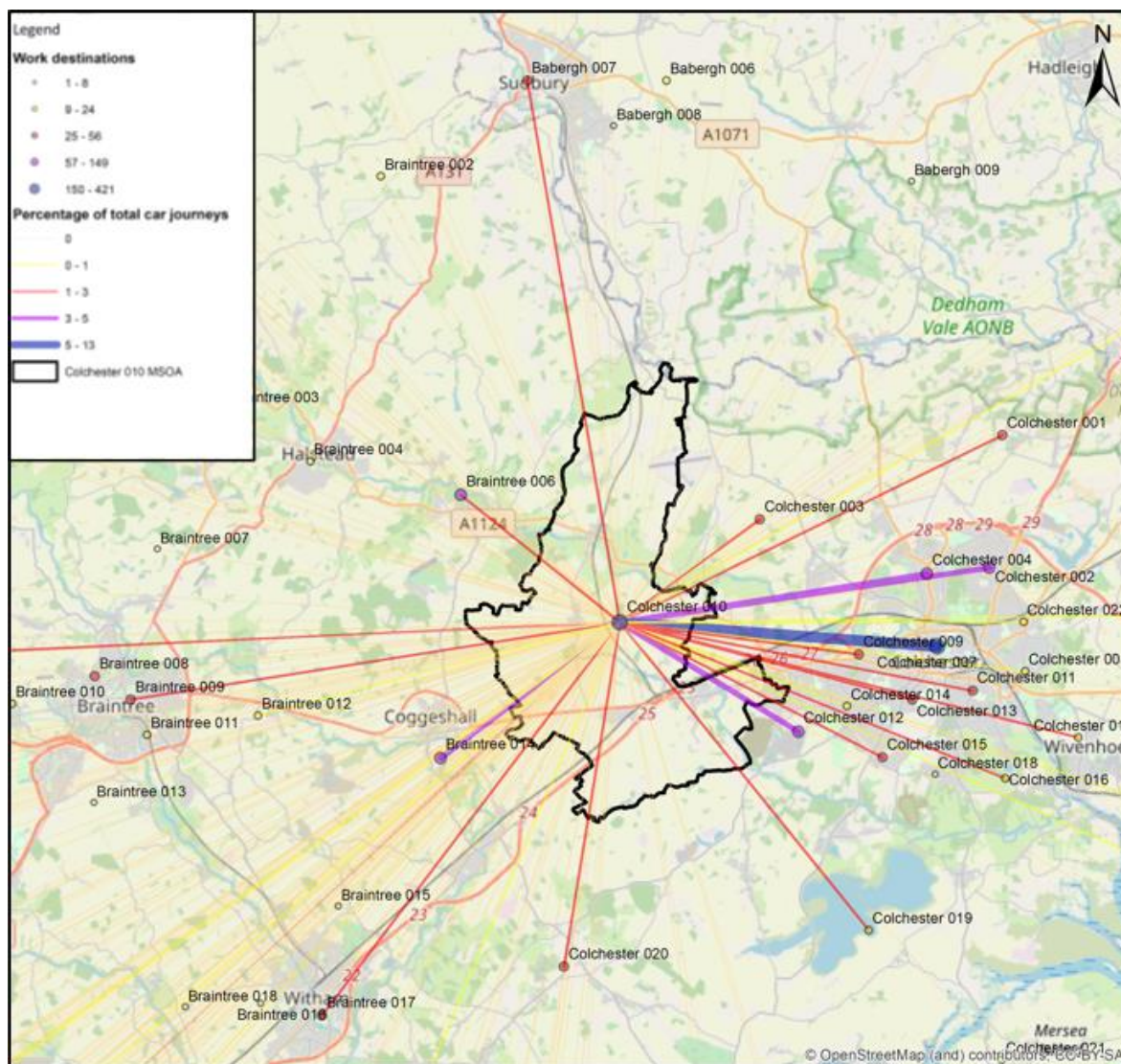
Figure 6: Origin - Destination Distribution for Journeys to Work by Rail (Colchester 010 MSOA)



2.18 **Figure 6** demonstrates there is a large concentration of rail based journey to work trips towards London. It is worth noting that the destinations in London are the end destinations for work trips and do not represent actual rail stations, these would be onwards trips from London Liverpool Street.



Figure 7: Origin - Destination Distribution for Journeys to Work by Private Car (Colchester 010 MSOA)



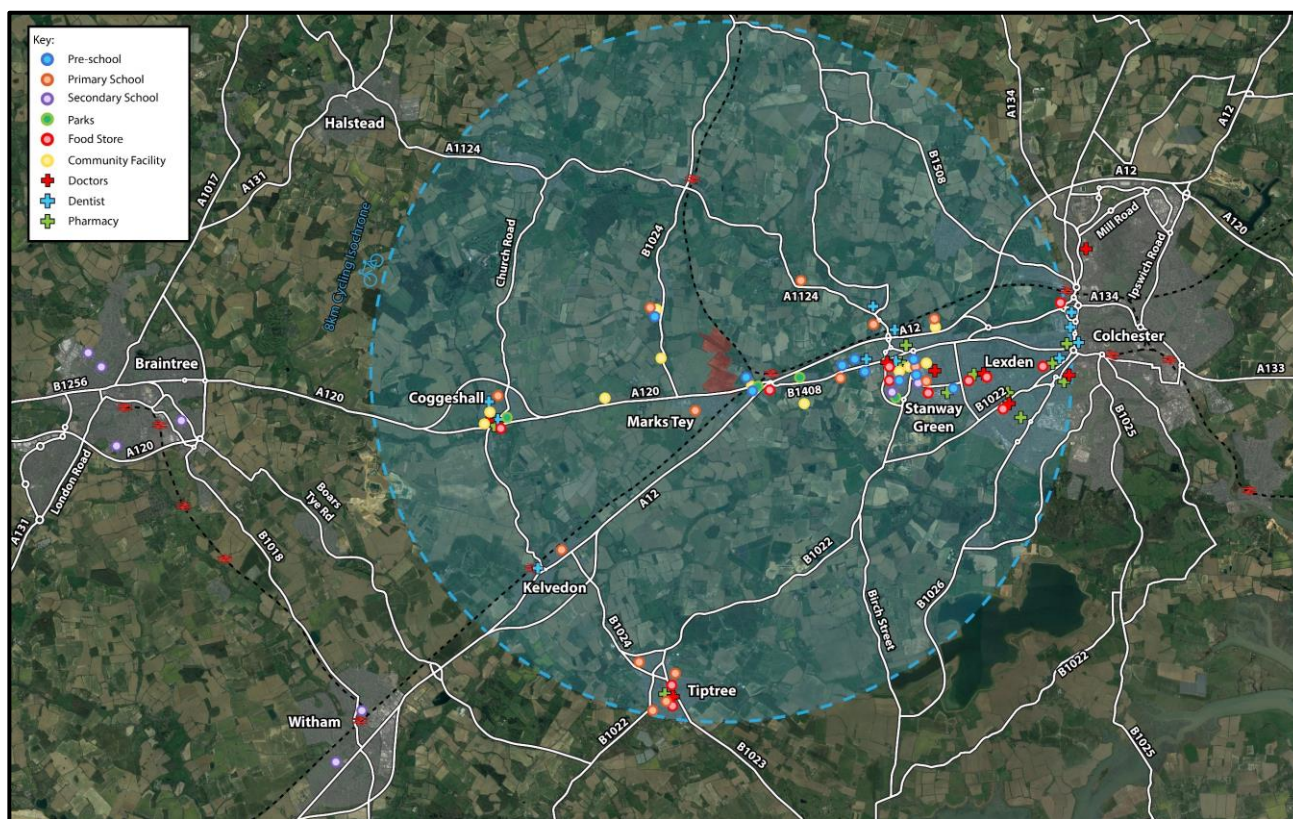
2.19 **Figure 7** illustrates that a large concentration of work-based trips travel towards Colchester. To the south-west, there are a number of trips towards London and Chelmsford undertaken by car which are likely to account for trips which aren't accommodated by rail, either due to destination or by work purpose i.e. tradespeople travelling by car / van.

2.20 A summary of the transport network surrounding the site is provided below, beginning with the most sustainable modes of transport.

## Walking & Cycling

2.21 Simplified walking and cycling isochrones of 2km and 8km are illustrated at **Figure 3** and **Figure 8** for context of locations that can be reasonably walked or cycled to from Tey St Andrews.

Figure 8: 8km Cycling Radius from the Site



2.22 Footways are provided along both sides of the A120 in the vicinity of the site and they are of a suitable quality to cater for pedestrians and mobility impaired users. The key crossing points at junctions provide dropped kerbs and tactile paving and are considered to be conducive to walking.

2.23 For pedestrians travelling east towards Marks Tey and the Rail Station, the route follows the A120 which, although caters for a relatively high volume of peak period vehicular traffic, is typical of a suburban settlement adjacent to a main road. With regards to cycling, the site is located circa 10km cycling distance (circa 30-40 minutes journey time) from Colchester Town Centre. The most direct cycling route to Colchester takes cyclists along the A120, through both roundabouts at the Marks Tey interchange and along the B1408 London Road through Stanway (14 minute cycle). The traffic speeds along the route are generally modest as the surrounding area is built-up. The route does not provide dedicated cycling facilities along its entirety however the route is reasonably flat and suitable for cycling. This route will be subject to a review to see where improvements for cyclists can be made.

2.24 With the increase in popularity of electric bikes, the journey time between the site and Colchester could reduce in comparison to conventional bicycles, by circa 10 minutes.

2.25 The route to Coggeshall would follow the A120 westbound which requires cyclists to travel on-road. Coggeshall is circa 6.3km to the west of the site (circa 19 minutes cycle).

2.26 Local destinations are signposted for cyclists with recommended routes using blue signage which is considered to be conducive to new and inexperienced cyclists. The cycling infrastructure provided on-site at the site will link in with the existing signage to provide connected routes. **Figure 9** illustrates the cycling facilities in the local area surrounding the site

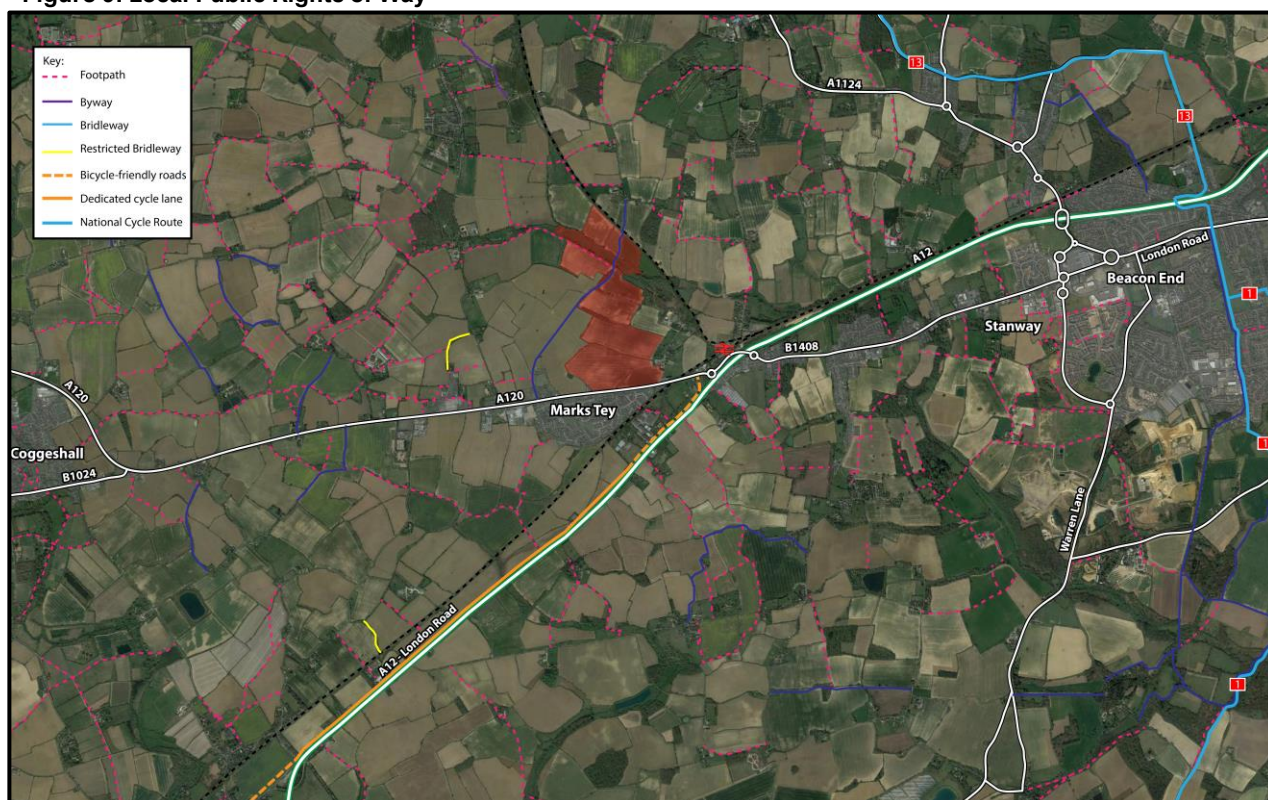


2.27 It is considered that cycling is likely to be the key active travel mode for off-site trips, based on the neighbouring areas that can be reached within a reasonable travelling distance.

## PRoW

2.28 There are a number of Public Rights of Way (PRoW) surrounding the site which are a combination of footpaths and bridleways through primarily agricultural land. The PRoW routes local to the site are shown in **Figure 9**.

**Figure 9: Local Public Rights of Way**



2.29 Whilst not in the immediate vicinity of the site, the Colchester Orbital is a circular walking and cycling route around the periphery of the town (circa 14-15 miles), following the PRoW network, linking cycle paths wherever possible. The closest point on this route to Tey St Andrews is circa 6.6km east of the site at the Spring Lane roundabout. The route is shown in **Figure 10**.

Figure 10: Colchester Orbital Route Plan



2.30 This route is recognised as a leisure route which future residents of Tey St Andrews could travel by bicycle or public transport to use. CBC are actively improving connectivity to the Orbital Route through a number of local schemes.

2.31 The route that cyclists would take from the site to Colchester via B1408 London Road meets the Colchester Orbital at the Spring Lane roundabout.

## Bus

2.32 The site benefits from its proximity to existing bus routes along the A120 Coggeshall Road with the closest bus stop to Tey St Andrews being circa 500m from the centre of the site. This stop (Ashbury Drive) is served by bus services 70, 82 and 82A which serve Colchester, Chelmsford and Colne Engaine.

2.33 There are other bus services available at Marks Tey interchange opposite Marks Tey Rail Station including 15, 71, 71A, 71C, 71X and 133 which serve Colchester, Witham, Chelmsford, Braintree and Stansted Airport. Whilst this bus stop is beyond a normal walking distance to a bus stop, the aforementioned 70, 82 and 82A bus services can be used to access the Marks Tey interchange bus stops from the bus stop closest to the site on Coggeshall Road.

2.34 The existing bus routes are shown on **Figure 11**.



Figure 11: Bus Routes Serving the Site



- 2.35 The closest bus stop to the site on the A120 Coggeshall Road (stop name; Ashbury Drive) is served by the 70 bus service with a 30 minute frequency towards Colchester and Chelmsford. The 82 and 82A bus services operate 4/5 intermittent bus services per day from this bus stop.

## Rail

- 2.36 Marks Tey Rail Station is circa 1.5km distance (15-18 minute walking time and 5 minute cycle time) from the centre of the Tey St Andrews site and is an important benefit of the proposals. To access Marks Tey Rail Station from the Tey St Andrews development, residents would travel along footways on A120 Coggeshall Road and onto Station Road. The 70, 82, 82A and 133 bus services provide access to Marks Tey Rail Station from the development site via the A120 and also connect the site to Colchester Town Rail Station.
- 2.37 To access Colchester from Marks Tey Rail Station, passengers can travel to Colchester Station or Colchester Town Station. Colchester Station is located circa 1.6km north of the High Street in Colchester Town Centre and Colchester Town Centre Station is circa 700m from the High Street.
- 2.38 For journeys between Marks Tey and the northern areas of Colchester Town including the hospital, rail users would travel to Colchester Station. Rail users can then interchange for services to Colchester Town Station and onwards connections to Hythe and Clacton-on-Sea.
- 2.39 At present, there is a half hourly direct rail service between Marks Tey and Colchester Station throughout the day. There is an hourly direct rail service between Marks Tey and Colchester Town Station however it is possible to connect between

both rail stations in Colchester via rail. Furthermore, it is possible to travel between both rail stations by bus using the 8, 61, 66, 80, 81A bus routes which travel via the Town Centre.

- 2.40 Direct rail services to Chelmsford are available at a half hourly frequency from Marks Tey Rail Station.
- 2.41 Marks Tey station is operated by Greater Anglia and operates on the Great Eastern Main Line providing links to London, Ipswich and Colchester.
- 2.42 Currently, three trains per hour travel from Marks Tey Station to London Liverpool Street.

## Local Highway Network

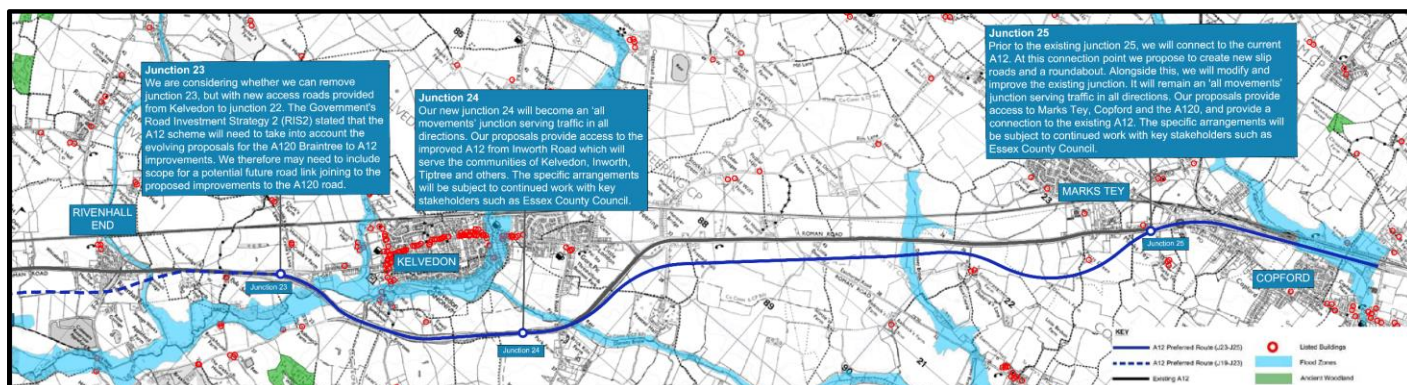
- 2.43 Tey St Andrews lies wholly to the north of the A120.
- 2.44 The improvements to the A12 and A120 are discussed later in this report.
- 2.45 The site is connected to Colchester by the B1408 London Road. London Road is a typical urban radial route with fluctuating road and pavements widths with some provision for on-street cycle lanes. The route serves as a bus corridor for bus services between Marks Tey and Colchester. It is considered that this route functions reasonably well and major improvements would not be needed for the Tey St Andrews scheme however some targeted modest improvements could be introduced to enhance the route for pedestrians, cyclists and bus services.

## Highway Improvement Schemes

### A12 Improvements

- 2.46 There is a committed A12 improvement scheme, which includes road improvements between junctions 19 and 25. The preferred route was announced in September 2020 and is shown in **Figure 12** with the full image illustrated again at **Appendix A**.

**Figure 12: Preferred A12 Improvement Scheme from Junctions 23 to 25**



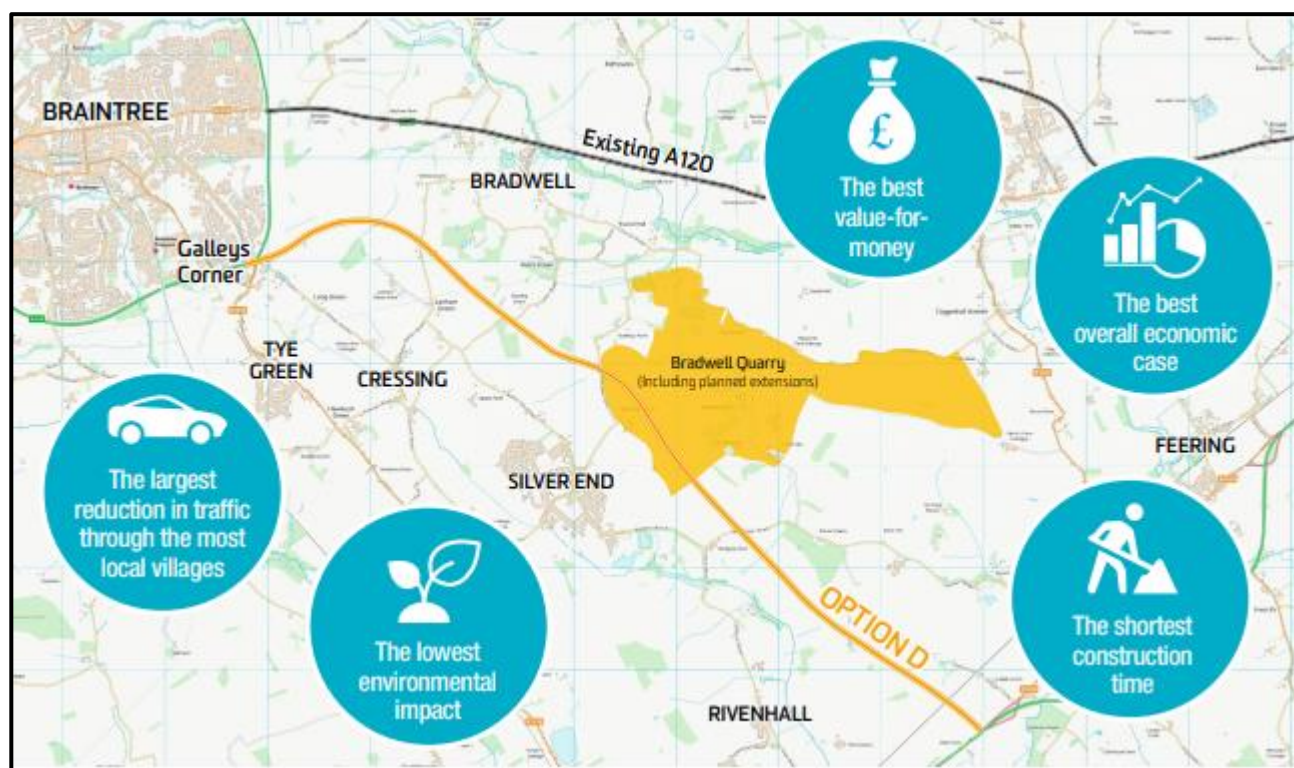


- 2.47 Consultation is due in early 2021 on the proposed improvement scheme for the A12. The widening of the A12 is a committed scheme within the Road Investment Strategy 2 (RIS2) during the second Road Period (RP2) covering the financial years 2020/21 to 2024/25.
- 2.48 Once the new three-lane A12 route is built (estimated start date is 2023-24 with completion due circa 2027/28), it is expected that the existing road will be retained and handed over to Essex County Council for use by local traffic.
- 2.49 As part of the scheme Marks Tey Interchange (A12 J25) to the east of the site is subject to improvements. It is proposed to create new slip roads and a roundabout. Alongside this, the junction will be modified to improve the existing junction. It is to remain an 'all movements' junction serving traffic in all directions. The junction proposals maintain access to Marks Tey, Copford and the A120.
- 2.50 It is anticipated that this improvement scheme will divert strategic traffic away from the A120 and assist with capacity to cater for growth. This is because, at present, some strategic traffic from the M25 uses the M11/A120 corridor as opposed to the A12.

### A120 Improvements

- 2.51 There are also plans for a new A120 route, which would run from Galleys Corner at Braintree as a dual carriageway road joining the A12 at Junction 23, south of Kelvedon. The improvement works have been identified as a pipeline scheme by Highways England for RIS3 funding with implementation anticipated in the 2025-2030 budget period. It is anticipated this new route for the A120 will improve existing congestion on the network. In particular it will remove traffic from the section of the A120 adjacent to Marks Tey. Illustrations of the preferred route for this scheme are included at **Appendix A**.

**Figure 13: A120 Proposed Route Plan**



### 3 Scheme Proposals

- 3.1 This section of the Strategy outlines the features which will be provided at Tey St Andrews with a focus on sustainable transport.
- 3.2 The proposals at Tey St Andrews will provide a residential-led development of circa 1,000 dwellings, a primary school, circa 2,000sqm of food and non food retail, community uses and employment (co-working) floorspace. To compliment these uses on-site, high quality walking and cycling links will be provided to encourage residents to travel within the site by active travel modes.
- 3.3 The proposals for Tey St Andrews encompasses provision “on-site” and “off-site” i.e within the local area. The on-site provision is considered in this chapter whilst the off-site provision is considered in the following chapter.

#### Sustainable Transport Proposals

- 3.4 Tey St Andrews will be designed to encourage containment within the site and promote walking, cycling and public transport use above single occupancy use of the private car.
- 3.5 As a starting point, containment will be assisted by the provision of facilities on-site which mitigate the need for residents to travel off-site for everyday amenities.
- 3.6 The development will provide;
- Walkable neighbourhoods where people wish to walk and squares where people can spend time;
  - A primary school that can serve the majority of resident’s primary education needs;
  - Retail, leisure and community uses allowing many day-to-day activities be undertaken on-site;
  - Co-working spaces allowing residents to work remotely whilst balancing the need for dedicated working space without travelling to a conventional office;
  - Mobility Hub to act as a focal point for access to sustainable transport options. Mobility Hubs often provide users with cycle hire (including cargo bikes), cycle repair, parcel lockers where goods can be delivered to, car club rental, ebike / scooter hire. By being located close to the A120, the Mobility Hub can act as an interchange between slow modes on the site and the bus services on the A120. So, for example someone could use an e-scooter to access the Mobility Hub and then interchange with a bus service;
  - A network of footways, cycleways and avenues which assist in creating a sense of place where the pedestrian and cyclist are more welcome than the private car.
- 3.7 Strong walking and cycling connections will also be made to the local transport networks for residents wishing to travel off-site on-foot and by bike.

Image 1: Mobility Hub Example



## Remote Working

- 3.8 COVID-19 travel restrictions have resulted in many office based employees working remotely from home. This forced behavioural change has caused a re-think in the traditional demand for office space in cities and towns and in doing so, could contribute to a shift to increased remote working from home and from co-working spaces.
- 3.9 Co-working spaces are a location in a neighbourhood where users can make use of an office environment in terms of comforts and access to the necessary equipment without having to travel beyond their local neighbourhood.
- 3.10 Often these facilities are combined with cafes and other community facilities in a location in the heart of the development with good walking and cycling links.
- 3.11 It is envisaged that such facilities will grow significantly in the short and medium term as people shift to a more flexible working routine.
- 3.12 Tey St Andrews will be designed to promote this flexibility.



Image 2: Co-Working Space – Informal Work Space



## Walking & Cycling

- 3.13 The most sustainable mode of travel is walking. The development will prioritise walking as a key mode for travel on-site and this will be reflected in the space given to this mode over others.
- 3.14 The term “walkable neighbourhood” refers to networks of quieter streets where children play, people spend time in rather than pass through and where walking and cycling are the natural first choice for everyday journeys.
- 3.15 This approach will form a key element of the placemaking strategy for the development.
- 3.16 For internal trips, there are opportunities for walking and cycling to form the majority of trips. This is particularly relevant for education trips and small scale retail.
- 3.17 The provision on site will include;
- Segregated cycle and pedestrian routes adjacent to roads;
  - On-street cycle routes on lightly trafficked roads;
  - Shared surfaces; and
  - Segregated cycle and pedestrian routes not adjacent to roads.



- 3.18 In addition to this, the development will provide connections to the existing network of Public Rights of Way (PRoW) surrounding the site. A bridleway (PROW 123\_20) and a footpath (PROW 123\_18) run through the northern section of the site and these would be improved in the future layout.
- 3.19 With regards to on-site cycling facilities, the Mobility Hub could provide residents of the site and local residents in Marks Tey with a cycle hire scheme. This could take the form of a dockless bike hire system.
- 3.20 Similarly, the Mobility Hub could provide a number of cargo bikes for hire to cater for residents who wish to transport larger goods but who do not want or need to use a car or van.
- 3.21 Electric bikes and electric scooters are increasingly popular forms of mobility which provide a low-effort and fast mode of transport. The development at Tey St Andrews could provide an electric bike and /or electric scooter rental scheme for trips across the site with dedicated locations for parking dotted around the site to provide convenient access to these modes of travel without cluttering the streetscape for all users.

## Parking Standards

- 3.22 The development will be designed in accordance with the relevant ECC car parking standards for residential and non-residential uses.
- 3.23 Provision of car parking for private vehicles shall be considered in the context of supporting the modal shift towards sustainable travel and the creation of walkable neighbourhoods and healthy streets that are safe, vibrant public spaces that connect people to the places where they live, work, and play.
- 3.24 Discussions with ECC throughout the design and planning phases will focus on finding the correct balance of satisfying the car parking standards whilst encouraging non-car modes through a range of “carrot and stick” measures.
- 3.25 A Parking Strategy will be prepared for Tey St Andrews which will seek to address the above, establishing principles for how parking will be designed, located and managed to encourage trips that are easier, safer and more convenient by walking, cycling and public transport as opposed to private car journeys.
- 3.26 The current ECC car parking standards are provided below in **Table 4**.

Table 4: ECC Car Parking Standards

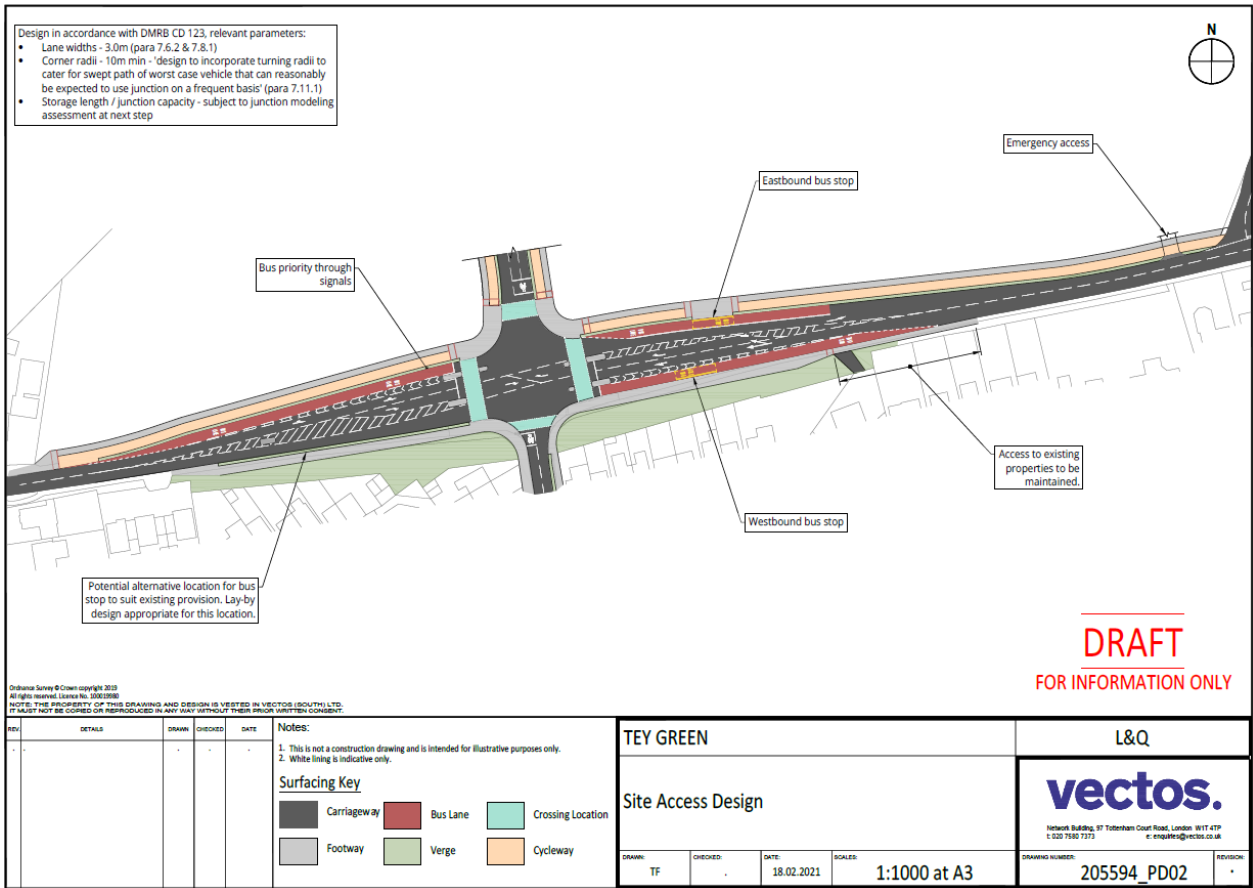
Land Use	Car Parking Standard
Residential	
1 Bedroom	1 space per dwelling
2+ Bedroom	2 spaces per dwelling (excluding garage)
Visitor	0.25 spaces per dwelling (unallocated)
Retail	
A1 Non-Food	1 space per 20sqm
A1 Food Store	1 space per 14sqm
Education	
Primary School	1 space per 15 pupils

## Vehicle Access

3.27 Whilst significant efforts and investment will go into achieving a high level of sustainable travel, a balanced strategy is required and there will remain significant residual demand for travel by private car. The committed improvements to the A12 provide significant opportunities in this regard.

3.28 The access will be appropriately designed to incorporate all modes of travel including walking, cycling and bus if necessary. A preliminary design is shown in **Figure 14**.

Figure 14: Preliminary Tey St Andrews Site Access on A120 Coggeshall Road Sketch



3.29 The indicative access design provides straight across pedestrian crossings on all approaches to the junction and bus priority on the A120 East and West approaches. The design of the junction will evolve as the scheme progresses and modelling is undertaken.

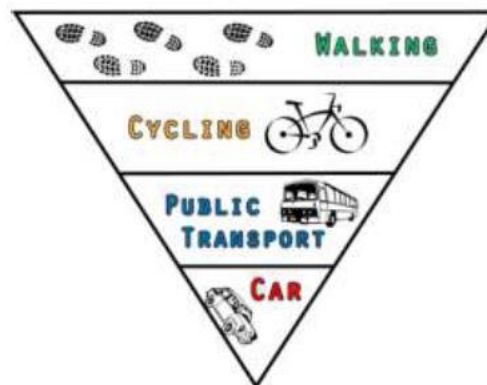
## 4 Sustainable Transport Strategy

- 4.1 This section of the report outlines what the development wants to achieve (the vision) and to identify the approach which will provide the development with the best chance of achieving that vision. This is a Vision and Validate approach rather than Predict and Provide.
- 4.2 The proposed development at Tey St Andrews offers a blank canvas in terms of promoting sustainable travel for future users of the site and the strategy should therefore be ambitious at this stage so that the development is on the front foot when it comes to meeting the future demands of residents.
- 4.3 The overarching objective of this Sustainable Transport Strategy is to promote and encourage sustainable travel choices amongst users of the site. This will be achieved through the design of the site in terms of walkable neighbourhoods, Mobility Hub, cycle / scooter hire schemes and providing everyday services on-site to encourage people to walk and cycle within the site and locally. This approach to prioritising sustainable modes is supported by NPPF paragraphs 104, 108 and 110
- 4.4 Any subsequent phases of development after Tey St Andrews would provide additional resources and measures to encourage sustainable travel however Tey St Andrews will be designed to come forward as a standalone site which would be complimented by additional development nearby and not be reliant upon.
- 4.5 The mix of uses within Tey St Andrews, the provision of high quality walking and cycling facilities and links to key destinations, high frequency bus services (with bus priority where feasible) and proximity to the rail station will all assist in encouraging sustainable travel choices.

### User Hierarchy

- 4.6 The approach that has been taken in developing this strategy is to focus on the hierarchy of movement within Tey St Andrews. The user hierarchy outlined in the Manual for Streets and guidance from Sustrans states that active travel modes should be considered first (top priority) and single occupancy private cars to be considered last (lowest priority). Accordingly, the user hierarchy employed in the design of the site will be as follows, with further detail on the elements provided later in this document.

Image 3: User Hierarchy



## Reducing the Need to Travel

- 4.7 An important element of the Sustainable Transport Strategy which is not shown in the user hierarchy is to reduce the need to travel off-site. By providing the necessary day-to-day facilities close to home, this mitigates the need for users of the site to travel off-site. These facilities were described in Section 3 of this report.

## Walking & Cycling

- 4.8 The most sustainable modes of travel are walking and cycling. The on-site provision of walking and cycling links will connect with the existing transport network surrounding the site. Throughout the design phase of the project's development, enhancements to walking and cycling routes in the vicinity of the site will be explored to ensure users of the site can undertake trips off-site on foot or on a bicycle.
- 4.9 **Table 1** sets out the walking distance to the key local facilities surrounding the site and it can be seen that the key destinations such as education (St Andrews Primary School), Marks Tey Post Office, Marks Tey Rail Station, pharmacy, bus stops on A120 Coggeshall Road, Marks Tey Parish Hall, playgrounds, Premier grocery store and outdoor leisure are accessible within a 2km walking distance of the site.
- 4.10 The walking route to these facilities generally follow the A120 which has been described previously and is considered suitable for accommodating these pedestrian trips. Improvements to the pedestrian environment for these local trips will be considered as part of the on-going design phase.
- 4.11 With regards to trips made off-site by cycling, the purpose of these trips will vary; some trips might be for leisure, some might be for access to Marks Tey Rail Station, some might be a shopping trip. Colchester Town Centre is located approximately 10km east of Tey St Andrews which is circa 30-40 minutes cycling time. Stanway with its retail and leisure facilities is a 4.6km (14 mins) cycle away. Within 8km of the site, the areas of Stanway, Lexden and Beacon End are all accessible by bicycle via B1408 London Road and included in this is Tollgate Centre Shopping Park which offers retail and leisure uses.

Image 4: Cycling as part of a Linked Trip



- 4.12 The increasing popularity of e-bikes has made cycling more accessible to more users and provides users with the opportunity to travel further, faster and with less effort than a conventional bicycle. Pedelec (pedal electric cycles) have an average commuting speed of 18kph (11.2mph) whilst conventional bicycles have an average commuting speed of 13kph (8.01mph). Looking at the same trip from the site to Colchester Town Centre, circa 10km, a conventional bicycle would take between 30-40 minutes and less for a pedelec bike.
- 4.13 Off-site improvements to walking routes may be possible to enhance the walking route between the site and Marks Tey Rail Station, noting however that the overbridge east of the development site is a pinchpoint for travel in terms of its available width.
- 4.14 Off-site improvements will be explored for cycling infrastructure to cater for trips between the site and Colchester via B1408 London Road. **Figure 15** illustrates the route shown in blue where improvements will be explored along B1408 London Road. Connections to the Colchester Orbital Route closer to Colchester will also be considered for cyclists.



Figure 15: Potential Off-Site Cycle Improvements To be Investigated



## Bus Strategy

- 4.15 The development is at an early stage in its design process however it is envisaged that improvements to the existing bus services could be made which would entice future users of the site to travel by bus.
- 4.16 The first of which could be the Mobility Hub as described in the previous section. Access to the Mobility Hub would be improved by an escooter hire system on-site which would bring people from their home to the bus stop / Mobility Hub. A study has shown that escooters replace approximately 60% of walking trips ( <https://findingspress.org/article/13707-patterns-of-e-scooter-use-in-combination-with-public-transport> ).
- 4.17 The potential diversion of buses into the development site will be considered in consultation with the relevant stakeholders. However, diversion for Tey St Andrews is not necessarily envisaged since the great majority of the site is within an acceptable walking distance. For the areas further north last mile linkages can be provided eg. through e-bikes and e-scooters.
- 4.18 Off-site highway improvements will be explored to consider where bus priority at junctions could be introduced to improve the journey time and reliability of bus services between the site and Marks Tey Rail Station and Colchester which are considered to be the key destinations for residents to travel to.
- 4.19 The patronage generated by Tey St Andrews will enhance the viability and quality of existing services in Marks Tey and Colchester thus bringing benefits to the existing local communities.

## Rail Strategy

- 4.20 The proximity of the site to Marks Tey Rail Station is a major advantage for the site in promoting sustainable travel. As set out in Section 2 of this report, rail services to London, Ipswich, Colchester and Chelmsford etc provide future users with a viable alternative to car use.
- 4.21 At present, it is not considered necessary to make significant enhancements to the rail service but any particular needs identified by Network Rail will be explored in due course.
- 4.22 Marks Tey station is currently served by 60 sheltered two-tier cycle rack spaces. Tey St Andrews has the opportunity to improve existing infrastructure at the nearby station, which is likely to include a cycle hub which would increase the cycle parking capacity.

**Image 5: Marks Tey Rail Station Cycle Parking**



- 4.23 There is also a footbridge at the station providing access to the platforms. At present, the station provides step-free access to each platform.



Image 6: Marks Tey Rail Station Footbridge



## Car Sharing

4.24 Liftshare in Essex ( <https://liftshare.com/uk/community/essex> ) offer a service for those users travelling to work off-site who wish to share the journey with others to help reduce cost of travel by sharing the expense or to make the journey more enjoyable. The Liftshare platform pairs users with similar origins to similar destinations.

4.25 The benefits of Liftshare will be promoted by the Travel Plan Co-Ordinator.

## Car Clubs

4.26 For those occasions when a car is needed for trips off-site, Car Clubs provide a viable and affordable alternative to owning a car whilst having immediate access to a car when needed.

4.27 As part of the proposed development, Car Club operators will be contacted to seek their willingness to provide a Car Club scheme at this new settlement.

4.28 Car Club vehicles allow for multiple users to enjoy the benefits of car usage without having to provide multiple car parking spaces for each user.

## Repurposing Car Parking

- 4.29 As discussed previously, there will be a need to provide car parking on-site to cater for those residents who need a private car such as mobility impaired users and families. The provision of parking on-site will be managed from the beginning to ensure the correct balance is made between catering for users who need cars and encouraging sustainable travel choices.
- 4.30 The physical space given to parking will also be considerate of the future demand for parking; a shift towards more sustainable modes and reduced private car ownership through the sharing economy could lead to a reduction in parking demand which allows for these parking spaces to be re-purposed.
- 4.31 Repurposing car parking spaces can help to increase the urban greening, playspace, cycle parking and leisure space where vehicles previously sat dormant.

## Mobility as a Service (MaaS)

- 4.32 Mobility-as-a-Service (MaaS) is at the forefront of change, and is a concept of combining services from public and private transport providers in one place which allows users to create and manage trips, which they can then pay for from a single account, typically a smartphone app.
- 4.33 MaaS is a useful tool that informs a user of the mobility choices when travelling from A to B. When utilised via a smartphone app, a user can see the fastest, cheapest, most sustainable travel options they have and information can also be provided on the health benefits of choosing more sustainable modes.
- 4.34 A smartphone app tailored to the residents and users of the proposed development would be an effective tool in promoting more sustainable modes and acts as an extension of the Travel Plan for the site.

## Travel Plans

- 4.35 A robust Site Wide Travel Plan would be introduced that provides encouragement and incentives for using sustainable modes.
- 4.36 A Travel Plan is an evolving document which enables adjustments to be made to best achieve the stated aims and targets.
- 4.37 The Site Wide Travel Plan will be organised, promoted and monitored by a Travel Plan Co-ordinator (TPC).
- 4.38 Information will be disseminated through a number of channels including:
- Community notice boards;
  - Welcome Packs;
  - Travel Awareness initiatives and events;
  - Website; and
  - Mobile Apps.

- 4.39 The TPC will organise Personal Travel Planning (PTP) within the development. This focuses on individual households and how they can make sustainable travel choices given their specific lifestyles and needs. PTP will be offered to new households free of charge.
- 4.40 Walking and cycling routes will be advertised in prominent locations such as on the development's website and in welcome packs. In addition, events such as Walk to School Weeks and National Bike Week will also be promoted as part of the Travel Plan.
- 4.41 Cycle training will be offered and funded by the TPC. The TPC will also liaise with local retailers to provide discount vouchers for bicycles and associated equipment.
- 4.42 Up-to-date details of bus and train services, including route information and service frequencies, will be provided within residents/employees/pupil's welcome packs and will be displayed on the Tey St Andrews website. Bus vouchers will be provided to new residents.
- 4.43 A Community Concierge is a facility located in village hubs where goods can be delivered for later collection. The provision of such facilities will be explored.
- 4.44 The Travel Plan will require a co-ordinated effort across all users of the site and across all land uses (education, commercial, residential and employment) in addition to liaison with the relevant stakeholders such as Colchester Borough Council and Essex County Council.
- 4.45 Providing a Site Wide Travel Plan offers the benefit of pooling resources across many land uses to provide all users of the site with sustainable travel choices that can result in a step-change in travel behaviour.
- 4.46 In addition to the overarching Site Wide Travel Plan, individual Travel Plans specific to education and other non-residential uses will be developed.
- 4.47 It is considered that there is a real opportunity for a development at Tey St Andrews to act as a catalyst for change not only in the new community but also within existing communities in the vicinity of the site.

## Summary

- 4.48 Tey St Andrews provides excellent opportunities for sustainable transport to key destinations through:

- An on-site Mobility Hub;
- Bus services that run passed the site;
- Everyday facilities that are within walking and cycling distance; and
- The nearby rail station.

## 5 Traffic Impact

- 5.1 The remainder of this section of the report discusses a high-level qualitative of the traffic impact of the proposed development.
- 5.2 It should be noted that a full multi-modal trip generation calculation would also be undertaken to support a planning application.

### Qualitative Traffic Impact Discussion

- 5.3 Junction modelling of the impact of the proposed development will be undertaken as the scheme progresses towards a future planning application. Notwithstanding this, a qualitative assessment of the likely impact has been provided below.
- 5.4 As described in Section 2 of this report, there is a committed scheme through RIS 2 for the A12 in the vicinity of the site, to be delivered by 2027/28.
- 5.5 As part of the scheme, Marks Tey Interchange (A12 J25) to the east of the site is subject to improvements. It is proposed to create new slip roads and a roundabout. Alongside this, the junction will be modified to improve the existing junction. It is to remain an 'all movements' junction serving traffic in all directions. The proposals provide access to Marks Tey, Copford and the A120, and provide a connection to the existing A12. In addition, at A12 J24 the road will leave the existing A12 and create a three-lane bypass to the south, running in parallel with the existing A12, before re-joining at the Marks Tey Interchange. The existing A12 road will be detrunked and retained for use by local traffic. Within HE's Preferred Route Announcement, it is noted on page 5 that one of the benefits of the A12 widening is that *"many local roads will benefit from lighter traffic. Instead, traffic will be on the A12, where it belongs."*
- 5.6 It is anticipated that this improvement scheme will divert some strategic traffic away from the A120 and increase capacity at the Marks Tey Interchange, which will provide additional capacity to cater for growth. This is because at present some strategic traffic uses the A120 that will in future use the A12. At page 5 of HE's Preferred Route Announcement it is noted that *"the route will support long term growth through reliable and improved journey times."*
- 5.7 The first delivery of homes at Tey St Andrews are estimated to be in late 2028 / 2029, with a delivery rate of circa 100 homes per year. With the A12 improvement works due to be completed circa 2027/2028, Tey St Andrews will not have delivered any homes prior to the A12 improvements being completed. Hence it is not considered that any specific improvements to the existing A12 junction are required and the additional traffic from the development will be accommodated by the A12 improvement scheme.
- 5.8 Even if the A12 works were delayed by one or two years, it would only result in up to circa 200 homes being delivered at Tey St Andrews. Given that there would be temporary disruption on the network due to the construction of the A12 scheme, it would not be advisable or necessary to provide additional interim improvements over and above the strategic A12 improvements. On that basis, up to circa 200 homes could be delivered at Tey St Andrews in advance of the A12 scheme being finalised.
- 5.9 It is also noted that there are plans for a new A120 route, which would run from Galleys Corner at Braintree as a dual carriageway road joining the A12 at Junction 23, south of Kelvedon. Whilst final funding has not been secured for this scheme it is included in RIS 3 which shows the governments intention to deliver the scheme in the 2025-30 period. When delivered, this new route for the A120 will improve existing congestion on the network. This would allow some traffic management and re-purposing of the A120, particularly adjacent to Marks Tey.

5.10 In summary, the development is ideally situated to benefit from the committed strategic improvements to the A12.

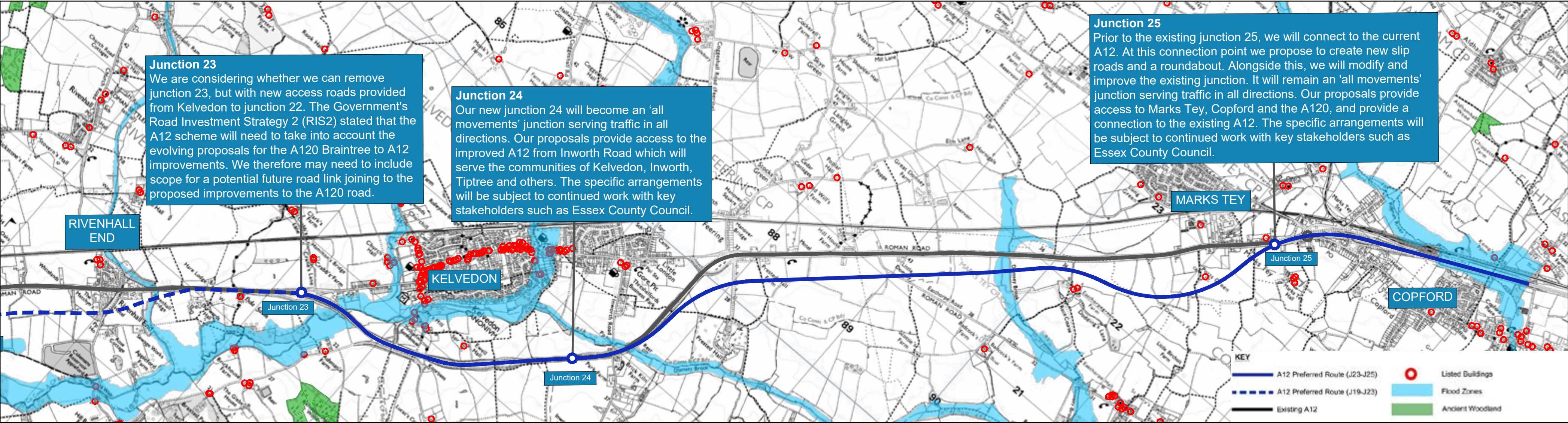
## 6 Summary and Conclusion

- 6.1 Vectos are retained by L&Q, Cirrus Land and G120 to provide highways and transport advice in relation to the proposed development at Tey St Andrews, Marks Tey, Essex.
- 6.2 This Sustainable Transport Strategy has considered a new settlement for circa 1,000 new dwellings and complimentary non-residential uses at Tey St Andrews. The development is sustainable as a stand alone development.
- 6.3 The new settlement at Tey St Andrews will maximise its potential for sustainable travel choices through good design and placemaking at this conceptual stage and it will do so based on the prioritisation of users in the hierarchy of sustainable travel modes (starting with pedestrians and ending with private car use).
- 6.4 The approach has been one of Vision and Validate rather than Predict and Provide. In other words a vision for use of sustainable modes is set out and the proposals are geared to achieve that vision. This is opposed to simply predicting the volume of traffic that might be generated and seeking to accommodate that through highway works.
- 6.5 Key aspect of the Sustainable Transport Strategy are as follows:
- On site facilities to reduce the need to travel off site eg. a primary school, work hub, retail facilities etc;
  - High quality walking and cycling facilities on site which encourage the use of walking and cycling;
  - A Mobility Hub allowing interchange between sustainable modes;
  - Key facilities at Colchester and Stanway within easy cycling distance;
  - More local facilities within walking distance;
  - Bus services that run passed the site with the opportunity to increase the frequency of services;
  - Potential bus priority measures on the B1408 towards Colchester;
  - Marks Tey rail station within walking/cycling distance.
- 6.6 In relation to the residual traffic impact there are two highway improvements within the government's Road Investment Strategy that will assist in mitigating the impact of this development.
- 6.7 The first is the A12 improvements that are planned to be delivered prior to any housing being delivered on the site. This will deliver an improvement to A12 Junction 25 which will be able to accommodate the additional traffic from Tey St Andrews. Even if this scheme is delayed, the small impact from the initial housing at the site is unlikely to have a significant effect on the operation of the junction.
- 6.8 The second is the A120 scheme which is included within RIS 3. Whilst we do not consider this scheme to be essential to the delivery of Tey St Andrews it would assist in removing traffic from the A120 around Marks Tey and potentially allowing for some re-purposing of road space.
- 6.9 This report has therefore demonstrated that the Tey St Andrews site is suitable as a sustainable residential development, either as a stand alone scheme or as part of a wider masterplan. There are no "red flags" that would prevent development proceeding.

## Appendix A



# Our preferred route – A12 junctions 23 to 25





## A120 Preferred Route Option



## Contact

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