

COLCHESTER INFRASTRUCTURE AUDIT AND DELIVERY PLAN

APPENDIX A: INFRASTRUCTURE PROJECT SCHEDULE - Reg 19 / Stage 4 Report
Final (V3) 17th August 2026

Project ID	Infrastructure Cat 1	Infrastructure Cat 2	Infrastructure Cat 3	Project name	Project description	Location	Timing, including any triggers	Phase	Priority category	Cost (£)	Funding secured (£)	Net Cost (£)	Funding sources	Delivery responsibility	Other comments	Source(s) of information
1	Healthcare	Primary care	Primary care	Primary healthcare provision for the TCBGC	Onsite healthcare provision to meet the needs of TCBGC residents. Details tbc (proposed provision by the Applicant includes Healthcare Hub to accommodate integrated primary, community, and acute healthcare services; ICB has responded with alternative proposals).	TCBGC	To 2043	To 2043	A - Essential	Tbc	Tbc	Tbc	Developer, NHS.	Developer, NHS		TCBGC Hybrid Planning Application (26/00424/TCBGC) (2026) and NHS Essex ICB Stakeholder Engagement June 2026.
2	Healthcare	Primary care	Primary care	Tiptree Medical Practice	Potential expansion of existing practice including remodel and refurbishment to provide additional administrative space. Existing administrative space to be remodelled and reconfigured into clinical space to increase capacity.	Tiptree	TBC	TBC	A - Essential	350,000	250,000	100,000	S106 and NHS	GP Practice and NHS Essex ICB	Costs not included in total cost summary; higher estimate from HUDU model benchmark used.	NHS Essex ICB Stakeholder Engagement June 2026
3	Healthcare	Primary care	Primary care	University Health Centre (branch Rowledge Surgery)	Potential expansion of existing branch practice including remodel and refurbishment to increase clinical capacity.	University of Essex	PID completed to be submitted through ICB NHS Governance July 2026	TBC	A - Essential	220,899			UMF/S106	University to Essex, GP Practice and NHS Essex ICB		NHS Essex ICB Stakeholder Engagement June 2026
4	Healthcare	Primary care	Primary care	Ardleigh	Internal remodel to create additional clinical capacity	Ardleigh	TBC	TBC	A - Essential	TBC			TBC	GP Practice and NHS Essex ICB		NHS Essex ICB Stakeholder Engagement June 2026
5	Healthcare	Primary care	Primary care	Creffield	Internal remodel to create additional clinical capacity	Creffield	TBC	TBC	A - Essential	TBC			TBC	GP Practice and NHS Essex ICB		NHS Essex ICB Stakeholder Engagement June 2026
6	Healthcare	Primary care	Primary care	CMP - Shrub End	Potential front extension to increase clinical capacity	CMP - Shrub End	TBC	TBC	A - Essential	TBC			TBC	GP Practice and NHS Essex ICB		NHS Essex ICB Stakeholder Engagement June 2026
7	Healthcare	Primary care	Primary care	CMP - Parsons Heath	Internal remodel to create additional clinical capacity	CMP - Parsons Heath	TBC	TBC	A - Essential	TBC			TBC	GP Practice and NHS Essex ICB		NHS Essex ICB Stakeholder Engagement June 2026
8	Healthcare	Primary care	Primary care	Tolgate and/or Ambrose	Internal remodel to create additional clinical capacity	Tolgate and/or Ambrose	TBC	TBC	A - Essential	TBC			TBC	GP Practice and NHS Essex ICB		NHS Essex ICB Stakeholder Engagement June 2026
9	Healthcare	Acute care	Acute care	Same Day Emergency Care (SDEC) services expansion	Included in the ESNEFT 2026-2031 pipeline	Colchester Hospital	Next 5 years	Phase 1	A - Essential	20,000,000	Tbc	Tbc	NHS - funded in part from the Return to Constitutional Standards fund	ESNEFT		Consultation with ESNEFT and Essex ICB, July 2026
10	Healthcare	Acute care	Acute care	General & acute beds expansion (90 beds)	Included in the ESNEFT 2026-2031 pipeline	Colchester Hospital		TBC	A - Essential							
11	Healthcare	Acute care	Acute care	Diagnostics expansion (MRI)	Included in the ESNEFT 2026-2031 pipeline	Colchester Hospital		TBC	A - Essential							
12	Healthcare	Acute care	Acute care	Neonatal Unit expansion	Included in the ESNEFT 2026-2031 pipeline	Colchester Hospital		TBC	A - Essential							
13	Healthcare	Acute care	Acute care	Pharmacy manufacturing expansion	Included in the ESNEFT 2026-2031 pipeline	Colchester Hospital		TBC	A - Essential							
14	Healthcare	Acute care	Acute care	Day Surgery Unit remodel & expansion	Included in the ESNEFT 2026-2031 pipeline	Colchester Hospital		TBC	A - Essential							
15	Healthcare	Mental health services	Mental health services	Mental Health Urgent Care Unit	To provide rapid assessment and support for adults in mental health crisis and offering an alternative pathway to attendance at Colchester Hospital's Emergency Department	Colchester Hospital	Next 5 years	Phase 1	A - Essential	TBC	TBC	TBC	TBC	EPUT, ESNEFT		EPUT Consultation July 2026
16	Healthcare	Primary, acute and mental healthcare	Primary, acute and mental healthcare	High-level estimate of costs associated with primary, acute and mental healthcare facilities to support population growth to 2043.	Cost estimate based on HUDU model benchmarks from neighbouring ICB.	Across the local authority area	To 2043	To 2043	A - Essential	59,600,415		59,600,415	NHS, developers			
17	Social & green infrastructure	Adult social services	Adult social services	High-level estimate of costs associated with adult social care facilities to support population growth to 2043.	Cost estimate based on benchmarks cost per place (nursing homes, residential care, extra care housing).	Local authority wide		To 2043	B - Important	71,226,358		71,226,358	Private and third sector providers, ECC, CCC, NHS	Private and third sector providers, ECC, CCC, NHS		
18	Social & green infrastructure	Children's services	Children's services	High-level estimate of costs associated with children's services facilities to support population growth to 2043.	Cost estimate based on benchmarks cost per children's social care place	Local authority wide		To 2043	B - Important	21,879,248		21,879,248	Private and third sector providers, ECC, CCC, NHS	Private and third sector providers, ECC, CCC, NHS		
19	Waste Management	Waste Management	N/A	New waste management capacity - Bellhouse Landfill site, Colchester - biological waste management and inert landfill site	No further details.	Bellhouse Landfill site, Colchester	To be delivered over Waste Local Plan period (2017-2032)	Phase 1 & 2	B - Important	Tbc	Tbc	Tbc	Tbc. Funding sources may include council tax and ECC may seek developer contributions on a case by case basis.	Colchester City Council, Essex County Council, private delivery partners. Essex County Council (Waste Disposal Authority) is not responsible for the delivery of landfill infrastructure	The Waste Strategy for Essex 2024-2054 sets Essex County Council's (WDA) policy to move to use of Energy from Waste for residual waste, and to cease the use of landfill by 2030.	Waste Local Plan
20	Waste Management	Waste Management	N/A	New waste management capacity - Fingringhoe Quarry, Colchester - inert landfill site	No further details.	Fingringhoe Quarry, Colchester	To be delivered over Waste Local Plan period (2017-2032)	Phase 1 & 2	B - Important	Tbc	Tbc	Tbc	Tbc. Funding sources may include council tax and ECC may seek developer contributions on a case by case basis.	Colchester City Council, Essex County Council, private delivery partners. Essex County Council (Waste Disposal Authority) is not responsible for the delivery of landfill infrastructure	The Waste Strategy for Essex 2024-2054 sets Essex County Council's (WDA) policy to move to use of Energy from Waste for residual waste, and to cease the use of landfill by 2030.	Waste Local Plan
21	Waste Management	Waste Management	Waste Transfer Station	A120 Waste Transfer Station (Ardleigh)	Extension or enhancement of Waste Transfer Station and associated logistical infrastructure to accommodate additional capacity	Colchester Waste Transfer Station, Former Truck Stop, A120 North, Colchester, CO7 7SL	To be delivered by 2030 (in line with Phase 2 of emerging trajectory)	Phase 1	B - Important	Tbc	Tbc	Tbc	Tbc. Funding sources may include council tax and ECC may seek developer contributions on a case by case basis.	Essex County Council		Waste Strategy for Essex 2024-2054 Waste Local Plan Environmental Protection Act 1990 Environment Act 2021
22	Waste Management	Waste Management	Recycling Centre for Household Waste	Colchester (Shrub End) Recycling Centre	Extension or enhancement of Recycling Centre and associated logistical infrastructure to accommodate additional capacity	Maldon Road, Shrub End, Colchester, CO3 4RN	To be delivered by 2030 (in line with Phase 2 of emerging trajectory)	Phase 1 & 2	B - Important	Tbc	Tbc	Tbc	Tbc. Funding sources may include council tax and ECC may seek developer contributions on a case by case basis.	Essex County Council		Waste Strategy for Essex 2024-2054 Waste Local Plan Environmental Protection Act 1990 Environment Act 2021

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23	Waste Management	Waste Management	Recycling Centre for Household Waste	Witham Recycling Centre	Extension or enhancement of Recycling Centre and associated logistical infrastructure to accommodate additional capacity	Perry Road, Freebourne Industrial Park, Witham, CM8 3YZ	To be delivered by 2030 (in line with Phase 2 of emerging trajectory)	Phase 1 & 2	B - Important	Tbc	Tbc	Tbc	Tbc. Funding sources may include council tax and ECC may seek developer contributions on a case by case basis.	Essex County Council		Waste Strategy for Essex 2024-2054 Waste Local Plan Environmental Protection Act 1990 Environment Act 2021
24	Waste Management	Waste Management	Recycling Centre for Household Waste	West Mersea Recycling Centre	Extension or enhancement of Recycling Centre and associated logistical infrastructure to accommodate additional capacity	Upland Road, West Mersea, CO9 8DX	To be delivered by 2030 (in line with Phase 2 of emerging trajectory)	Phase 1 & 2	B - Important	Tbc	Tbc	Tbc	Tbc. Funding sources may include council tax and ECC may seek developer contributions on a case by case basis.	Essex County Council		Waste Strategy for Essex 2024-2054 Waste Local Plan Environmental Protection Act 1990 Environment Act 2021
25	Waste Management	Waste Management	Recycling Centre for Household Waste	Clacton Recycling Centre	Extension or enhancement of Recycling Centre and associated logistical infrastructure to accommodate additional capacity	Rush Green Road, Rush Green, Clacton-on-Sea, CO16 7BL	To be delivered by 2030 (n line with Phase 2 of emerging trajectory)	Phase 1 & 2	B - Important	Tbc	Tbc	Tbc	Tbc. Funding sources may include council tax and ECC may seek developer contributions on a case by case basis.	Essex County Council		Waste Strategy for Essex 2024-2054 Waste Local Plan Environmental Protection Act 1990 Environment Act 2021
26	Waste Management	Waste Management	Recycling Centre for Household Waste	North Colchester/West Tending Recycling Centre	New Recycling Centre to help serve TCBGC	North Colchester/West Tending		TBC	B - Important	Tbc	Tbc	Tbc	Tbc	Essex County Council		Consultation with ECC, June 2025
27	Utilities, Waste & Water	Electricity	Electricity	Electricity substation upgrades associated with potential emerging trajectory	Primary and Secondary costs for all increased loads on the 15 substations within the local authority area: Braiswick Primary 11kV, Colchester Grid 11kV, East Bay Primary 11kV, Lexden Primary 11kV, Shrub End Primary 11kV, Mersea Rd Primary 11kV, Parsons Heath Primary 11kV, Ainsford Primary 11kV, Berechurch Primary 11kV, Severalls Ln Primary 11kV, Marks Tey Primary 11kV, Tiptree Primary 11kV, Langham Primary 11kV, Foxash Primary 11kV, Peldon Primary 11kV.	All 15 UK Power Networks primary substations		To 2043	A - Essential	243,571,952	243,571,952		Developers / Utility providers connection charges	Utility providers	Costs assumptions are set out in Stage 4 report.	AECOM 2026, based on assumptions made by AECOM cost consultants in July 2025
28	Utilities, Waste & Water	Wastewater	Water Recycling Centres	Earls Colne WRC asset investment	Funded WRC improvement plans before 2030 and long term plan for 25% Reduction in surface water discharge to WRC network	Earls Colne	Funded short-term improvement plan, with Long term plan to 2050 (not funded) to reduce surface water discharge to the WRC catchment by 25%	Phase 1 & 3	A - Essential	9,000	9,000	TBC (medium term plans)	Owat Price Review Process	Anglian Water Services	Funding for the current AMP Period (2025 - 2030) only	Anglian Water Drainage & Wastewater Management Plan (2023)
29	Utilities, Waste & Water	Wastewater	Water Recycling Centres	Copford WRC asset investment	Funded WRC capacity improvement plan, including reduction in groundwater infiltration to catchment before 2030 and medium term plan for SuDS intervention and new DWF permit with possible treatment upgrades. Long term plan to remove 50% of surface water within the network	Copford	Funded short term plan (to 2035) - with a medium to longer term strategy to 2050 to reduce surface water discharge to the WRC catchment by 50%	Phase 1 , 2 and 3	A - Essential	11,037,000	11,037,000	TBC (medium to long term plans)	Owat Price Review Process	Anglian Water Services	Funding for the current AMP Period (2025 - 2030) only	Anglian Water Drainage & Wastewater Management Plan (2023)
30	Utilities, Waste & Water	Wastewater	Water Recycling Centres	Dedham WRC asset investment	Reduction in surface water discharge to WRC network via a mixed strategy focused on SuDS and longer term aim to remove 50% of surface water within the network	Dedham	Medium term plan (to 2035) - with a longer term strategy to 2050 to reduce surface water discharge to the WRC catchment by 50%	Phase 2 & 3	A - Essential	TBC (medium to long term plans)	TBC (medium to long term plans)	TBC (medium to long term plans)	Owat Price Review Process	Anglian Water Services	No funding yet secured - will be considered as needed in future AMPs (2030 onwards)	Anglian Water Drainage & Wastewater Management Plan (2023)
31	Utilities, Waste & Water	Wastewater	Water Recycling Centres	Eight Ash Green WRC asset investment	Reduction in surface water discharge to WRC network via a mixed strategy focused on SuDS and longer term aim to remove 50% of surface water within the network	Eight Ash Green	Medium term plan (to 2035) - with a longer term strategy to 2050 to reduce surface water discharge to the WRC catchment by 50%	Phase 2 & 3	A - Essential	TBC (medium to long term plans)	TBC (medium to long term plans)	TBC (medium to long term plans)	Owat Price Review Process	Anglian Water Services	No funding yet secured - will be considered as needed in future AMPs (2030 onwards)	Anglian Water Drainage & Wastewater Management Plan (2023)
32	Utilities, Waste & Water	Wastewater	Water Recycling Centres	Fingringhoe WRC asset investment	Funded WRC capacity improvement plan with possible treatment upgrades and medium to longer-term reduction in surface water to WRC catchment via SuDS (not yet funded)	Fingringhoe	Funded short term plan (to 2035) - with a medium to longer term strategy to 2050 to reduce surface water discharge to the WRC catchment by 50% Long term plan (to 2050) to provide a constructed wetland to improve treatment	Phase 1 , 2 and 3	A - Essential	921,000	921,000	TBC (medium to long term plans)	Owat Price Review Process	Anglian Water Services	Funding for the current AMP Period (2025 - 2030) only	Anglian Water Drainage & Wastewater Management Plan (2023)
33	Utilities, Waste & Water	Wastewater	Water Recycling Centres	Tiptree WRC asset investment	Long term plan to consider constructed wetland to enhance treatment	Tiptree		Phase 3	A - Essential	TBC (long term plan)	TBC (long term plan)	TBC (long term plan)	Owat Price Review Process	Anglian Water Services	No funding yet secured - will be considered as needed in future AMPs (2030 onwards)	Anglian Water Drainage & Wastewater Management Plan (2023)
34	Utilities, Waste & Water	Wastewater	Water Recycling Centres	West Bergholt WRC asset investment	Reduction in surface water discharge to WRC network via a mixed strategy focused on SuDS and longer term aim to remove 50% of surface water within the network	West Bergholt	Medium term plan (to 2035) - with a longer term strategy to 2050 to reduce surface water discharge to the WRC catchment by 50%	Phase 2 & 3	A - Essential	TBC (medium to long term plans)	TBC (medium to long term plans)	TBC	Owat Price Review Process	Anglian Water Services	No funding yet secured - will be considered as needed in future AMPs (2030 onwards)	Anglian Water Drainage & Wastewater Management Plan (2023)
35	Utilities, Waste & Water	Wastewater	Sewerage connection charges for new development	High level estimate of sewerage connection costs based on published AW charges		Authority-wide		To 2043	A - Essential	13,282,800	13,282,800					
36	Utilities, Waste & Water	Potable Water	Demand Management Strategy Action	Smart Metering	Smart metering programme that will replace the current meter stock over 10 years (2 AMPs).	Authority-wide	Between 2020 - 2045	To 2043	B - Important	243,000,000	243,000,000		Owat Price Review Process	Anglian Water Services	Costs are for entire AW region and therefore excluded from Colchester costs. The projects will be funded through AW's Price Review (PR24).	Anglian Water draft WRMP (2024)
37	Utilities, Waste & Water	Potable Water	Demand Management Strategy Action	Leak detection	Reduce leakage by more than 70 Ml/day by 2045. It will target both losses in the distribution system and losses due to customer supply pipe leakage and internal plumbing losses.	Authority-wide	Between 2020 - 2045	To 2043	B - Important	4,370,000,000	4,370,000,000		Owat Price Review Process	Anglian Water Services	Costs are for entire AW region and therefore excluded from Colchester costs. The projects will be funded through AW's Price Review (PR24).	Anglian Water draft WRMP (2024)
38	Utilities, Waste & Water	Potable Water	Demand Management Strategy Action	Water efficiency measures	Measures will include a multi-utility web-portal, leaky loss campaign, rewards schemes 'Bits and Bobs' campaign, a water butts programme, rebates to replace old toilets, promotion of 'smart' devices (taps, etc).	Authority-wide	Between 2020 - 2045	To 2043	B - Important	N/a - operational expenditure only	N/a - operational expenditure only			Anglian Water Services	Operational Expenditure only, £74m/year. The projects will be funded through AW's Price Review (PR24).	Anglian Water draft WRMP (2024)
39	Utilities, Waste & Water	Potable Water	Supply-side Water Resource Options	Essex South WRZ - adjustment to existing potable water import (£102)	Increase in treated water export into the Essex South WRZ which supplies the majority of CCC (could include water from proposed new South Lincs reservoir)	Authority-wide	Medium term and longer term via Strategic Resource Option connectivity	Phase 2 & 3	A - Essential	TBC	TBC	TBC	Owat Price Review Process	Anglian Water Services		Anglian Water draft WRMP (2024)
40	Utilities, Waste & Water	Potable Water	Supply-side Water Resource Options	Essex South WRZ - Holland on Sea desalination option (EX10)	Seawater desalination scheme	Authority-wide	Medium term prior to Strategic Resource Option connectivity	Phase 2	A - Essential	394,661,520	TBC	TBC	Owat Price Review Process	Anglian Water Services / Affinity Water	Costs are for entire AW region and therefore excluded from Colchester costs. The projects will be funded through AW's Price Review (PR24).	Anglian Water and Affinity Water draft WRMPs (2024)
41	Utilities, Waste & Water	Potable Water	Supply-side Water Resource Options	Essex South WRZ - Colchester WRC direct to Ardleigh Reservoir option (EX19)	Indirect Colchester WRC re-use scheme to supplement water supply to Ardleigh Reservoir	Authority-wide	Medium term prior to Strategic Resource Option connectivity	Phase 2	A - Essential	138,995,010	TBC	TBC	Owat Price Review Process	Anglian Water Services / Affinity Water	Costs are for entire AW region and therefore excluded from Colchester costs. The projects will be funded through AW's Price Review (PR24).	Anglian Water and Affinity Water draft WRMPs (2024)
42	Utilities, Waste & Water	Potable Water	Supply-side Water Resource Options	Essex South Water Treatment Works backwash water recovery (EX57)	Recovery of backwash water from WTW to increase deployable output from WTW	Authority-wide	Medium term prior to Strategic Resource Option connectivity	Phase 2	A - Essential	277,670	TBC	TBC	Owat Price Review Process	Anglian Water Services	Costs are for entire AW region and therefore excluded from Colchester costs. The projects will be funded through AW's Price Review (PR24).	Anglian Water draft WRMP (2024)
43	Utilities, Waste & Water	Potable Water	Potable water connection charges for new development	High level estimate of potable water connection costs based on published AW charges		Authority-wide		To 2043	A - Essential	11,113,276	11,113,276		Developers, via utility company	Anglian Water Services		
44	Education	Primary Education	New primary schools	Primary schools for TCBGC	Land for new primary schools as set out in the TCBGC Development Plan Document	TCBGC	Depends on phasing of TCBGC	To 2043	B - Important		TBC	TBC	Developer, schools, ECC, DIE	Developer, schools, ECC		TCBGC DPD / extant Local Plan, ECC scenario test
45	Education	Primary Education	Expanded primary school	Trinity primary school, Chesterwell	Land included in extant Local Plan and extant s106 provides for extension of the school's age range to include primary.	North of the City (Chesterwell)	Anticipated to open in 2027	Phase 1	B - Important		TBC	TBC	Developer, schools, ECC, DIE	Developer, schools, ECC		ECC scenario test for IDP, extant Local Plan and s106
46	Education	Primary Education	Additional primary school capacity	Langham: additional capacity for primary school pupils.	A self-funding solution is required for Primary Planning Area A: North (Langham). Langham Primary has insufficient space to significantly expand on its current site, and new demand will arise over the plan period including at the proposed Park Lane site.	Langham	By 2043. Much of demand in this location would be associated with the proposed Park Lane site.	To 2043	B - Important		TBC	TBC	Developer, schools, ECC, DIE	Developer, schools, ECC		
47	Education	Primary Education	New primary school	Stanway site primary school	Land included in extant Local Plan and s106	North of London road, Colchester	By 2033	To 2043	B - Important		TBC	TBC	Developer, schools, ECC, DIE	Developer, schools, ECC		ECC scenario test for IDP, extant Local Plan and s106
48	Education	Primary Education	New primary school	Mildene School, Barbrook Lane, Tiptree	Land is included in the extant Local Plan to allow expansion of Mildene primary school, to support growth in Colchester Primary Planning Area H: Southwest (Messing and Tiptree).	Tiptree	Up to 2033	Phase 1 & 2	B - Important				Developer, schools, ECC, DIE	Developer, schools, ECC		ECC scenario test for IDP, extant Local Plan and s106
49	Education	Primary Education	New primary school	North of A12, Marks Tey	New 2 FE primary school co-located with early years facilities to cater for additional demand arising in Primary Planning Group B: Northwest (Tey) - note, may not be required during Plan period if school built south of Mark's Tey.	Marks Tey	2033 To 2043	To 2043	B - Important				Developer, schools, ECC, DIE	Developer, schools, ECC	May not be needed during Plan period if school built south of Mark's Tey.	ECC scenario test for IDP

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50	Education	Primary Education	New primary school	South of Marks Tey / Copford - primary provision	New 2 FE primary school co-located with early years facilities, to meet demand arising in Primary Planning Area E: City southwest (Stanway).	South of Marks Tey Village	2033 To 2043.	To 2043	B - Important				Developer, schools, ECC, DfE	Developer, schools, ECC		ECC scenario test for IDP
51	Education	Primary Education	New primary school	Northeast Colchester, primary provision	New 2 FE primary school co-located with early years facilities to cater for demand arising in Primary Planning Area D: City east (Greenstead).	Northeast Colchester	2033 To 2043	To 2043	B - Important				Developer, schools, ECC, DfE	Developer, schools, ECC	Could also cater for demand arising north of the A12, if no new primary school provided there.	ECC scenario test for IDP
52	Education	Primary Education	Primary Education	High level costing for primary school provision To 2043, based on ECC demand and cost benchmarks	High level costing for primary school provision To 2043, based on ECC demand and cost benchmarks		To 2043	To 2043	B - Important	86,014,367		86,014,367				Cost benchmarks from ECC Developer Guide to Infrastructure Contributions (2026)
53	Education	Secondary Education	New secondary schools	New secondary schools for TCBGC	A new secondary school (full-through school) will be built as part of the TCBGC development.	TCBGC	Depends on phasing of TCBGC	To 2043	B - Important				Developer, schools, ECC, DfE	Developer, schools, ECC		TCBGC DPD / extant Local Plan, ECC scenario test
54	Education	Secondary Education	New secondary schools	New secondary school to serve Mid Colchester (Group A planning area), location TBC	Aside of the TCBGC, a new secondary school will be required to meet demand in the Mid Colchester planning area. 12.4ha of land is required - location TBC by CCC in consultation with ECC - on a sufficiently large housing allocation or in a location well connected to serve the majority of smaller allocations.	TBC - Mid (Colchester) school school planning area	2033 to 2043	To 2043	B - Important				Developer, schools, ECC, DfE	Developer, schools, ECC		ECC scenario test for IDP
55	Education	Secondary Education	New secondary schools	Thurstable Green secondary provision, Tiptree	Forecast demand of c. 1 FE could be met by repurposing the sixth form accommodation which has recently closed to meet demand for the 11-16 age group.	Tiptree	2033 to 2043	To 2043	B - Important				Developer, schools, ECC, DfE	Developer, schools, ECC		ECC scenario test for IDP
56	Education	Secondary Education	Secondary Education	High level costing for secondary school provision To 2043, based on ECC demand and cost benchmarks	High level costing for secondary school provision To 2043, based on ECC demand and cost benchmarks			To 2043	B - Important	73,752,365		73,752,365				Cost benchmarks from ECC Developer Guide to Infrastructure Contributions (2026)
57	Education	Early Years Education and Childcare	Co-located and standalone EYEC facilities	High level costing for early years and childcare provision To 2043	High level costing for early years and childcare provision To 2043, based on ECC demand and cost benchmarks		To 2043	To 2043	C - Supports Sustainable Development	28,837,427		28,837,427		ECC but market-led delivery		Cost benchmarks from ECC Developer Guide to Infrastructure Contributions (2024)
58	Education	Special Educational Needs	Special Educational Needs	Special Needs Provision to 2043, high level demand estimate and costing	SEN requirements for 201 pupils requiring an EHCP in mainstream school and a further 124 requiring a special school placement. High level cost estimate is based on benchmark costs.	Colchester wide	Up To 2043	To 2043	B - Important	24,269,560		24,269,560	Developers, DfE	ECC, Essex Schools Forum		Cost benchmarks from ECC Developer Guide to Infrastructure Contributions (2024)
59	Education	Higher Education	University Digital infrastructure	Phase 2: Smart Working at Essex	Improve digital infrastructure across the University	University of Essex	Phase 1 completed 2022-23, Phase 2 now underway.	Phase 1 (underway)	C - Supports Sustainable Development	1,300,000	1,300,000	TBC	TBC	University of Essex	Phase 1 complete (cost £7.9m). Phase 2 (cost £1.3m) underway and therefore assumed to be funded.	University of Essex, (2023); Financial Statement 2022-23.
60	Education	Higher Education	University Centre	Clacton Civic Quarter Redevelopment,	University will create a new Centre for Coastal Communities that will form part of the Institute of Public Health and Wellbeing	Clacton-on-Sea (apart of University of Essex)	TBC	TBC	C - Supports Sustainable Development	TBC	TBC	-	Funded via government grant (£20m Levelling Up Fund for Clacton Civic Quarter).	TBC	Funded via government grant (Levelling Up Fund).	First look at Clacton Civic Quarter project Essex County Council
61	Education	Higher Education	University Business Hub	Knowledge Gateway Innovation Centre - expansion	Employment land is allocated in the TCBGC DPD for the expansion of the University of Essex Knowledge Gateway, to the north of the A133.	TCBGC	Depends on phasing of TCBGC	To 2043	C - Supports Sustainable Development	TBC	TBC	TBC				
62	Education	Further Education	Further Education	High level costing for further education provision To 2043, based on ECC demand and cost benchmarks	High level costing for further education provision To 2043, based on ECC demand and cost benchmarks	Colchester wide	Up To 2043	To 2043	B - Important	15,008,135		15,008,135				Cost benchmarks from ECC Developer Guide to Infrastructure Contributions (2024)
63	Education	Adult Education	Adult Learning Centre	Clacton Civic Quarter Redevelopment,	ACL Essex will have a new centre local in the building	Clacton-on-Sea (apart of ACL Essex)	TBC	TBC	C - Supports Sustainable Development	TBC (part of Clacton Civic Quarter redevelopment)	TBC (funded via £20m million from Levelling Up Fund for Clacton Civic Quarter which includes Adult Learning Centre)	-	£20 million from Levelling Up Fund secured for Clacton Civic Quarter including Adult Learning Centre)	TBC		First look at Clacton Civic Quarter project Essex County Council
64	Education	Adult Education / Further Education	Adult Education / Further Education	Sustainable Skills Innovation Centre (Colchester Institute).	This project will provide a dedicated training facility to meet the demand for skilled construction workers generated by the Tendring Colchester Borders Garden Community development. The location of an 'anchor' employment and educational facility would provide an innovative approach to supporting the significant skills and employability challenge experienced by the area given that over the initial period of development planners are targeting 920 new build homes per year. The proposal will create a new 2 storey 900 sqm building in the Tendring Colchester Borders Garden Community offering three workshops (wood occupations, mechanical and electrical technology, flexible construction), an innovation space where immersive interactive technologies (VR / AR) can be used to demonstrate the latest construction techniques; a CAD-PC suite to support digital skills; a classroom and conferencing suite; and offices, communal and break-out zones.	Tendring Colchester Borders Garden Community	TBC - Full Business Case to be developed	TBC	C - Supports Sustainable Development	At least £5,000,000		5,000,000	TBC			Source ECC. ECC has commissioned Strategy Outline Business Case
65	Social & green infrastructure	Emergency Services	Police	Police facilities to support planned housing/ population increase in the 10 x growth areas (8,905 dwellings)	Additional/ enhanced police station floor space & facilities, including fit out/ refurbishment *Custody facilities*Mobile police stations*Communications/CT*Speed camera/Automatic number plate recognition technology*Police vehicles*Funding for additional staff resources-recruitment/training/equipping/tasking of Police Community Support Officers during the construction phase & recruitment/training/equipping of Local Policing Teams at the occupation phase of residential development.	Growth areas - North/East/South Colchester, Tiptree, Marks Tey, West Mersea, Eight Ash Green, Great Horkeley, Copford & Langham	Across the plan period	To 2043	B - Important	5,531,571	-	5,531,571	Developer Funded	Essex Police	This is estimated developer contributions required to meet needs associated with potential emerging allocations.	Essex Police consultation response, June 2026
66	Social & green infrastructure	Emergency Services	Fire and Rescue Service	Fire & Rescue Facilities to support planned housing/ population increase in the 10 x growth areas (8,905 dwellings)	*Additional or enhanced fire station floor space & facilities, including fit out, refurbishment & extension*Operational crew drop-down points*Fire service plant & equipment, including hydrants, specialist pump/ hose appliances, turntable ladder aerial appliances, cutters, spreaders, rams, stretchers, lifting air bags, toolbox, winch, ventilation fans, lighting appliances, thermal imaging cameras, dry suits, uniforms, breathing apparatus, defibrillators, first aid kit & personal protective equipment (PPE)*Fire & rescue vehicles, inflatable boats, rescue sled, ice path, drones & electric vehicle (EV) charging points*Funding for additional staff resources, incorporating the recruitment, training, equipping & tasking of Community Safety, Community Wellbeing & Fire Safety Officers, & recruitment, training & equipping of Firefighters.	Growth areas - North/East/South Colchester, Tiptree, Marks Tey, West Mersea, Eight Ash Green, Great Horkeley, Copford & Langham	Across the plan period	To 2043 (all phases, from occupation)	B - Important	3,116,750	-	3,116,750	Developer Funded	Essex County Fire and Rescue Service (ECFRS)	This is estimated developer contributions required to meet needs associated with potential emerging allocations.	Essex County Fire and Rescue Service (ECFRS) - June 2026
67	Social & green infrastructure	Emergency Services	Ambulance Services	Ambulance infrastructure to support growth To 2043	EEAST identify need for a new ambulance hub in Colchester, as well as ideally more ambulance response posts to increase response times to Colchester residents. EEAST also identify demand for an additional four ambulances to 2043, additional resources at call centres, recruitment / equipping / training of Community First Responders and training and employment opportunities for ambulance staff.	TBC	2026-2043	To 2043	B - Important	4,676,700	-	4,676,700	Developers, NHS England, DHSC.	East of England Ambulance Health Trust	£4,676,700 is EEAST's estimate of developer contributions required to meet needs associated with potential emerging allocations. New ambulance hub will cost c. £15m. A new ambulance costs c. £140,000.	EEAST consultation response, June 2026
68	Social & green infrastructure	Playspaces	Playspaces	Playspace within existing allocated sites outlined in the Local Plan	The existing Local Plan identifies specific playspace requirements for some existing allocations (some of which may have already been delivered), see report (section 3.12) for details.	Across local authority area	Extant Local Plan Period	Phase 1 and 2	C - Supports Sustainable Development	Unknown	Unknown		Developer			Colchester City Council, (2017); Colchester Borough Local Plan 2017-2033 Section 2.
69	Social & green infrastructure	Playspaces	Playspaces	Playspace to meet demand arising from potential emerging allocations to 2043.	0.97 ha playspace to include playspace for younger children and older children.	Across local authority area	To 2043	To 2043	C - Supports Sustainable Development	1,941,807		1,941,807	Developers, CCC	Developers, CCC, parish/town council		Demand estimate based on Colchester Open Space Study 2023. Cost estimate based on Fields In Trust Guidance 2020 and Colchester Borough Council, (2019); Supplementary Planning Document – Charges Effective from 1 April 2019.
70	Social & green infrastructure	Cultural Facilities	Cultural Facilities	Demand for expanded arts galleries, archive facilities and museums to accommodate population growth to 2043	2,557 sqm floor space to accommodate expanded arts galleries, archive facilities and museums, based on national benchmarks.	Colchester city centre	To 2043	To 2043	C - Supports Sustainable Development	Unknown	Unknown	Unknown		CCC, developer contributions, charities.		Demand benchmarks sourced from Town and Country Planning Association, (2013); Improving Culture, Arts and Sporting Opportunities through Planning. A Good Practice Guide.
71	Social & green infrastructure	Indoor and Outdoor Sports	Indoor sports	New swimming pool and sports halls space, based on Sports England Calculator	6.64 swimming pool lanes and 8.29 sports courts, to meet demand arising from potential emerging allocations to 2043.	Across local authority area	To 2043	To 2043	A - Essential	14,673,168		14,673,168	Developer contributions, local authority, private sector.	Developers, CCC, private sector.		Demand and cost estimates from the Sports England Active Places Calculator.
72	Social & green infrastructure	Indoor and Outdoor Sports	Outdoor sports	New artificial pitch and tennis courts space, based on Sports England Calculator	1.08 artificial grass pitches and 4.3 tennis courts, to meet demand arising from potential emerging allocations to 2043.	Across local authority area	To 2043	To 2043	B - Important	1,763,134		1,763,134	Developer contributions, local authority, private sector.	Developers, CCC, private sector.		Demand and cost estimates from the Sports England Active Places Calculator.

Project ID	Infrastructure Cat 1	Infrastructure Cat 2	Infrastructure Cat 3	Project name	Project description	Location	Timing, including any triggers	Phase	Priority category	Cost (£)	Funding secured (£)	Net Cost (£)	Funding sources	Delivery responsibility	Other comments	Source(s) of information
73	Social & green infrastructure	Indoor and Outdoor Sports	Indoor and Outdoor Sports	Sports & leisure facilities to serve TCBGC residents	12.6 ha of land for sports provision, comprising up to 10.1 ha for the Southern Fields Masterplan Area and approximately 2.5 ha within or adjacent to schools and public open space. Facilities to be provided etc.	TCBGC	Depends on phasing of TCBGC	To 2043	B - Important	Unknown	Unknown	Unknown	Developer, local authority, private sector.	Developer, local authority, private sector.		Hybrid planning application for TCBGC submitted March 2026. Available at https://www.colchester.gov.uk/planning-search-results/ application reference number 260386
74	Social & green infrastructure	Playing Pitches	Playing Pitches	Playing Pitch and Outdoor Sports Strategy Recommendations	13 recommended playing pitch projects outlined in the PPOSS. A full breakdown of PPOSS proposals is outlined in Section 3.9.3 of the Stage 3 Report.	Various across Colchester	Unknown	To 2043	B - Important							Playing Pitch and Outdoor Sports Strategy
75	Social & green infrastructure	Playing Pitches	Playing Pitches	Grass pitches, to meet demand arising from potential emerging allocations	38.8 ha grass pitches, to meet demand arising from potential emerging allocations to 2043.	Across local authority area	To 2043	To 2043	B - Important	6,817,647		6,817,647	Developer contributions, local authority	Developer contributions, local authority		Demand estimate based on Fields In Trust Guidance 2023. Costs based on an average from the Sports England 2026.
76	Social & green infrastructure	Playing Pitches	Playing Pitches	TCBGC playing pitch requirements	Estimated overall requirement to 2058 is 5.43 ha. Could include football, rugby union, hockey, 3G pitches and a cricket square across a number of hubs, including Southern Fields and co-located on or adjacent to a secondary school.	TCBGC	Depends on phasing of TCBGC	To 2043	B - Important				Developer contributions, local authority	Developer		Strategic Leisure Limited (SLL) (2025) Tendring/Colchester Border Gardens Community Sports Strategy
77	Social & green infrastructure	Open Spaces	Open Spaces	Open Space projects on existing allocated sites outlined in the Local Plan	19 allocated sites within the Local Plan that make provision for contributions to open space (noting that some may have been implemented by now). A full breakdown of the open space proposals is outlined in report (section 3.10).	Various across Colchester	Existing Local Plan period (to 2033)	Phase 1 & 2	B - Important	Unknown	Unknown	Unknown	Developer	Developer		Local Plan Section 2.
78	Social & green infrastructure	Open Spaces	Open Spaces	Open Space sites serving catchment gaps outlined in the Open Space Report	23 open space sites outlined in the PPOSS serving catchment gaps which should be prioritised for enhancement. A full breakdown of the PPOSS sites is outlined in section 3 of the report.	Various across Colchester	Unknown	To 2043	B - Important				Developer contributions, local authority			Open Space Report
79	Social & green infrastructure	Open Spaces	Open Spaces	Open space provision to cater for new population associated with potential emerging allocations	155.67 ha open space provision, comprising 8.09 ha parks and gardens, 99.3 ha natural and semi-natural greenspace, 43.69 ha amenity greenspace, and 4.53 ha allotments.	Across local authority area	2043	To 2043	B - Important	34,126,618		34,126,618	Developers, public and third sector partners	Developers, public and third sector partners		Demand benchmarks from Open Space Report, costs from AECOM cost consultants 2026
80	Social & green infrastructure	Open Spaces	Open Spaces	TCBGC open space allocation	A multi-functional network of primary green spaces and corridors to cater for TCBGC demand. To include the new Salary Brook Country Park as part of Phase 1, green corridors, and the provision of sports and leisure facilities. Local open spaces and facilities will be distributed appropriately across the development, to ensure that provision remains in sync with housing delivery.	TCBGC	Depends on phasing of TCBGC	Phase 1 & 2	B - Important				Developer	Developer		Colchester City Council, Essex County Council, Tendring District Council, (2023); Tendring Colchester Borders Garden Community: Development Plan Document
81	Social & green infrastructure	Green Infrastructure	Green Infrastructure	Green Infrastructure projects outlined in the Local Plan	7 existing Local Plan allocations providing new or enhanced green infrastructure (noting that some may have been implemented already). A full breakdown of the sites is outlined in section 3.11 of the report.	Various	Existing Local Plan period (to 2033)	Phase 1 & 2	B - Important	Unknown	Unknown	Unknown	Developer	Developers		Local Plan Section 2.
82	Social & green infrastructure	Green Infrastructure	Green Infrastructure	Colchester Orbital Route	Enhance access and improve connectivity to the Orbital Route.	Various	Existing Local Plan period (to 2033)	Phase 1 & 2	C - Supports Sustainable Development	Unknown	Unknown	Unknown	Developers, public and third sector partners	Developers, public and third sector partners		Local Plan Section 2.
83	Social & green infrastructure	Community Facilities	Community centres	Meeting community space demand to 2043 associated with emerging potential allocations	High level estimate of community centre demand (10,316 sqm) and costs derived from CCC Community Facilities SPD.	Colchester-wide	To 2043	To 2043	C - Supports Sustainable Development	22,104,285		22,104,285	Developers, local authorities, charitable funds	CCC, developers		Benchmark costs from CCC's SPD on Provision of Community Facilities
84	Social & green infrastructure	Community Facilities	Library	Planned programme of building improvements	Commitments made in Everyone's Library Service Strategy (Essex county-wide)	Essex-wide	Next 5 years	Phase 1	C - Supports Sustainable Development	Unknown	Unknown	Unknown	ECC, developers	ECC, developers		Everyone's Library Service Strategy 2022 -2026
85	Social & green infrastructure	Community Facilities	Library	Developing the mobile and outreach service	Commitments made in Everyone's Library Service Strategy (Essex county-wide)	Essex-wide	2023 - 2026	Phase 1	C - Supports Sustainable Development	Unknown	Unknown	Unknown	ECC, developers	ECC, developers		Everyone's Library Service Strategy 2022 -2026
86	Social & green infrastructure	Community Facilities	Library	Meeting library demand to 2043 associated with new allocations	Any development of 10 or more dwellings or a site size of 0.5 ha and above will be assessed and could generate a request for additional library build and/or additional stock, shelving, and technical equipment to increase capacity and enhance the offer. High level estimate of library demand and costs derived from ECC Developers' Guide to Infrastructure Contributions.	Colchester-wide	To 2043	To 2043	C - Supports Sustainable Development	1,513,325		1,513,325	Developers, local authorities, charitable funds	ECC, developers		Benchmark costs from ECC Developers' Guide to Infrastructure Contributions
87	Social & green infrastructure	Community Facilities	Community Centre / Flexible community space	TCBGC flexible community space	To be provided within four neighbourhood centres	TCBGC	To 2043	To 2043	C - Supports Sustainable Development							Hybrid planning application for TCBGC submitted March 2026. Available at https://www.colchester.gov.uk/planning-search-results/ application reference number 260386
88	Transport	Active Travel	Active Travel (Cycling)	LCWIP Cycle and Walking Route 1	LCWIP Cycle and Walking Route 1 runs from north of A12 J28 along Via Urbis Romanae, Northern Approach Road and North Station Road connecting to the City Centre and LCWIP Cycling Route 8 at the High Street and North Hill junction. The route also covers the area between North Hill and Gulkford Road, north of the High Street and East Hill.	City Centre	TBC	Phase 1: 26/27 to 30/31	B - Important	£ 700,000	TBC/No Funding Secured	£ 700,000	Proposed Funding Split - 25% contribution from local plan allocations - 25% contribution from committed developments - 0% contribution from non-Colchester developments - 50% contribution from external grants.	TBC		LCWIP
89	Transport	Active Travel	Active Travel (Cycling)	LCWIP Cycle Route 1a	LCWIP Cycle Route 1a connects West Bergholt to North Station Roundabout via the B1508.	Inner North	TBC	Phase 1: 26/27 to 30/31	B - Important	£ 13,000,000	TBC/No Funding Secured	£ 13,000,000	Proposed Funding Split - 40% contribution from local plan allocations - 10% contribution from committed developments - 0% contribution from non-Colchester developments - 50% contribution from external grants.	Essex County Council		LCWIP
90	Transport	Active Travel	Active Travel (Cycling)	LCWIP Cycle Route 1b	LCWIP Cycle Route 1b connects Mile End with Horkesley Heath along Nayland Road	Inner West	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 250,000	TBC/No Funding Secured	£ 250,000	Proposed Funding Split - 25% contribution from local plan allocations - 25% contribution from committed developments - 0% contribution from non-Colchester developments - 50% contribution from external grants.	TBC		LCWIP
91	Transport	Active Travel	Active Travel (Cycling)	Extension of LCWIP Cycle Route 3	Route extension of LCWIP Cycle Route 3 to access developments at Marks Tey and Marks Tey Station	Inner West	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 8,300,000	TBC/No Funding Secured	£ 8,300,000	Proposed Funding Split - 100% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants.	Essex County Council		Colchester Further Transport Evidence
92	Transport	Active Travel	Active Travel (Cycling)	LCWIP Cycle Route 4b	LCWIP Cycle Route 4b consists of 2 sections. The first section follows a 1 km route connecting East Street to Broadlands Way via Ipswich Road. The second section follows a 1 km route connecting East Street to Goring Road via A137 Harwich Road.	Inner East	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 7,100,000	TBC/No Funding Secured	£ 7,100,000	Proposed Funding Split - 50% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 50% contribution from external grants.	Essex County Council		LCWIP
93	Transport	Active Travel	Active Travel (Cycling)	LCWIP Cycle Route 4a and overlapping parts of LCWIP Walking Route 2	LCWIP Cycle Route 4a connects Hythe Rail Station to Whitehall Industrial Estate via Hawkins Road and Haven Road. Elements of LCWIP Walking Route 2 overlap with this cycle route and would benefit from this scheme.	Inner East	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 7,300,000	TBC/No Funding Secured	£ 7,300,000	Proposed Funding Split - 50% contribution from local plan allocations - 25% contribution from committed developments - 0% contribution from non-Colchester developments - 25% contribution from external grants.	Essex County Council		LCWIP
94	Transport	Active Travel	Active Travel (Cycling)	LCWIP Cycle Route 6 and LCWIP Walking Route 5	LCWIP Cycling Route 6 and Walking Route 5 (follow same route) will provide connectivity between Ipswich Road and the surrounding residential areas with Castle Park and the town centre. It connects Willow Brook Primary School & Nursery on Goring Road to the High Street via Maidenburgh Street Off Road paths within Castle Park.	City Centre	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 6,700,000	TBC/No Funding Secured	£ 6,700,000	Proposed Funding Split - 25% contribution from local plan allocations - 25% contribution from committed developments - 0% contribution from non-Colchester developments - 50% contribution from external grants.	TBC		LCWIP

Project ID	Infrastructure Cat 1	Infrastructure Cat 2	Infrastructure Cat 3	Project name	Project description	Location	Timing, including any triggers	Phase	Priority category	Cost (£)	Funding secured (£)	Net Cost (£)	Funding sources	Delivery responsibility	Other comments	Source(s) of information
95	Transport	Active Travel	Active Travel (Cycling)	LCWIP Cycle Route 7	LCWIP Cycle Route 7 will look to provide a key north-south route linking Severalls Business Park with the University while at the same time providing a critical route through Greenstead. It connects Colchester Business Park to University of Essex Colchester Campus Via Severalls Road, A1232 Ipswich Road and Greenstead Estate.	Inner East	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 20,000,000	TBC/No Funding Secured	£ 20,000,000	Proposed Funding Split - 50% contribution from local plan allocations - 25% contribution from committed developments - 0% contribution from non-Colchester developments - 25% contribution from external grants	TBC		LCWIP
96	Transport	Active Travel	Active Travel (Cycling)	LCWIP Cycle Route 7a	LCWIP Cycle Route 7a connects A1232 Ipswich Road to A137 Parsons Heath Via St. Johns Close and St. Johns Road - passing directly to the south of the NE Colchester development (full routing to be reviewed to align with development site access)	Inner East	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 5,100,000	TBC/No Funding Secured	£ 5,100,000	Proposed Funding Split - 75% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 25% contribution from external grants	Essex County Council		LCWIP
97	Transport	Active Travel	Active Travel (Cycling)	LCWIP Cycle Route 8	LCWIP Cycle Route 8 is a circular route within the city centre which runs along Colchester High Street, Queen Street, Vineyard Street, Vineyard Gate, St John's Street and Head Street. Elements of the route have been delivered through Active Travel Fund Tranche 2 with remaining sections to be progressed (predominately Queens St, High Street and Greenstead).	City Centre	TBC	Phase 1: 26/27 to 30/31	B - Important	£ 5,300,000	TBC/No Funding Secured	£ 5,300,000	Proposed Funding Split - 25% contribution from local plan allocations - 50% contribution from committed developments - 0% contribution from non-Colchester developments - 25% contribution from external grants	TBC		LCWIP
98	Transport	Active Travel	Active Travel (Cycling)	LCWIP Cycle Route 9 and overlapping parts of LCWIP Walking Route 2	LCWIP Cycle Route 9 connects Colchester Town Rail Station, Hythe Rail Station via Barrack Street to Old Heath Community Primary School via Old Heath Road. Delivery associated only with the A134 Colchester Town Station - Hythe Hill and Hythe Quay sections of the route. Elements of LCWIP Walking Route 2 overlap with this cycle route and would benefit from this scheme.	Inner East	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 6,600,000	TBC/No Funding Secured	£ 6,600,000	Proposed Funding Split - 50% contribution from local plan allocations - 50% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	TBC		LCWIP
99	Transport	Active Travel	Active Travel (Cycling)	Wakes Colne Cycle Route	Cycle route connecting developments to south of Swan Grove and development north of A1124 to Wakes Colne Railway Station via Chappel Hill, The Street and Station Road.	Outer West	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 3,300,000	TBC/No Funding Secured	£ 3,300,000	Proposed Funding Split - 50% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 50% contribution from external grants	Essex County Council		Colchester Further Transport Evidence
100	Transport	Active Travel	Active Travel (Cycling)	Cycle route to Langham	Formalise secondary cycle route connecting Langham to P&R site and access to RTS via Langham Lane, Moor Road and School Road	Outer North	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 4,600,000	TBC/No Funding Secured	£ 4,600,000	Proposed Funding Split - 25% contribution from local plan allocations - 25% contribution from committed developments - 0% contribution from non-Colchester developments - 50% contribution from external grants	TBC		Colchester Further Transport Evidence
101	Transport	Active Travel	Active Travel (Cycling)	Cycle route to Boxted	Extend cycling route to access and service development via Straight Road	Outer North	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 15,000,000	TBC/No Funding Secured	£ 15,000,000	Proposed Funding Split - 50% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 50% contribution from external grants	TBC		Colchester Further Transport Evidence
102	Transport	Active Travel	Active Travel (Cycling)	Cycle route along B1023 to Tiptree	To improve connectivity within the town and access to Kelvedon high street and railway station to support sustainable travel associated with planned growth. The A12 Chelmsford to A120 DCO document identified the delivery of a strategic walking and cycling route linking Tiptree with Kelvedon and the railway station, including a safe crossing at the A12 J24.	Outer South	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 5,000,000	TBC/No Funding Secured	£ 5,000,000	Proposed Funding Split - 50% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 50% contribution from external grants	TBC		Colchester Further Transport Evidence
103	Transport	Active Travel	Active Travel (Cycling)	Marks Tey Cycle Hub	Secure cycle hub at Marks Tey rail station	Inner West	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 170,000	TBC/No Funding Secured	£ 170,000	Proposed Funding Split - 50% contribution from local plan allocations - 25% contribution from committed developments - 0% contribution from non-Colchester developments - 25% contribution from external grants	Essex County Council		Colchester Further Transport Evidence
104	Transport	Active Travel	Active Travel (Cycling)	Chappel & Wakes Colne Cycle Hub	Secure cycle hub at Wakes Colne Railway Station	Outer West	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 170,000	TBC/No Funding Secured	£ 170,000	Proposed Funding Split - 50% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 50% contribution from external grants	Essex County Council		Colchester Further Transport Evidence
105	Transport	Active Travel	Active Travel (Walking)	LCWIP Walking Route 1 Extension in Braiswick	Formalise the secondary off-road route branching from LCWIP walking route 1 to improve pedestrian and cycle access to Colchester station (North) and through the Braiswick residential area Explore access from Axial Drive park into new development site)	Inner North	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 1,600,000	TBC/No Funding Secured	£ 1,600,000	Proposed Funding Split - 80% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 20% contribution from external grants	TBC		Colchester Further Transport Evidence
106	Transport	Active Travel	Active Travel (Walking)	Cycling and Walking Route extension of LCWIP Cycle Route 1b	Formalise secondary walking route from Horkesley Heath to LCWIP Route 1b via Coach Road	Outer North	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 2,200,000	TBC/No Funding Secured	£ 2,200,000	Proposed Funding Split - 50% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 50% contribution from external grants	TBC		Colchester Further Transport Evidence
107	Transport	Active Travel	Active Travel (Walking)	Walking Route Connecting LCWIP Walking Routes 3, 4 and 12	Walking route along Clinghoe Hill arm of Greenstead roundabout providing connections to LCWIP Walking Routes 3, 4 and 12	Inner East	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 610,000	TBC/No Funding Secured	£ 610,000	Proposed Funding Split - 50% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 50% contribution from external grants	TBC		Colchester Further Transport Evidence
108	Transport	Active Travel	Active Travel (Walking)	LCWIP Walking Route 4	LCWIP Walking Route 4 connects Colchester Business Park to Greenstead Roundabout via Severalls Lane, Ipswich Road and Greenstead Estate.	Inner East	TBC	Phase 1: 26/27 to 30/31	B - Important	£ 5,200,000	TBC/No Funding Secured	£ 5,200,000	Proposed Funding Split - 50% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 50% contribution from external grants	Essex County Council		LCWIP
109	Transport	Active Travel	Active Travel (Walking)	LCWIP Walking Route 10	LCWIP Walking Route 10 connects Essex County Hospital to Stanway via A1124 Lexden Road and London Road.	Inner West	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 5,000,000	TBC/No Funding Secured	£ 5,000,000	Proposed Funding Split - 50% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 50% contribution from external grants	Essex County Council		LCWIP

Project ID	Infrastructure Cat 1	Infrastructure Cat 2	Infrastructure Cat 3	Project name	Project description	Location	Timing, including any triggers	Phase	Priority category	Cost (£)	Funding secured (£)	Net Cost (£)	Funding sources	Delivery responsibility	Other comments	Source(s) of information
110	Transport	Active Travel	Active Travel (Walking)	Bakers Lane walking route	Walking route along Bakers Lane to improve access to bus services	Inner North	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 700,000	TBC/No Funding Secured	£ 700,000	Proposed Funding Split - 50% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 50% contribution from external grants	Essex County Council		Colchester Further Transport Evidence
111	Transport	Active Travel	Mobility Hub Related	Marks Tey Station Mobility Hub	A mobility hub at Marks Tey to support integrated transport, quality of interchanges and access to higher quality public transport services	Inner West	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 430,000	TBC/No Funding Secured	£ 430,000	Proposed Funding Split - 100% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	Essex County Council		Essex Mobility Hubs study
112	Transport	Active Travel	Mobility Hub Related	Eight Ash Green Mobility Hub with new bus stops	A mobility hub at Eight Ash Green to support integrated transport, quality of interchanges and access to higher quality public transport services, including new bus stops	Inner West	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 430,000	TBC/No Funding Secured	£ 430,000	Proposed Funding Split - 25% contribution from local plan allocations - 25% contribution from committed developments - 0% contribution from non-Colchester developments - 50% contribution from external grants	Essex County Council		Essex Mobility Hubs study
113	Transport	Active Travel	Mobility Hub Related	Colchester Town Station Mobility Hub (Hub type 2 - refer to the Essex Mobility Hubs Implementation Guide)	A mobility hub at Colchester Town Station to support integrated transport, quality of interchanges and access to higher quality public transport services	City Centre	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 430,000	TBC/No Funding Secured	£ 430,000	Proposed Funding Split - 50% contribution from local plan allocations - 50% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	Essex County Council		Essex Mobility Hubs study
114	Transport	Active Travel	Mobility Hub Related	Colchester High Street Mobility Hub	A mobility hub on Colchester High Street to support integrated transport, quality of interchanges and access to higher quality public transport services	City Centre	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 430,000	TBC/No Funding Secured	£ 430,000	Proposed Funding Split - 75% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 25% contribution from external grants	Essex County Council		Essex Mobility Hubs study
115	Transport	Active Travel	Mobility Hub Related	Wivenhoe Mobility Hub	A mobility hub in Wivenhoe to support integrated transport, quality of interchanges and access to higher quality public transport services	Outer East	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 430,000	TBC/No Funding Secured	£ 430,000	Proposed Funding Split - 100% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	Essex County Council		Essex Mobility Hubs study
116	Transport	Active Travel	Mobility Hub Related	Wakes Colne Mobility Hub	A mobility hub at Wakes Colne to support integrated transport, quality of interchanges and access to higher quality public transport services	Outer West	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 430,000	TBC/No Funding Secured	£ 430,000	Proposed Funding Split - 50% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 50% contribution from external grants	Essex County Council		Essex Mobility Hubs study
117	Transport	Active Travel	Mobility Hub Related	Langham Mobility Hub	A mobility hub in Langham to support integrated transport, quality of interchanges and access to higher quality public transport services	Outer North	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 430,000	TBC/No Funding Secured	£ 430,000	Proposed Funding Split - 100% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	Essex County Council		Essex Mobility Hubs study
118	Transport	Active Travel	Mobility Hub Related	Bromley Road Schools Mobility Hub	Bromley Road School mobility hub to support integrated transport, quality of interchanges and access to higher quality public transport services	Inner East	TBC	Phase 1: 26/27 to 30/31	B - Important	£ 430,000	TBC/No Funding Secured	£ 430,000	Proposed Funding Split - 100% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	Essex County Council		Essex Mobility Hubs study
119	Transport	Active Travel	Mobility Hub Related	Ipswich Road/Severalls Way Mobility Hub	Ipswich Road / Severalls Way junction mobility hub to support integrated transport, quality of interchanges and access to higher quality public transport services	Inner East	TBC	Phase 1: 26/27 to 30/31	B - Important	£ 430,000	TBC/No Funding Secured	£ 430,000	Proposed Funding Split - 50% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 50% contribution from external grants	Essex County Council	Dependent upon development phasing.	Essex Mobility Hubs study
120	Transport	Active Travel	Mobility Hub Related	Colchester North Station Mobility Hub (Hub type 1 - refer to the Essex Mobility Hubs Implementation Guide)	Colchester Station (North) mobility hub to support integrated transport, quality of interchanges and access to higher quality public transport services	City Centre	TBC	Phase 1: 26/27 to 30/31	B - Important	£ 650,000	TBC/No Funding Secured	£ 650,000	Proposed Funding Split - 25% contribution from local plan allocations - 75% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	Essex County Council		Essex Mobility Hubs study
121	Transport	Active Travel	Mobility Hub Related	Kelvedon Road Mobility Hub	Mobility hub on Kelvedon Road to support integrated transport, quality of interchanges and access to higher quality public transport services	Outer South	TBC	Phase 1: 26/27 to 30/31	B - Important	£ 430,000	TBC/No Funding Secured	£ 430,000	Proposed Funding Split - 100% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	Essex County Council	Dependent upon development phasing.	Essex Mobility Hubs study
122	Transport	Active Travel	Mobility Hub Related	Tiptree Mobility Hub	Mobility hub in Tiptree to support integrated transport, quality of interchanges and access to higher quality public transport services	Outer South	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 430,000	TBC/No Funding Secured	£ 430,000	Proposed Funding Split - 100% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	Essex County Council		Essex Mobility Hubs study
123	Transport	Active Travel	Mobility Hub Related	Hythe Station Mobility Hub	A mobility hub at Hythe Station to support integrated transport, quality of interchanges and access to higher quality public transport services	Inner East	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 430,000	TBC/No Funding Secured	£ 430,000	Proposed Funding Split - 25% contribution from local plan allocations - 75% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	Essex County Council		Essex Mobility Hubs study
124	Transport	Active Travel	Mobility Hub Related	West Bergholt Mobility Hub	Mobility hub in West Bergholt to support integrated transport, quality of interchanges and access to higher quality public transport services	Inner North	TBC	Phase 1: 26/27 to 30/31	B - Important	£ 430,000	TBC/No Funding Secured	£ 430,000	Proposed Funding Split - 50% contribution from local plan allocations - 50% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	Essex County Council		Essex Mobility Hubs study

Project ID	Infrastructure Cat 1	Infrastructure Cat 2	Infrastructure Cat 3	Project name	Project description	Location	Timing, including any triggers	Phase	Priority category	Cost (£)	Funding secured (£)	Net Cost (£)	Funding sources	Delivery responsibility	Other comments	Source(s) of information
125	Transport	Active Travel	Travel Planning	Travel planning for residents	Allowance for travel planning at residential developments	District Wide	TBC	Phase 2: 31/32 to 36/37	C - Supports Sustainable Development	£ 19,000,000	TBC/No Funding Secured	£ 19,000,000	Proposed Funding Split - 100% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	TBC		Reg 19 Transport evidence base work (Jacobs) August 2026
126	Transport	Active Travel	Travel Planning	Travel planning for employment	Allowance for travel planning at employment developments (using estimated employment of 10,000 jobs)	District Wide	TBC	Phase 2: 31/32 to 36/37	C - Supports Sustainable Development	£ 13,000,000	TBC/No Funding Secured	£ 13,000,000	Proposed Funding Split - 100% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	TBC	Employment-related, no funding from residential sites	Reg 19 Transport evidence base work (Jacobs) August 2026
127	Transport	Public Transport	Bus	Great Tey Horkesley / Wakes Colne new bus route	A new bus route between Great Tey Horkesley and Wakes Colne. Its frequency would be expected to increase coordinated with development growth	Outer West	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 2,200,000	TBC/No Funding Secured	£ 2,200,000	Proposed Funding Split - 100% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	TBC		Colchester Further Transport Evidence
128	Transport	Public Transport	Bus	Bus connection from Langham to connect to P&R at Boxted Road	A new bus route or existing service alteration between Langham and P&R facility at Boxted. Its frequency would be expected to increase coordinated with development growth	Outer North	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 1,100,000	TBC/No Funding Secured	£ 1,100,000	Proposed Funding Split - 100% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	Essex County Council/Operating Companies		Colchester Further Transport Evidence
129	Transport	Public Transport	Bus	Berechurch Hall Road / Layer Road bus stop	Provision of bus stop at development site on Berechurch Hall Road / Layer Road (dependent on site access arrangements)	Outer South	TBC	Phase 1: 26/27 to 30/31	B - Important	£ 60,000	TBC/No Funding Secured	£ 60,000	Proposed Funding Split - 100% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	TBC		Colchester Further Transport Evidence
130	Transport	Public Transport	Bus	Marks Tey new bus route	Enhanced bus connections into developments at Marks Tey, via one of the following options: - Option 1: Extension of existing route(s) into developments - Option 2: New bus route connecting developments and key amenities	Inner West	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 2,200,000	TBC/No Funding Secured	£ 2,200,000	Proposed Funding Split - 100% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	Essex County Council		Colchester Further Transport Evidence
131	Transport	Public Transport	Bus	A12 Bus and Active Travel Bridge Old London Road to Hall Chase	Provision of a bus and active travel bridge across the A12, connecting Old London Road to Hall Chase in Marks Tey to support local bus movements through new developments, reduce severance caused by the A12 and alleviate pressure on J25	Inner West	TBC	Post 2043	B - Important	£ 40,000,000	TBC/No Funding Secured	£ 40,000,000	Proposed Funding Split - 100% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	TBC		Reg 19 Transport evidence base work (Jacobs) August 2026
132	Transport	Public Transport	Bus	West Mersea to Colchester bus route frequency upgrades	Increase the frequency of an existing bus route connecting West Mersea to Colchester, coordinated with development growth	Outer South	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 500,000	TBC/No Funding Secured	£ 500,000	Proposed Funding Split - 50% contribution from local plan allocations - 50% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	Essex County Council/Operating Companies		Colchester Further Transport Evidence
133	Transport	Public Transport	Bus	East Colchester - Land north of Bromley Road new bus route	Enhanced bus connections into / around development north of Bromley Road in East Colchester, via one of the following options: Option 1: Extension of existing route(s) into developments Option 2: New orbital bus route	Inner East	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 2,200,000	TBC/No Funding Secured	£ 2,200,000	Proposed Funding Split - 100% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	Essex County Council/Operating Companies		Colchester Further Transport Evidence
134	Transport	Public Transport	Bus	Colchester City Centre Bus Interchange	Colchester City Centre Bus Interchange scheme in development. Consultation on location and options is in Summer/Autumn 2026	City Centre	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 22,000,000	TBC/No Funding Secured	£ 22,000,000	Proposed Funding Split - 70% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 30% contribution from external grants	TBC		Colchester Further Transport Evidence
135	Transport	Public Transport	Bus	Bromley Road, Hawich Road and Ipswich Road Bus frequency upgrades	Bus frequency upgrades for existing inter-urban bus routes along Bromley Road, Hawich Road and Ipswich Road to support TCB and North East Colchester developments' access directly into Colchester City Centre	Inner East	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 2,500,000	TBC/No Funding Secured	£ 2,500,000	Proposed Funding Split - 80% contribution from local plan allocations - 10% contribution from committed developments - 10% contribution from non-Colchester developments - 0% contribution from external grants	TBC		Colchester Further Transport Evidence
136	Transport	Public Transport	Bus	Axial Way / Colchester Business Park new bus route	New bus route to run along Axial Way and connect to Colchester Business Park. Its frequency would be expected to increase coordinated with development growth	Inner North	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 2,200,000	TBC/No Funding Secured	£ 2,200,000	Proposed Funding Split - 0% contribution from local plan allocations - 100% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	Essex County Council/Operating Companies	Employment-related, no funding from residential sites	Colchester Further Transport Evidence
137	Transport	Public Transport	Bus	Boxted Road bus gate	Bus Gate for access to P&R from Boxted Road	Outer North	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 650,000	TBC/No Funding Secured	£ 650,000	Proposed Funding Split - 100% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	Essex County Council		Colchester Further Transport Evidence
138	Transport	Public Transport	Bus	Lexden Road Sustainable Travel Corridor	A package of active travel, sustainable transport and traffic management measures along and around the Lexden / London Road corridor to enhance access between Marks Tey and Colchester City Centre, as per the recommended package outlined in the Colchester West STC Feasibility Study (March 2026)	Inner West	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 3,000,000	TBC/No Funding Secured	£ 3,000,000	Proposed Funding Split - 50% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 50% contribution from external grants	Essex County Council		STC West study
139	Transport	Public Transport	Bus Rapid Transit	Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway	Dedicated westbound RTS lane in central reservation along the A133 connecting Wivenhoe Park Corner (junction between Colchester Road and Brightingsea Road) and Knowledge Gateway	Inner East	TBC	Phase 3: 37/38 to 42/43	B - Important	£ 12,000,000	TBC/No Funding Secured	£ 12,000,000	Proposed Funding Split - 5% contribution from local plan allocations - 75% contribution from committed developments - 20% contribution from non-Colchester developments - 0% contribution from external grants	TBC	Some interaction with Tendring & Wivenhoe Allocations. .	ECC optioneering

Project ID	Infrastructure Cat 1	Infrastructure Cat 2	Infrastructure Cat 3	Project name	Project description	Location	Timing, including any triggers	Phase	Priority category	Cost (£)	Funding secured (£)	Net Cost (£)	Funding sources	Delivery responsibility	Other comments	Source(s) of information
140	Transport	Public Transport	Bus Rapid Transit	RTS operational subsidy	Establishing RTS will require operational subsidy until the service has sufficient patronage to cover costs. Subsidy would need to be spread over the course of the plan period. Since RTS West would serve PnC West, the subsidy also covers the revenue cost for PnC West.	Inner West	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 6,000,000	TBC/No Funding Secured	£ 6,000,000	Proposed Funding Split - 100% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	TBC		Colchester Further Transport Evidence
141	Transport	Public Transport	Bus Rapid Transit	RTS extension City Centre to Marks Tey	An extension of the existing RTS service connecting Colchester City Centre and development to the north of Marks Tey, via Cymbeline Way. The following measures are proposed as part of this scheme: - Signal priority along London Road to support RTS reliability - Stops proposed at Spring Lane, Stanway and Marks Tey. There is potential for an additional stop in Copford to support access for committed developments which will increase residential numbers A number of highway schemes will also be required to support RTS movement. These have been packaged into the following measures (to avoid double counting of highway infrastructure): - Middleborough Roundabout signalisation - Sheepen Road/Cymbeline Way bus gate and junction alterations - Spring Lane roundabout signalisation - London Road/Cymbeline Way/London Road signalisation and bus priority hurry call - Additional bus priority lanes will be included within the Tollgate roundabout and London Road/Western Approach junctions - which are packaged in H12	Inner West	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 63,000,000	TBC/No Funding Secured	£ 63,000,000	Proposed Funding Split - 100% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	Essex County Council	Cost reduced reflecting priority will be concentrated on third of route and priority has been included in other junction schemes on route	Colchester Further Transport Evidence
142	Transport	Public Transport	Bus	Bus subsidy for residents	Allowance for bus subsidy per new dwelling built support bus connectivity and establishing new routes	District Wide	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 1,900,000	TBC/No Funding Secured	£ 1,900,000	Proposed Funding Split - 100% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	TBC		Reg 19 Transport evidence base work (Jacobs) August 2026
143	Transport	Public Transport	Bus	Bus subsidy for employment	Allowance for bus subsidy per new dwelling built support bus connectivity and establishing new routes	District Wide	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 2,500,000	TBC/No Funding Secured	£ 2,500,000	Proposed Funding Split - 100% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	TBC	Note this item relates to employment not residential development	Reg 19 Transport evidence base work (Jacobs) August 2026
144	Transport	Public Transport	Bus	Colchester West Park and Choose	The provision of a Park and Choose mobility hub site(s) in the west of Colchester, either in the form of one singular Park and Choose site or multiple smaller mobility hub/park and choose sites with community functions in association with future development beyond the Local Plan period. Feasibility work is ongoing to explore potential sites including North Marks Tey development, Old London Road and Spring Lane.	Inner West	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 7,000,000	TBC/No Funding Secured	£ 7,000,000	Proposed Funding Split - 100% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	Essex County Council		Colchester Further Transport Evidence
145	Transport	Public Transport	Rail	Marks Tey Rail Station accessibility upgrades	Accessibility upgrades at Marks Tey station with a focus on step free access and lift provision	Inner West	TBC	Phase 2: 31/32 to 36/37	B - Important	£ 5,000,000	TBC/No Funding Secured	£ 5,000,000	Proposed Funding Split - 50% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 50% contribution from external grants	TBC		Reg 19 Transport evidence base work (Jacobs) August 2026
146	Transport	Active Travel	Active Travel (Cycling)	Active travel bridge upgrade across A12 at Marks Tey	Repair and widening of the existing footbridge across the A12 at Marks Tey to enable cycle use and support access to the station.	Inner West	TBC	Phase 3: 37/38 to 42/43	A - Essential	£ 10,000,000	TBC/No Funding Secured	£ 10,000,000	Proposed Funding Split - 100% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	TBC		Colchester Further Transport Evidence
147	Transport	Highways	Highways	A12 Junction 29	Improvements at A12 J29, likely to include: - Extended signalisation - Widening of A120 to Ipswich Road offslip to three lanes - Widening of slip approach to Newcomen Way to two lanes - Widening of the A120 eastbound onslip to two lanes External contributions from National Highways should be explored and developer contributions from developments across Tendring and Colchester council areas should also be considered.	Inner North	TBC	Phase 3: 37/38 to 42/43	A - Essential	£ 15,000,000	TBC/No Funding Secured	£ 15,000,000	Proposed Funding Split - 25% contribution from local plan allocations - 50% contribution from committed developments - 25% contribution from non-Colchester developments - 0% contribution from external grants	TBC	Cost aligns with cost estimate used in Colchester Reg 18	Colchester Further Transport Evidence
148	Transport	Highways	Highways	Greenstead roundabout (peninsularisation)	Significant alterations at Greenstead Roundabout, likely to include: - Peninsularisation of the SW side to prioritise key movements and reduce extreme congestion - Full signalisation - Bus priority measures including RTS and priority for local buses - Complementary measures at the Colne Causeway / Elmstead Road Roundabout	Inner East	TBC	Phase 2: 31/32 to 36/37	A - Essential	£ 15,000,000	TBC/No Funding Secured	£ 15,000,000	Proposed Funding Split - 25% contribution from local plan allocations - 50% contribution from committed developments - 25% contribution from non-Colchester developments - 0% contribution from external grants	TBC		Reg 19 Transport evidence base work (Jacobs) August 2026
149	Transport	Highways	Highways	Lower Harwich Rd and Ipswich Roads	Partial signalisation, signal co-ordination and introduction of RTS and bus priority at Ipswich Road and Lower Harwich Road junctions with St Andrews Avenue and at Ipswich Road junction with East Street, to better balance movements of all modes through and around these junctions. Changes need to be co-ordinated with Greenstead roundabout improvements. Multiple developments contribute to congestion at this location including TCB and growth in NE Colchester and Tendring	City Centre	TBC	Phase 3: 37/38 to 42/43	A - Essential	£ 3,400,000	TBC/No Funding Secured	£ 3,400,000	Proposed Funding Split - 25% contribution from local plan allocations - 50% contribution from committed developments - 25% contribution from non-Colchester developments - 0% contribution from external grants	TBC	Aim is to incrementally introduce scheme using contributions as they become available: - 50% TCB - 25% Tendring LP allocations - 25% NE Cochester	Colchester Further Transport Evidence
150	Transport	Highways	Highways	Halstead Road junction improvements	Halstead Road shows limited capacity with V/C higher than 85% between Spring Lane and Abbot's Lane. Signal measures should improve performance of road.	Inner West	TBC	Phase 2: 31/32 to 36/37	A - Essential	£ 1,000,000	TBC/No Funding Secured	£ 1,000,000	Proposed Funding Split - 50% contribution from local plan allocations - 50% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	Essex County Council		ECC optioneering
151	Transport	Highways	Highways	Wivenhoe Park Corner roundabout (Colchester Road / Brightlingsea Road junction) improvements	Wivenhoe Park Corner junction re-design to conventional roundabout geometry with RTS lanes priority lanes to access P&C. Includes pedestrian crossings and bus stop improvements. Scheme to include improvements to the Colchester Road / Brightlingsea Road junction.	Inner East	TBC	Phase 1: 26/27 to 30/31	A - Essential	£ 6,000,000	TBC/No Funding Secured	£ 6,000,000	Proposed Funding Split - 5% contribution from local plan allocations - 75% contribution from committed developments - 20% contribution from non-Colchester developments - 0% contribution from external grants	TBC	Some interaction with Tendring & Wivenhoe Allocations. .	ECC optioneering

Project ID	Infrastructure Cat 1	Infrastructure Cat 2	Infrastructure Cat 3	Project name	Project description	Location	Timing, including any triggers	Phase	Priority category	Cost (£)	Funding secured (£)	Net Cost (£)	Funding sources	Delivery responsibility	Other comments	Source(s) of information
152	Transport	Highways	Highways	Old Heath Road junction improvements	Signal measures to help improve the performance of Old Heath Road which currently operates with limited capacity with V/C higher than 85% between Whitehall Road and Abbot's Road.	Inner South	TBC	Phase 2: 31/32 to 36/37	A - Essential	£ 1,000,000	TBC/No Funding Secured	£ 1,000,000	Proposed Funding Split - 50% contribution from local plan allocations - 50% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	Essex County Council		ECC optioneering
153	Transport	Highways	Highways	Warren Lane/Maldon Road junction	Measure to address safety issue at junction and large, potential delays, caused by cumulative traffic growth. Further feasibility work required to understand changes required.	Outer South	TBC	Phase 2: 31/32 to 36/37	A - Essential	£ 6,000,000	TBC/No Funding Secured	£ 6,000,000	Proposed Funding Split - 50% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 50% contribution from external grants	TBC		Colchester Further Transport Evidence
154	Transport	Highways	Highways	A12/A120(W) junction alterations Inclusive of Marks Tey rdbt and Prince of Wales rdbt	Junction improvements at the A12 / A120 (W) junction, including: - Conversion of the Marks Tey roundabout to a signalised cross-road junction to improve delays - Signalisation of the Prince of Wales roundabout - Provision of bus priority between Marks Tey and Prince of Wales junctions in both directions using existing highway space (no widening required) - Active travel route enhancements supporting LCWIP 3 access. - Remove on-street parking on Station Rd and replace with cycle track and widened footpath	Inner West	TBC	Phase 2: 31/32 to 36/37	A - Essential	£ 35,000,000	TBC/No Funding Secured	£ 35,000,000	Proposed Funding Split - 100% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	TBC		Reg 19 Transport evidence base work (Jacobs) August 2026
155	Transport	Highways	Highways	Parsons Heath / Harwich Road / Bromley Road junction	Signalisation of Parsons Heath / Harwich Road / Bromley Road junction to support traffic movement and bus priority/reliability through the junction. Feasibility work is required to understand the potential changes required.	Inner East	TBC	Phase 2: 31/32 to 36/37	A - Essential	£ 570,000	TBC/No Funding Secured	£ 570,000	Proposed Funding Split - 50% contribution from local plan allocations - 25% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	TBC		Reg 19 Transport evidence base work (Jacobs) August 2026
156	Transport	Highways	Highways	Mill Road corridor and hospital access package	Mill Road shows limited capacity with V/C higher than 85% and is sensitive to demand growth and network changes further afield. A traffic management package is required along Mill Road corridor to help manage congestion and facilitate access to nearby destinations including the city's hospital. The package will likely require physical work and will need to support active travel and public transport priorities.	Inner North	TBC	Phase 2: 31/32 to 36/37	A - Essential	£ 250,000	TBC/No Funding Secured	£ 250,000	Proposed Funding Split - 25% contribution from local plan allocations - 75% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	TBC		Colchester Further Transport Evidence
157	Transport	Highways	Highways	Essex Hall full signalisation	Signalisation of all arms of Essex Hall Roundabout to help control traffic around Colchester Railway Station (North).	City Centre	TBC	Phase 1: 26/27 to 30/31	A - Essential	£ 430,000	TBC/No Funding Secured	£ 430,000	Proposed Funding Split - 100% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	Essex County Council		Colchester Further Transport Evidence
158	Transport	Highways	Highways	A134 Colne Causeway / Hawkins Road signalisation	Signalisation of all arms of the A134 Colne Causeway / Hawkins Road roundabout to help control traffic along Colne Causeway	Inner East	TBC	Phase 2: 31/32 to 36/37	A - Essential	£ 1,300,000	TBC/No Funding Secured	£ 1,300,000	Proposed Funding Split - 50% contribution from local plan allocations - 50% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	Essex County Council		Colchester Further Transport Evidence
159	Transport	Highways	Highways	A134 Colne Causeway / Elmstead Road signalisation	Signalisation of all arms of the A134 Colne Causeway / Elmstead Road roundabout to help control traffic along Colne Causeway	Inner East	TBC	Phase 2: 31/32 to 36/37	A - Essential	£ 2,200,000	TBC/No Funding Secured	£ 2,200,000	Proposed Funding Split - 50% contribution from local plan allocations - 50% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	Essex County Council		Colchester Further Transport Evidence
160	Transport	Highways	Highways	Dynamic traffic management	In built up areas, the role of traffic management is increasingly important to balance movement needs arising from growth. Investment in new technologies more signal timings to be dynamically altered to respond to traffic conditions and incidents over a wider area. This also reduces the extent of new highway infrastructure schemes resulting in cost and environment benefits. While dynamic traffic management provides greater benefit in urban areas, it is reasonable that all developments contribute to such systems since rural developments also contribute to congestion in urban areas.	District Wide	TBC	Phase 2: 31/32 to 36/37	A - Essential	£ 10,000,000	TBC/No Funding Secured	£ 10,000,000	Proposed Funding Split - 100% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	TBC	Investment can be staggered over the plan period. Therefore suggested a mid-point for the year needed.	Colchester Further Transport Evidence
161	Transport	Highways	Highways	Coggeshall Road/Ashbury Drive junction signalisation	Signalisation of Coggeshall Road / Ashbury Drive junction to improve delays at Coggeshall Road	Outer West	TBC	Phase 2: 31/32 to 36/37	A - Essential	£ 250,000	TBC/No Funding Secured	£ 250,000	Proposed Funding Split - 100% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	TBC	Dependent upon development phasing.	Reg 19 Transport evidence base work (Jacobs) August 2026
162	Transport	Highways	Highways	Ipswich Road/Severalls Lane signal improvements	Signal improvements at Ipswich Road junction with Severalls Lane, in coordination with changes at J29 A120	Inner North	TBC	Phase 1: 26/27 to 30/31	A - Essential	£ 250,000	TBC/No Funding Secured	£ 250,000	Proposed Funding Split - 50% contribution from local plan allocations - 25% contribution from committed developments - 0% contribution from non-Colchester developments - 25% contribution from external grants	Essex County Council		Colchester Further Transport Evidence
163	Transport	Highways	Highways	A120 - A133 Link Road: Phase 2	New strategic link road between the A120 and A133. Linking the A120 and A133 will enable people to access the A120 and A12 more easily, reducing the need to travel directly into Colchester and helping to manage congestion on local roads. This phase will see the completion of the link road between Allen's Farm Roundabout and the A120.	Outer East	TBC	Phase 1: 26/27 to 30/31	A - Essential	£ 86,000,000	Funding secured from Homes England (£65.0m) and developer contribution from TCBCG developer (Latipex (£21m))	£ -		Essex County Council		TBC
164	Transport	Highways	Highways	A12 junction 26 and Stanway junction alterations	A package of measures to help manage queuing on Essex Yeomanry Way, expected as a result of the Tollgate development, including the following schemes: - Tollgate roundabout signalisation and bus priority lanes - London Road/Western Approach junction geometry change from roundabout to cross-roads with bus priority lanes - Essex Yeomanry Way J27 and Western Approach roundabout signalisation to manage traffic movements	Inner West	TBC	Phase 2: 31/32 to 36/37	A - Essential	£ 12,000,000	TBC/No Funding Secured	£ 12,000,000	Proposed Funding Split - 100% contribution from local plan allocations - 0% contribution from committed developments - 0% contribution from non-Colchester developments - 0% contribution from external grants	TBC		Reg 19 Transport evidence base work (Jacobs) August 2026