

Colchester's Local Development Framework

Colchester Cycling Delivery Strategy

Supplementary Planning Document (SPD)

Statement of Consultation

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Introduction

The Colchester Cycling Delivery Strategy Supplementary Planning Document (SPD) is one of the planning documents that make up Colchester's Local Development Framework. The overarching Core Strategy DPD was the first document to be produced, in line with Government guidance on priorities for the LDF. The Core Strategy sets out the spatial vision, strategic objectives and policies for the Borough up to 2021. The Core Strategy was declared 'sound' by a Government-appointed Planning Inspector and was adopted by the Council on 11 December 2008. The policy direction set in the Core Strategy has been used as the cornerstone for the production of subsequent planning policy documents including this SPD.

In preparing the Colchester Cycling Delivery Strategy SPD for adoption, we are required to comply with the Town and County Planning (Local Development) (England) Regulations 2004 and 2008 amendments. Regulations 18 and 19 of the 2008 amendments provide that the Council should not adopt a SPD until they have prepared and published a statement setting out:

- who was invited to be involved in the plan preparation
- how they were invited to be involved in the plan preparation
- a summary of the main issues raised and how they have been addressed

The following statement addresses these points and also is in accordance with Colchester's Adopted Statement of Community Involvement (SCI). The SCI stipulates the level of consultation to be undertaken, which includes a wide range of media and publicity to engage the general public, hard-to-reach-groups, community groups, councillors, businesses and governmental bodies.

Consultation Process

In line with Government regulations, the Council consulted on the Colchester Cycling Delivery Strategy between 18 November and 19 December 2011. The consultation provided the public and stakeholders with the opportunity to comment on the Council's preferred approach to securing planning contributions for community facilities.

A public exhibition of the proposals was held between 4pm to 6pm on Monday 28 November 2011 in the Town Hall, Colchester.

Letters and/or emails were also sent to individuals recorded on the Local Development Framework List of Consultees compiled by Colchester Borough Council. The list was drawn up in accordance with the Town and Country Planning (Local Development) Regulations 2004 and therefore included "specific consultation bodies" such as Government agencies like Natural England and the Highways Agency. In addition, in line with the Council's Statement of Community Involvement, a large number of "general consultation bodies" were consulted representing voluntary groups, ethnic minorities, religious groups, disabled persons and business community representatives. The list of stakeholders is attached as Appendix 1 and the letter sent to stakeholders is attached as Appendix 2.

In accordance with regulations, a statutory advert was posted in the Borough's weekly newspaper (The Essex County Standard) notifying people of the consultation details. A copy is attached is Appendix 3.

10 organisations and 41 individuals responded to the Colchester Cycling Strategy SPD consultation. The views received are summarised in the tables below.

Table - Summary of Consultation Responses

Q1 Do you support the Council's objectives as set out in the draft CDS: manage congestion, improve personal health and enable job creation?

Yes..... 38 (95.0%) No..... 2 (5.0%)

Q2 How do you feel about the content of the draft CDS?

Fully agree 23 (56.1%)
Partially agree 12 (29.3%)
Not sure/neither agree or disagree 3 (7.3%)
Partially disagree 2 (4.9%)
Fully disagree 1 (2.4%)

Q3 Please let us have your comments on the draft CDS. 27 (100%)

Q4 Is there an additional route or measure that you would like to be included in the CDS?

Yes..... 29 (70.7%) No..... 12 (29.3%)
Please give details 32 (100.0%)

Q5 Is there a proposed route that you think should not be included in the CDS?

Yes..... 1 (3.1%) No..... 31 (96.9%)
Please give details 4 (100.0%)

Q6 Are you responding as a private individual?

Yes..... 40 (90.9%) No..... 4 (9.1%)

Q7 Please let us have your contact details

Full name 39 (100.0%)
Postcode 39 (100.0%)
Email address 36 (100.0%)

Q8 Please tick this box if you want to give permission for Colchester Borough Council to contact you regarding the CDS.

Your personal information will be held on a database only for the duration of the project..... 31 (100.0%)

Q9 Do you regularly cycle to work, the shops, school or college?

Yes..... 33 (82.5%) No..... 7 (17.5%)

Q10 If no, what is your main form of transport?

Walk..... 1 (25.0%) Motorcycle 0 (0.0%) Car 2 (50.0%)
Bus..... 1 (25.0%) Taxi 0 (0.0%)
Other 1 (100.0%)

Q14 What is your ethnicity?

Asian or Asian British	0 (0.0%)
Black or Black British	0 (0.0%)
Chinese	0 (0.0%)
Mixed	0 (0.0%)
White.....	43 (100.0%)
Other ethnic group.....	0 (0.0%)

Q15 What is your age?

Under 19.	0 (0.0%)	60 to 79 ..	11
			(25.6%)
20 to 39...	8	80+	0 (0.0%)
	(18.6%)		
40 to 59...	24		
	(55.8%)		

Q16 Do you have a long-term illness, health problem or disability which limits your daily activities?

Yes	6	No.....	37
	(14.0%)		(86.0%)

Table

Summary of Detailed Comments Received and Colchester Borough Council's Response

	Respondent	Summary of Comments	CBC Response	Action Required
1	Essex County Council	Support with minor amendments/clarification to text. 1. Healthier Living – include active travel 2. Cycle Parking – include 'secure' and 'covered' 3. Use of elephant's feet – include 'where appropriate' 4. Cycle centre – include explanation of what a Cycle Centre is in text 5. Conversion costs – include '...contained within the development. We can't ask for funding for something which may never be built because it's not Highway, Borough or have landowners consent. 6. Route signing – Positive route signing will be required. The use of... will not be permitted.	1. accept 2. accept 3. accept 4. accept 5. not accepted, CIL funds collected from developments can be put towards schemes which may be on land over which we currently have no control. 6. accept	Changes to text made
2	East Donyland PC	Hopes this will support a cycling path through Rowhedge.	A route from Rowhedge to Colchester is proposed. It is considered that cycling within Rowhedge is well served by the way of quiet streets. However the introduction of 20mph on all residential streets could make cycling safer and more attractive.	Text changed to encourage the introduction of 20mph speed limits in Colchester's existing residential areas (where suitable)
3	Fingringhoe PC	Supports both routes 2 (Mersea Road) and route 14 (link Fingringhoe to Rowhedge).	Noted	No Action necessary
4	Lexden Restoration	Distinction between different types of routes should be clearer in the document and in particular, on the plan, they should annotate the paths that are subject to more detailed planning/conversion in a different colour to those that can be delivered without such complex issues being addressed.	It is stated in the Strategy that negotiation with landowners and local consultation will be required.	No change to the text is felt necessary.
5	Paul Bache	Concerned about the very poor quality of road and cycle paths in Colchester. If the town is serious about getting people to cycle they must make all routes safe and secure and this must take priority. The routes need to link up i.e. the route from Spring lane roundabout should be linked into Lexden with a safe crossing i.e. footbridge as are used in	All comments are noted. The design of the of cycle routes, whether to segregate then from traffic and perhaps introduce other safety measures like 20mph only areas will be considered at each individual	No change to the text is felt necessary.

		towns such as Hemel Hempstead - putting in pedestrian crossings would be dangerous and cause more accidents. This route should then link up to routes across other parts of the town i.e. across to the Hythe and Newtown etc	scheme's design stage. Linkages are an important part of a legible cycle network, and the style of crossings will be considered at each scheme's design stage.	
6	Sustrans	We were very pleased to be involved in the preliminary work for this document together with other local cycling interests. This strategy should be extended to all parts of the Borough in the near future. The comment on page 13 of the document says '...the borough has been split into zones...' but in this context it should read ' Colchester urban area'. Similar policies and route identification are required in the outer urban and rural areas such as Mersea island and Tiptree.	Comments are noted. This strategy currently focuses on Colchester's urban area and the wording has been altered to better show this. The areas outside of the urban are will be considered as part of the community led plan process for inclusion in a future review.	Text altered to reflect this Strategy is mainly focused on the Urban area and that other areas will be included in a future review.
7	Colchester Cycling Campaign	Suggested additional routes - <ol style="list-style-type: none"> 1. Eight Ash Green Heathfields/Searle Way to Stanway over bridge to new Halstead Road development 2. Cycle route over north of Salary Brook from proposed development on TDC land to connect to Greenstead route 3. Rowhedge-Wivenhoe cycle bridge 4. Is there actually a crossing to the north of the Tollgate eastern roundabout? 5. More red dotted arrows into Severalls Business Park/Estate from Severalls Lane 6. Are there plans for a cycle spine along the western edge of Horkesley? 7. Is it worth adding red arrows in case TDC allow building south of A120 between Ipswich Road and Crockleford Heath, to include a crossing of the A12 (in addition to Crown Interchange)? 8. Connection between Rambler Close and Halstead Road 9. Red arrow connection between Park Road and Queens Road. 10. Link between Runkins Corner and Boxted Road (across P&R site) 11. Links to/from Marks Tey railway station 12. Direct route from Cymbeline Way crossing to station (land acquisition, 	<ol style="list-style-type: none"> 1. cycle link is included within the Halstead Rd development 2. No developers plans at present 3. Concentrating on providing the Rowhedge Trail is seen as a priority. 4. yes 5. Include a cycle link opposite Brinkley Grove Road 6. now included 7. no developer plans at present 8. Not considered worthwhile including this link 9. now included 10. now included 11. this will need to be considered a part of a review of access to the station or 	No action necessary on points 1-8 and 11-13. cycle link on map included for points 9 and 10

		<p>new bridge)</p> <p>13. Land from Hythe Stn roundabout to Ave of Remembrance (subway unsuitable at moment, but could become suitable with new ramps in future)</p>	<p>community led plan, and included in the Strategy's review</p> <p>12. not proposed, a route is proposed to the west of Claremont Heights which will serve cyclists accessing the station from the west.</p> <p>13. A crossing here is proposed in the Strategy.</p>	
8	Transition Town Wivenhoe	<p>Strategy is welcome given that Colchester's road network is already overwhelmed and suffering chronic congestion. Other CBC strategic priorities should be included such as community safety , addressing the needs of young people, reducing (reusing and recycling) carbon emissions Concerned that there aren't quantitative statements in the draft SPD. More precise information needed on cycling infrastructure requirements. Strategy should be bolder -developing bold initiatives and implementing them strategically has to be a priority to ensure that any funds raised through the S PD are spent wisely. Changes to the Venn diagram suggested.</p>	<p>Comments noted.</p> <p>The Cycle delivery strategy was written to be inline with the objectives and actions contained in the strategic plan, which is subject to review.</p> <p>It is recognised that cycling can address the other strategic priorities raised but actions need to be prioritised and resourced.</p> <p>We will use this document to help determine what we expect the developer to deliver. With the introduction of CIL authorities will be able calculate the level of funding expected from certain developments. We do expect the developer to provide infrastructure and connections to the existing network and contribute to the training, marketing and promotional initiatives</p>	<p>No change to the text is felt necessary.</p> <p>No change to the text is felt necessary.</p> <p>Changes to the "Venn" diagram have been made</p>
9	Tollgate Partnership	<p>Comments made on routes 17, 18 and 28 on Appendix 1 17 – Essex County Council, in the past and as part of a S106 Agreement, that a route to deliver pedestrians and cyclists from Tollgate West to London Road has been discussed and it was proposed that Tollgate Road</p>		

		<p>(to the East of the old Sainsbury's Site) footpath is to be widened to allow a combined footpath and cycleway. This proposal was accepted verbally by Essex County Council as the safest and most sensible option to deliver a link between the two roads.</p> <p>18 – This route has never been discussed with us. It is highly unlikely that this route can be constructed affectively. Tollgate East unfortunately, does not have the width available for a dual footpath/cycleway, therefore the road would have to carry the cycling traffic (perhaps delineated?). Providing that the widening of the footpath along the northern section of the Tollgate Road is accepted, this delineated cycleway could join on to the Tollgate Road dual path, via the zebra crossing.</p> <p>28 –A pedestrian link has been agreed between the proposed housing land and Tollgate West, however, it has never been agreed to be a cycle way. Tollgate Partnership Ltd's masterplan will show a link between the two areas.</p>	<p>Route 17 - agreed</p> <p>Route 18 – agreed</p> <p>Route 28 – it is believed a cycle and pedestrian link has been approved.</p>	<p>Map amended accordingly</p> <p>Map amended accordingly</p> <p>No amendment necessary.</p>
10	Edmund Chinnery	Additional route or measureLink between proposed Betts site development path (8) and Bullace Close	Proposal already included.	No amendment necessary.
11	Norman Broom	Additional route or measureA footbridge at Rowhedge would connect with Wivenhoe-Hythe route. This might make the Rowhedge-Hythe path unnecessary. It might also help the traffic congestion at Hythe/ Clingoe Hill.	Concentrating on providing the Rowhedge Trail is seen as a priority.	No amendment necessary.
12	Ashley Parmenter	<p>Supports the suggested links for Monkwick and Wivenhoe as well as additional cycle training.</p> <p>Supports improvements to Salary Brook trail just after the A133 (heading into Greenstead) and along the cycle path on Cowdray (from Mason Road to North Station Road)</p>	<p>Comments noted.</p> <p>Comment noted - maintaining existing cycle routes is part of the Strategy.</p>	No amendment necessary.
13	William Davies	Comments in support.	Comments noted.	No amendment necessary.
14	Terry Cook	<p>Additional route or measure1. Making cycle and shared paths 'Dogs on leads' areas .</p> <p>2. Much clearer and more regular signage - many pedestrians don't or wont accept the shared route concept and refuse to move over for cyclists.</p>	<p>1. There is already legislation that requires dog owners to keep their dogs under control</p> <p>2. Comment noted and signage</p>	No amendment necessary.

			will be considered as part of each scheme's design.	
15	Barry Mordin	Safety on roundabouts needs improvement. Cycle paths on highways need to be legally enforceable i.e. it should be against the law to park on them.	Comment noted. There are no plans to ban cycling on roundabouts, however alternative routes which avoid roundabouts or suitable crossing points at roundabouts are proposed in some locations.	Issue of the use of roundabouts and their design will be raised with Essex Count Council
16	Chris Mordin	Cycling safety in Colchester has improved, but roundabouts are still dangerous places for a cyclist to be. Further comments made on European examples of cycle paths and training.	Comments noted. New National guidance to allow speed limits to be reduced to 20mph in residential areas has been introduced by the Government, which if implemented should make cycling safer and more attractive.	Text changed to encourage the introduction of 20mph speed limits, and "No entry except cycling" in existing residential areas (where suitable), especially where the existing residential roads can be used to connect up the network.
17	Andrew Canessa	Supports the draft CDS. The biggest problem is the lack of a proper cycle networks- examples cited. Additional route or measure Southway, High Street, Queen St, Hythe Hill, North Hill, Lexden Rd (the existing Lexden road provision is worse than not having anything at all).	All comments have been noted. Reducing traffic in the town centre and allowing cycling both ways on come of the town centre roads will help improve conditions for cyclists. These proposals are being considered as part of the Better Town Centre project which have been subject to consultation Upgrading existing cycle routes and considering better design for cyclists at junctions is important and contained within the Strategy.	No amendments necessary Issue of better junction design for cyclists will be raised with Essex Count Council
18	Paul Avison	A worthwhile contribution to a number of objectives - reducing congestion,	Comments noted.	No action necessary

		reducing costs involved with delays in traffic for essential car users, improving health, reducing cost of health service, Improving safety of cyclists and hence aiding cycle use growth.		
20	Sue Clarke	Detailed comments made on routes in Highwoods and Ipswich Road	A continuation of the Ipswich Road cycle route is proposed.	No action necessary
21	Pamela Brown	The area around North Station needs tidying up so that after cycling under the bridge heading towards Mill Road you are not left high and dry.	Comments noted. This area is being investigated as part of the North Colchester Travel Strategy	No action necessary
22	Judith Drew	Like the idea of cycle routes through the town centre and also using the current roads in the pedestrian area. Detailed comments on routes made including the issue of vehicles parking on cycle routes.,	Comments noted.	Vehicles parking on cycle routes issue will be passed to Parking Services
23	Jess Jephcott	Need to address underlying issue of car dominance. Additional route or measure Any routes that take cyclists through villages is dangerous. If separate cycling lanes do not exist, then you are encouraging dangerous behaviour through encouraging cycling. Any village routes where heavy vehicles are commonplace. My village of Fordham is a death trap for cyclists.	Comments noted. Cycling in villages and the rural area will be considered as part of community led plans, and included in the Strategy's review.	Text altered to reflect the strategy is currently focused on the Urban area and that other areas will be included in a future review.
26	Cath Pountney	Very hard to access / read / see online. Should have had a brief overview with map on same page. Additional route or measureCrouch street should be cyclable both ways. Around station should be off road and not 'cease to exist' at crucial points	Comments noted. The newly opened Crouch Street scheme does make the street cycleable in both directions. The North Station Roundabout area is being investigated as part of the North Colchester Travel Strategy.	No action necessary
27	Keith Brown	It is important that all cycle routes are continuous. It is also very important that cycling facilities be very well maintained both off road but also	Improvements to junctions are proposed as part of the Strategy.	Comments to be shared with ECC

		<p>particularly on road.</p> <p>It is important not to concentrate too much on purely radial routes as orbital movements are also important. There are a number of areas, particularly on the south side of town where attractive orbital routes can be easily provided linking important destinations such as schools.</p>	<p>Maintenance issues are noted.</p> <p>A number of orbital routes are included in the plan.</p>	
28	Caroline Avison	This is the way of the future, cycling is the only way to travel around efficiently. The more infrastructure there is the more it will be used.	Comments notes	No action necessary
29	John Riley	<p>Supports, but more attention to maintenance needed.</p> <p>Additional route or measure On the road linking West Bergholt to Colchester and Great Horkesley to Colchester are short stretches of road that are national speed limit. However both are ideal for cyclist in the two villages to access the town. As well as several fatalities in West Bergholt once certain driver speed up on leaving Colchester they tend not to slow down when they arrive at the villages of West Bergholt and Great Horkesley.</p>	Comments noted	<p>Comments to be shared with ECC</p> <p>Text changed to encourage the introduction of 20mph Speed Limits in existing residential areas (where suitable), especially where the existing residential roads can be used to connect up the network.</p>
30	Jane Ehrhardt	<p>Need to change focus on cars.</p> <p>Additional route or measurea safe route to Mersea,</p>	<p>Comment notes.</p> <p>Essex County Council is developing proposals for a route to Mersea.</p>	Comments to be shared with ECC
31	Brian Barton-James	Town to North Station	This route is included in the proposals	No action necessary
33	Nicholas Chilvers	<p>It is wishful thinking to believe that the public are likely to change their transport habits.</p> <p>People travel further to work, services and shops because of urban sprawl. Jumping on the bike is most people's last choice for convenience and time reasons Any money available should be put to other uses. The numbers of extra cyclists that this project will create will be so minimal that the advantages won't justify the money spent. I will be the minority view because all the keen local cyclists will support the proposal. Everyone else will be</p>	<p>It is the Borough Council's policy to try to encourage people to reduce car use for short journeys to help tackle congestion. Also we have policies to help address air quality issues and improving personal health.</p> <p>The graph in section 3 of the</p>	No action necessary

		getting on with their complicated and busy lives.	document shows that there is a significant number of short car trips. To help meet the objectives it will require a number individuals to change their habits. The document sets out to incentivise people to change behaviour. York and Cambridge have higher levels of cycling is not perceived as detrimental to their economy.	
34	Kevin Nunn	Supports. Maps of routes are useful, but less keen on the other proposals around encouraging cycling , vouchers to buy bikes etc, as I think they give developers the opportunity to offer these instead of the "harder" infrastructure work we need most. Additional route or measureThe routes are good. A really key route is one crossing the railway link from George Williams way to Nicholsons Grove, and then to Priory Street. This would open up a link from New Town to the town centre that avoids Southway and East Hill, and a route from the Hythe into the town centre again avoiding Southway. This would need major and expensive changes to the railway bridge but would revolutionise cycle access to the town from the East. It would be even better if the route could run beside the railway into the bottom of Queen Street somehow.	It is not the intention of the Strategy to offer developers options on what they provide to encourage cycling, but a package. What they need to provide will be decided by the local authorities when considering the planning applications, or when the contributions towards the Community Infrastructure funds are considered. Land has been reserved from Colchester Town rail station and it is intended to link this to Simons Lane and Nicholsons Grove as well as Brook Street and joining the Wivenhoe Trail at The Moors.	No action necessary
35	Andrew Thomas	University to Wivenhoe parallel to roads - existing Wivenhoe trail is unlit and potentially dangerous at night if used by students resident in Wivenhoe	Two routes from the University to Wivenhoe, avoiding the Wivenhoe Trail are included in the proposals.	No action necessary
36	Carol Fox	All moves towards more cycling are very welcome, however shared routes are too dangerous for anything but the bravest cycles. Additional route or measureFrom Prettygate/Straight Road area to Tollgate/Stanway	Comments noted. We recognise the need to link together the residential areas in Stanway to Tollgate. We believe there are a number of existing residential	Text changed to encourage the introduction of 20mph Speed Limits in existing residential

			roads which could be linked together to form a route. These would be more attractive if 20mph limits could be introduced in this area.	areas (where suitable), especially where the existing residential roads can be used to connect up the network. Map amended to show indicative route.
37	Private individual (name not supplied)	Its not very plain English. What are the key points? Additional routes or measures.....There is no direct route into town, report says there is. Try using it! (Maldon road inwards) It just needs to be a lot easier for more people to make a shift. 2 bikes stolen in the summer - need lockable bike stores all over town and at major attractions.	The new Southway cycle route links Maldon Road with the town centre and avoids the Maldon Road roundabout. Past experience of cycle lockers located in the town centre are that they get abused. A secure cycle cage is now available at Colchester Station, and a staffed cycle centre for the town centre is included in the Strategy.	No action necessary
38	Linda Cottrell	Detailed comments on map made. Some of the routes shown in green require considerable improvement. Additional routes or measures....Maldon Road proposed route should be extended to Birch where it can be accessed from the NCN route.	Improvements to existing cycle routes is contained in the Strategy. The NCN route is linked to the town centre via Olivers Lane.	Map altered to show correct length of cycle route on Warren Lane.
39	Keith Fairbrother	Please avoid shared "footway" cycle lanes. They're confusing and difficult to use. Additional routes or measures....North station roundabout area needs on-road cycle lanes with advanced stop lines rather than the current detour via pedestrian crossings which cyclist just don't use. Same at the "Albert" Cowdray avenue roundabout.	Comment noted The type of cycle facility to be provided will be considered as part of the design process for each scheme. This area is being investigated as part of the North Colchester Travel Strategy	No action necessary

40	Colin Holder	bikes are menace and dangerous and should not be on main roads without insurance	Comment noted.	
41	Simon Grant	Detailed comments on improvements needed to Southway. Cycle routes in town centre core should be 2 way for cycling.	The new national guidance also allows for greater use of “no entry except cycling” and use of these needs to considered This may help cyclists in the town centre core as well as accessing Wellington Street.	Text changed to encourage the introduction of “No entry except cycling” in existing residential areas (where suitable), especially where allowing cycle access will help to connect up the cycle network.
42	Simon Gilhooly	Mill Road between Northern Approach Road and Brinkley Grove	This route is included in the Strategy	No action necessary
43	Alex Bache	It is positive but the cycle network could be improved by painting more cycles lanes on existing roads, less roundabouts as these are dangerous for cyclists - traffic light junctions are better, wider roads so that cars do not come as close to cyclists and also flyover bridges over the most dangerous and busy areas such as the spring lane roundabout linking Lexden with the station. Additional routes or measures....Flyovers for any large roundabouts and more traffic light controlled junctions as they are better.	Comments noted	No action necessary
46	Michael Padmore	Supports but would like to see still more emphasis on cycling to school, college and work. Additional routes or measures - The Hawkins Road section of the NCN route is dangerous and completely inappropriate for a cycle route: badly pot-holed, lots of short-term roadside parking, illegal parking (especially lorries), vehicles performing three-point turns and heavily used side-roads. A better alternative ought to have been included in the housing development along the river through Hythe. Cycle parking remains an issue. I would like to see more covered spaces, spaces that are kept to a high standard so they don't look littered and uncared-for, and better security.	Comments noted. Cycling to school, college and work is covered in section 3 and 8 of the Strategy, however this section will be strengthened The cycle route alongside the river is included in the Strategy.	Wording altered in section 3 and 8 to emphasis journeys to school, colleges and work.
47	Peter Lynn	Draft CDS is generally good, but the draft lacks specificity in places, which		Reference inserted to

		<p>would appear to leave it open to a lot of interpretation. I think greater clarity is needed on specific points regard cycle parking in new development and encouraging people to cycle. Additional routes or measures.... As mentioned above, working with schools to actively promote cycling to and from school from an early age and to discourage parents from driving to school; b) working with motorists to improve attitudes and behaviour towards cyclists.</p> <ol style="list-style-type: none"> 1. Connect the western end of southern scheme 25 (Old Heath and Bourne Pond) to Abbey Fields. It is not a route if it doesn't join up to anything!! 2. Immediately to the west of East scheme 25 (bridge over railway to Uni) the map shows a green line (existing route) connecting to the Wivenhoe Trail at Uni Quays. This is incorrect. There is no connection as there is currently a flight of steps alongside the Quays cafe! I would like to see a bike ramp at the site of these steps added to the CDS. Small connecting measures like this can make a huge difference. 3. Another such small measure would be to install a bike "gutter" (for wheeling a bike, not riding) at the steps at the western end of Camp Folly, junction with Butt Road, currently laughingly signed as a cycle route. 	<ol style="list-style-type: none"> 1. The Cycle Parking Standards document does detail how visitor cycle parking should be provided and is referenced in section 8 2. Comments noted. Work is undertaken by both Council and other groups to encourage cycling in schools.. 3. noted and a link has been added to the strategy 4. noted and a link has been added to the strategy 5. noted and improvements to this junction has been added to the strategy 	<p>Vehicle Parking Standards Points 3,4,5</p> <p>Map altered to include these amendments</p>
48	Olga Lusnetskova	<p>More detail needed on the mapped schemes. It is better to have one new excellent route than four new bad ones. I think the document should mention the creation of 20mph zones in residential areas as an important measure than encourages cycling and makes cycling safe. Additional routes or measures.... 20mph zones. More advance stop lines/boxes and better maintenance and enforcement of existing ones. Better signage: cycle symbols should be painted at least every 30 metres on shared paths, like the one at Kings Meadow. Otherwise, pedestrians do realise/remember that they are sharing with cyclists.</p>	<p>New National guidance to allow speed limits to be reduced to 20mph in residential areas has been introduced by the Government, which if implemented should make cycling safer and more attractive.</p> <p>The new national guidance also allows for greater use of "no entry except cycling" and use of these needs to be considered</p> <p>A number of locations have been identified as suitable for the implementation of advanced stop lines.</p>	<p>The type of cycle facility and the detailed elements of the design will be considered as part of the design process for each scheme.</p> <p>Text changed to encourage the introduction of 20mph Speed Limits, and "No entry except cycling" in existing residential areas</p>

				(where suitable), especially where the existing residential roads can be used to connect up the network. Comments on the introduction of advanced stop lines to be passed to ECC
49	Mrs Sarah Chandler	I like the new proposed routes. I am particularly keen to see existing routes joined up. Signposting is the biggest issue for me as a cyclist in Colchester. An example of this is the cycleway south of Colchester North Railway station, near the junction with Essex Hall Road. Picking up the cyclepath towards Colne Bank Avenue heading west is not straight forward. Additional routes or measures.... Bourne Road/Mersea Road junction to the town centre.	Signing of existing routes will be taken up with ECC A route from Bourne Road to the town centre has been added via Dudley Road and Pownall Crescent.	Comments on the signing of existing cycle routes to be passed to ECC Map altered to include route
50	Theatre Trust	No Comment		
51	Ramblers Asso.	Overall we are supportive of our cycling friends in their desire to have useful, connecting off-road routes. Individual assessment & consultation (including with us) on each route where a footpath is upgraded to determine their suitability and the amount of new furniture/surfacing needed. Consideration should also be made of the urbanisation effects of cycle paths On the whole, we would like to see segregated use (cycles from walkers and both from traffic) where possible. There is also the concern that any paths upgraded to cycleway rather than bridleway will be lost from the Ordnance Survey maps and thereby to any walkers new to the area. They may not immediately become aware of the cycle routes maps. Specific comments made on routes 15, 4 25 and 16.	Comments noted. The Strategy states that consultation will take place with relevant groups for each scheme proposal. The design of each scheme will be considered individually.	No action necessary

Appendix 1
List of Consultees

Statutory Consultees	
Alresford Parish Council	Lancaster University Network Services Ltd
Anglian Water Services Ltd	Maldon District Council
Anglian Water Services Ltd.	Natural England
Ardleigh Parish Council	Nayland with Wissington Parish Council
Babergh District Council	Neos Networks Ltd
Bradford Cable Communications Ltd	Network Rail
Braintree District Council	North Essex PCT
Brightlingsea Town Council	NTL Group Ltd
British Gas Connections Ltd	NWP Spectrum Ltd
British Telecom	Omne Telecommunications Ltd
Bures St Mary Parish Council	Opal Telecom Ltd
Colchester Association of Local Councils (CALC)	Orange Personal Communications Ltd
Colchester STW	Regional Communications Team O2 Airwave
Colt Telecommunications	Sheffield Canal Company Ltd
Doncaster Cable Communications Ltd	South East Water Plc
East of England Development Agency (EEDA)	Sport England (East Region)
Easynet Telecommunications Ltd	SSE Telecommunications Ltd
EDF Energy	Stoke By Nayland Parish Council
Eircom UK Ltd	Stratford St Mary Parish Council
Energis Communications	Suffolk Constabulary
English Heritage	Suffolk County Council
Environment Agency	Telia Sonera International Carrier Ltd
Essex & Suffolk Water	Tendring District Council
Essex County Council	Tendring Hundred Water Services Ltd
Essex Police	Thames Water Utilities Ltd
Essex University	The Coal Authority
Essex Wildlife Trust	The Highways Agency
Feering Parish Council	The Historic Buildings and Monuments Commission for England
Fibernet Ltd	The National Trust
Friends, Family & Traveller and Travellers Reform	The Planning Inspectorate
Gamma Telecom Holding Ltd	The Secretary of State for Transport
Gemini Submarine Cable System Ltd	T-Mobile (UK) Ltd
Global Crossing	Tollesbury Parish Council
Great Braxted Parish Council	Tolleshunt D'Arcy Parish Council
Haven Gateway Partnership	Tolleshunt Major Parish Council
Hutchison Network Services UK Ltd	Tolleshunt Nights Parish Council
Kelvedon Parish Council	Vitesse Networks Ltd
Kingston Communications (Hull) Plc	Wireless World Forum Headquarters

Other Stakeholders	
250 Residents that expressed an interest in receiving Local Development Framework information	900 members from the Cycle Colchester Mailing List
400 Organisations that have expressed an interest in receiving Local Development Framework information	All Colchester Borough Council Councillors
Colchester Borough Council Town and Parish Councils	

Appendix 2

PO Box 885, Town Hall
Colchester CO1 1ZE
Strategic Policy & Regeneration

Contact Jane Thompson
Phone **01206 508642**
Email planning.policy@colchester.gov.uk
Your ref

Dear Sir/Madam

Reference: Colchester Cycling Delivery Strategy Supplementary Planning Document

Colchester Borough Council is inviting comments on the draft Colchester Cycling Delivery Strategy. The draft Strategy builds upon what we have learnt from the Cycle Colchester project and contains a map of existing and proposed routes, as well as details on marketing and training. It sets out how we would like to see the cycle network of the future and how cycling can be promoted through marketing and training to help the Council's aim to manage congestion, improve personal health and enable job creation. The Borough Council worked with Essex County Council and the cycling community to prepare the draft Strategy.

The final Strategy will be adopted as part of the planning process. This will give the Strategy status and enable the Council to require developers to contribute towards measures to encourage cycling. Some of the measures will be required via S106 contributions as happens now, and some funds will be collected via the new Community Infrastructure Levy (CIL) when it is adopted. The Strategy will also enable the Council to bid for funds to promote cycling from other sources.

The consultation runs from 16 November – 18 December 2011, with a drop in event being held on Monday 28 November 2011 from 4 - 6pm in Town Hall. I would like to invite you to join us to view the plans and discuss the proposals.

Please send your comments to planning.policy@colchester.gov.uk or fill in the on-line survey via our website [Colchester Cycling Delivery Strategy Survey](#)

Results of the consultation will be used to prepare the final Strategy and will go to the Council's Local Development Framework committee at the end of January 2012 to be formally adopted.

Yours faithfully
Jane Thompson
Transport Planner
Strategic Policy & Regeneration

Appendix 3

**COLCHESTER BOROUGH COUNCIL
NOTICE OF PUBLIC PARTICIPATION IN
THE PREPARATION OF THE
COLCHESTER CYCLING DELIVERY
STRATEGY SUPPLEMENTARY PLANNING
DOCUMENT (SPD) UNDER REGULATION
17 OF THE TOWN AND COUNTRY
PLANNING (LOCAL DEVELOPMENT)
ENGLAND) (AMENDMENT) REGULATIONS
2008**

Colchester Borough Council is inviting representations on the draft Colchester Cycling Delivery Strategy Supplementary Planning Document (SPD). When finished, this document will form part of Colchester's Local Development Framework and support the adopted Core Strategy.

The consultation period will run from Wednesday 16th November 2011 until Monday 19th December 2011. The deadline for responding is 5:00 pm. The Council may not be able to consider your views if your representations are received later than this time.

There will be a drop in session held at Colchester Town Hall, High Street, Colchester, Essex on:

• 28 November 2011 4pm – 6pm

Copies of the document and response forms are available at Colchester Borough Council Customer Service Centre, High Street, Colchester, between 8:30am and 5:30pm (Monday to Friday) and Colchester Town Centre Library during normal opening hours, including evenings and weekends.

All the documents and response forms can also be downloaded from the Colchester Borough Council website at www.colchester.gov.uk

Representations should be returned via email to planning.policy@colchester.gov.uk or in writing to FAO Spatial Policy Team, FREEPOST RLSL-ZTSA-SGYA, Strategic Policy & Regeneration, Colchester Borough Council, Colchester, Essex CO1 1ZE.

Further information can be obtained from the Spatial Policy team on (01206) 282787/508842.