

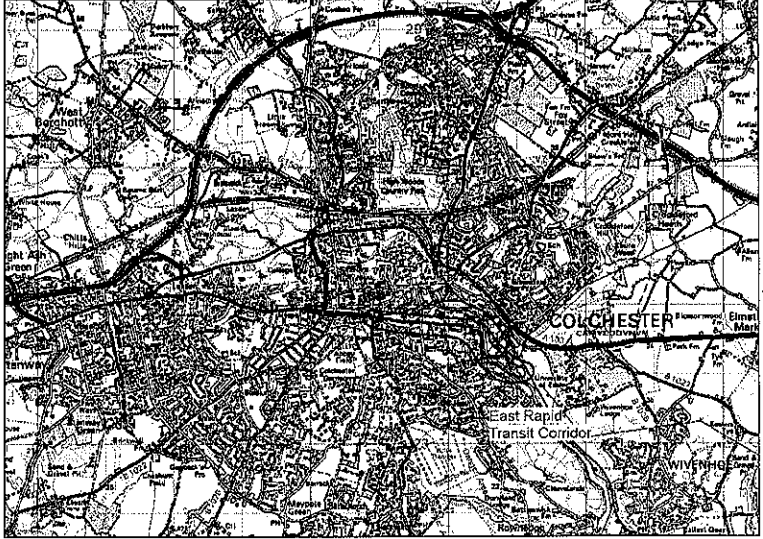


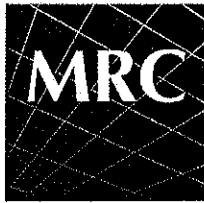
**East of England RFA2 Scheme Information Proforma**

**Section A – Primary Framework**

<p>1. Scheme overview</p>	<p>1a. Scheme name</p>	<p><b>East Colchester Rapid Transport Link</b></p>
<p>1b. Scheme description (what and where)</p>	<p>The East Colchester Rapid Transport Link looks to deliver a high quality bus based rapid transport corridor linking the East Colchester Growth Area with the Town Centre. The East Colchester Rapid Transport Link will provide residents of the proposed housing development in East Colchester Growth Area with an innovative sustainable transport option into the town centre and to key services. The East Colchester Rapid Transport Link will also provide an important link to one of Colchester's Strategic Employment Zones and Essex University</p> <div data-bbox="726 907 1532 1512" style="border: 1px solid black; padding: 5px;"> <p><b>Key</b></p> <ul style="list-style-type: none"> <li> Harlow / Stansted Gateway</li> <li> Thames Gateway</li> <li> Haven Gateway</li> <li> Heart of Essex</li> <li> Key Centres for Developments &amp; Change</li> <li> Scheme</li> </ul> </div> <p>The scheme will comprise:</p> <ul style="list-style-type: none"> <li>▪ A fleet of modern, high-specification, accessible vehicles</li> <li>▪ Dedicated bus lanes to bypass congestion hotspots and avoid other traffic</li> <li>▪ Priority at junctions for buses over other traffic</li> <li>▪ Bespoke stops with improved waiting facilities, with real time information for passengers</li> <li>▪ A high frequency service</li> <li>▪ Fast, improved journey times and increased service reliability.</li> </ul> <p>Essex County Council is the scheme promoter, in association with Colchester Borough Council.</p>	



	
<p>1c. Context (Problems and opportunities)</p>	<p>The Haven Gateway was identified as a New Growth Point in October 2006 and as such is seen to be a priority area for growth in the East of England Plan. Colchester, as part the Haven Gateway, is identified in the Plan as a key centre for development and growth and is expected to accommodate in excess of 19,000 additional dwellings between 2001 and 2023 and 14,000 new jobs between 2001-2021.</p> <p>With significant growth in housing, new employment and an enhanced retail sector, more people will live in, work in and visit Colchester, placing greater demands upon existing transport infrastructure. The East Colchester Rapid Transport Link is identified in Colchester Local Development Framework Core Strategy as an essential element of the town's sustainable transport package.</p> <p>The East Colchester Rapid Transport Link is vital in enabling the development of brownfield mixed use sites in East Colchester Growth Area, which has an allocation in the LDF of 2,600 new dwellings. These new dwellings could have a significant negative impact on the surrounding transport network if sustainable transport measures are not implemented.</p> <p>This scheme takes advantage of the opportunity available that, through early intervention sustainable transport modes can be encouraged. The scheme will ensure that development is sustainable and will have a reduced impact on the surrounding transport network than would otherwise be the case.</p> <p>By removing unnecessary vehicular traffic from the network, the impact of the required housing growth can be accommodated in a sustainable manner.</p>



	<p>1d. Was the scheme previously submitted for consideration in round one of the Regional Funding Allocation?</p>	<p>No</p>
<p>2. How does your scheme contribute to the following regional aims?</p>	<p>2a. Reduce the region's impact on, and exposure to, the effects of climate change</p>	<p>The East Colchester Rapid Transport Link is a key part of the sustainable transport strategy for Colchester.</p> <p>The scheme will reduce the need to travel by car into Colchester Town Centre by providing an innovative and attractive public transport system, providing access to employment, retail and the railway and bus station. The scheme will reduce greenhouse gas emissions by reducing the number of vehicles travelling into the town centre.</p>
	<p>2b. Address housing shortages</p>	<p>The East Colchester Rapid Transport Link is a critical part of the sustainable transport package required to enable the release of the East Colchester Growth Area, an area of brownfield mixed use sites in a congested area of East Colchester, which has an allocation in Colchester LDF Core Strategy of 2600 new dwellings.</p> <p>By removing unnecessary vehicular traffic from the network, the impact of the required housing growth can be accommodated in a sustainable manner.</p>
	<p>2c. Realise the economic potential of the region</p>	<p>Colchester, as part of the Haven Gateway, is identified in the EEP as a Key Centre for Development and Change (KCDC) (Policy E1-Housing growth, Policy E3-Strategic Employment Zone). It is also identified in the Regional Economic Strategy (RES) as one of the seven "engines of growth" that will drive economic growth in the East of England.</p> <p>The East Colchester Rapid Transport Link will support the future economic development of Colchester by providing improved accessibility to Colchester town centre and reducing congestion in east Colchester. This will increase the attractiveness of Colchester as a place to visit and do business. The link will also improve access to one of Colchester's Strategic Employment Zones and Essex University improving access to this higher education facility and providing direct access to employment at the university.</p> <p>This scheme is also in line with the findings and recommendations of the Eddington report, in that it will deliver economic success by focusing on tackling congestion, capacity constraints and network unreliability in a congested and growing urban areas and its catchment.</p>
	<p>2d. Improve the quality of life for the people of the region</p>	<p>Through the provision of a high quality, efficient rapid transport link, the scheme will enable better public transport provision for all</p>

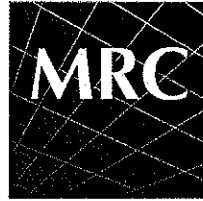


		<p>sectors of the community, improving accessibility and service provision for all.</p> <p>The East Colchester Rapid Transport Link will ensure the East Colchester Growth Area is sustainable by providing an attractive public transport system, reducing the need for residents to travel by car into the town centre.</p> <p>The removal of vehicles from the highway network will provide a cleaner, safer, more attractive environment for cyclists and pedestrians, as well as reduce congestion on the local and wider network. This will improve the quality of life of both new and existing residents in Colchester and the wider Haven Gateway.</p>
	<p>2e. Improve and conserve the region's environment</p>	<p>The East Colchester Rapid Transport Link will provide sustainable links to housing, services and employment, and will help reduce traffic on the already congested road network.</p> <p>The scheme will contribute to reducing the carbon footprint of Colchester, and hence the region, as well as ensuring the development of a sustainable community in the East Colchester Growth Area.</p> <p>An Environmental Assessment will be undertaken along the route to determine the impact of the scheme, any areas of concern, and any mitigation measures that will be required. The Project Team will then ensure conservation of the environment along the link, protecting the biodiversity by mitigating any environmental concerns raised in the assessment.</p>
	<p>2f. Create a digital economy</p>	<p>The latest advanced transit technology will be all services. Real time information will be as standard at all stops.</p> <p>It will also support smarter and flexible working by providing a frequent, rapid service and opportunities to work on board the service.</p>
<p>3. NATA Appraisal Summary Table</p>		<p>A NATA Appraisal Summary Table is not currently available. It is proposed that this work will be undertaken in 2010.</p>

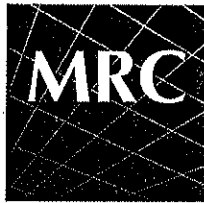


**Section B – Secondary Framework**

4. Scheme status at September 2008		Pre programme entry
5. If under investigation, what engagement has there been with the DfT regarding this scheme? What views, if any, have the DfT given?		N/A
6. Feasibility work undertaken date		A feasibility study has been commissioned and will be completed by March 2009
7. Scheme costs	7a. Total out turn cost £(m)	£5million
	7b. What years does the scheme require funding?	2011/12-2013/14
	7c. Is inflation included in this cost? If so please outline assumptions	No
	7d. Are preparatory costs included in this cost?	Yes
	7e. Has a risk allowance been included in this cost?	No
	7f. What price base has been used?	October 2008
	7g. When was the last detailed review of costs undertaken?	October 2008
	7h. Funding requirement from RFA (profiled on an annual basis)	2011/12-£1million 2012/13-£2 million 2013/14-£2 million
	7i. Funding requirement from other sources?	N/A
	7j. Is this intervention appropriate for consideration for RIF funding?	No
7k. Are there on going revenue implications? Please give details e.g. operating ratio	All ongoing maintenance costs will be included in Essex Council Councils maintenance programme.	



<b>8. Innovative Funding</b>	8a. Does the scheme unlock housing growth and, if so, approximately how many units?	<p>The East Colchester Rapid Transport Link is a critical part of the sustainable transport package required to enable the release of the East Colchester Growth Area, an area of brownfield mixed use sites in a congested area of East Colchester, which has an allocation in Colchester LDF Core Strategy of 2600 new dwellings.</p> <p>By removing unnecessary vehicular traffic from the network, the impact of the required housing growth can be accommodated in a sustainable manner.</p>
	8b. Is the scheme necessary to make the impact of this housing growth acceptable in planning terms? If yes, please give details	The East Colchester Rapid Transport Link was identified in the recently approved Colchester LDF Core Strategy as a necessary scheme required to support housing growth in the town.
	8c. Is it intended that an element of the scheme's costs be recovered from s106, tariffs, or the proposed Community Infrastructure Levy? If yes, please give details of where it would be recovered from	<p>The recently approved LDF Core Strategy demonstrated a dependency between The East Colchester Rapid Transport Link and the release of the land in East Colchester.</p> <p>The appropriate level of Section 106 will be identified during the planning process.</p>
<b>9. Scheme appraisal</b>	9a. Transport Economic Efficiency (TEE) table and analysis of monetized costs and benefits	A Benefit Cost Ratio is not currently available. Essex CC will carry out a business case in 2010.
	9b. What level of optimism bias has been included?	N/A
	9c. What appraisal period has been used?	N/A
	9d. What price base has been used?	N/A
	9e. What operating/maintenance costs have been included?	All ongoing maintenance costs will be included in Essex Council Councils maintenance programme.
	9f. Does the scheme have any wider economic benefits?	<p>Colchester, as part of the Haven Gateway, is identified in the EEP as a Key Centre for Development and Change (KCDC) (Policy E1-Housing growth, Policy E3-Strategic Employment Zone). It is also identified in the Regional Economic Strategy (RES) as one of the seven "engines of growth" that will drive economic growth in the East of England.</p> <p>The East Colchester Rapid Transport Link will support the future economic development of Colchester by providing improved accessibility to Colchester town centre and reducing congestion in east Colchester. This will increase the attractiveness of Colchester as a place to visit and do business. The link will also improve access to one of Colchester's Strategic Employment Zones and Essex University improving access to this higher education facility and providing direct access to employment at</p>



		<p>the university.</p> <p>This scheme is also in line with the findings and recommendations of the Eddington report, in that it will deliver economic success by focusing on tackling congestion, capacity constraints and network unreliability in a congested and growing urban areas and its catchment.</p>
10. Deliverability	<p>10a. Delivery timescale 2011/12-£1million 2012/13-£2 million 2013/14--£2 million</p>	<p>2008 Feasibility 2009 Outline design 2010 Business Case 2011 Detailed Design 2012 Construction 2012 Construction 2012 Construction</p>
	10b. Programme	No programme
	10c. Technical feasibility	Proven technology
	10d. Legal Powers & Statutory Processes	Application stage
	10e. Level of contingency	No assessment
	10f. Is a risk register available?	No
	10g. Is there a procurement strategy in place? Please give details	No
	10h. Funding dependability	Under negotiation via RFA.
	10i. Commitment of partners Number of organisations and complexity of relationships. Please provide details.	<p>Full agreement</p> <p>Colchester Borough Council and Essex County Council are in full agreement of the desire to implement the Town Centre Improvements.</p>
	10j. Widespread support Has consultation demonstrated public acceptability Please provide details.	<p>Under negotiation</p> <p>Public consultation is to be carried out as part of the scheme process, which will determine the level of acceptability to the public and local businesses.</p>

