

Essex Transport Strategy

Implementation Plan: Colchester

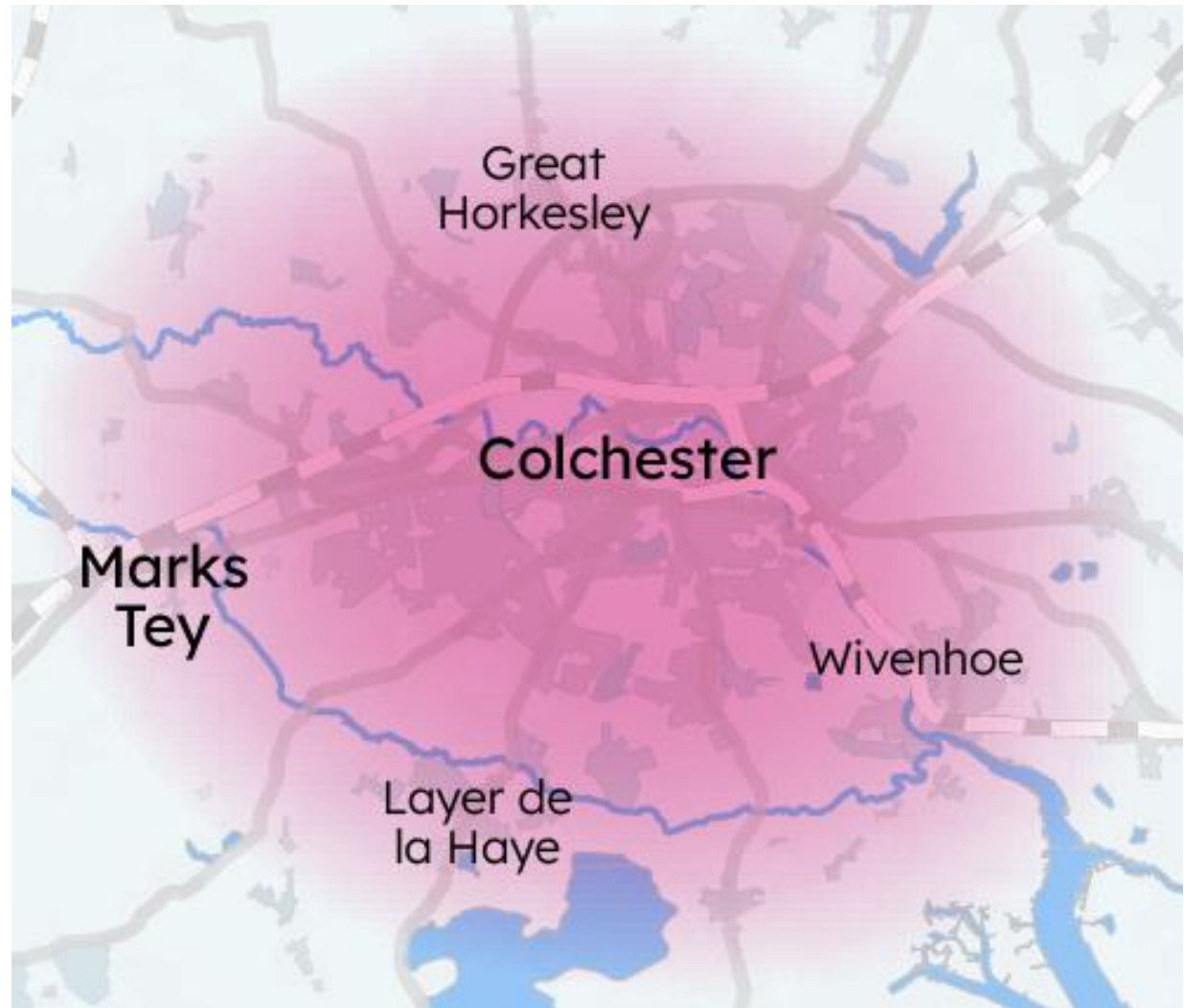
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1. Introduction

1.1 Colchester urban area

The Colchester Urban Area covers the city of Colchester from the area within the A12 to the north and east, south towards Berechurch and west towards Greenstead. The city is home to the University of Essex with a number of students in the city that need their transport needs met. The Tending Colchester Borders Garden Community (TCBGC) is located northeast of the city on the border with Tendring district. It is set to transform the northeast region of Essex and is a joint initiative by Colchester City Council, Tendring District Council, and Essex County Council, with backing from Homes England. The development benefits from its proximity to Colchester – a city rich in roman history and cultural significance – and the diverse urban and rural landscapes of Tendring.



The key transport ambitions for Colchester are:

- To create a sustainable and thriving region. Transport investment in Colchester city centre aims to improve the public realm and support economic growth through active and sustainable travel options.
- Approximately 1,300 new homes need to be built across Colchester every year, including those in the garden community. These developments will prioritise sustainability from the outset, with integrated public transport, walking, and cycling infrastructure.
- At the same time, transport measures will support decarbonisation goals while driving economic growth and improving connectivity for residents and businesses.

1.2 Local travel

Many people live and work within the city and car ownership is low compared to the Essex average¹. However, driving still remains the most popular way to travel to work.²

Colchester has an extensive bus network with frequent buses connecting the city centre to neighbourhoods such as Hythe, Lexden, Highwoods, and Stanway.

Colchester is well-served by a variety of train services from four rail stations. The mainline rail station, Colchester North offers fast, direct, regular services to London Liverpool Street in 50-60 minutes, as well as services to Chelmsford, Ipswich and Norwich. Colchester Town station in the city centre offer some direct services to London and Chelmsford but less often. It is also the terminus of local train services from Walton-on-Naze.

There are also regular rail services from Hythe (for the University of Essex) and Wivenhoe to destinations like London Liverpool Street, Chelmsford, Walton-on-Naze and Clacton-on-Sea.

Walking and cycling are also a popular way to commute, reflecting the local nature of the job market, with a number of cycleways throughout the city including on and off-road facilities, linking to open spaces like Highwoods Country Park. Dott operate an e-bike and e-scooter hire service within the city, and there is an e-cargo bike hire which can be great for local businesses looking for cheaper, cleaner ways to transport goods.

Two key strategic routes, the A120 and the A12, maintained by National Highways, provide direct access to destinations like Braintree, Stansted Airport, Ipswich, and London, as well as the port of Harwich for freight and passengers. More locally important routes include the A133 and A134 that cross the city and link to Sudbury and Clacton-on-Sea. Colchester is also the point closest to the sea that road users can cross the river Colne to access places along the coast.



Colchester in numbers

149,943 residents (2022)



68% economically active (of working population, as of 2021)



Life expectancy* is **83.5**



19% are aged under 15



15% are aged over 65



Average weekly earnings are **£595**, amongst the lowest in Essex



21% of households do not own a car/van (2021)

62% of residents **drive** to work

7% of residents **get the bus** to work

20% of residents **cycle or walk** to work

8% of residents get the **train or underground** to work

Top industries residents work in*



Retail



Education



Health



Accommodation and food services



Professional, scientific & technical

*Colchester City Council area figures

2. Outcomes we want to achieve

2.1 Supporting people, health, wellbeing and independence

2.1.1 1 People having inclusive and affordable access to key services

Colchester is one of the UK's fastest growing cities and has a strong economy. It relies on high quality transport links to enable easy access to retail, healthcare, education, leisure and recreation. However, with growth – and the city's historic streets – comes increased pressure on the road network.

Good access to services enables everyone to maximise their potential and enjoy life, especially access to healthcare. As over 20% of local households have no access to a car or van³, a reliable public transport network is crucial for reaching key services. While access to services is quite good, currently, only 7% of people in Colchester travel to work by bus⁴, because of issues such as slow journey times compared to private vehicles, limited real-time information and poor bus shelters⁵.

2.1.2 Improving physical and mental health and wellbeing

We want people to enjoy improved physical and mental health and wellbeing. There are areas in the central, south and eastern parts of the city that are in the most health deprived areas of the country⁶, with the whole city on average more health deprived than many areas in Essex. Colchester and Tendring have the highest percentage of residents (11%) on hospital waiting lists in Essex⁷, which could be explained by the increased demand on healthcare services due to the high health deprivation across Tendring and in

the urban centre of Colchester. While there are frequent bus services to Colchester General Hospital, including the Park and Ride service, some areas in the south of the city can still not access a hospital in under an hour. Additionally, many hospital services are at Ipswich Hospital, which is very difficult to get to via public transport and would require at least two buses.

65% of adults are overweight, and childhood obesity is above regional and national averages⁸. Increasing physical activity could help improve people's health and could also benefit them mentally. How people choose to travel, for example by walking and cycling for local journeys, can be an easy way to add exercise to daily activities. Ensuring people continue to have access to spaces like Highwoods Country Park and encouraging the use of walking and cycling facilities along rivers, like the Wivenhoe Trail, will be really important for their wellbeing. Making sure there are green spaces within the Garden Community will be vital to creating great places to live and work and keep local people healthy.

Access to high quality, affordable bus services can help improve people's social contacts and develop wider interests in the community as well as improve access to key services that help support their wellbeing.

2.1.3 The transport network is safe, and feels safe for all users

Keeping people safe and well is essential to enable people to make the most of life's opportunities. Between 2021 and 2023 there were 693 road traffic collisions in Colchester Urban Area⁹, seven of which were fatal and 122 serious. Achieving Essex's ambition of zero road deaths

and serious injuries by 2040 will require a joined up plan, working with the police and other partners. Not only is it important to improve safety on the transport network, it is important to make the transport network feel secure, such as ensuring bus stops and streets are well-lit for evening travel.

2.2 Creating sustainable places and communities

2.2.1 All places support the transport needs of all residents

Colchester is a growing city with employment, retail, cultural venues, and is of historical significance as Britain's oldest recorded town with a 2,000-year history. The city is also home to the University of Essex and therefore has a large number of students. Due to its history, it has small streets and many protected buildings and it's important that we continue to protect its unique character in how we plan for new growth and people's future travel choices. New communities like the TCBGC, should be designed and built with the local character in mind.

The city's hilly gradient, railway lines including level crossings, and the River Colne, create barriers to movement, known as community severance. Improving access to active travel options, such as cycling and buses, is crucial. Initiatives like Essex Pedal Power in Greenstead, putting in cycling infrastructure, and improvements to bus reliability can help address these challenges.

It's also essential that growth maximises and complements the use of existing buildings, streets, public spaces, and the natural environment, with each contributing to the unique character of the city.

Current public transport interchange provision in the city centre is overcapacity and is no longer sufficient for a growing city. Improving the interchange while also improving facilities for walking and cycling in the area will help more residents access facilities in the city by increasing services as well as improve their journeys to further afield.

2.2.2 Work with partners to design sustainable developments from the start

Colchester's population will continue to grow with people living longer and people moving to the area from other parts of the country.

The adopted Colchester Local Plan provides for 18,400 homes for the plan period to 2033 with an annual requirement of 920 per year. As of April 2024, around 9,950 homes have been completed with a minimum of 8,450 homes still to build.

A Local Plan Review has commenced to cover the period to 2041 based upon the new government target of 1,300 per year as set out in the new National Planning Policy Framework. All of this growth needs to be supported by appropriate transport infrastructure. As residents become wealthier, we want to ensure that active and sustainable travel choices are available as a first choice over buying a car.

The largest development site is the TCBGC. Its main aim is to support sustainable living, reduce reliance on private cars, and ensure efficient, eco-friendly mobility options for all residents.

The new community will include 7,500 homes, a country park, employment spaces, neighbourhood centres, schools, and community facilities, as well

as a new A1331 link road and rapid transit service into Colchester.

We want all developments to be designed sustainably, and we will work with Colchester City Council to prioritise locations for jobs and homes with good sustainable transport access to a wide range of services. This LTP is important to influence the process of Local Plan development and getting these plans right can bring in the right infrastructure. We will use the planning process, including funding from new development where possible, to improve transport options, benefiting both new and existing residents and businesses.

2.2.3 Transport has a reduced impact on the environment and adverse impacts on natural habitats are avoided

We want to protect the character of Colchester by minimising the environmental impacts of transport-related carbon emissions and noise and air pollution. Transport will need to reduce its carbon output, this means improving existing bus and rail services, exploring rapid transport, and developing coherent walking and cycling networks to give people better options to switch transport mode. For example, investing in the bus network improves the quality of the service and passenger numbers, creating a financially stable environment for operators to introduce zero emission buses. This will help offer a genuine alternative to using the private car.

We will work jointly with local councils to improve air quality as set out in our [Air Quality Strategy](#)¹⁰. Measures will include encouraging the use of less polluting modes of travel (see LTP Policy 10), reducing congestion in Air Quality Management Areas through better traffic management (see LTP Policy 5) and better managing the movement of higher-polluting goods vehicles (see LTP Policy 6).

Colchester also has good electric vehicle (EV) charging infrastructure but EV ownership – at about 1% – remains low¹¹. This could reflect the relatively low weekly income in Colchester compared to other areas in Essex, and buying new or second-hand EVs remains expensive.

2.3 Connecting people, places and businesses

2.3.1 The business potential of Essex is maximised

Colchester's highway network is vital for moving goods and people and efficient transport connections are important for businesses, residents and visitors. With Colchester a key economic, retail and tourist centre, supporting local businesses, job creation and business retention is key.

Tourism and the visitor economy is important for Colchester, with 6.3million day trip visitors in 2019¹² and 269,000 staying trips. Tourism supports more than 5,400 jobs in the city. Common tourist attractions include Colchester Castle, Colchester Zoo, the First Site Museum, the Roman Circus and many more. Also, due to the University, many people are visiting friends and family. Supporting the tourism industry by making sure the tourists can travel freely throughout the city will be really important to the economy of Colchester.

Delays are common on main roads, especially in the city centre and along the A133 towards Colchester¹³. With the majority of car trips travelling within Colchester and then from Colchester to Tendring district, with more jobs and housing expected in the area, the transport network needs to be robust enough to cater for the safe, efficient movement of people and goods.

2.3.2 People have inclusive and affordable access to employment, education and training

Good transport links to education, training, and jobs are essential for helping people reach their potential. Employment rates in Colchester are below the Essex average (68% vs 73%)¹⁴, with the number of residents claiming benefits higher than the Essex average.

The city has a diverse economy, with key sectors including retail, healthcare, education, and professional services¹⁵. It benefits from its proximity to London, offering opportunities for commuting and access to a broader job market.

Access to employment opportunities and education in Colchester via public transport is high, with most journeys taking 15-30 minutes, and with most trips in the city under 10 km, there are many opportunities to encourage cycling and walking. This includes good access to the University of Essex by public transport, and there are a number of walking and cycling links to the University.

Close to Colchester, is the Port of Harwich part of Freeport East. This is a special economic zone that will create thousands of jobs and boost the local economy. Ensuring that Colchester residents have good access to these skilled opportunities, like improving the rail and bus links, will be really important for the local area. The Freeport will depend on efficient freight movement, access to a workforce and sustainable travel options for them via both road and rail. Improving rail services for both people and goods will have a positive impact on local businesses and residents alike.

2.3.3 The transport network has a secure and long-term future

We may see changes to our natural environment in the future that may pose risks to the area, areas around the River Colne, especially in the tidal areas, are vulnerable due to the risk of extreme weather events causing inland flooding. The River Colne is vital for biodiversity, supporting many species of wildlife meaning robust mitigation measures are needed.

Heavier rainfall and hotter summers which will have an impact on the transport network, preparing and adapting to these challenges will be critical and it is vital that this strategy does not make this worse.

This will have significant implications on our network and its ongoing maintenance. For example, flooding will reduce how long our network lasts, and severe weather will reduce the time available for repairs.

This is crucial – the network provides access to jobs, education and essential services and it is often the only way people can access their everyday needs, particularly in rural areas. It is vital that the network is maintained and fit for purpose, for all modes but we also need to look at ways to solve the problem such as improving the materials we use and reduce unnecessary travel.

Improving bus services, walking and cycling routes, and working to increase rail freight will all help with this, reducing the pressure on our network and ensuring its long-term future.



3. Our plan for Colchester urban area

Our plan for the Colchester focuses on supporting people, creating sustainable places, and connecting communities. To do this, we'll need to provide choice by considering all modes and be bold by considering new approaches and solutions.

3.1 Area wide

We will deliver Colchester's transport ambitions by providing transport choices to make it easier for residents, particularly those without cars, to access services.

This starts with getting people more active and benefitting from the physical and mental benefits exercise brings. We will work with partners to help tackle high obesity rates by encouraging activity and improving wellbeing. This will involve improving walking and cycling routes to key services and open spaces and offering training and led walks / rides for those who want it. Additionally, giving people options to "Park and Stride" where they can leave their car and walk or cycle the rest of their journey, or expanding Essex Pedal Power to give bikes to some of Colchester's most disadvantaged communities are just some ideas to encourage more people to get more active by travel. Improving active travel options not only has health benefits but allows people to travel to services, work and education in a relatively low cost and low carbon way. This plan will improve links to multifunctional green spaces, creating walking and cycling routes that connect parks and natural areas. Local policy and strategies should focus on improving access to green space and creating greener communities, especially in areas of deprivation or where there is poor or unequal access.

On the buses, our Bus Service Improvement Plan (BSIP) will aim to improve the bus network by making buses feel safer and easier, while supporting sustainable housing growth across the city. The Colchester Rapid Transit System is one of our key projects to boost the transport network in Colchester. The planned route connects the A12 Park and Ride to the University of Essex and the new Tending Colchester Border Garden Community. With frequent stops and services, it will also connect key destinations including the hospital, Colchester North station and city centre. There will also be a "park and choose" site to the east of the city as part of the TCBGC development, this will allow people to choose between taking the bus, walking or cycling into the city. We will also review the current Park and Ride to consider expanding it to new sites in light of changing demand. We will also explore some city-wide bus priority measures and improve buses along main corridors.

We are developing an Enhanced Bus Partnership (EP) with commercial bus operators in Colchester to deliver change. This includes improving connections to new jobs and transport hubs, like railway stations, as well as upgrading bus stops and improving public information.

The improvements needed to develop more sustainable transport options must also focus on making public transport more affordable. While the current £3 fare cap for buses provides cheaper bus travel for longer distance routes, we will continue to work with operators to seek more affordable bus and rail passes for those who find the cost a challenge to accessing work and other opportunities.

Road transport is always going to be essential to connect people, places and communities, especially when travelling further afield. This will require an effective maintenance programme, ensuring the network is fit for purpose now and in the future. For example, by using more durable materials and planning for more frequent floods, we can keep our infrastructure open whatever the season, or mode.

These improvements, typically funded by Central Government, will need to align with community and transport priorities, and include footway, cycleway, carriageway and drainage renewal. Targeted improvements such as ensuring roads are not cutting people off by adding crossings, improving road layouts, reviewing parking provision in the city and expanding the car club, will make it easier for everyone. Additionally, reviewing how lorries move around the city may help ease congestion and improve local air quality.

It should be noted that this implementation plan will need to be reviewed to reflect changes to Local Plans or other significant proposals.

3.2 Colchester City Centre

Within the city centre itself, the [Colchester City Centre Masterplan](#), developed with Colchester City Council, will make improvements to active travel networks in the city centre, adjust highway layouts to support bus services, and create a more sustainable and attractive city centre. Collectively these plans will encourage more people to shop and visit the city centre and support local businesses. Encouraging rail operators to put on two trains an hour along the Clacton line will support use of Colchester Town station, improving

accessibility to the city centre and supporting new development.

The redevelopment of key junctions like St Botolph's, City centre interchange, Albert Roundabout and Colne Bank Roundabout are aimed at making walking and cycling easier, helping buses move quicker through the city, and easing congestion. It can also make the city look and feel better through redevelopment.

Redevelopment of Colchester bus station interchange by improving capacity, bus shelters, congestion and access to the bus station will be important to encourage people to travel within the city centre. Improvements can be tied into regeneration of the area around the bus station and Colchester North Station and to ensure that the area has plenty of walking and cycling options.

3.3 North Colchester

North Colchester is an important area for employment, especially around Severalls Business Park and the Northern Gateway. We will look to improve cycling, walking and bus connections to help people access the increase in employment opportunities in the area.

We will look to improve the bus interchange at Colchester General Hospital to make journeys to healthcare easier and also improve the interchange at Colchester North Station to better tie into the Rapid Transit system. This will involve working with Network Rail/Great British Railways to redevelop the station, improve signage create a mobility hub, and enhance walking and cycling links to the city centre from the station.

3.4 East Colchester

As well as benefitting from the area wide proposals, East Colchester may benefit from a Hythe area improvements study. This will investigate the possibility of mobility hubs, access improvements and any specific bus improvements.

Haven Road often floods due to the tidal water from the River Colne which could get worse due to the impact of climate change and sea level rise. This impacts local businesses on the nearby industrial estate, as customers cannot reach them and workers cannot get to work, impacting their operations. Better understanding the causes of flooding in the area and repairing a section of the quay and reinstating the footpath will help keep the road open.

3.5 South Colchester

As well as benefitting from the area wide proposals, we want to give residents in Colchester access to sustainable transport modes that improve accessibility. Looking into how we could develop a sustainable transport corridor from the south to the city centre will improve accessibility, provide more transport options, and form part of a broader strategy to decarbonise transport and support growth.

3.6 West Colchester

Developing a second sustainable transport corridor from Stanway to the city centre will help improve accessibility and provide more options for those travelling along an already busy corridor. Whether that be towards the city centre or to the numerous retail parks in Stanway.

To keep buses moving we propose to improve the Straight Road / London Road junction layout to widen the dedicated right turn lane to support larger vehicles. Feasibility studies into if we can extend the Stanway bypass south of Fiveways Farm and connect to Maldon Road to help ease congestion and support local growth.

To help improve safety for local people and to help journeys to Colchester Zoo, improvements can be made to the B1022 Warren Lane/Maldon Road junction to reduce accidents and help keep traffic moving during popular times to visit the Zoo.

3.7 Tendring Colchester Borders Garden Community (TCBGC)

Colchester will continue to experience large housing growth in the next few years, especially with the development of TCBGC. We recognise that new housing needs to be supported by appropriate transport infrastructure, and a balanced mix of residential, employment and community services to meet the ambitions for Colchester set out in this Strategy. We propose a range of mitigation measures for the garden community, including mobility hub, links to rapid transit, the A1331 link road and enhancing walking, cycling, bus, and rail networks to enable residents, businesses and visitors to make active and sustainable travel choices.

Scheme Details can be found in Appendix A.

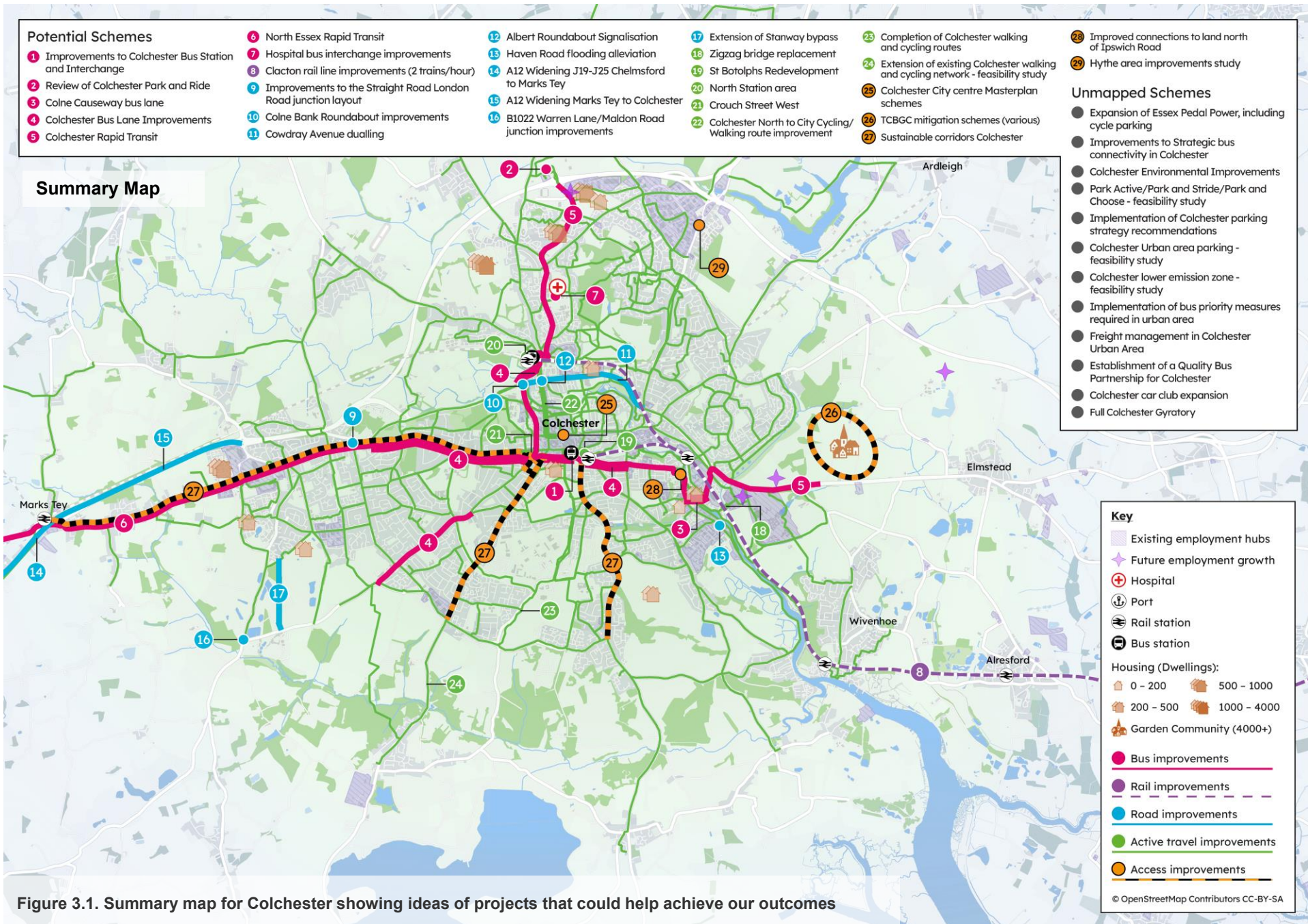
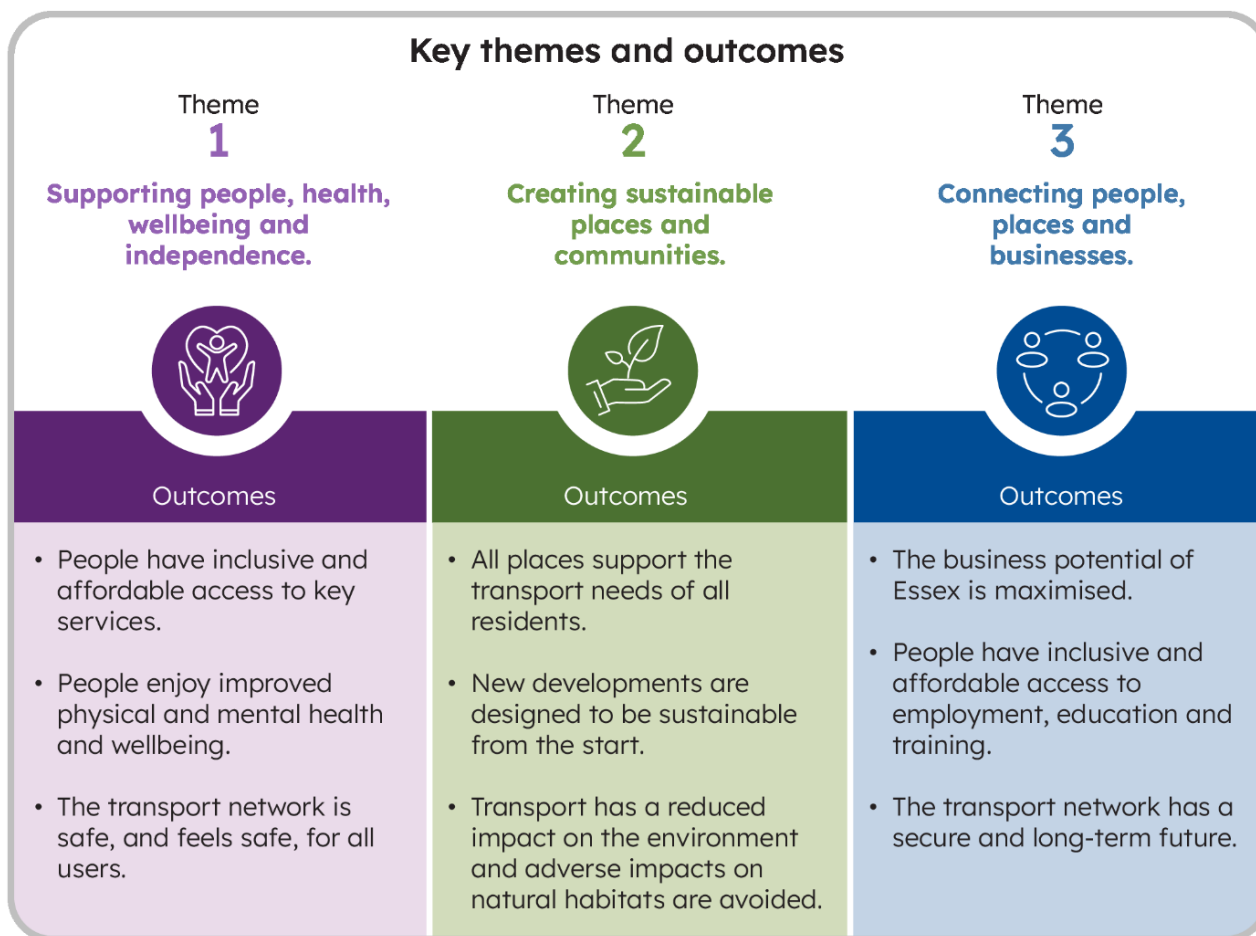


Figure 3.1. Summary map for Colchester showing ideas of projects that could help achieve our outcomes

Appendix A. Scheme list

The table below sets out some ideas of projects that could help achieve our outcomes and solve some problems identified in this Implementation Plan. These projects have emerged from a prioritisation exercise and represent ideas from a snapshot in time and are not guaranteed to be funded as part of LTP4. As funding and circumstances change so will our priorities for schemes.



*	Weak Alignment
**	Medium Alignment
***	Strong alignment

Project	Description	Impact	Supporting People			Sustainable Place			Connecting People		
			Outcome 1	Outcome 2	Outcome 3	Outcome 4	Outcome 5	Outcome 6	Outcome 7	Outcome 8	Outcome 9
Area-wide											
Completion of Colchester walking and cycling routes	Cycling and walking improvements in Colchester identified within the Local Cycling and Walking Infrastructure Plans	Improved walking and cycling options in the area.	**	***	**	*	*	**	*	**	*
Extension of existing Colchester walking and cycling network - feasibility study	The creation of a 'secondary' network and future rural connectivity.	Improved walking and cycling options in the area.	**	***	**	*	*	**	*	**	
Colchester rapid transit	The planned route within Colchester travels from the A12 Park and Ride to the University of Essex and new Garden Community due to be developed close by. With stops along its route and services delivered every few minutes, this will connect new and existing residents with key destinations including the hospital, railway station, city centre and university.	Improved public transport options for the city, ensuring faster journey times for buses and supporting growth at TCBGC.	**	*	*	**	***	**	**	**	*

Project	Description	Impact	Supporting People			Sustainable Place			Connecting People		
			Outcome 1	Outcome 2	Outcome 3	Outcome 4	Outcome 5	Outcome 6	Outcome 7	Outcome 8	Outcome 9
North Essex Rapid Transit	<p>The North Essex rapid transit study presents a case for taking forward the planning of a rapid transit system across North Essex as a keystone of integrated and sustainable transport. Rapid transit emerges as a missing piece of the North Essex transport system which will meet the need for those journeys that suit neither local bus and train for which car is often viewed as the only alternative.</p> <p>The vision is that the rapid transit system would serve the garden communities and existing towns, providing for intra-community travel and connecting new and existing settlements. Ultimately this will develop into an east-west rapid transit corridor across North Essex, from the Tendring Colchester Borders Garden Community (TCBGC) in the east to Stansted Airport in the West.</p>	Improved public transport options for Colchester, Tendring, Braintree and Uttlesford.	**	*	*	*	***	*	**	**	

Project	Description	Impact	Supporting People			Sustainable Place			Connecting People		
			Outcome 1	Outcome 2	Outcome 3	Outcome 4	Outcome 5	Outcome 6	Outcome 7	Outcome 8	Outcome 9
Colchester Environmental Improvements	Address impact of gyratories/other busy roads in urban areas in terms of severance and cohesiveness of place (long term). This has the potential for improvements to environment/greening, plus better environment for pedestrians and cyclists.	Improved access for walkers and cyclists across busy roads and improved local environment	**	***	**	**	**	**	*	**	*
Park Active/Park and Stride/Park and Choose - feasibility study	The scheme would allow people to leave their car at a Park Active location and then walk or cycle for the rest of their journey. In Colchester, motorists could pay a discounted parking rate for doing so.	Less congestion and better journey times in the city centre with better local air quality. Improved mental and physical health	**	**	**	**	*	**	*	**	

Project	Description	Impact	Supporting People			Sustainable Place			Connecting People		
			Outcome 1	Outcome 2	Outcome 3	Outcome 4	Outcome 5	Outcome 6	Outcome 7	Outcome 8	Outcome 9
Expansion of Essex Pedal Power, including cycle parking	The scheme provides FREE bikes to residents in the county's most disadvantaged communities, to significantly increase cycling, active travel and physical activity levels. The expansion of the programme will allow 200 new bikes to be given exclusively to eligible school children in years 6 and 7, to enable them to travel actively through their transition from Primary school to Secondary school.	Improved levels of activity for school children	***	**	*	**		*		*	

Project	Description	Impact	Supporting People			Sustainable Place			Connecting People		
			Outcome 1	Outcome 2	Outcome 3	Outcome 4	Outcome 5	Outcome 6	Outcome 7	Outcome 8	Outcome 9
Implementation of Colchester parking strategy recommendations	<p>Positive Parking Strategy:</p> <p>This strategy for parking has been shaped to help support the Council deliver on its 2019 climate emergency declaration. The Strategy recommends some adjustments to Tariffs, especially at peak times, and combines this with positive innovations that could offset increases for motorists who can adjust travel patterns when using the proposed MiPermit special offers. Recommendations have been made around dynamic pricing, banded/structured and pay-by-the-minute tariffs, alongside other offers and incentives to travel/park at only the right times. Recommendations made encourage the recognition that Air Quality is linked to congestion caused by traffic. Alternative modes can be influenced by Peak/Off Peak pricing – such as a shift to Park and Ride or just a shift away from peak travel congestion</p>	Less congestion and better journey times in the city centre with better local air quality.	**	*	*		*	***	*	*	*

Project	Description	Impact	Supporting People			Sustainable Place			Connecting People		
			Outcome 1	Outcome 2	Outcome 3	Outcome 4	Outcome 5	Outcome 6	Outcome 7	Outcome 8	Outcome 9
Colchester Urban area parking feasibility study	Feasibility / review of parking in the urban area, including review of private non-residential parking, and key challenge areas. Elements for consideration below: Delivery of changes to private non-residential parking arrangements in urban area, Delivery of changes to parking arrangements on Harwich Road (close to Churnwood Rd/Harwich Rd junction) Delivery of changes to parking arrangements adjacent to Lexden Crown PH & Halstead. Conversion of town centre parking into disabled bays	Less congestion and better journey times in the city centre with better local air quality.	*	*	*	**		***	*	*	*
Review of Colchester Park and Ride	Consider new sites, expansion potential, in light of changing demand.	Improve public transport options in the city.	*	*	*	**		**	**	*	*
Colchester Bus Lane Improvements	Shrub End Road, Lexden Road, Magdalen Street and Station Way.	Improved journey times for public transport in the city.			*						
Colchester lower emission zone - feasibility study	Feasibility study into how to reduce emissions in the city centre	Improved local air quality		**	*	*		***			

Project	Description	Impact	Supporting People			Sustainable Place			Connecting People		
			Outcome 1	Outcome 2	Outcome 3	Outcome 4	Outcome 5	Outcome 6	Outcome 7	Outcome 8	Outcome 9
Full Colchester gyratory	Utilising existing routes to north, east and west and creation of new link roads to the south between TCBGC, University and Middlewick.	Less congestion and better journey times with better local air quality.			*	**			**		
Implementation of bus priority measures required in urban area	Detailed feasibility of individual scheme delivery from the Bus Service Improvement Plan recommendations.	Improved journey times for public transport in the city.	*	**	*	*	*	**	**	*	*
Freight management in Colchester Urban Area	Review of local HGV routing strategies in Colchester urban area	Less congestion and better journey times with better local air quality.		*	**	**		**	**		*
Establishment of a Quality Bus Partnership for Colchester	Agreement between ECC and bus operators to improve services	Improved public transport options in Colchester	**	*	*	*	**	*	**	**	*
Colchester car club expansion	Support expansion of Car Club offer with additional allocated spaces within car parks and through promotion	Encourages less car ownership and more walking and cycling if residents know they can hire a car when needed and don't have to spend a lot on car ownership.	**	*	*	*	**	*	**	**	*
Improvements to Strategic bus connectivity in Colchester	Feasibility study into improvements to bus connectivity along strategic corridors	Improved public transport options in Colchester	**	*	*	*	*	*	**	**	*

Project	Description	Impact	Supporting People			Sustainable Place			Connecting People		
			Outcome 1	Outcome 2	Outcome 3	Outcome 4	Outcome 5	Outcome 6	Outcome 7	Outcome 8	Outcome 9
A12 Widening J19 - J25 (Chelmsford to Marks Tey)	The A12 Chelmsford to A120 widening scheme aims to improve traffic flow and reduce congestion by widening the A12 between junctions 19 and 25 (Boreham to Marks Tey) from two to three lanes in each direction. This includes online widening, bypasses at Rivenhall End and Kelvedon, and junction improvements. The project also includes the removal of existing junctions and the creation of new all-movement junctions.	Keeping the network moving, improved economic outlook for Essex by improving journey times and making the road more reliable for freight movements.			*	**		**		**	
A12 Widening Marks Tey to Colchester	Widening the A12 between junction 25 (Marks Tey) and junction 29 (A120 interchange near Colchester) to ease congestion and cope with increasing traffic demands	Keeping the network moving, improved economic outlook for Essex by improving journey times and making the road more reliable for freight movements.			*	**		**		**	
City Centre											

Project	Description	Impact	Supporting People			Sustainable Place			Connecting People		
			Outcome 1	Outcome 2	Outcome 3	Outcome 4	Outcome 5	Outcome 6	Outcome 7	Outcome 8	Outcome 9
Colchester City centre Masterplan schemes	Includes enhancements to active travel networks in city centre, highway layout changes to better support bus services, changes to parking allocation and improvements to bus station (outcomes from bus capacity improvement study)/Support Colchester Masterplan objectives to create a more sustainable, attractive centre to support sustainable movement, public realm and economic growth. Support sustainable short journeys: walking, cycling and bus movements. Links with parking strategy. list of schemes in FTS	Improved public transport, walking and cycling options in the city.	**	**	***	***	**	***	***	**	*
St Botolphs Redevelopment	This includes laying the foundations for a future bus interchange and a new heritage walking route from St Botolph's Circus, through St Botolph's Priory, to Colchester Castle. This redevelopment will make better use of the existing bus and train station links as part of the wider city centre regeneration.	Improved public transport, walking and cycling options in the city and better public realm in the area	**	**	***	**	*	**	**	***	*

Project	Description	Impact	Supporting People			Sustainable Place			Connecting People		
			Outcome 1	Outcome 2	Outcome 3	Outcome 4	Outcome 5	Outcome 6	Outcome 7	Outcome 8	Outcome 9
Crouch Street West	New active travel proposal. Plans include creating new designated cycle routes in both directions, resurfacing the road and pavements and new public space.	Improved walking and cycling options in the area.	**	***	**	*	*	**	*	**	***
Improvements to Colchester Bus Station and Interchange	Improvements in capacity to insufficient departure shelters, congestion and access to the bus station, and to bus times, safety and reliability. This addresses poor capacity provisions and enhances sustainable travel.	Improved public transport in the area.	**	*	**	*	**	**	*	**	*
Albert Roundabout Signalisation	Signalisation to assist southbound bus movements.	Improved public transport journey times.			**	**	*	**	**		
Colne Bank Roundabout improvements	Package of highway works to signal roundabout and provide capacity for Station Approach including removal of Essex Hall roundabout	Keeping the network moving, reducing congestion and making journeys better for public transport			**	**		*	**		*
Cowdray Avenue dualling	Allow for bus lane	Improved public transport journey times.		*	**	**	*		**		

Project	Description	Impact	Supporting People			Sustainable Place			Connecting People		
			Outcome 1	Outcome 2	Outcome 3	Outcome 4	Outcome 5	Outcome 6	Outcome 7	Outcome 8	Outcome 9
North Colchester											
Improved connections to land north of Ipswich Road	cycle/bus/walking connections allowing for the increase in employment and commercial development	Improved public transport, walking and cycling options in the area.	**	***	**	**	***	**	**	*	**
North Station area/access	Links to North Station (railway) opportunities to provide improved transport interchange (link with RTS/P&R) - intercept. Links with National Rail aspirations to redevelop/Improved signage and a mobility hub.	Improved public transport, walking and cycling options in the area.	**	*	*	**	**	**	**	*	*
Colchester North to City Cycling/Walking route improvement	Enhance the cycle/pedestrian connection from Colchester North Station to city centre.	Improved walking and cycling options in the city.	**	***	**	*		**	*	**	*
Hospital bus interchange improvements	Delivery of improvements to the Hospital Bus Interchange	Improved public transport options for access to healthcare.	*	*	*	*	*	**	*	*	*
Clacton rail line Improvements	Two trains per hour to London Liverpool Street and increased service to Colchester Town	Increased frequency of rail services giving people more options for travel.	**	*	*	*	*	**	***	**	*
East Colchester											

Project	Description	Impact	Supporting People			Sustainable Place			Connecting People		
			Outcome 1	Outcome 2	Outcome 3	Outcome 4	Outcome 5	Outcome 6	Outcome 7	Outcome 8	Outcome 9
Hythe area improvements study	Mobility hub, bus routes and access improvements.	Improved public transport, walking and cycling options in the area.	**	**	*	**	*	**	**	**	
Zigzag bridge replacement	Reports of the bridge looking unsafe	Ensuring our structures are safe for continued use for pedestrians.	**	*	***					**	*
Haven Road flooding alleviation	Alterations to layout to remove flooding issue.	Ensuring our network is resilient to flooding events.		**	**	*	*		**		
Colne Causeway bus lane	Bus lane on Colne Causeway	Improved public transport journey times.		*	*	**	*	*	*		
South Colchester											
Sustainable corridors south Colchester	Route will help connect Monkwick [south Colchester] to city centre. Will improve accessibility as currently poor accessibility issues prevents modal choice, limits opportunities and increases car dependency.	Improved public transport, walking and cycling options in the area.	***	***	**	***	**	***	**	***	
West Colchester											
Improvements to the Straight Road/London Road junction layout	Widening of the dedicated right turn lane to support large vehicle movements.	Keep the network moving and minimise delay.			*	**	*	*	**		*

Project	Description	Impact	Supporting People			Sustainable Place			Connecting People		
			Outcome 1	Outcome 2	Outcome 3	Outcome 4	Outcome 5	Outcome 6	Outcome 7	Outcome 8	Outcome 9
Extension of Stanway bypass	to extend south of Fiveways farm and connect into Maldon Road	Keep the network moving and support housing growth in the area.			*	**	*		**		**
Sustainable corridors west Colchester	Route will help connect Stanway to city centre. Will improve accessibility as currently poor accessibility issues prevents modal choice, limits opportunities and increases car dependency.	Improved public transport, walking and cycling options in the area.	***	***	**	***	**	***	**	***	
B1022 Warren Lane/Maldon Road junction improvements	There has been a history of accidents at the junction and capacity improvements are needed. Option assessment has recently been completed.	Improved safety at this junction.	*	*	***		*		**	*	*
Tendring Colchester Borders Garden Community											
TCBGC mitigation schemes (various)	There will be approximately 25,000 new homes built within Tendring and Colchester by 2033, including the new Tendring Colchester Borders Garden Community. Examples of schemes could include, Colchester Town station mobility hub, links to rapid transit and A1331 Link Road to help mitigate this.	Improve transport options to help mitigate growth at the Garden Community.					***				

Appendix B. Addressing the Challenges

Appendix B outlines the challenges outlined in this implementation plan, identifies some high level activities that we could do to address these and the potential schemes we could do to address these challenges. For scheme descriptions, please see Appendix A and the core text to understand why these schemes can address the challenges.

Those schemes in bold with an asterisk are ***Countywide Initiatives – they are not in the map above**

B.1 People Theme

Outcome	Challenge	High Level Activity	Schemes to address these challenges
People have inclusive and affordable access to key services	High levels of health deprivation and people on hospital waiting lists	<ul style="list-style-type: none"> Raise awareness of the impacts of individual travel choices and alternatives consistent with our 'Safer, Greener, Healthier' approach Encourage digital innovation, such as new apps that enable the delivery of essential services, such as healthcare, in ways that are less dependent on travel Support the rollout of faster broadband and ongoing improvements to 5G mobile coverage in rural and deprived areas Implement our Bus Service Improvement Plan Explore opportunities to expand our Demand Responsive Transport network in rural areas Design, build, operate and maintain transport infrastructure so that it is accessible, easy and safe to use for everyone Work with the bus and rail industries to secure further improvements to the accessibility of public transport and passenger assistance on buses, trains and at bus and rail stations Use travel planning to promote active travel choices across all sizes of development and major existing generators of traffic Provide training and promote free initiatives to increase people's confidence and participation in cycling 	<ul style="list-style-type: none"> Delivery of new Colchester walking and cycling schemes Colchester rapid transit Colchester Cycling/Walking route improvement *Expansion of plus bus schemes and new ones cross county Integrated ticketing across modes

Outcome	Challenge	High Level Activity	Schemes to address these challenges
	Over 20% of households have no access to a car or van	<ul style="list-style-type: none"> ▪ Encourage digital innovation, such as new apps that enable the delivery of essential services, such as healthcare, in ways that are less dependent on travel ▪ Support the rollout of faster broadband and ongoing improvements to 5G mobile coverage in rural and deprived areas ▪ Implement our Bus Service Improvement Plan ▪ Provide attractive, safe, convenient, inclusive and high quality public transport routes and facilities, designed in line with latest design standards and guidance ▪ Explore opportunities to expand our Demand Responsive Transport network in rural areas ▪ Work with partners to promote more sustainable forms of car use, such as lift sharing and car clubs ▪ Develop and deliver long-term plans to improve our cycling and walking networks by considering our Local Cycling and Walking Infrastructure Plans 	<ul style="list-style-type: none"> ▪ Delivery of new Colchester walking and cycling schemes ▪ Colchester rapid transit ▪ Colchester Cycling/Walking route improvement ▪ Park Active/Park and Stride/Park and Choose - feasibility study ▪ *Use of mobile apps and web information (supporting traditional information way finding) to encourage use of public transport ▪ *Expansion of plus bus schemes and new ones cross county ▪ *Better access to rail stations ▪ *Strategic PROW enhancements to form long distance routes ▪ *Countywide walking and cycling delivery ▪ *Cycle quietways in residential areas ▪ *NCN package – urban ▪ *ATF major package ▪ *Safer school streets

Outcome	Challenge	High Level Activity	Schemes to address these challenges
	Only 7% of people in Colchester travel to work by bus	<ul style="list-style-type: none"> ▪ Implement our Bus Service Improvement Plan ▪ Provide attractive, safe, convenient, inclusive and high quality public transport routes and facilities, designed in line with latest design standards and guidance ▪ Explore opportunities to expand our Demand Responsive Transport network in rural areas ▪ Develop and deliver mobility hubs to facilitate convenient access to public transport services, shared mobility solutions, and active travel options. In rural locations, these could combine transport, retail and community services ▪ Work with the bus and rail industries to secure further improvements to the accessibility of public transport and passenger assistance on buses, trains and at bus and rail stations ▪ Travel information will make use of new technology and be available in a range of formats for everyone to access ▪ Support the introduction of multi operator and fully integrated smart ticketing for transport services in Essex 	<ul style="list-style-type: none"> ▪ Colchester rapid transit ▪ Colchester City Centre Interchange Improvements ▪ Park Active/Park and Stride/Park and Choose - feasibility study ▪ Albert Roundabout Signalisation ▪ Colchester Bus Lane Improvements ▪ *Use of mobile apps and web information (supporting traditional information way finding) to encourage use of public transport ▪ *Expansion of plus bus schemes and new ones cross county ▪ *Bus stop improvements ▪ *Integrated ticketing across modes

Outcome	Challenge	High Level Activity	Schemes to address these challenges
People enjoy improved physical and mental health and wellbeing	65.4% of adults are overweight	<ul style="list-style-type: none"> ▪ Develop and deliver long-term plans to improve our cycling and walking networks by considering our Local Cycling and Walking Infrastructure Plans ▪ Widen access to Essex Pedal Power, which provides free bikes and a support service for our most disadvantaged communities ▪ Implement our Green Infrastructure Strategy to deliver better quality and more accessible multipurpose green spaces and links for everyone ▪ Work with landowners and other partners to ensure that public rights of way are well maintained and easy to use ▪ Improve access to, and raise awareness of, the green spaces, facilities and activities available to the public 	<ul style="list-style-type: none"> ▪ Delivery of new Colchester walking and cycling schemes ▪ Colchester Cycling/Walking route improvement ▪ *Cycle Hire ▪ *ATF major package ▪ *Cycle quietways in residential areas ▪ *Strategic PROW enhancements to form long distance routes ▪ *Countywide walking and cycling delivery ▪ *Behavioural change programme
	Child obesity levels are above regional and national averages	<ul style="list-style-type: none"> ▪ Develop and deliver long-term plans to improve our cycling and walking networks by considering our Local Cycling and Walking Infrastructure Plans ▪ Widen access to Essex Pedal Power, which provides free bikes and a support service for our most disadvantaged communities ▪ Implement our Green Infrastructure Strategy to deliver better quality and more accessible multipurpose green spaces and links for everyone ▪ Work with landowners and other partners to ensure that public rights of way are well maintained and easy to use ▪ Improve access to, and raise awareness of, the green spaces, facilities and activities available to the public 	<ul style="list-style-type: none"> ▪ Delivery of new Colchester walking and cycling schemes ▪ Colchester Cycling/Walking route improvement ▪ *Safer school streets ▪ *Business and School Travel Planning ▪ *Home run travel planning app for schools ▪ *Cycle Hire ▪ *Cycle training and bike maintenance workshops ▪ *ATF major package ▪ *Cycle quietways in residential areas ▪ *Strategic PROW enhancements to form long distance routes ▪ *Countywide walking and cycling delivery ▪ *Behavioural change programme

Outcome	Challenge	High Level Activity	Schemes to address these challenges
The transport network is safe, and feels safe	693 road traffic collisions in Colchester Urban Area between 2021 and 2023.	<ul style="list-style-type: none"> Follow a safe systems approach in designing and maintaining our highway network Collaborate with partners, such as the police and Safer Essex Roads Partnership, to improve safety Work in partnership to create safe environments around schools Provide cycle training develop or improve people's skills and confidence to cycle safely within Essex 	<ul style="list-style-type: none"> Colchester rapid transit Colchester Cycling/Walking route improvement Park Active/Park and Stride/Park and Choose - feasibility study Colchester City Centre Interchange Improvements *Safer School Streets *Bridges and subways across the A12

B.2 Place

Outcome	Challenge	High level Activity	Schemes to address these challenges
All places support the transport needs of all residents	There are issues with community severance	<ul style="list-style-type: none"> Introduce a 'Place and Movement' approach to help embed the principles of 'Healthy Streets' and manage the transport network effectively for both existing streets and new developments Implement 'well designed neighbourhood principles' in the redesign of existing neighbourhoods 	<ul style="list-style-type: none"> Delivery of new Colchester walking and cycling schemes Colchester rapid transit Colchester Cycling/Walking route improvement Park Active/Park and Stride/Park and Choose - feasibility study Colchester City Centre Interchange Improvements *Use of mobile apps and web information (supporting traditional information way finding) to encourage use of public transport

<p>New developments are designed to be sustainable from the start</p>	<p>Continued growth in population with increased housing targets</p>	<ul style="list-style-type: none"> ▪ Introduce a 'Place and Movement' approach for planning all new developments ▪ Adopt a vision-led approach to planning for new growth and its transport needs, including through all new Local Plans and the identification of monitoring measures ▪ Adopt an 'Avoid-Shift-Improve' approach to plan transport and development from the earliest stages of development planning ▪ Use connectivity planning to help locate new homes, jobs and essential services in sustainable places that align with our vision for transport ▪ Work with Local Planning Authorities (LPAs) and other partners to allocate developments in Local Plans and deliver new Garden Communities to help meet the significant housing targets set for Essex by the Government ▪ Work with LPAs to ensure that measures proposed in large developments and Garden Communities to promote sustainable transport are deliverable and sufficient to meet the vision for active and sustainable mode share ▪ Set up Transport Review Groups for larger developments to help the ongoing management of transport impacts ▪ Require effective travel plans for all new homes, new and existing workplaces and schools, including Garden Communities and other large-scale developments in line with our travel plan guides for residential, workplace, school, and large-scale developments and garden communities ▪ Monitor the delivery of active and sustainable mode share targets through the Travel Plan with permission for latter phases of development linked to the achievement of modal split targets for early phases in line with our travel plan guide for large-scale developments and garden communities ▪ Work with LPAs to embed inclusive design principles into all new developments 	<ul style="list-style-type: none"> ▪ Colchester rapid transit ▪ Park Active/Park and Stride/Park and Choose - feasibility study ▪ *Provision of Cycling equipment in new development ▪ *Residential travel planning ▪ *Behavioural change programme ▪ *YouSmart travel planning tool
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Outcome	Challenge	High level Activity	Schemes to address these challenges
		<ul style="list-style-type: none"> Promote tools, guidance and best practice documents, such as A New Street Types Model for Essex, EPOA 2024 Parking Guidance, Mobility Hubs as part of the Essex Design Guide and the Highways Technical Manual, to help plan all new developments sustainably Implement 'well designed neighbourhood principles' in the design of new communities Require planning applications to be supported by a Health Impact Assessment (HIA) considering the Essex Healthy Places Checklist 	
Transport has a reduced impact on the environment and adverse impacts on natural habitats are avoided	Transport will need to reduce its carbon output and reduce its contribution to poor air quality	<ul style="list-style-type: none"> Adopt an 'Avoid-Shift-Improve' approach to plan transport and development from the earliest stages of development planning Implement the Essex Air Quality Strategy to reduce exposure to poor quality air Develop effective and deliverable Air Quality Action Plans with partners Implement our Green Infrastructure Strategy to deliver 'Healthy Streets' and more accessible green spaces and links that provide multiple benefits for people and the environment Avoid adverse effects from new transport projects on the integrity of internationally important habitat sites. 	<ul style="list-style-type: none"> Colchester rapid transit Colchester Cycling/Walking route improvement Colchester City Centre Interchange Improvements *Promotion of synthetic fuels *Roll out of EV infrastructure *Roll out of shared mobility initiatives *Car sharing lanes in major towns / cities *NCN – urban package *ATF major package *Cycle hire *Safer school streets

B.3 Connectivity

B.3.1 Outcome -> Issue -> Activity -> data

Outcome	Challenge	High Level Activity	Schemes to address these challenges
The business potential of Essex is maximised	Delays are common on main roads, especially in the city centre and along the A133 towards Colchester.	<ul style="list-style-type: none"> Introduce a 'Place and Movement' approach to help embed the principles of 'Healthy Streets' and manage the transport network effectively for both existing streets and new developments Adopt a vision-led approach to planning for new growth and its transport needs, including through all new Local Plans Prioritise journey time reliability for all modes of transport, including freight and passenger transport Work with partners to make the case for investment in our strategic road and rail links, including to the airports and ports to provide enhanced capacity for freight Work with the Government to explore how their plans for local government finance, devolution and wider policy objectives can enable Essex to play its full part in supporting national economic growth 	<ul style="list-style-type: none"> Delivery of new Colchester walking and cycling schemes Colchester rapid transit Park Active/Park and Stride/Park and Choose - feasibility study B1022 Warren Lane/Maldon Road junction improvements A12 Chelmsford to A120 Widening Scheme A12 Widening Marks Tey to Colchester *Expansion of plus bus schemes and new ones cross county *Active intelligent traffic management systems *Smart junctions *Expansion of plus bus and new ones cross county *Use of mobile apps and web information (supporting traditional information way finding) to encourage use of public transport

Outcome	Challenge	High Level Activity	Schemes to address these challenges
People have inclusive and affordable access to employment, education and training	Employment rates in Colchester are below average	<ul style="list-style-type: none"> ▪ Tackle barriers to travel, such as accessibility, complexity and security, to support greater use by everyone ▪ Work with organisations such as bus operators and active travel organisations and funders to make the case for new investment ▪ Work with partners to improve walking, cycling and public transport connections between residential and employment areas ▪ Work with partners to secure better facilities at stations for onward travel via all modes of transport, including step-free access ▪ Deliver locally relevant training programmes to address skills gaps holding people back and stopping firms from investing ▪ Support the rollout of gigabit speed broadband and ongoing improvements to 5G mobile coverage in rural and deprived areas ▪ Work in partnership to provide attractive, safe, convenient, inclusive, and high quality walking, cycling and public transport routes and facilities ▪ Deliver high quality rapid transit networks where feasible 	<ul style="list-style-type: none"> ▪ Colchester rapid transit ▪ Colchester Cycling/Walking route improvement ▪ *Better access to rail stations ▪ *GEML strategic package ▪ *Expansion of plus bus schemes and new ones cross county

Outcome	Challenge	High Level Activity	Schemes to address these challenges
The transport network has a secure and long term future	Rising temperatures, severe weather, and flooding, which will all have increasingly significant implications for the reliability of transport infrastructure and its ongoing maintenance.	<ul style="list-style-type: none"> ▪ Implement our Highways Infrastructure Asset Management Plan and supporting plans and strategies to maintain our transport infrastructure to appropriate standards which offer value for money to the Essex taxpayer ▪ Proactively monitor the condition of our road, cycle and pedestrian networks and other pieces of infrastructure ▪ Manage, maintain and improve our network by considering our Climate Adaption Plan Framework, Decarbonisation Strategy and our Strategy for managing the Green Estate ▪ Develop our own ability as a Council to adapt to climate-related risk ▪ Deliver suitable actions that enable our transport network to adapt to change ▪ Deploy approaches such as Sustainable Drainage and Natural Flood Management to promote greater flood resilience on the highway network ▪ Play an active role in flood defence, coastal protection, and conservation to reduce the risks and impacts on our coastal communities and transport network ▪ Work with National Highways and neighbouring local transport authorities to provide a common approach to innovation ▪ Accurately digitise our highway networks and traffic regulation orders to support future use of our networks by autonomous vehicle systems ▪ Manage the introduction of appropriate alternative fuel infrastructure to encourage cleaner zero-emission travel ▪ Support the pilot and where appropriate the adoption of new technology which enables more sustainable travel 	<ul style="list-style-type: none"> ▪ Colchester Cycling/Walking route improvement ▪ Colchester City Centre Interchange Improvements ▪ *Promotion of synthetic fuels ▪ *Roll out of EV infrastructure ▪ *Roll out of shared mobility initiatives ▪ *Car sharing lanes in major towns / cities ▪ *NCN – urban package ▪ *ATF major package ▪ *Cycle hire ▪ *Safer school streets

Appendix C. References

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- ² Method of travel to work Census 2011 (Census 2021 data is not representative of commuting travel because of the pandemic.) NOMIS. 2011. Available at: <https://www.nomisweb.co.uk/census/2011/qs701ew>
- ³ Census 2021
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- ⁶ Index of Multiple Deprivation 2019 (quintiles 1 and 2). Ministry of Housing, Communities and Local Government. 2019. Available at: <https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019>
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