



OUR COLCHESTER

A BID to make new history

Comments on Colchester City Council Transport Plan, an integral part of the Masterplan.

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| BU7 | Complete a detailed study reviewing bus operations across the City Centre | The BID would welcome the opportunity of being part of the group reviewing and carrying out a detailed study for the bus operations across the city. |
| AT13/14/15 | Implement car-lite access/zonal traffic circulation/zero emission zone | The BID would not support any form of charging for access to the City Centre. The BID would welcome being involved at a very early stage to understand exactly how these items will affect the BID Zone and our levy payers. |
| BU1/RA1/BU11 | Operate longer bus services, shuttle bus from station, evenings/weekends : including P&R | The BID welcomes this and are happy to work with others to help achieve this. |
| CP2/CP5 | Implement flexible parking charges including pay on exit/index linked parking fees with public transport | The BID welcomes that pay on exit will be made available and would welcome the opportunity to be included in early discussions regarding charges, in particular the index linked suggestions. |
| WF6 | Create a brand identity for the whole shopping core | The BID welcomes this and welcomes the opportunity to be included in this aspect. It would remind the council that there is already the successful InColchester brand aimed at consumers which we would encourage to be considered as the brand identity for this. |
| AT1 | Upgrade lighting and general attractiveness of Southway underpasses | The BID welcomes this but wishes to see upgrades to lighting and general attractiveness to all City Centre underpasses. |
| AT10 | Integrate a contraflow cycleway on High Street | It is imperative that loading provisions are retained at intervals along the whole length of High Street to allow business deliveries/collections |
| AT8 | Bus/access only on St John Streets Restrict traffic to buses, time limited delivery and 'except for access' along St John's Street | The BID would strongly object to this intervention. There are several businesses including Culver Square shopping centre and St John Shopping Centre that require full unrestricted access for all vehicle types for viable operation including HGV's, vans, cars and disabled parking. Not all vehicles that access businesses are deliveries, consideration must also be given to, maintenance, statutory inspections and servicing, waste services, fitouts, various trades etc. Managing an except for access procedure for servicing and deliveries would be unworkable. |

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| ID6 | Restrict traffic to one way and bus/servicing only and widen footway along St John's Street/Osborne Street | <p>The BID would strongly object to this intervention. There are several businesses including Culver Square shopping centre and St John Shopping Centre that require full unrestricted access for all vehicle types for viable operation including HGV's, vans, cars and disabled parking. Not all vehicles that access businesses are deliveries, consideration must also be given to, maintenance, statutory inspections and servicing, waste services, fitouts, various trades etc.</p> <p>Managing an except for access procedure for servicing and deliveries would be unworkable.</p> |
| ID5 | Restrict traffic to one way and improve the footway along St John's Street/Osborne Street | This would only be viable if the bus gate was removed at the Osborne St end was removed allowing all vehicle types to access and service the businesses on this street. |
| AT8/ID3/ID4 | Restrict traffic to buses, time limited deliveries and 'except for access' on St Johns St, High Street | The BID would not support any restrictions to allow 'time limited deliveries'. Businesses must continue to receive deliveries/collections without the barrier of time restrictions across the whole of the city centre. |
| BU10 | Transition of zero emission buses within the city centre | The BID welcomes this approach. It is known that buses currently contribute to the poor air quality, some emitting high percentage of particulates. This has already happened in many towns. |
| FL5 | Implement a booking system to manage kerb side delivers | It is imperative that loading provisions are retained across the city centre, a booking system would be very restrictive and unworkable for many businesses. |
| FL2/3 | Create a last mile delivery hub | The BID understands that no plans or proposals exist for such a provision. The BID suggests that this be removed from the Masterplan unless further information is made available. This arrangement would be unworkable for the majority of business in the city centre. |

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| ID6/ID5 | One way traffic system for buses/servicing only on Osborne St/St Johns St/improve footways | <p>Proposal to Osborne St is already one way, so there will be no change. Loading bays should be retained for businesses.</p> <p>St Johns St is currently 2-way. As part of an active travel scheme, it was changed to 1 way which was hugely problematic for businesses and residents. The segregated cycleway meant that no vehicle could overtake a bus on a stand which led to huge congestion, which only exacerbated the already poor air quality in the street.</p> <p>The council's definition of 'servicing only' relates to HGVs, but this needs extension to all commercial vehicles. Next day couriers, service engineers etc must be allowed access to the whole street.</p> <p>There are a number of private car parks in the area which must continue to be allowed to operate with full unrestricted access. There are a number of private houses/flats and student accommodation also that require full unrestricted access.</p> <p>On street loading bays/provisions must continue to operate to service those businesses who do not receive deliveries via the Culver Square shopping centre service area.</p> <p>Unrestricted access for all types of delivery vehicles must be maintained in the streets off St Johns St servicing Iceland, Wilkos etc.</p> <p>The BID would not support the restrictions to buses/servicing HGVs only.</p> |
| AT4 | Replace Balkerne Hill underpass with overground crossing | This has been under consultation as part of the proposals for Crouch Street West/East. Essex CC have cancelled the closure of this underpass, so this should be removed from the Masterplan. |
| NM7 | Implement an autonomous vehicle shuttle service along High Street and Sir Isaac's Walk | The BID is unclear what this actually means or how it is envisaged to operate and would welcome the council's comments. |
| ID7 | Restrict traffic to one way along Vineyard St car park | The BID understands that there is currently a one way system operational in this car park. |
| AT6 | Create a new controlled crossing on North Hill between High St/St Peter's St | There are existing crossing points at both the top and bottom of North Hill. To add another midway will result in buses having to stop more |

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| | | frequently, thus delaying them and losing either loading or blue badge parking bays. Neither of these options will be ideal in so much as delivery vehicles often use the bays to deliver to businesses on Head St and High Street. |
| BU9 | Create a new bus station in the area of Vineyard St car park | The BID realises that Vineyard St car park has been allocated as a site for residential development in the Local Plan to 2033. The only opportunity for a new bus station in this area would be to demolish some existing buildings. The BID is concerned at the impact that such major works may have on the city centre businesses and the timings of such works. The BID would welcome the opportunity to have constructed dialogue at an early stage. |