

SUBMITTED 14.15HRS TUES JAN 13



Colchester New Local Plan

OUR DEADLINE JAN 13

Dear Sir or Madam,

Please find below observations on the draft local plan by Colchester Cycling Campaign and the Essex Cycle Advocacy Network.

Stuart Johnson and William Bramhill
Cycling campaign chair and secretary

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Overarching principles

The new plan should note that the DfT forecasts motor traffic growth of [up to 54 per cent](#) nationally by 2060: this could be higher in Colchester. It is vital that the city adopts policies to reach one of the lower projections: preferably the 8 per cent mark. The target figure should be spelt out in the plan.

The updated [National Planning Policy Framework](#) sets a bold ambition: *Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places.* We trust that this will apply to all new developments built under the new local plan, whatever the size.

We urge you to take account of this report from Transport for New Homes:
<https://www.transportfornewhomes.org.uk/wp-content/uploads/2025/03/What-is-being-built-in-2025-In-search-of-the-station.pdf> ...

... and to make use of the TfNH checklist:
<https://www.transportfornewhomes.org.uk/wp-content/uploads/2019/10/checklist.pdf>

Schemes coming forward under the new plan should be mandatorily subject to assessment using the [Department for Transport connectivity tool](#). All schemes that do not or cannot score highly must be rejected. The tool could also be used to help decide on small infill development in villages, with a compulsory minimum score applied. (NB: we are aware that there may be overlap between the TfNH scorecard and the DfT tool – we cannot see [detail of the latter](#).)

It should be made clear that the assessment tool will apply regardless of whether housing supply ever sinks to a low level, which can trigger a developers' "free for all".

Many transport assessments that accompany planning applications present sweeping statements with regard to the suitability of cycling in an area. Some point to "accessibility" simply because the National Cycle Network happens to run 2km from a site. We would ask that developers are required to make such reports more thorough; they should cover a 3km radius from a site and make use of the cycle route assessment tools provided by Active Travel England. A summary of the tools is here:
<https://www.gov.uk/government/publications/active-travel-england-scheme-review-to-ols>.

Developers should also report on how many critical safety issues are present within the 3km radius and state how they intend to address them:
<https://www.gov.uk/government/publications/critical-safety-issues-for-walking-wheeling-and-cycling/critical-safety-issues-for-walking-wheeling-and-cycling>

The overall local plan should consider cycling and walking connections to, from and in between all growth areas and large, medium and small settlements.

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Other comments

Country lanes Increased use of the private car has made many country lanes less attractive for cycling, whether for commuting, riding to school, shopping, socialising or leisure. This needs to be addressed either with new segregated cycle lanes (possibly achieved with one-way car use), far lower speed limits or radical measures such as filters. Rural routes and how to treat them to discourage car use should be part of the local plan. The local plan should include a mechanism for putting such measures into practice.

Signage Pending a decision by Active Travel England on a national signage scheme, Colchester/Essex could follow the examples set in Germany, Netherlands and Belgium

for what is called the *fietsknooppuntennetwerk*. Funds towards signage could come from even the smallest developments. The council should talk to ATE on the best way forward and set out its policy based on that consultation.

Developer contributions The city should not be swayed by developers who say "we'll fund the buses for ten years". Such services should be made to be sustainable and self-funding for the foreseeable future by a mix of measures. One example of where the current policy has gone awry is the Colchester United stadium, where "football special" buses no longer run.

Hire bikes and scooters Provision should be made in all settlements for parking bays for hire bikes and scooters.

Study trip We would suggest a study trip for councillors and planning officers to northern Belgium, which has raced ahead with cycle infrastructure over the past ten years and now rivals the Netherlands. Paris has also excelled. We are sure there are lessons to be learnt.



By theme

<p><i>Cycle parking</i></p>	<p>We are talking to the Essex Planning Officers Association about amending its guidance for domestic cycle parking. "Sheds and garages" has been tried for years but with limited results. Developer-provided sheds are often of poor quality and can last as little as two years, while parents' cars block access to garages.</p> <p>The EPOA guide stresses that "cycle parking should aim to be more convenient than car parking" to encourage everyday use. It is in the interests of developers to make healthy living a feature of their homes to increase saleability.</p> <p>Covered, secure cycle parking, some with electric power points, should be adjacent to the side or front of all properties. This could be done in several ways, with private covered bikeports; on-street cycle hangars, or shared, covered sheffield racks in front of all properties.</p> <p>We question the need for garages: few people use them for their original purpose. The developer could instead provide a bikeport or a dedicated storage area like a small garage that is suitable for bike storage.</p> <p>Access to secure parking should be wide enough to take a tricycle, adapted cycle or cargo bike. The default arrangement for apartments should be internal bike parking on the ground floor.</p> <p>NB, while much cycle parking in the Netherlands is outside and uncovered, this would not work in the UK. European bikes tend to have hub gears and enclosed</p>
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	<p>chains and as such they are more resilient to wet weather.</p>
<i>Cycle routes</i>	<p>We would urge maximum liaison between the city, Active Travel England, Essex county council (and/or its highways successor) to ensure that the forward tranche of Local Cycling and Walking Infrastructure Plans are protected.</p> <p>Note that we have reached a stage where older cycleways are in need of modernisation to today's standards (eg, over the A12 at Northern Gateway, and Turner Road).</p> <p>We need to consider the use of low traffic neighbourhoods and introducing one-way schemes for motor traffic to provide space and allow the building of safe cycle routes (one example is Church Hill, Lexden).</p> <p>Build it and they will come: https://usa.streetsblog.org/2026/01/09/confirmed-non-driving-infrastructure-creates-induced-demand-too</p>
<i>Land acquisition</i>	<p>A long-term view should be taken with regard to land acquisition (ie, as and when plans come forward) to make space for improvements. Any purchases should spell out the intended use of the land. Gains must be legally signed off and the acquired land granted to Essex Highways in perpetuity.</p> <p>Some schemes might need a house purchase and resale by the councils as a way to easily gain a strip of land. A pot of money should be set aside for that purpose: the overall costs need not be large; they may even be neutral. An example of this would be the acquisition and resale of No 5 Queens Road to allow widening of the adjacent path to build a cycleway that meets the modern standards.</p>
<i>Commuting</i>	<p>The aim should be to reduce individuals' default daily car use as soon as possible. The local plan must outline the intention to extend fast bus services (rapid transit) from New Elmstead to Stane Park and from the Northern Gateway to Shrub End. Obviously cycling and walking have a role to play too: we need to bite the bullet on Lexden Road – widening it for bus lanes and cycleways. Yes it is a conservation area but the only alternative would be to exclude private motor traffic except for access.</p>
<i>Education</i>	<p>We must not allow an issue such as Trinity School to arise again, where a busy, fast road divides a new school from its intended catchment. The city should work with Essex county council on an "infrastructure first" policy, making use of Active Travel England tools.</p> <p>As new plans come forward in existing areas of the city and borough, consideration should be given to the creation of school streets to prevent motor car drop-offs near the school for children who are able-bodied.</p>
<i>Road danger reduction</i>	<p>(Note that there is a difference between road danger reduction and road safety; the former is far preferable.)</p> <p>It would be good if the local plan mentioned the need for area-wide 20mph where people live – and not only on new estates – especially in light of the national road safety strategy unveiled on January 7 2026. Where area-wide 20mph has been put in place (not 20mph zones, as in Essex) the number of casualties has tumbled.</p>

	<p>While road speeds are primarily a matter for the county council and/or perhaps a Greater Essex mayor, Colchester should position itself in the local plan so that it can apply pressure to reduce road danger. The new strategy mandates a "safe system approach" and has a target of a 65 per cent reduction in casualties by 2035.</p>
<i>Car hire</i>	<p>Car hire depots as well as car clubs should be built into all large new developments. Land should be set aside for that purpose. Ideally these should be alongside sites for bike rental/parking to unlock opportunities for inter-modal travel.</p>
<i>Leisure and other rural connectivity</i>	<p>The Colchester Orbital is already an asset to the city but it should be made more so. Improvements should be put in place so that it is fully cycleable and a budget set aside for its promotion. In terms of tourism it could provide the foundation for a version of the Dutch "Cycle Four Days" which are ridden by ordinary people (not racing cyclists) for recreation.</p> <p>The National Byway in Suffolk should be extended into Essex. The byway makes use of quiet lanes rather than trails. It would involve signage and some minimal changes, such as providing a short length of cycleway between Nayland, Little Horkeley and Boxted, and linking Dedham with Manningtree station.</p> <p>Planning officers should be aware of the proposals for the Greenway North Essex, an Earls Colne to Kelvedon cycle route that is a mile or so inside the Braintree council border. It would provide connectivity to villages on the west of the Colchester district.</p> <p>Staff should also know about plans for the Sunshine Coast Greenway which loops around Tendring into Colchester</p>
<i>Employment</i>	<p>Consideration should be given at the start of the new local plan period to introducing workplace car park user charging to fund transport schemes. Nottingham is a great example of the success of such charging. Colchester should learn from its example..</p>
<i>Retail</i>	<p>More thought needs to be given to the future of retail parks, if any more come forward. Stane Park (approved by a DoE inspector) is a disaster for Colchester because it is so car orientated. New schemes should have bus priority and first-rate cycle/pedestrian access from key directions. Any new scheme could also double as warehouse space for last-mile distribution by cargo bikes.</p>
<i>Residential</i>	<p>We should learn lessons from the Chesterwell development. This works well in minimising the effect of motor traffic on the local community. Chesterwell slips up because key footways/cycleways that are now in demand (such as Beauty at the Bay to Myland church) are not yet made up and will not be for some time.</p>
<i>Identifying barriers to cycling and walking</i>	<p>The plan should identify major barriers – rivers and busy, fast roads. It should consider where cycle/foot bridges are needed, for instance, Victoria Chase, on the line of Footpath 39 over the A12, and possibly Wivenhoe to Rowhedge. An example of a study minimising the effect of busy, fast traffic on cyclists is this one, about the A120, by the cycling campaign.</p>



By location

List of rural growth areas as detailed in local plan

Proposals that impinge on other council areas are marked (XB)

Growth areas	
<p><i>Marks Tey</i></p>	<p>As part of the proposals for the new A12 (since shelved) the campaign put forward plans for a continuous bridge, to span both the A12 and the A120, from the old village (London Road) to the railway station with connections to the new village (Ashbury Drive, Godmans Lane, etc). This has been backed by Marks Tey parish council and should be a prerequisite if there is any large-scale development in the area.</p> <p>For a graphic and a similar bridge that spans two main roads, see https://docs.google.com/document/d/1ZTQgBbXZluk-zvGltwCydLVKp2CJQoTdwa6KrPryz7A/edit?usp=sharing</p> <p>The village will be on the line of a planned major cycle route between Colchester and Marks Tey, which should be borne in mind.</p> <p>Old London Road should be made a 20mph road and a link and signage put in place to maximise the use of the Dobbies Lane railway bridge.</p> <p>Any development of the small retail/office park to the north of the eastern end of Coggeshall Road should include improved cycle/pedestrian access.</p> <p>Further development of the Poplar garden centre site should be subject to improvements to enable better cycle/foot access. A signed and publicised cycle link from Wilson's Lane is feasible. There should also be an improved cycle link towards Great Tey.</p>
<p><i>Garden community</i></p>	<p>Please do not underestimate the importance of Crockleford Hill as an exit for cyclists to and from the east. It is currently dangerous. Can it be filtered so that the only motor car access is by residents?</p> <p>We would like to see the creation of a new cycle route from Salary Brook meeting Wivenhoe Road/Bromley Road through the new country park and garden community. This should join onto a new cycle route from Bromley Road, across the existing A120 farm track bridge, to meet Church Road at St Anne's and St Lawrence, continuing to Elmstead, and then south from Elmstead to Wivenhoe. For routes, see https://docs.google.com/document/d/1ce4FSqy46_GZckRizycuC7P6ggA7CakfP-elZvJNxE/edit?usp=sharing. (XB)</p> <p>Waterhouse Lane and Grange Road should receive a quiet lane designation to provide a safe route from the garden community to Manningtree. (XB)</p> <p>A safe connection is needed to the Beth Chatto gardens from New Elmstead. (XB)</p>
Large settlements	
<p><i>Tiptree</i></p>	<p>The village needs a properly surfaced, wide and secure cycling link to Kelvedon station as well as links to nearby villages either filtered or with segregated provision. An asphalted, lit cycling link</p>

	to Colchester should also be included in the local plan so that it can be funded by s106 contributions.
<i>West Mersea</i>	Mersea needs a safe, segregated cycle link to Colchester. This should be included in the local plan so that it can be funded by s106 contributions. In terms of leisure, a round-island cycle/foot route could link West Mersea to the foot ferry to Brightlingsea.
<i>Wivenhoe</i>	<p>A study is needed to look at the feasibility of a cycle/foot bridge between the village and Wivenhoe (there was one during the Second World War). This should tie in to the Wivenhoe and Rowhedge trails.</p> <p>A safe cycle route should be planned between Wivenhoe and Alresford, eg. via Ballast Quay Road with improvements on Wivenhoe Road. (XB)</p> <p>Consideration should be given to cycle and walking routes between Wivenhoe and Colne School, Brightlingsea, which may involve a crossing of Alresford Creek.</p> <p>Thought should be given to how Wivenhoe children will reach Colne School if sea levels rise. (XB)</p> <p>Plans should be made for a replacement Wivenhoe Trail on higher ground when/if sea levels rise due to climate change.</p> <p>Area-wide 20mph speed limits should improve the attractiveness and safety of Rectory Hill into Alresford Road.</p> <p>At present the former National Cycle Network route 51 finishes in Colchester. The Wivenhoe Trail and route to the port of Harwich no longer comes under the remit of the NCN under the Walk Wheel Cycle Trust, formerly Sustrans. A scheme needs to be drawn up to support improvements. We would suggest that this should include backing for the Sunshine Coast Greenway.</p>
Medium settlements	
<i>Chappel & Wakes Colne</i>	Planners should be aware of the greenwaynorthessex.org , a planned cycle route from Halstead to Kelvedon via Earls Colne and Coggeshall. The route is currently entirely within the Braintree district but opportunities for funding and connecting to this spine route from the villages should be considered (XB). See our observations on reducing the attractiveness of country lanes for motor vehicle drivers and stopping rat runs.
<i>Great Tey</i>	Planners should be aware of the greenwaynorthessex.org , a planned cycle route from Halstead to Kelvedon via Earls Colne and Coggeshall. The route is currently entirely within the Braintree district but opportunities for funding and connecting to this spine route from the village should be considered (XB). See our observations on reducing the attractiveness of country lanes for motor vehicle drivers and stopping rat runs.
<i>Fordham</i>	The village needs safe connections to Wormingford and Eight Ash Green, perhaps making use of the Hemp's Green road and bridleways. See our observations on reducing the attractiveness of country lanes for motor vehicle drivers and stopping rat runs.
<i>Eight Ash Green</i>	<p>The village needs a spine cycle route similar to that which is being proposed for Great Horkesley.</p> <p>Consideration should be given to tying in the village to the Colchester cycle network via Halstead Road.</p> <p>Improved walking/cycling connections are needed with Stane Park. More use should be made of the Lucy Lane tunnel – it should be well signed and central to improvement schemes.</p> <p>See our observations on reducing the attractiveness of country</p>

	lanes for motor vehicle drivers and stopping rat runs.
<i>West Bergholt</i>	<p>The village needs cycle connections to Great Horkesley, probably via Armoury Farm. This would provide a link to the Horkesley route to Trinity School.</p> <p>Consideration could be given to a cycle link over the A12, either by altering the existing road bridge or by providing a new cycle/foot bridge on the line of Footpath 39.</p> <p>Routes southwards and eastwards should include 1) into Westhouse Wood, crossing Baker's Lane and tying into the park and Apprentice Drive; 2) towards Chesterwell cutting across the north of the golf course and/or 3) the creation of a cycleway to the present Beauty at the Bay store on Bergholt Road, Colchester, giving access to Chesterwell and Trinity School.</p> <p>See our observations on reducing the attractiveness of country lanes for motor vehicle drivers and stopping rat runs.</p>
<i>Great Horkesley</i>	<p>Great Horkesley has limited facilities and most villagers drive to Chesterwell and West Bergholt to shop and visit cafes. There is little cycling infrastructure. Recent and proposed developments are themed on car-based suburban sprawl. The proposed 400 homes north of Coach Road (site 10691) offer little to the community and reinforce the expectation that everyone will drive, it scores 40 on the DfT connectivity tool. Other sites have a similar low score.</p> <p>The village desperately needs local facilities to set up and thrive. Safer walking and cycling routes would help to achieve that. We also need walking/cycling/bus connections to other villages and Colchester.</p> <p>A bike hub should be set up in a central location next to the proposed car club. We would also like to see scattered bays for the popular rental bikes.</p> <p>North/south – sustainable transport improvements: The planned north-south route beside the A134 has only minor improvements inside the village owing in part to road width constraints. Improvements only make it as far north as Coach Road. More work is needed to extend the path north to Ivy Lodge Road and alongside London Road to Horkesley hamlet. This would enable access to most communities close to the spine of the village and other proposed sites such as 10258, 10567, 10259 and 10122.</p> <p>From Blackbrook Road there is an opportunity for a north/south cycle route to the west of the A134 on quiet village roads – Blackbrook Road, Grange Road and Malvern Way, however the path between Grange Road and Blackbrook Road. A concrete barrier and level difference in Brick Kiln Lane needs to be tackled. At Coach Road Bloor Homes (Site 10691) have outline consent for a new development with a further extension (Site 10767) likely to be in the new Local Plan along with a Site 10574 further north and another further south site 10089.</p> <p>East/west - sustainable transport improvements: We would like to see the creation of an east/west route that enables access to Coach Road/new Village Hall via these new development sites. This would leverage the foot/cycle paths near the village hall to Nayland road/Ivy Lodge Road. This provides an alternative to Coach Road which has limited opportunities due to the width of the highway. The development at the Manor includes an east/west route that diverts the Essex Way through the new development providing improved access between Brick Kiln Lane (The Essex Way) and Ivy Load Road. We would like to see a dedicated cycle lane on Ivy Lodge Road (currently a rat run) from Nayland Road to Straight Road to enable access to Langham and Boxted Cross.</p>

	<p>We would like the public right of way between Terrace Hall Chase and Boxted Road to be upgraded to a shared foot/cycle path, providing access to the Northern Gateway, football stadium, park & ride, Kingswood Heath and Colchester Business Park. Current access to these areas from the north is poor. The Northern Gateway offers an excellent cycle route east/west but has no access from the north. The Terrace Hall Chase end needs to be properly connected into the footpath/cycle improvements on the A134 and Boxted Road end needs to be properly connected to the cycle path near Cuckoo Farm Studios.</p> <p>We would like to see improvements to the Essex Way that links Great Horkesley at Brick Kiln Lane with West Bergholt via Armoury Road. The current path is only suitable for hikers, it crosses an orchard and field and is unsuitable for cycling. Upgrading this path would provide an essential link between Great Horkesley and West Bergholt that would be significantly shorter and faster, avoiding the rat runs of Coach Road and Nayland Road. This also enables opportunities to more easily access Braiswick.</p> <p>Ensuring that all of these improvements inter-connect and that pinch points are addressed is essential to ensure that the route is safe and will be widely used. (Great Horkesley section written by Richard Peace.)</p>
<i>Boxted</i>	<p>Cycling in Boxted must be taken into account if large-scale development in neighbouring Langham goes ahead, which should include resurfacing of Hundred Land and Cage Lane.</p> <p>The provision of cycle routes beside Straight Road and Langham Lane will require land acquisition (see Themes).</p> <p>Note this report for details of a route to Colchester that avoids Straight Road. https://boxtedparishcouncil.org.uk/wp-content/uploads/2023/09/colchester-boxted-fs.pdf</p> <p>The barriers on the Northern Gateway sport park should be altered to provide 24/7 access to cyclists.</p> <p>A short section of cycle path should be put in place beside the A134 south of Nayland to connect Lt Horkesley, Nayland and Great Horkesley (north) at Burnt Dick Hill.</p> <p>See our observations on reducing the attractiveness of country lanes for motor vehicle drivers and stopping rat runs.</p>
<i>Langham</i>	<p>Upgrade of the bridleway between Langham Lane and Lodge Lane, and cycling improvements to Turnpike Lane and Old Ipswich Road to provide a route between Langham and Ardleigh</p> <p>We would hope that if development in Langham does go ahead then high-quality routes will be provided within the development and to connect to Colchester and neighbouring villages. This should include a new cycle/footbridge across the A12 or improved provision on the current Northern Gateway bridge.</p> <p>Note this Sustrans report: https://boxtedparishcouncil.org.uk/wp-content/uploads/2023/09/colchester-boxted-fs.pdf</p> <p>See our observations on reducing the attractiveness of country lanes for motor vehicle drivers and stopping rat runs.</p>
<i>Dedham</i>	<p>Cycle link to East Bergholt and to Manningtree railway station, Manningtree and Lawford. Cycle connections to neighbouring villages and Colchester should be protected from increasing motor traffic. See our observations on reducing the attractiveness of country lanes for motor vehicle drivers and</p>

	stopping rat runs.
<i>Copford</i>	The village will be on the line of a major cycle route between Colchester and Marks Tey. See our observations on reducing the attractiveness of country lanes for motor vehicle drivers and stopping rat runs.
<i>Layer de la Haye</i>	See our observations on reducing the attractiveness of country lanes for motor vehicle drivers and stopping rat runs.
<i>Abberton & Langenhoe</i>	See our observations on reducing the attractiveness of country lanes for motor vehicle drivers and stopping rat runs

<i>Rowhedge</i>	<p>Study to look at feasibility of cycle/foot bridge between the village and Wivenhoe (there was one during the Second World War). This should tie in to the Colchester cycle network.</p> <p>Moves should be made to upgrade and protect the Rowhedge Trail. If it becomes highway land, more public money could be spent on it.</p> <p>See our observations on reducing the attractiveness of country lanes for motor vehicle drivers and stopping rat runs.</p>
Small settlements	
<i>Mount Bures</i>	<p>Planners should be aware of the greenwaynorthessex.org, a planned cycle route from Halstead to Kelvedon via Earls Colne and Coggeshall. The route is currently entirely within the Braintree district but opportunities for funding and connecting to this spine route from the village should be considered.</p> <p>See our observations on reducing the attractiveness of country lanes for motor vehicle drivers and stopping rat runs.</p>
<i>Wormingford</i>	<p>Planners should be aware of the greenwaynorthessex.org, a planned cycle route from Halstead to Kelvedon via Earls Colne and Coggeshall. The route is currently entirely within the Braintree district but opportunities for funding and connecting to this spine route from the village should be considered.</p> <p>See our observations on reducing the attractiveness of country lanes for motor vehicle drivers and stopping rat runs.</p>
<i>Lt Horkesley</i>	A short section of cycle path should be put in place beside the A134 south of Nayland to connect Lt Horkesley, Nayland and Great Horkesley (north) at Burnt Dick Hill. See our observations on reducing the attractiveness of country lanes for motor vehicle drivers and stopping rat runs.
<i>Dedham Heath</i>	As Dedham
<i>Copford Green</i>	<p>The village will be on the line of a major cycle route between Colchester and Marks Tey.</p> <p>See our observations on reducing the attractiveness of country lanes for motor vehicle drivers and stopping rat runs.</p>
<i>Easthorpe</i>	<p>Routes to tie in with a new Marks Tey bridge</p> <p>See our observations on reducing the attractiveness of country lanes for motor vehicle drivers and stopping rat runs.</p>
<i>Messing</i>	See our observations on reducing the attractiveness of country

	lanes for motor vehicle drivers and stopping rat runs.
<i>Birch</i>	See our observations on reducing the attractiveness of country lanes for motor vehicle drivers and stopping rat runs.
<i>Layer Breton</i>	See our observations on reducing the attractiveness of country lanes for motor vehicle drivers and stopping rat runs.
<i>Great Wigborough</i>	See our observations on reducing the attractiveness of country lanes for motor vehicle drivers and stopping rat runs.
<i>Salcott</i>	See our observations on reducing the attractiveness of country lanes for motor vehicle drivers and stopping rat runs.
<i>Peldon</i>	See our observations on reducing the attractiveness of country lanes for motor vehicle drivers and stopping rat runs.
<i>East Mersea</i>	Please Include in a proposal for a round-island cycle route.
<i>Fingringhoe</i>	See our observations on reducing the attractiveness of country lanes for motor vehicle drivers and stopping rat runs.
<i>Little Tey</i>	Planners should be aware of the greenwaynorthessex.org , a planned cycle route from Halstead to Kelvedon via Earls Colne and Coggeshall. The route is currently entirely within the Braintree district but opportunities for funding and connecting to this spine route from the village should be considered. See our observations on reducing the attractiveness of country lanes for motor vehicle drivers and stopping rat runs.

GEOGRAPHICALLY WITHIN COLCHESTER ITSELF See:

<https://www.ordnancesurvey.co.uk/election-maps/gb/index.html>

<i>Colchester Mile End & Highwoods</i>	<p>Motor traffic filtering is needed on Mile End Road/Nayland Road to prevent drivers rat-running; The route across High Woods from Turner Road to Brinkley Grove Road need to be upgraded to allow all-year use.; Foot/cycleways should be added on the north of Mill Road adjacent to the former rugby field.</p> <p>Any development on the station car park site should include a remodelling of the station plaza to move all private motor traffic parking and taxis to the west of the north-side station building.</p> <p>There should be improvements to roundabouts at the North Station entrance to provide improved access to/from North Station from all directions. Access to the foot/cycle bridge from the east is problematic: could this be straightened?</p> <p>The station site is currently a cut-through for children going to North School and St Helena from the Tufnell Way estate. It needs to be made far safer and more attractive.</p>
<i>Colchester Parsons Heath and East Gates</i>	<p>The Harwich Road and Ipswich Road/Avenue of Remembrance roundabouts need to be redeveloped to encourage north-south cycling (as rebuilt in the 2010s, these form a virtually impenetrable barrier).</p> <p>Improvements need to be made to the east-west route beside A133 from New Elmstead to London Road roundabout in Lexden.</p>
<i>Colchester Wivenhoe St Andrews (includes Greenstead)</i>	<p>Improvements to east-west route beside A133 from New Elmstead to London Road roundabout in Lexden. Better cycle connections from Greenstead to St Andrew's</p>

	Avenue and Greenstead Road.
<i>Colchester Maypole (includes Berechurch)</i>	See our observations on reducing the attractiveness of some roads for motor vehicle drivers and stopping rat runs.
<i>Colchester Drury (includes Lexden)</i>	<p>Improvements to east-west route beside A133 from New Elmstead to London Road roundabout in Lexden. This could include a southside cycle route along Cymbeline Way to improve access to Glen Avenue and remove conflicts at the Spring Lane roundabout.</p> <p>Consideration should be given to making Church Lane one-way for cars. This would allow the provision of a dedicated cycleway and footway.</p> <p>Spring Lane/Bakers Lane: See our observations on reducing the attractiveness of country lanes for motor vehicle drivers and stopping rat runs.</p>
<i>Stanway and Pyefleet (mainly for Stanway)</i>	<p>Colchester Zoo needs improvements for people accessing the attraction by bus, cycle and foot. While a cycle route across the fields to the south is feasible, a fully segregated cycleway alongside Maldon Road from Shrub End to Heckfordbridge would be best.</p> <p>A review of cycle and foot access to Stane Park and Tollgate retail park is needed. This could be done by way of supplementary planning guidance but needs to be within the planning system. There have been several issues with accessing Sainsbury's from the Essex Yeomanry Way crossing.</p> <p>Consideration needs to be given for improvements to the Tollgate roundabout to take cyclists from the Lucy Lane estate (and underpass from Eight Ash Green) into Tollgate.</p> <p>Consideration needs to be given to how to improve cycle and foot access across the Lexden Road "barrier" to the Winstree Road schools with the aim of reducing the number of motorists making the school run..</p>