

## **CCC response to the Cymbeline Way/Colne Bank Avenue consultation, Colchester**

**October 30, 2015**

### **COPIED TO DOMINIC COLLINS FOR THE ATTENTION OF THE SELEP BOARD**

Sent to Alan Lindsay and Chris Stevenson of ECC

Please regard this as our formal response to the Cymbeline Way/Colne Bank Avenue consultation. We believe these schemes join the long list of items, which are being funded by Selep, that are wholly misguided, rushed and therefore ill-considered.

These proposals go against the fine words in ECC's draft cycling strategy. **We hope that this is not an indication of how the council will regard the strategy once it is published.** These schemes are a prime example of the motor-centric attitudes highlighted in our response to the strategy. We said in that response that, given anticipated population growth, ECC's actions will pose a severe risk to the county economy unless far more money is invested in a high-quality bike infrastructure.

### **CROSSING**

CCC opposes the removal/replacement of the crossing on Cymbeline Way/Colne Bank Avenue for all the reasons we have given in previous communications, namely increased road danger and inconvenience to cyclists and pedestrians.

The crossing move should **not go ahead in isolation**; the overall scheme for this junction should instead be brought forward as one item (taking into account traffic growth data and how properly catering for other modes could relieve congestion), with consideration being given to a bridge or subway for cyclists/pedestrians. **As a short-term move, it is a waste of public funds.** The current crossing does not hold up traffic (no data shows this, only gut feeling!), and ECC's original justification that this was to assist park and ride punctuality was clearly wrong.

We also note that Colchester Institute has closed its pedestrian/cycle entrances/exits that would allow easy entry to the relocated crossing. Instead, the college is directing pedestrians/cyclists to exit via Sheepen Road east, making the current crossing the best option. We are also concerned with how ECC has applied Equality Law to this scheme. The Brown principles call for early consultation with affected parties so that problems can be identified swiftly, and mitigation carried out; ECC appears to be intent to ignore the law and guidance, and install this scheme in its original format.

## COLNE BANK AVENUE

We understand ECC's aim to increase traffic flow at this junction (four lanes on Colne Bank Avenue east and — later, but not part of the current scheme — a turbo lane from Westway westwards) but wonder whether ECC has data on how this raised capacity will generate extra motor traffic (especially undesirable given the effect on air quality at North School). **In view of the public health danger, we would like to see any forecast you may have as soon as possible, as well as confirmation that this has received proper and thorough consideration.** There is no reason why such data cannot be published on the ECC website — on all schemes — in the interests of transparency.

With regard to the shared footways/cycleways planned alongside Colne Bank Avenue, we would point out that there is currently negligible demand for these routes; use of the north side was curtailed by the installation of the turbo lane (with no crossing) of Westway North, and there has never been demand on the south side. **We are suspicious that Essex is seeking to create a tortuous cycle/foot route (with added danger) so that it can close the Cymbeline Way/Colne Bank crossing at a later date.**

## CONCLUSION

We need an overall scheme for this junction that fully considers all users' needs, as well as public health and equality laws. Doing it in dribs and drabs will not result in ECC achieving its desired outcomes.