



# **Colchester Local Cycling Walking Infrastructure Plan (LCWIP) 4 East Hill**

Promoter's response

June 2023

## Introduction

Essex County Council's consultation on the Local Cycling and Walking Infrastructure Plan (LCWIP) Route 4, East Hill proposals ran from 23 November 2022 to 20 January 2023. The non-statutory consultation was undertaken at this point in the project to understand levels of support, inform detailed design decisions and highlight points for consideration.

In setting out the proposals for East Hill, we first set out the wider context. As the first LCWIP route developed in Colchester, LCWIP 4, is an east-west route connecting the City Centre to the University of Essex and Greenstead, as well as linking into existing active travel routes such as the Wivenhoe Trail and National Cycle Route 51.

The route and principles behind the scheme and its importance in boosting connectivity into and around the city were also identified through Colchester Borough Council's successful £19.2 million Town Deal funding package, which saw the council receive funding for a number of projects, including the LCWIP route, new cycle parking in the city centre and a planned bike loan scheme in Greenstead.

The first part of the route to reach design stage, this consultation focused on the East Hill area, and specifically the section of route between the junction of High Street/ Queen Street and East Bay. The key design features for this phase of the scheme are as follows:

- the introduction of a dedicated cycle lane in both directions between High Street/ Queen Street junction and the East Hill/ Guildford Road junction.
- the introduction of new bus stops arrangements along High Street and East Hill.
- the removal of existing parking along East Hill, with some retained parking proposed close to the church and the introduction of new waiting restrictions which will still allow deliveries, loading and unloading and blue badge holders to park.
- the creation of raised sections of footways on side roads to improve pedestrian accessibility.
- new crossing facilities for pedestrians and cyclists.
- a reconfiguration of the Guildford Road junction.

Consultation on the proposals was online, with the option of submitting via a FREEPOST address should respondents wish. The approach to the public consultation is set out in more detail in our Consultation Report.

In total, we received 600 responses, with the majority (81%) of those from residents of Colchester. In addition to residents, we also received responses from businesses, local representative organisations including accessibility groups and cycling groups. The comments received have provided valuable insight into views of the proposals for East Hill.

This document details our response to the main points raised in the consultation.

## Survey

To capture feedback on the proposals, the consultation survey incorporated a mixture of open and closed questions to assess levels of support for the different elements and gather feedback.

The consultation survey contained 14 questions looking at the level of agreement for whether the scheme would increase safety and support more walking and cycling and the level of support with regard to alterations to the parking provision, bus stop changes, introduction of raised tables and junction operation.

Personal information and demographic questions were included to improve our understanding of who had responded and to help ensure the continued development of our equality and diversity monitoring. Following the conclusion of the consultation, we completed a full analysis of responses and a consultation report was written and published, outlining our findings. To analyse the qualitative feedback, an emergent coding approach was used, with every consultation response read and reoccurring themes and trends identified and detailed within the report.

## Sample

Of the 600 responses received, the majority were from the online survey, with 570 respondents submitting their comments this way. A further 30 responses came from the scheme email inbox.

## Key findings and consultation report

The consultation exercise demonstrated strong feeling regarding the implementation of cycle infrastructure, both positively and negatively.

In terms of quantitative data, this split could be seen quite markedly in age demographics. For example, when asked whether they agreed the proposed route would encourage and increase levels of cycling and walking between the city centre, Greenstead and the university, those within the 35-44 age group were 64% in agreement. This saw a significant change within the 65+ age group where 54% disagreed.

Key overall findings were:

- Overall, just under 60% either supported or raised no objection to the view the proposed route would encourage additional cycling and walking between the city centre, Greenstead and the University of Essex.
- Just over half of the responses (52%) felt the proposals would improve safety for cyclists/pedestrians travelling to and from the city centre.
- Almost 60% of respondents supported or had no objection to the introduction of bus stop borders and floating bus stops on East Hill (the two different types of bus stop design set out in the consultation material). Those supportive of the new bus

stops felt they would improve safety for cyclists. Those who indicated opposition thought the proposals would increase the risk of collisions between pedestrians and cyclists.

- The majority of responses (62%) were supportive or offered no opposition to the provision of segregated infrastructure. This was seen in the number of comments indicating segregation would improve safety. However, there were a small number of respondents who felt the infrastructure was not needed or were concerned about the impact on traffic.
- The majority of respondents were supportive or raised no objections (61%) to the proposed changes to short-term parking provision and changes to waiting restrictions including double yellow lines. However, concerns were raised about the loss of parking and the potential impact on local amenities including the doctors' surgeries, the pharmacy and the church.
- The majority of respondents (69%) were supportive or had no opposition to the introduction of raised tables (sections of the road raised to the level of the footway) at side road junctions.
- Over half (61%) of respondents were supportive or had no opposition to proposals to alter the junction with Rosebery Avenue/Guildford Road.

The full consultation report can be found on the [project webpage](#).

## Our response and actions

The following section sets out our response to common points and key themes raised during the public consultation. Where comments related to the wider scheme (beyond East Hill) these have not been included but will be considered in preparation of future design and engagement.

The issues have been split into the following sections:-

Rationale  
 Walking  
 Cycling  
 Junction  
 Parking  
 Bus Stops  
 Crossing Points  
 Raised Tables  
 Crossing Points  
 Other

It should be noted the points relate to the key queries, issues or concerns raised in the consultation responses. We also received a number of more general statements and lots

of positive feedback, which have all been read and acknowledged but we did not feel required a 'response'.

Theme of issue/concern	Example comment	Essex County Council response
<p>Rationale –</p> <p>Need for the new infrastructure</p>	<p><i>“It is not necessary as there are not exactly hordes of people walking/cycling up the hill anyway &amp; these proposals will not encourage people to do so.”</i></p>	<p>The East Hill infrastructure forms part of wider proposals to tackle inconsistent links between Colchester City Centre, Greenstead and the University. This was recognised through the Government’s ‘Town Deal’ funding granted to Colchester City Council.</p> <p>This route was also identified through Essex County Council’s <u>‘Local Cycling and Walking Investment Plan’</u>, an evidence-based strategy developed using a range of data tools to identify suitable routes which best connect points of origin and destinations to encourage and support more cycling within our towns and cities. It should be noted that the wider route will connect to ‘LCWIP 7’ travelling through Greenstead towards the northern side of the city and also <u>National Route 51</u>.</p> <p>Creating improved walking and cycling infrastructure within this part of the city is also supported by the <u>Colchester Future Transport Strategy</u> which sets out the aim of increasing walking and cycling in the city centre.</p> <p>The route will also connect with the <u>wider city Active Travel</u> proposals currently under development.</p> <p>The proposals will also accommodate the continuing growth of e-scooter usage within the city and provides a dedicated facility for both cycle and e-scooter use.</p>

<p>Rationale – Improvements to the area</p>	<p><i>“East Hill has some important history and this needs to be done sympathetically.”</i></p> <p><i>“The area gets shabbier as you move away from town – Need to focus on improving more than just cycle ways.”</i></p>	<p>East Hill falls within a Conservation Area and so it is very important that any changes are undertaken sympathetically.</p> <p>We are working closely with Colchester City Council to agree a materials palette that is sympathetic to the historic and conservation nature of the street scene. We are keen to work collaboratively with CCC where the funding permits to improve the visual nature of the area.</p> <p>While the focus is on improving walking and cycling links into and away from the city centre, we recognise the importance of East Hill as a destination and will look at opportunities to improve public realm in the area as the design develops.</p> <p>As part of the current proposals, we aim to improve the quality of footways and road surfacing. The funding available will allow us to address defects in the existing infrastructure whilst delivering the walking and cycling construction works, thereby improving the overall condition of the street.</p>
<p><b>Walking –</b> <b>Quality of footways</b></p>	<p><i>“The footpaths are in a terrible state, that needs to be the priority to sort”</i></p>	<p>Through the construction of the scheme the footways along the route will be upgraded and improved.</p> <p>This work will be undertaken in collaboration with Colchester City Council’s planning team as we recognise that East Hill falls with City Centre Conservation Area.</p>
<p><b>Walking –</b> <b>Width of footways</b></p>	<p><i>“With the introduction of cycle lanes I am concerned that the pavement will be reduced and become unusable for people with a buggy.”</i></p>	<p>The layout of East Hill and the necessity of ensuring adequate widths for the highway, cyclelanes and footway, means that widths do vary along the length.</p> <p>At some points the footway will be narrower than it is currently. However, at all points national design guidance will be followed to ensure safety and</p>

	<p><i>“Pupils from local schools regularly walk up and down the hill for activities. Will the paths be narrowed and less safe?”</i></p>	<p>accessibility for pedestrians, as well as buggys and wheelchair users.</p> <p>We will continue to engage with local schools as important stakeholders as the scheme continues to develop.</p> <p>The current proposals will provide a dedicated and clearly segregated space for cycling and e-scooters. This will help to reduce the likelihood of misuse of footways and ensure that footways are used solely by pedestrians</p>
<p><b>Cycling – Use of the new cycle infrastructure</b></p>	<p><i>“East Hill is too steep for cyclists to use.”</i></p> <p><i>“As a cyclist I don’t see any problems with East Hill, it’s pretty safe already”</i></p>	<p>There were a number of comments about the use of new cycle lanes on East Hill. For some, they felt that it was too steep and would not be used, while others did not feel that safety was a particular issue.</p> <p>Recognising some cyclists may not wish to use the uphill facilities, it should be noted that the facilities would also support e-bikes and e-scooters. Essex County Council is currently undertaking an e-scooter trial within Colchester and over the six months July-December 2022, East Hill saw the second highest number of journeys made across the city.</p> <p>While some experienced cyclists may have no issues cycling with traffic, safety and separation from other vehicles is a barrier for some, particularly families and less experienced cyclists. Through creating an improved segregated network we are aiming to remove some of the barriers to cycling.</p> <p>It should also be noted that proposed walking and cycling improvements on East Hill will provide the most direct route to the city centre. Additionally, there may also be destinations on East Hill and within the surrounding area</p>

		which can be serviced by the new walking and cycling improvements.
<b>Cycling – Lane width</b>	<p><i>“The cycle lanes are 1.5m wide which is the minimum permitted under LTN 1/20. They should be wider to enable overtaking.”</i></p> <p><i>“If you must have dedicated cycle route on East hill, why is it necessary to have a lane on each side? Why not have a single lane, wider than the proposal but narrower than the width of two cycle lanes, for two way cycle traffic?”</i></p>	<p>We recognise the importance of adhering to <u>LTN 1/20</u> (national cycling design guidance) wherever possible.</p> <p>The layout of East Hill and the need to ensure suitable widths for walking, cycling and traffic, including frequent buses, means that we are limited in changes we can make, while still maintaining LTN 1/20 compliance and providing cycle lanes in both directions (funding is being granted for the provision of cycle lanes in both direction).</p> <p>The widths along the route will vary (with a minimum of 1.5m). However, following feedback from the consultation we are continuing to look at kerblines and widths, including the introduction of specific profiled cycle kerbing between the cycleway and the highway, these will enable more confident cyclists to overtake.</p> <p>Alongside this, we will continue to engage with local cycle organisations as the scheme continues to develop.</p>
<b>Cycling – Additional infrastructure</b>	<p><i>“This is only a partial proposal. Where is the cycle lane beyond the Rosebury Ave/Guildford Rd junction?”</i></p>	<p>In developing the proposals, it has been important to consider the operation of the existing signalised junction and ensure the proposals do not lead to additional traffic issues. Consideration has also been given to East Hill forming part of the proposed Rapid Transit System and the need to balance traffic flows for all sustainable modes of travel.</p> <p>It is also recognised that Brook Street/ East Hill junction currently has some air quality sensitivities which need to be managed within any highway improvements planned for the area.</p>

		<p>The current proposal is that cyclists will travel on-road for the short distance from the Rosebury Avenue/Guildford Road junction to East Bay. However, this will continue to be monitored and will be considered for future potential upgrades.</p>
<p><b>Cycling – Cyclist behaviour</b></p>	<p><i>“Cyclists will still be the same, jumping red lights, ignoring road signs and riding on the pavement.”</i></p> <p><i>“Cyclists are generally their own worst enemies with the way they ride and have no road sense, or even observe the highway code.”</i></p>	<p>One of the arguments used in opposition to the scheme is the perceived behaviour of cyclists.</p> <p>While this is a small minority and enforcement is a matter for the police, the provision of segregated infrastructure which separates pedestrians, cyclists and vehicle users will help encourage compliance and increase safety for all road users.</p> <p>We are looking to work collaboratively with the council sustainable transport team to ensure that new and existing cyclists are encouraged to use the new facilities in the correct way. The bikeability training scheme will be used to train cyclists to recognise and use the new facilities in the correct manner and encourage behavioural change. This will form part of the wider cycle strategy.</p>
<p><b>Cycling – Onward travel</b></p>	<p><i>“I would be interested in knowing more about how you expect cyclists coming from East Hill will join the cycle route 51.”</i></p> <p><i>“It is not clear where you expect cyclists to go once they reach the city centre at the point the proposed route will end? What plans are there for a cycle route west along the High Street?”</i></p>	<p>Beyond East Hill, cyclists will travel via the existing toucan crossing onto East Bay. A cycle ‘scoop’ is being installed at this point to enable cyclists to access the crossing point. It is noted that there are currently issues with the delayed hold time for pedestrians and cyclists wishing to use the toucan crossing at East Bay and this will be reviewed as part of the scheme.</p> <p>From the toucan crossing, the route will travel through the allotments on to Route 51 and the Wivenhoe Trail. The section of existing cycle and walking route linking East Bay to Haddon Park, through to Greenstead Road beyond will be improved under a future phase for</p>

		<p>which funding has already been secured. The designs for this section are yet to be developed but will form part of a future public engagement event.</p> <p>Once complete you will be able to travel to the University grounds or cross Greenstead Road and head into Greenstead, connecting with LCWIP Route 7 (heading through Greenstead to Parson’s Heath).</p> <p>Alternatively, you will be able to access a new staggered crossing point at the top of Clingoe Hill, which will connect the route to a proposed new cycle facility along Clingoe Hill. Developed as part of the future Rapid Transit System infrastructure, this will improve access to Avon Way and Greenstead, or to travel to the University and Knowledge Gateway and, ultimately, connect into the future Garden Community walking and cycling network</p> <p>Further details about this stage of the scheme will be provided in the future.</p> <p>At the top of East Hill cyclists accessing the city centre will ultimately connect with the <u>East-West Active Travel</u> proposals currently in development.</p> <p>The cycle route will initially connect to the proposed on-carriageway cycle route on Queen Street before linking into the east-west cycle network via Vineyard Street and Osborne Street beyond.</p>
<p><b>Junction - Cycling</b></p>	<p><i>“Left Hook westbound at Brook St jct East Hill. A few seconds ‘advanced go’ is NOT the solution; non-compliance is high. Hold Left Turns here will be truly cycle safe</i></p>	<p>At the junction we want to increase safety for cyclists and space for pedestrians but are mindful of not increasing congestion in this area or negatively impacting air quality.</p> <p>Alternative solutions at the junction would mean changing the use of road space, which, at this time, could be</p>

	<p><i>&amp; give walkers more green time.”</i></p> <p><i>“The consultation does not mention any provisions for cyclists turning right from East Street into Guildford Road.</i></p>	<p>counterproductive to the wider objectives of the scheme and indeed other major highway improvements planned for Colchester City Centre.</p> <p>The arrangement set out provides for an early release for cyclists through advanced stop lines and signal timings allowing cyclists an advanced green signal release ahead of general traffic.</p> <p>We are however, continuing to undertake survey work and further upgrades could be considered in the future.</p>
<b>Junction – Operation</b>	<p><i>“The proposal states the junction will change to allow cyclists to travel onwards before motor vehicles. If this were to change it has the potential to cause a lot of congestion.”</i></p>	<p>We are looking to increase safety for cyclists using the junction and one of the ways this can be done is through allowing people on bikes to be released to use the junction just ahead of motorised vehicles.</p> <p>This would be a very short 3-4 second earlier release on the green phase, rather than a separate phase. Modelling undertaken has shown there will be no delay to motorists.</p>
<b>Junction – Brook Street</b>	<p><i>“We would like to see two further options explored for Brook Street: ● hold left turn signals ● removing left turns into Brook Street altogether.”</i></p> <p><i>Will the Brook Street Junction always be phased in order to eliminate the tailback up East Hill?</i></p>	<p>In developing the proposals, it has been important to consider any impact on the operation of the junction, which is highly sensitive to modifications or changes.</p> <p>The suggested changes would impact this and, therefore, have a negative effect on both air quality and congestion, which would be counterproductive at this point.</p> <p>We will continue to investigate potential future improvements to this corridor once more sustainable measures are in place and the wider long term traffic strategy for the whole of the city centre has been finalised.</p>

<p><b>Junction – buildouts</b></p>	<p><i>“There should be built out areas at the junction to make enough space for people walking.”</i></p>	<p>The footway space at the junction is being expanded to increase safety for pedestrians.</p>
<p><b>Parking – Loss of parking</b></p>	<p><i>“I am concerned at the loss of parking for the church and the surgery which are important local amenities”</i></p> <p><i>“I am concerned about the loss of parking as we are reliant on being able to make deliveries to customers”</i></p> <p><i>“You should introduce red route parking like in London. Any cars parked on the road is dangerous for cyclists”</i></p>	<p>To create the space required for the new infrastructure we need to remove the existing short-stay on-street car parking provision.</p> <p>The proposed changes will see 7 carparking spaces retained within a new lay-by immediately adjacent to St James The Great Church on East Hill</p> <p>Within the consultation there were strong views both in terms of retaining and removing the parking provision.</p> <p>On-street parking is not ideal and we recognise the concerns raised about cyclist safety.</p> <p>However, in light of the importance of local amenities such as the church, surgery and pharmacy (noting the surgery and pharmacy do have some car parking available there needs to be a balanced approach.</p> <p>As such the additional introduction of double yellow lines will manage parking on East Hill, but will also allow blue badge parking, collections and pick-ups and deliveries.</p> <p>Additionally, the design team are working closely with the North Essex Parking Partnership to assess parking needs which includes investigating the opportunity to provide some blue badge parking at Priory Street Car Park towards the East Hill end of the car park.</p> <p>In light of the substantial level of off-street parking available nearby and the provision of double yellow lines we do</p>

		<p>not intend to provide any further on-street parking at this point.</p> <p>As the scheme continues to develop, we will continue to engage with businesses and others about the scheme to ensure minimal impact on operations.</p> <p>Any changes to the current car parking arrangements will need to be supported by the appropriate Traffic Regulation Orders. There will be an opportunity for members of the public to comment further when the Traffic Regulation Orders are formally advertised.</p>
<p><b>Parking –</b> <b>Blue badge parking</b></p>	<p><i>“Removing the blue badge parking will cause lots of issues. There is not enough blue badge parking available in the town.”</i></p>	<p>The introduction of double yellow lines will allow blue badge holders to continue to park on East Hill where it is safe to do so.</p> <p>Additionally, the design team are working closely with the North Essex Parking Partnership to assess parking needs which includes investigating the opportunity to provide some blue badge parking at Priory Street Car Park towards the East Hill end of the car park.</p>
<p><b>Bus Stops –</b> <b>Controlled Crossing</b></p>	<p><i>“The key refers to ‘controlled crossings’ onto the island stops but it is unclear how they are controlled, and with the limited numbers of cyclists here people will in practice just walk over the cycle lane as they approach.”</i></p>	<p>The floating bus stops are designed with zebra markings to highlight the preferred crossing point for pedestrians and indicating that pedestrians have priority over cyclists.</p> <p>The areas around the bus stops will be clearly distinguishable to pedestrians and cyclists through the use of different surfacing materials and colours, kerbing, cycle symbols and signage on bollards.</p>
<p><b>Bus Stops –</b> <b>Traffic impact</b></p>	<p><i>“How does the traffic get around a bus when it’s stopped?”</i></p> <p><i>“I am concerned traffic will build up</i></p>	<p>At points on East Hill traffic may be required to wait for buses to pick-up / drop off rather than overtaking.</p> <p>While we recognise this may negatively impact drivers, it should be noted that</p>

	<p><i>along East Hill and beyond the junction”</i></p>	<p>recent changes to the high street and the city centre have seen a reduction in traffic using East Hill. Over the coming years, we expect to see a continual reduction in private cars accessing the city centre as more sustainable methods of transport such as walking, cycling and public transport provision improves.</p> <p>The benefit of buses not having to pull in and out of a bus stop will increase overall safety on the route for road users/cyclists.</p>
<p><b>Bus Stops – Operation</b></p>	<p><i>“What are the benefits of floating bus stops versus bus stop boarders?”</i></p> <p><i>“Will pedestrians have right-of-way at floating bus stops?”</i></p>	<p>The major benefit of floating bus stops in terms of improving the safety of cyclists is they avoid the need to overtake stopped buses, which can often cause conflict with oncoming traffic.</p> <p>They also provide the best way of enabling pedestrians, cyclists and road users to maintain segregation along the route.</p> <p>Along East Hill we are proposing to use both types of bus stop depending on the space available.</p> <p>At a floating bus stop the design will help ensure cyclists slow and will be required to give way to pedestrians crossing to the bus island (see above on controlled crossing response).</p> <p>We recognise, because they have not been used in the city before, there is some uncertainty about how floating bus stops will operate safely, however they are in use successfully in other cities in the UK.</p> <p>We have worked closely with local accessibility groups when developing the design of both the Floating Bus Stops and the Bus Stop Boarders to develop a design that is as sympathetic as possible to the needs of all users.</p>

<p><b>Bus stops – Coach stop</b></p>	<p><i>“We are concerned the use of the High Street stops (both east bound and westbound) outside Greyfriars by long distance coaches is potentially problematic, partly because the loading and unloading of suitcases from the near side storage spaces presents the risk of spilling into the cycle path.”</i></p> <p><i>“Eastbound stop at top of East Hill - is this to be signed as TWO bus stops? If so the coaches should use the forward stop, so as not to obstruct the view of approaching buses by passengers waiting.”</i></p>	<p>We are aware National Express operates from the coach stop at the top of East Hill.</p> <p>We are currently in discussion with National Express and the passenger transport team at Essex County Council regarding the stop and will consider this in the design.</p> <p>Following feedback within the consultation, we are looking to maintain the current arrangement of two bus stops (one for local services and one designated for coaches)</p>
<p><b>Crossing Points – East Bay</b></p>	<p><i>“The toucan crossing at East Bay is very poorly timed for cyclists and pedestrians, often having to wait well over a minute before it's possible to cross. The timings must be improved to give cyclists and pedestrians higher priority as part of the scheme. This is also an opportunity to synchronise the crossing light phases with those of the Brook St junction to improve traffic flow for</i></p>	<p>We are aware of these points and the team will look at this as part of the design process.</p>

	<i>both cycles and motor traffic and reduce congestion.”</i>	
<b>Crossing Points – East Hill Crossing</b>	<i>“The zebra crossing half-way up East Hill needs to be repositioned. Currently it is sited on the right-hand side of the turning from Priory Street. Pedestrians, especially school children, then have to cross Priory Street to access the crossing. The pavement on that side of Priory Street becomes too narrow to walk along safely. Traffic leaving Priory Street turns directly onto the crossing slowing their onward progression. By placing the crossing above the Priory Street exit would alleviate these issues.”</i>	<p>The crossing point we are putting in will offer separated crossing facilities for cyclists and pedestrians so will encourage both to use.</p> <p>Following this feedback, we have commissioned survey work which has demonstrated the current location is well used. This is also the preferred location in terms of meeting current design guidelines and ensuring appropriate wider pavements.</p>
<b>Raised Tables – Maintenance</b>	<i>“Will these cost more and require more maintenance?”</i>	<p>Yes, there is an additional maintenance cost for any piece of new infrastructure. However, the benefit of installing raised tables on side roads is significant in terms of increasing accessibility for pedestrians and slowing traffic on the approach to the junction.</p> <p>Careful consideration will be given to the types of material used to form the raised table. The method of construction and ongoing maintenance will be given due consideration when developing the final design.</p>

<p><b>Raised Tables – Design</b></p>	<p><i>“Please ensure the raised section is the same colour and design as the pavement to help clearly indicate the priority to drivers. It needs to be clear that they are crossing a pedestrian space.”</i></p>	<p>Because of the complexity of constructing the raised tables they will be made from asphalt.</p> <p>However, the design and associated lining will help ensure it is clear to drivers and pedestrians that they are crossing a raised area.</p>
<p><b>Other – What is traffic modelling?</b></p>	<p><i>“What do you mean by traffic modelling? Who does this work?”</i></p>	<p>Traffic modelling is the assessment of how proposals will impact the highway network in terms of capacity and traffic behaviour.</p> <p>This work, undertaken by our consultants uses specialist software to help inform design proposals. The modelling works will help to forecast traffic flows along the street and through the signalised junctions.</p> <p>For this particular scheme traffic modelling work has been undertaken to look at the impact of changes to the Brook Street and Guildford Road Junctions.</p>
<p><b>Other – Lewis Gardens</b></p>	<p><i>“U-turn violations at Lewis Gardens, taxis dropping off and picking up passengers for National Express coaches, and coaches dropping off and picking up school children visiting the castle creates congestion here and make this section of East Hill potentially dangerous. Are there any mitigation plans?”</i></p>	<p>We are aware there have been issues with vehicles making U-Turns at Lewis gardens, although this has been reducing.</p> <p>We are looking at whether there are opportunities within the design to discourage drivers from being able to undertake U-Turns.</p>

<p><b>Other –</b></p> <p><b>Investing in maintenance</b></p>	<p><i>“You should not be spending money on this when there are pot holes that need filling and the pavements are in a terrible condition.”</i></p>	<p>Funding for the scheme is being primarily provided through a mixture of ‘Town Deal’ and ‘Active Travel’ funding. These are Government schemes providing local authorities with capital funding specifically to deliver new and improve existing infrastructure to support active travel objectives.</p> <p>This funding cannot be re-allocated to other budgets to fund maintenance issues. However, it is important to note that the funding secured will allow us the opportunity to address defects in the existing infrastructure within East Hill.</p>
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## Latest progress and next steps

Thank you to everyone who provided comments or raised queries relating to the scheme.

The above comments cover the main themes raised in relation to the East Hill section of the proposals. If you have a specific question which has not been covered, please email [activetravel@essexhighways.org](mailto:activetravel@essexhighways.org) to contact the project team.

The next stage of the scheme will be the publishing of ‘Traffic Regulation Orders’. These are a legal order to enable changes to be made to the highway. As part of this process there will be the opportunity to make further comments on the scheme.

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