

## GC Policy 9 Infrastructure Delivery and Impact Mitigation

This policy states that 'Planning and delivering the required infrastructure is at the heart of sustainable development for the Garden Community' and that 'Proposals must demonstrate that the required infrastructure to support the development will be delivered in a timely and, where appropriate, phased manner'. Whilst the CLG fully supports these statements, we do not believe a) that the councils have gone far enough in identifying specifically the infrastructure required for each 'neighbourhood' together with formalising its introduction to align with building homes from the start, and that this specification, found to a large part in the Infrastructure Delivery, Phasing and Funding Plan (IDP) should be embedded within the policy where it prescribes these measures, and b) a fundamental flaw has been introduced into the soundness of the DPD and the TCBGC project in allocating £21 million, needed to fully complete the A133-A120 link road, to an ill thought-out, time-limited and extraordinarily costly RTS route. The CLG proposes instead that that same amount is used to fully complete the Link Road, introducing an RTS route that utilises the link road onto the A120 and in an anti-clockwise route around Colchester, using roads which are already fit for purpose, and in some cases (Elmstead Road, Capon Road and Boundary Road) are already dedicated bus routes (First Buses services S1 and 87) and avoiding the already hugely congested A133 Clingoe Hill approach to Colchester.

It is the CLG's contention that the Housing Infrastructure Fund grant should be spent on the necessary Link Road infrastructure it was provided for at the outset and before any housing is built, without which the DPD in its current form is **unsound**. Completing this first, however, coupled with the better proposed RTS route utilising this Link Road and shown below and in the attached document Alt\_RTS\_Route, will enable the Garden Community to achieve the modal shift required as well as relieving congestion on neighbouring road infrastructure, rather than adding to it as the current plan will do. These vital modifications, which are essential to ensuring the DPD is sound and can realise so many of the other goals and aspirations it proposes, are needed to replace the currently unsound plan which at great expense will only last 10 years as acknowledged by the authors themselves (p5 of the TCBGC Transport Evidence Base Part 2 Measures report). Whereas this alternative plan – to complete the Link Road before housing begins and rerouting the planned RTS route to utilise the Link Road onto the A120 - has the capacity to support a thriving population of 17K plus fifty years and beyond, and achieve all of the goals and aspirations of the TCBGC – in fact it is fundamental to their achievement.

The plan modified as described also has the huge benefit of largely mitigating the impact of the new Garden Community on the surrounding area, and even in fact benefits surrounding communities by the provision of an RTS which does not use the A133 at all in accessing either Colchester City Centre or the Garden Community.

Please see map and justification below:

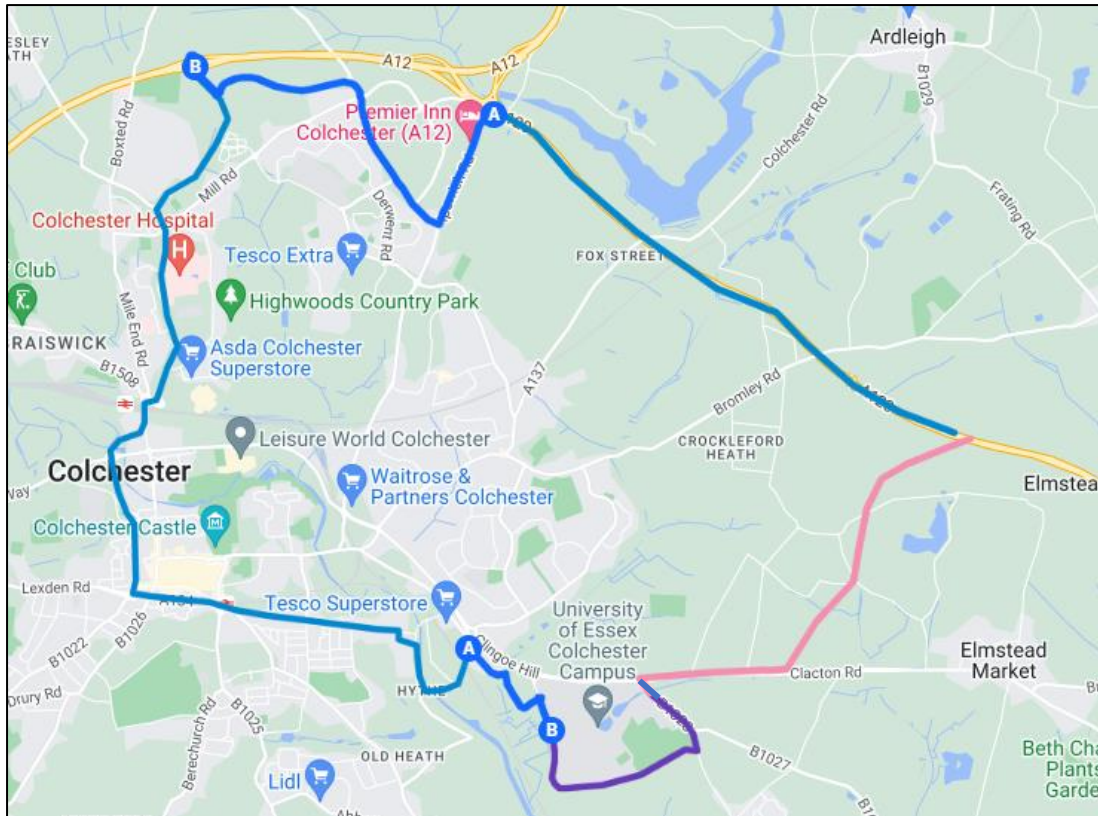


Figure 1 Note: the vertical part of the pink line from Clacton Road to the A120 indicates the intended route of the A120/A133 link road through the Garden Community. A and B at the bottom mark the route from Elmstead Road to University stop on Boundary Road, A and B at the top mark the route from the top of the Ipswich Road A12/A120 junction to the Northern Gateway Park and Ride.

The link to this Google map is shown below. It allows the user to zoom in, move the map around and view in different ways just as you can with a regular Google map.

[https://www.google.com/maps/d/edit?mid=1jDmOLSmGRF5PHD61n7TSBD5HIZiP\\_0&usp=sharing](https://www.google.com/maps/d/edit?mid=1jDmOLSmGRF5PHD61n7TSBD5HIZiP_0&usp=sharing)

The **key stops** that the new route would link are as follows, starting from the Park and Choose at the bottom edge of the TCB Garden Community on the A133:

- The Garden Community stops (initially the first (southernmost) developed community)
- The A120 employment park, top right of the Garden Community (providing fast transport to work for Garden Community residents who are employed there)
- Severalls Lane and Colchester Business Park, also an employment hub. Shown on the map as being accessed via the Ipswich Road and Severalls Lane, Colchester Business Park does have a route into and through the Business Park from the A120/A12 junction, which may be preferable and give a smoother curve on the route.
- The Stadium
- Colchester Sports and Leisure Park
- Northern Gateway Park and Ride
- Colchester General Hospital
- Colchester North Station
- Top of Balkerne Hill stop for the town centre (by the old Embassy Suite)
- St Botolphs train station
- Bottom of Hythe Hill (for walking access to Hythe station just over the bridge over the river Colne)
- Start of Elmstead Road (for easy access to Tesco The Hythe)

- End of Capon Road, on Boundary Road, for access to Essex University's Innovation Centre, Essex Business School and the Knowledge Gateway Science and Business Park
- Back to the start of the loop at the Park and Choose on the junction of the A133.

### **Benefits including avoidance of Clingoe Hill on existing dedicated bus routes**

The benefits completing the link road in its entirety BEFORE commencement of homes being built together with an RTS that utilises the anti-clockwise route shown are as follows:

- 1) Using the route proposed, no building work for extra bus lanes etc needs to be done on Clingoe Hill, in either direction, thus avoiding the horrendous congestion that would result therefrom.
- 2) No expensive road alterations need to be made through central and historic Colchester. The new route would skirt the town centre, with a key stop at the top of Balkerne Hill by the Embassy Rooms to access the centre, and then again at St Botolphs train station.
- 3) This could potentially pave the way for central Colchester to be pedestrianised or remain as it is, being served by local bus routes.
- 4) The proposed alternative to Clingoe Hill (Elmstead Road, Capon Road, Boundary Road, B1028/27 back to A133) is already a dedicated bus route (First Buses Routes S1 and 87)
- 5) Much of the route is already in place and fit for purpose for an RTS (A120, Severalls Lane, Axial Way, Via Urbis, plus Elmstead Road avoiding Clingoe Hill above) thus presenting a huge cost saving.
- 6) The saved cost of works on Clingoe Hill alone would contribute a large proportion of the monies needed for the completion of the link road.
- 7) The completed link road would immediately begin to relieve pressure on Clingoe Hill by providing a through route for traffic going to North Station or the hospital or the A12.
- 8) Because of the immediate fast access via the RTS anticlockwise route to North Station or the A120 employment park in the north west corner of the Garden Community or even Colchester Business Park, or Colchester General Hospital, new Garden Community residents working in London or any of the other locations would very easily adopt this modal shift from the outset. If there is a wait of 5-16 years for the link road to be completed this opportunity will have been lost. Much of the soundness of the TCBGC derives from its having the link road and not having to be dependent upon routes into Colchester, either for employment, schools, hospital care, shopping or travel.
- 9) It would meet the previous inspection's criterion for soundness as the link road would be doing as it was intended in siphoning traffic with onward destinations beyond Clingoe Hill off from the A133 and onto the A120 or beyond.
- 9) The Park and Choose on the Garden Community with the new RTS anti-clockwise route to access these destinations then also becomes a very real possibility from the outset.
- 10) Already it is painfully difficult to get a parking space in the hospital car park because it is so overloaded and people often have to drive around waiting for someone to leave before they can park. This will only be exacerbated with a larger demographic. However, with a fast RTS system adopting the proposed anti-clockwise route, residents from all communities east of Colchester can use the Park and Choose on the Garden Community to not only avoid battling with the traffic on A133 Clingoe Hill and beyond but avoid driving to the hospital at all using the RTS with the looping anti-clockwise route proposed by the CLG.