



St Botolph's Consultation Response

Colchester Cycling Campaign is pleased to see the replacement of the roundabout and unsafe underpasses with surface crossings. However, the new design fails to make walking and cycling attractive or to give the two modes the advantages needed over private motor transport. It fails to fully address issues of climate change, modal switch and public health.

The design will have a low score on the LTN 1/20 level of service tool. That in itself should ring alarm bells.

The benefits to cyclists and pedestrians are, by some margin, not enough to achieve the switch from the car envisaged by Gear Change or to match the fine words behind ECC's Cleaner, Greener, Healthier campaign.

They also run counter to:

- Grant Shapps' statements in the De-Carbonising Transport declaration of 2021 (https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009448/decarbonising-transport-a-better-greener-britain.pdf)
- the Vienna Declaration (the UK is a signatory to this UN initiative) (<https://www.iea.org/policies/13694-pan-european-master-plan-for-the-promotion-of-cycling-vienna-declaration>), and compliance with LTN 1/20 (all schemes funded by Whitehall must comply with policy on cycling infrastructure) (<https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>) https://issuu.com/carltonreid/docs/atf_bid_invitation

Detailed points

- Lack of crossings on all four arms of the junction gives a confusing and tortuous route south to north and east to south. For example, without a crossing on the west of the junction, a cyclist or pedestrian crossing from Mersea Road to Osborne Street would have to make their way across five separate crossings.
- The crossings should be single-stage and separate cyclists from pedestrians. The combination of unsegregated and staggered crossings will result in conflict between pedestrians and cyclists. We would ask that the council look at alternative designs to achieve this. Imagine the conflict that will occur when

pedestrians and cyclists including those using cargo bikes, wheelchairs, and pushchairs are corralled into small islands in the middle of four lanes of traffic.

- Has there been a junction capacity assessment carried out for pedestrian and cycle traffic?
- The use of advanced stop lines doesn't conform with LTN 1/20 guidelines.
- The vital connection to Military Road is not shown - we need to be able to see this to understand how cyclists from the New Town area can safely cycle into the centre of Colchester.
- The foot/cycleway over the magistrates' court entrance should be continuous.
- The cycle path from the station across Britannia Way should be two-way and allow cyclists to cross directly into Osborne street at a dedicated crossing point. The existing traffic island should be removed and replaced with single stage crossings for pedestrians..
- On Queen Street north of Osborne street there should be a cycle contraflow to enable direct connections from town station to Vineyard Street, Priory Street, Eld Lane, St. Nicholas Square, Firstsite, Castle etc.
- The surface crossing over Southway near Stanwell Street is welcome, but given Stanwell Street is one-way southbound, this needs to join up with a means of cycling north to Osborne Street to connect with the east/west cycle route.
- The crossing over St John's Green should have priority over motor traffic.
- The shared path along the south side of Southway needs to be brought up to a proper standard and converted to a separate footway and bidirectional cycleway.
- The cycleway in the north-east quadrant doesn't follow the major desire line. We believe many cyclists will ignore the proposed convoluted cycleway and just take the short cut diagonally across the new station square. The cycleway needs realigning at this point.
- The subsequent two way cycleway should then be extended up the southern part of Queen Street by taking away more road space and linked with a contraflow cycle lane running north to link with Vineyard Street, Eld Lane etc. as noted above.
- We would like to understand more details about the cycle connection outlined on this plan. At the moment people heading into the city centre will have to cycle through the bus station area on Osborne Street which is very hazardous and unattractive. No young or inexperienced cyclists will want to cycle there and even the most experienced cyclists will want to avoid it. Inevitably this will result in people cycling illegally north on Queen Street to reach Vineyard Street and Priory Street.

Examples of good designs for active travel at similar junctions include Old Street, Whipps Cross, Highbury Corner, Westminster Bridge (South) A23. The Army & Navy redesign in Chelmsford also has separate cycle crossings.

<https://www.essexhighways.org/highway-schemes-and-developments/highway-schemes/chelmsford-schemes/army-and-navy-taskforce>