



## St Botolph's Circus Regeneration

Public Consultation Report

October 2023

## Executive summary

St Botolph's Circus is a crucial gateway into Colchester City Centre. It sees the meeting of the A134 Southway, with St Botolph's Street, Mersea Road and Magdalen Street. It is an important meeting point of different forms of transport, facilitating cars, pedestrians, cyclists, trains, and public transport. However, St Botolph's circus currently underperforms and is an area that has long been acknowledged as requiring investment. It is complex to move around, has poor connectivity to other modes of transport and poses accessibility issues. It also suffers from poor air quality and antisocial behaviour.

To address these issues, a 'Levelling up Fund' bid submitted by Colchester City Council in partnership with Essex County Council proposed a new crossroad layout to replace the existing St Botolph's roundabout. A six-week public consultation took place between June and July 2023 to inform Colchester residents of the details of these new proposals and gather public opinion on the plans. The consultation undertaken was presented alongside the wider Colchester City Council Masterplan with respondents encouraged to give views on both elements. The consultation was primarily digitally focussed with an online survey, however hard copy brochures were also distributed and in-person events and meetings were run.

In total, 532 responses to the consultation were received, including 499 survey responses. A large majority of these survey responses (88%) were sent by residents of Colchester, and 98% of respondents said they currently use St Botolph's junction.

Throughout the consultation report, the public offered a mixed view, with responses highlighting both positive and negative elements of the proposals. Among the survey's key findings were:

- 54% agreed or were neutral that the proposals would make St Botolph's safer and more attractive.
- 46% agreed or were neutral that the proposals would encourage more people to walk, cycle or use public transport in the area. However, respondents were supportive of removing the underpasses and improving accessibility.
- 48% supported the proposed layout option, but there was general support highlighting the need of improving the 'look and feel' of the area.
- 61% agreed or were neutral that improving the transport interchange at St Botolph's Circus is important.

Three questions gathered qualitative feedback on sustainable travel uptake, the proposals, and the objectives. While those negative towards the proposals were more likely to leave qualitative feedback, concerns over the same areas were recurrent. Firstly, respondents frequently referred to the scheme as not needed or claimed it is not a priority. Many asked for road repairs to fix potholes in the area before working on St Botolph's. The biggest concern over the new design was the replacement of the roundabout with a junction layout. Respondents voiced strong concerns that this could have an adverse impact on traffic flow in the area.

Within the qualitative data gathered on sustainable travel uptake, some respondents voiced concerns that those who wish to cycle already do so, and thus the proposals would not increase cycling. Despite this, people were generally more accepting of the cycle paths than other areas of the proposals. However, many argued that the cycle paths need to connect to a wider network and that there was a need for a crossing point on the western arm of the junction.

The new pedestrian infrastructure was generally welcomed, including more support than opposition for removing the underpasses. This could be seen most strongly by those living closer to the junction. As with cycling, requests were made for additional crossings. However, many felt that while the scheme would improve accessibility, pedestrian numbers would fail to increase as there is little incentive to visit the surrounding areas and city centre. Respondents also noted that general improvements to public transport services were needed and requests for a new bus station and bus station improvements were also common. Some respondents noted that Colchester residents simply prefer to use cars, and this will continue to be the case regardless of these proposals.

Qualitative feedback on the proposals highlighted areas of concern in the proposed design, the majority relating to car use across the junction. Respondents frequently raised concerns over access to specific areas or roads. Again, traffic issues were a predominant theme, with respondents concerned that the new junction layout could cause congestion. The cycling and pedestrian elements were welcomed more positively, whilst some commented that the proposed seating areas would not be used due to their proximity to traffic.

Feedback on the objectives generally agreed that the scheme could reduce antisocial behaviour at St Botolph's, but highlighted concern this will move it elsewhere. Respondents asked for increased policing and security to tackle this. Regarding increasing footfall, respondents again argued that improvements in the city centre and surrounding areas are needed to provide incentives to walk across the junction, and this should be considered in the wider city centre masterplan. Respondents felt the wider transport links would not be used as long as Colchester residents remain committed to their driving habits and public transport continues to require improvement. Many also felt the proposals could have a negative impact on the health and wellbeing of residents due to pollution from traffic jams caused by the new road layout.

The consultation has provided a valuable insight into the public's views about the proposed St Botolph's Circus regeneration. The feedback received will play a vital role in informing the decisions made by Essex County Council as this project progresses in the future.

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## 1. Introduction

Thanks to a successful bid to the Government's Levelling Up Fund, Colchester City Council and Essex County Council have been granted a unique opportunity to renovate St Botolph's Circus and invest in improving the area. The proposed regeneration of St Botolph's is a part of Colchester's developing City Centre Masterplan.

Situated to the south of the city, St Botolph's Circus is a crucial gateway into Colchester City Centre and sees the meeting of the A134 Southway, with St Botolph's Street, Mersea Road and Magdalen Street. It is an area that has long been acknowledged as requiring investment. It is partially signalised and complex to move around, particularly on the north side, where vehicles must cross the roundabout approach lanes on St Botolph's Street to gain access to the Britannia Way car park. The Magistrates' Court car park and the Railway Station accessible parking bays are directly off the roundabout, which leads to further safety issues for both drivers and pedestrians.

As it is, St Botolph's Circus has poor connectivity. It is a meeting point for cars, pedestrians, cyclists, trains, and public transport, but does not effectively cater for people changing between transport modes or trying to access the city centre. It also contributes to a splitting of communities, isolating those living south of the junction from the city centre. Accessibility issues for physically disabled users are present with the junction offering indirect, longer, and often un-signalised crossing alternatives. The area also suffers from air quality issues along with crime and anti-social behaviour reported. The area is also under-utilised in general. It does not provide the gateway feel to the city centre that it should, has no high-quality public realm to encourage footfall and restricts access to local heritage sites such as St Botolph's Priory.

A previous consultation was held in 2019 for a re-design of St Botolph's Circus, which proposed an adaptation to the existing roundabout to increase capacity for more vehicles. Feedback highlighted there was a lack of focus on walking and cycling and the proposals did not go far enough to improve the look and feel of the area.

This 2023 consultation presented an updated scheme considering these points raised by the 2019 consultation. The new proposals would see the roundabout removed and replaced with a new crossroad layout. Designated cycle lanes and pedestrian crossings would be provided, the underpasses removed, and new public realm space offered on all four corners, most notably in front of Colchester Town Train Station.

## 2. Methodology

The public consultation period ran for a total of six weeks from 19 June 2023 to 31 July 2023. The consultation formed part of a wider consultation on the City Centre Masterplan, with respondents invited to give their views on both. The aim of the St Botolph's consultation, which was non-statutory, was to allow the public to provide feedback on the proposals and how well they met the stated objectives. On responding to the St Botolph's elements (the focus of this report) respondents were directed to the Essex County Council consultation system.

### 2.1 Consultation Materials

The consultation took a primarily digital focus with a single point of entry ([www.colchester.gov.uk/colchester-city-centre](http://www.colchester.gov.uk/colchester-city-centre)) for respondents to find details on the St Botolph's proposals alongside the wider City Centre Masterplan.

A consultation brochure was made available digitally and in hard copy (available at <https://consultations.essex.gov.uk/essex-highways/st-botolphs-circus/>). This detailed the proposals for the regeneration, providing background to the scheme including the reasons why a regeneration is necessary, how the scheme fits into the wider developing Masterplan, how it will be funded, how it has progressed from the 2019 consultations and what it hopes to achieve.

The main body of the consultation brochure explained the new proposals, and what respondents could expect to see if the proposed changes were implemented. Detailed explanations of how the new junction would function, the new features it would provide, and how these would benefit respondents were given. Artist impressions and road layout images such as those seen below (Figure 1, Figure 2 and Figure 3) were included, allowing those reading the brochure to visualise and understand the proposed changes easily. The survey welcoming opinions on the plans was included at the end of the consultation brochure.



Figure 1: New road layout



Figure 2: Road layout artist impression



Figure 3: Public realm artist impression

The brochure was available to view and download on the project webpage, while printed copies were made available at public buildings within the city, on request from the council and at the in-person consultation events.

## 2.2 Survey

The consultation survey (see Appendix A) contained 16 questions concerning the proposed regeneration of St Botolph's Circus. These were split into four sections. The first of these, 'Intro/Demographics' asked for basic respondent information such as full name, postcode and relationship to Colchester. The next section 'Behaviour' concentrated on how St Botolph's is currently used and how it would be used in the future if the proposed changes were introduced. The 'Scheme Proposals' section asked questions relating to the proposed layout, the importance of improving it and welcomed further comments. The final section 'Scheme Objectives' investigated the likelihood of the scheme's objectives being achieved and welcomed any further related comments.

Four open-ended questions were included to allow unrestricted comments from respondents on chosen topics. Three of these focussed on the scheme itself taking views on the uptake of sustainable travel, the scheme's proposals, and the scheme's objectives. The final open-ended questions focussed on the consultation itself.

At the end of the survey, consultation specific questions were asked to allow us to improve future consultations and their promotion. Voluntary demographic data was also collected to improve our understanding of who had responded and to help ensure the continued development of our equality and diversity monitoring. Where personal information was requested, it was made clear that the information provided was confidential, would be protected in line with our responsibilities under the GDPR (General Data Protection Regulation) and would solely be used for the purposes of the St Botolph's Circus regeneration project.

### 2.3 Methods of responding

The consultation had three official channels for submitting consultation responses.

**Online survey:** Available on the Essex County Council consultation portal and via the scheme webpage.

**Freepost address:** Details were included in the consultation brochures and on the webpage, enabling people to send in paper copies of the response form located at the back of the consultation brochure or their own written responses without charge.

**Email address:** Details of the project email address were included in the consultation brochures and on the website.

### 2.4 Consultation and briefing events

To support the consultation two in-person consultation events were held. These took place on 28 June (12pm-4pm) in Culver Square, with members of the project team available to speak to members of the public and on the 17 July (11am-8pm) at St Botolph's Church where members of the project team were available to speak to attendees.

Alongside these events, briefing events were also undertaken with councillors (19 and 21 June), Colchester Residents Panel (27 June), Colchester Civic Society (6 July, Colchester College (11 July) to raise awareness of the consultation.

### 2.5 Promotion of the consultation

A variety of different communications channels were used to publicise the consultation as widely as possible and encourage people to participate by attending one of the in-person events and completing the consultation survey. A summary of the channels can be found below.

**Project webpage** – The project webpage (see Appendix B) was used as the main landing page for all communications and signposted people to the consultation brochure and consultation survey. The page included an introduction to and summary of the scheme. It also provided a direct link to the consultation brochure which could be viewed, downloaded, and printed via the page. It also featured a video which detailed the proposals and encouraged participation in the consultation.

**Press release(s)** – Joint press releases were issued through Colchester City Council ahead of and during the consultation outlining the proposals and how to participate in the Masterplan/St Botolph's consultation.

**E-newsletters** – Details on the consultation were included in an Essex Highways e-newsletter issued to all subscribers signed up to receive copies.

**Emails to stakeholders** – Following a stakeholder mapping exercise, emails were sent to various stakeholders at key milestones in the consultation to encourage participation and request support in sharing information about the consultation.

**Letters** – Letters were issued to all properties within the local area setting out the proposals, how to participate in the consultation and details of the events.

**Social media** – Content was posted across the Essex County Council and Essex Highways social media accounts (See Appendix C). These posts focussed on encouraging participation in the consultation and advertised the in-person consultation events being held. Visual content included images of the consultation brochure and the YouTube video seen on the project webpage. A Facebook post was boosted for 20 days to promote the consultation. This post reached 34,184 users and was engaged with 31,346 times.

**Partner channels** – Alongside Essex County Council, Colchester City Council were proactive in promoting the consultation through their channels.

## 2.6 Analysing the data

To analyse the qualitative feedback received from the survey, via email and written responses, an emergent coding approach was used. To enable this, a code framework was created, with every consultation response read and reoccurring themes and trends identified.

This report covers the key themes and outcomes from the qualitative responses, as well as the quantitative data from the survey. Most responses presented as examples are as provided and have been anonymised for the purpose of this report, but please note that in some instances spelling and grammar have been corrected to ensure readability.

## 3. Data Analysis and Interpretation

This section presents the results from the consultation responses. This includes a summary of who responded, and analysis of the main themes and issues raised.

### 3.1 Sample

In total, 532 responses to the consultation were received. These included:

- 499 online responses
- 26 emailed responses (All of these offered general responses)
- 7 written responses (All of these offered general responses)

Of the 499 respondents who submitted online survey responses, 53% identified as male, 36% as female. 1% identified as non-binary and 1% stated a preference to self-describe. 4% preferred not to say, and 6% did not answer the question.

It should be noted that respondents to a consultation are a self-selecting sample made up of those who have chosen to respond and is, therefore, a non-scientific sample.

Responses, therefore, reflect the views of only those who respond. Responses to consultation provide an invaluable insight into the concerns, themes and issues surrounding proposals, although these views may be skewed towards a particular viewpoint and thus should not be considered a fully representative sample of the population. Regardless of this, all responses and comments have been noted and considered.

As part of the public consultation, we encouraged identified stakeholders to provide a formal response. Organisations which responded include: Historic England, Colchester BID, Essex Police, Colchester Civic Society, Colchester Cycle Campaign and Walk Colchester.

### 3.2 Response location analysis

To establish an understanding of respondent's relationship to Colchester, they were asked if they were someone who lives in Colchester, works in Colchester, or visits Colchester. The results can be seen in Table 1 below. A large majority, 88%, said they lived in the city. Apart from the 1% who did not answer, all respondents had some sort of relationship to Colchester. This means the survey sample is well positioned to offer informed opinions on the St Botolph's Circus regeneration project.

Table 1: Relationship to Colchester

Which of the following best describes you?	Percentage
Someone who lives in Colchester	88%
Someone who works in Colchester	5%
Someone who visits Colchester	6%
Not answered	1%

This is backed up by the postcode data of respondents. This data is displayed in the heatmaps below. Figure 4 shows how most respondents reside in Colchester. Figure 5 goes further and shows how the areas closest to St Botolph's circus itself returned the most survey responses.

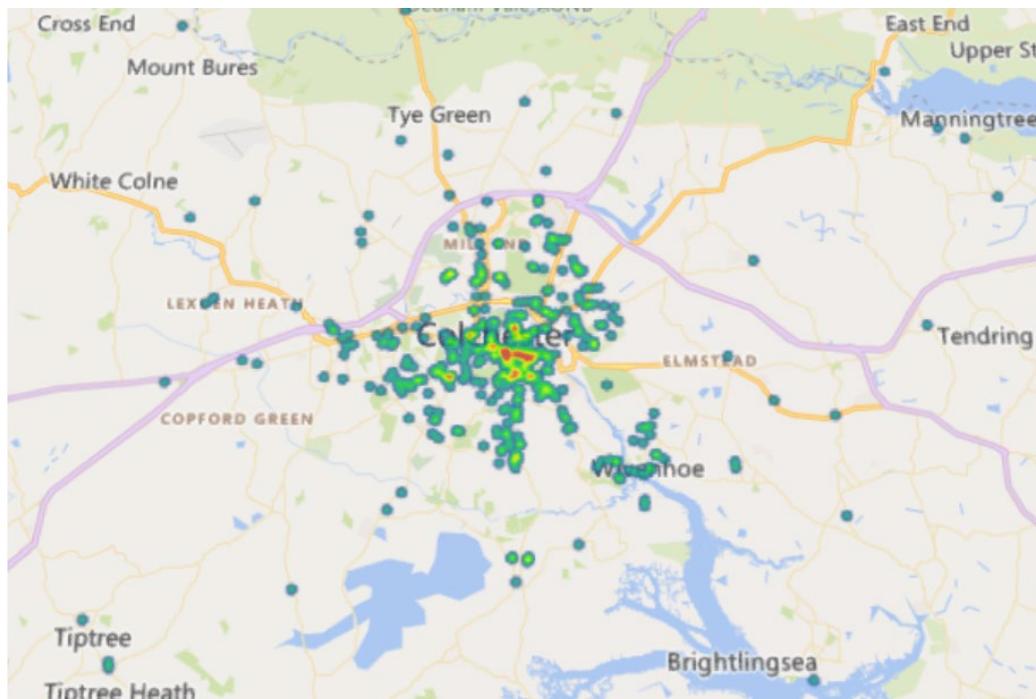


Figure 4: Postcode heat map 1

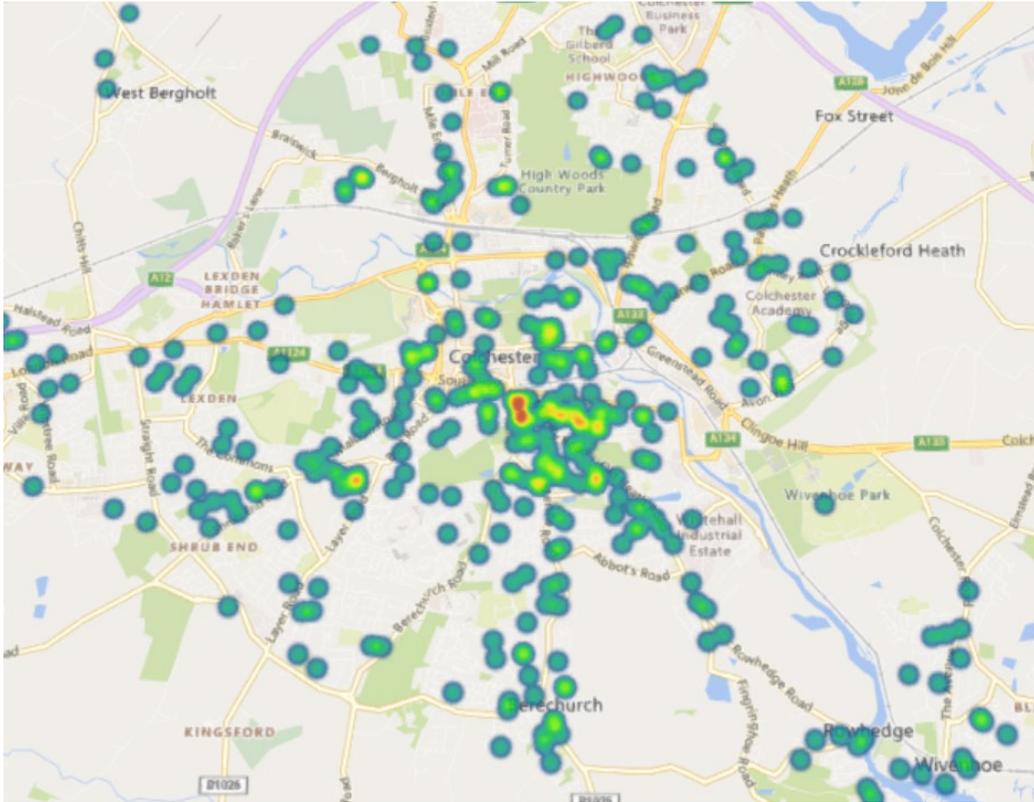


Figure 5: Postcode heat map 2

### 3.3 Current junction use

This section specifically relates to questions 7 to 9. This set of questions centred on how respondents currently use the junction. When analysing the answers to these questions, it became apparent that survey respondents frequently use the junction, meaning they could accurately comment on the proposals.

Firstly, we asked if respondents travelled through St Botolph’s Circus Junction. 98% of respondents answered yes, indicating the suitability of the sample group to comment on the proposed junction changes.

Table 2: Do you travel through St Botolph’s

Do you travel through the St Botolph’s Circus Junction?	Percentage
Yes	98%
No	2%

Next, we asked respondents who used the junction how often they travelled through it. Answers here reflected the use of the junction, and therefore its importance in connecting Colchester residents and visitors to facilities across the city and surrounding areas. Nearly a quarter of respondents said they used the junction every day, and a further 16% said they used it 4-6 days a week. 35% said they used it 1-3 days a week – this was the most popular response. See Table 3 below for the complete answer data.

Table 3: How often do you travel through St Botolph's

If yes, how often do you travel through the junction?	Percentage
Every day	24%
4-6 days a week	16%
1-3 days a week	35%
Fortnightly	13%
Monthly	10%
Not Answered	2%

We also asked respondents the purpose of their most common journey through St Botolph's Circus. The most common use of the junction was to 'travel to/from work' with 23%, showing the importance on the junction in connecting residents to wider travel routes. The next most popular answer was 'travel into the city centre' with 16%, indicating the function of the junction as a gateway into the city centre, but perhaps not to the desired extent. A common theme in the open-ended questions included in the survey was general concerns for Colchester City Centre, particularly its lack of facilities or shops to attract visitors. Many said they now rarely visit the city centre because of this. This may reflect the point raised by many open-ended responses, that for St Botolph's to function effectively as a gateway to the city centre, incentives to visit the city centre, in general, must improve to increase visitors. See Table 4 below for the full breakdown of journey purposes.

Table 4: Purpose of journey through St Botolph's

What is the purpose of your most common journey through St Botolph's Circus?	Percentage
Travel to/from work	23%
Travel into the city centre	16%
Leisure	14%
Visiting family or friends	9%
Shopping	8%
Grocery shopping	5%
Business travel	5%
Healthcare (including pharmacy)	2%
Accompanying children (excluding to/from school)	1%
School run	1%
Travel to/from college, university, or other form of adult education	1%
Other	12%
Not applicable	2%
Not Answered	<1%

### 3.4 Scheme proposals

This section relates to survey questions 10-14. Across these questions public opinion was gathered on the proposals to determine the level of support for changing St Botolph's Circus from the current roundabout to a crossroad layout.

#### 3.4.1 Safety and attractiveness

Firstly, we asked respondents to what extent they agreed the proposals will make the St Botolph's area safer and more attractive for people. All respondents answered this question. 54% indicated they either agreed or were neutral in regard to the proposals making the area safer and more attractive. The most popular category was 'strongly disagree' with 31%. It should be noted that 18% of respondents selected the strong disapproval option on every question.

When considering the open-ended responses in this question, in terms of safety, many of these opinions related to the removal of pedestrian underpasses and the introduction of street-level pedestrian crossings. Many were in favour of their removal to address anti-social behaviour / perception of danger at the junction; however some felt the underpasses were safer for pedestrians when crossing the junction as they completely separate pedestrians from traffic. A full breakdown of the answers for this question can be seen in Table 5 below.

Table 5: Agreement proposals will make St Botolph's safe and more attractive

To what extent do you agree the proposals will make the St Botolph's area safer and more attractive for people?	Percentage
Strongly agree	19%
Agree	19%
Neutral	16%
Disagree	15%
Strongly disagree	31%

#### 3.4.2 Uptake of sustainable travel

The next question relates to sustainable travel and asked respondents to what extent they agreed proposals would encourage more people to walk, cycle or use public transport through the St Botolph's area? Only 1 person didn't answer this question. A majority of respondents responded negatively to this question (54%).

Table 6: Encouragement of active travel

To what extent do you agree the proposals will encourage more people to walk, cycle or use public transport through this area?	Percentage
Strongly agree	12%
Agree	17%
Neutral	17%
Disagree	19%
Strongly disagree	35%
Not answered	<1%

## **Opportunity to comment on sustainable travel uptake**

Respondents were asked to explain their answers to this question. This was the first opportunity for respondents to openly comment, which explains why many respondents did not just explain their answers to this question but offered broader views on the proposals.

The most popular code for this answer was 'Questions/Suggestions'. Some examples of these 'Questions/Suggestions' can be found below. Within this code, a wide variety of requests were made for either more information or specific actions, and thus common themes within this are hard to identify, however this does align with the wider overarching theme of questioning why this should be the priority over other perceived necessary works.

### **Questions/suggestions**

*"... Will there be provisions for electric scooters? ..."*

*"I'd like to see the money spent on improving some of the eyesore buildings nearby, e.g. the appearance of the multi storeys ..."*

*"I think the Bus station should stay where it is and just build more bus stands and take some of the traffic off Osborne Street."*

*"How would changing the layout encourage more people?"*

Many responses did not focus on sustainable travel and instead commented on the wider proposals. Key themes raised were 'Not needed/not a priority/leave it alone' and 'traffic and congestion concerns' over the new junction layout.

### **Against proposals/negative comments**

*"... I support the fact that it needs to change but this on its own will be a waste of money, common sense and years of previous failed attempts in other areas prove it. ..."*

*"... Stop wasting our money and invest properly into a sustainable solution for the whole town. ..."*

*"It's going to create more problems than it solves. ..."*

### **Supports proposals/positive comments**

*"The area will be less congested and a more pleasant greener space."*

*"As a cyclist I fully support the proposals and applaud all involved."*

*"I think the new proposals will help to tidy up the area."*

### **Not needed/not a priority/focus/leave it alone**

*“The underpass has been used for decades, why change a design that simply works.”*

*“The roundabout works don’t change it, save the money for fixing potholes and stopping Haven Road from flooding.”*

*“The existing plan works and the cost of changing is a waste of money when other projects should take priority.”*

### **Won’t improve/will worsen congestion/traffic**

*“It gets clogged as it is with traffic and a roundabout is the most efficient for cars. It will only clog more ...”*

*“... There will be major congestion issues when traffic is marooned in the centre of the crossroads with their exit blocked by vehicles unable to move forwards.”*

*“You’re going to cause chaos to the traffic in the area ...”*

## **Cycling**

There were two themes that offer explanation for why a majority disagreed that the new proposals would increase cycling uptake. The first of these is ‘Not enough cyclists/people don’t cycle/won’t be used’. Within these responses, respondents stated their beliefs that firstly, there is an insufficient number of cyclists to justify introducing new cycle paths, and that further to that, those that wish to cycle already do so and the introduction of new cycling infrastructure will have a limited impact on increasing cycling uptake.

However, a significant number identified the ‘Need for wider cycle path connections’. Most of these comments were supportive in principle of the plans to provide new cycling infrastructure but felt that the proposed changes would fail to stimulate increased cycling in the area unless a wider cycle path network was provided across the area for St Botolph’s to join onto, with a number also highlighting the need for a crossing point to the west of the junction. Further comments coded as ‘Changes will provide benefits to cycling/cyclists’ suggest that the majority belief that the new proposals would not increase cycling uptake is not rooted in criticism of the new cycling infrastructure proposed, but instead in the need to show the plans in a wider city cycling context.

### **Not enough cyclists/people don’t cycle/won’t be used**

*“... As for additional cycle lanes, why? There is very few people using cycles on our roads as it is and most of them don’t use cycles in the winter anyway.”*

*“A makeover is highly unlikely to encourage new people to walk/cycle. It will only get used by those that already walk/cycle through here.”*

*“Those that cycle already cycle ...”*

### **Need wider cycle path connections**

*“I agree, but believe more should be done to ensure a continuous, safe cycle infrastructure. ...”*

*“While the improvements for cycling within this area do make it easier, it’s still difficult in general to get around safely on a bike in the surrounding area.”*

*“Unless you introduce a series of safe cycle paths leading up to St Botolph’s it will not attract any more cyclists to the town. ...”*

### **Changes will provide benefits to cycling/cyclists**

*“... the change will enable cycling to be perceived as a safer option than entering the fast moving roundabout circulation”.*

*“... The installations of cycle paths is great ...”*

*“I’m sure the new junction will be great for cyclists ...”*

### **Public transport**

There was a consensus that the proposed changes to St Botolph’s would have a limited impact on increasing the use of public transport. In a similar manner to the cycling infrastructure, it became apparent that this was not the fault of the proposed changes to St Botolph’s, but a general need for public transport improvements across the area. It was felt without such improvements, any changes to the junction would have little impact in motivating increased public transport use.

### **Public transport improvements needed**

*“I cannot see how the see how the simple change of a road layout will influence people’s behaviours. It would have to be part of an overall review of public transport. It needs to be cheaper, it needs to be easier ...”*

*“...Public transport is expensive and not available when actually needed. ...”*

*“Public transport is not good enough to use.”*

## **Walking**

The response to the proposals' impact on increasing walking in the area was more positive compared to comments on cycling and public transport use. This mainly related to the provision of new pedestrian crossings and the removal of the underpasses. However, there was concern that people in general do not want to walk, and therefore introducing the new pedestrian infrastructure will have little impact. Further to this, many pointed to a belief that there is little incentive to walk through St Botolph's, particularly towards the city centre due to a decline in this area, and therefore making this junction easier to walk across would still not necessarily increase footfall.

It should be noted that there was a clearer support for walking infrastructure from those who live close to and actively use the junction, compared to those simply driving through it who took a more negative view.

### **Walking improvements good**

*"The provision of a safer pedestrian crossing is a brilliant plan."*

*"I frequently use this route to walk into town and find it very dirty and polluted. Opening it up with more open spaces and having the traffic move more freely will make this a better part of the city to walk through."*

*"It will be safer for children to walk to school past this area."*

### **Walking improvements not good/need to go further**

*"Walking route will be longer."*

*"... People crossing the road will never be able to cross because of the traffic issues. ..."*

*"With the staggered crossings that people hate so much the people that do walk in Colchester will just walk around them."*

### **Walking will not increase/people don't walk**

*"... it will no doubt have little or no effect to encourage pedestrians and cyclists in the area".*

*"Why oh why do you think people are going to walk or cycle more?"*

*"Those who walk, cycle or use public transport will continue to do so just as before."*

### **Changes will increase walking**

*“Walking will probably increase as it would appear easier to cross the road rather than use the walkway under the roundabout. ...”*

*“More people would walk this way once the subways were removed.”*

*“I believe the plans could help improve the amount of people walking.”*

### **Driving**

A final reoccurring theme that explains why respondents answered that the proposed changes would not increase sustainable travel uptake in the area was coded as ‘People prefer to drive/will carry on driving’. These comments stated that in general, residents of Colchester prefer to drive, due to factors including practicality, and the limitations of alternatives to it, for example public transport. Some of these comments noted that people will continue to drive, but work should be done to try and alter this habit/state of mind, whilst others argued people had ‘a right to drive’ and would continue to do so regardless of any infrastructure changes that encourage walking, cycling or public transport use.

#### **People prefer to drive/will carry on driving**

*“... The most convenient way for people to go from A to B in Colchester is by car. Public transport doesn’t usually go where you want it to and take 4 times as long ...”*

*“It will not encourage people to get out of their cars – people could perfectly easily walk or cycle now and choose not too.”*

*“The vast majority of people who live in Colchester don’t want to walk or take public transport. They believe it is their right to own a car and use it how they want to, even if they only want to drive less than 700 metres ...”*

### 3.4.3 Proposed layout option

Respondents were then asked to what extent they supported the proposed junction layout option. This was answered by all respondents and was met with majority disapproval. The most popular answer here with 38% was strongly oppose. When added together significantly more respondents strongly opposed or opposed the new layout (54%) than neutral, supported or strongly supported it (45%). With the open-ended responses in mind, many of those who opposed this new layout would prefer to keep some sort of roundabout, due to perceived fears of increased congestion introducing a signalised junction would cause. The full results for this question can be seen below in Table 7.

Table 7: Support for proposed layout

To what extent do you support the proposed layout option?	Percentage
Strongly support	11%
Support	21%
Neutral	13%
Oppose	16%
Strongly oppose	38%

### 3.4.4 Improved transport interchange

Respondents were asked to what extent they agreed improving the transport interchange at St Botolph's Circus was important. 5 respondents didn't answer this question. This was the only question of this section that received some sort of majority agreement. When added together, 49% of respondents either strongly agreed or agreed that the transport interchange needed improvement, compared to 38% who either disagreed or strongly disagreed. The strongly agree and strongly disagree category both received 27% of answers. A common theme throughout this survey's open-ended responses was the need for bus service improvements or requests for a new bus station in the area, demonstrating the importance of the bus facilities located in close proximity to the junction. Table 8 below for the full results of this question.

Table 8: Importance of improved transport interchange

To what extent do you agree that improving the interchange at St Botolph's Circus is important?	Percentage
Strongly agree	27%
Agree	22%
Neutral	12%
Disagree	11%
Strongly disagree	27%
Not answered	1%

### 3.4.5 Comments on proposals

To finish the proposals section, respondents had the opportunity to offer their written opinion on the subject answering, 'Do you have any comments about our proposals for St Botolph's Circus'.

As seen in the previous open-ended response, many comments offered generalised, broad views on the proposals. These are explored first, before more specific points are analysed.

#### **General/broad comments**

The comments within these broader codes continue the established pattern that whilst the proposals do have some features that have been received positively, there is also concern around the need for the scheme and the impact of the changes.

The two most popular codes here were 'Money better spent elsewhere/costs too much' and 'Not needed/not a priority/focus/leave it alone'. The comments within these two popular categories were similar and offered strong opposition to the proposals.

#### **Waste of money/money better spent elsewhere/costs too much**

*"Waste of taxpayers' money."*

*"... It seems incredibly wasteful to spend this amount of money on a project that will make very little difference to city centre access for most people."*

*"Waste of time and money. Far better ideas being talked about."*

#### **Not needed/not a priority/leave it alone**

*"I think there are much more important issues in Colchester. ..."*

*"Why change something that works perfectly well? ..."*

*"There's nothing wrong with it now."*

There was also a significant group of respondents who opposed the proposals not because they do not believe changes are needed nor a priority, but that they felt the proposals would fail to remedy the current issues the junction/surrounding areas are facing.

#### **Against proposals/negative comments**

*"These proposals are horrible and do not improve it."*

*“Just stop! Stop doing stupid things to our town and making travel dangerous.”*

*“Removing a roundabout on a junction of that size seems insane.”*

### **Supports proposals/positive comments**

*“Looks like a far better layout than we currently have, no one goes into the correct lanes on the current roundabout and dangerously cut people up.”*

*“Much better. Vast improvement on what is there now.”*

*“... In principle I think the changes will make a huge and uplifting improvement to what has become an uncared for and depressing area.”*

### **Concerns for worsening situation/wont solve problems**

*“... The issue with air pollution can not be solves with this consultation. Wherever the traffic is diverted it will increase the air pollution there. ...”*

*“The interchange does not solve a very important issue. The majority of traffic travelling down Mersea Rd turn left onto Southway. This junction will create further traffic and congestion on Mersea Rd. ...”*

*“I have strong doubts that what is proposed will reduce traffic and congestion, modelling or not. ...”*

As seen in the opportunity for open comment regarding sustainable travel uptake, ‘questions/suggestions’ were common along with ‘references to other schemes and initiatives’ Some of these were used to offer suggestions for improvements to the proposals, but many referenced unhappiness at other schemes/projects in the Colchester area that have led some respondents to doubt the ability of these proposals to offer benefits.

### **Questions/suggestions**

*“Will the improvements extend to Magdalen Street? ...”*

*“Will the new traffic lights give equal priorities to traffic turning right up Mersea Road.”*

*“... Why is there no pedestrian crossing on the west side of the junction?”*

### **Reference to other schemes/initiatives**

*“... just look at the mess of Ipswich Road roundabout. ...”*

*“... See cycle lane and now dangerous bottom end of mile end road. That didn't need doing and still isn't used as a cycle lane! ...”*

*“Awful. Will make it worse like the Ipswich Road roundabout. Just fix the potholes. ...”*

### **Specific areas of concern**

Various comments offered more detailed, specific insights on areas of concern for the new St Botolph's proposals, with suggested improvements to fix these. The most common codes within these are analysed below and split into three categories for ease of understanding and reading.

### **Design concerns/suggestions**

Many comments highlighted perceived concerns with the proposed design, with respondents often offering suggestions on how these could be addressed. The majority of these related to road concerns, and how the junction would operate for car users. It is clear a significant proportion of respondents are concerned about the impact of removing the roundabout on car journeys and congestion in the area. Others raised concerns over missing routes/turnings in the proposed junction. Many also raised concerns over problems with the roads in the surrounding area, and how the new junction may exacerbate these issues, or at the least fail to address them.

### **Specific road design improvements and concerns (operation of the junction)**

*“I think there is potential to cause queuing on the entry way to station carpark on Britannia way and that the exit from the roundabout to Mersea Road is too narrow currently, so that will likely cause jams/issues.”*

*“... Build up of traffic down The Hythe causes delays at St Botolph's. Out of sync traffic lights on Mersea Road/Berechurch Hall Road cause traffic to build up on the roundabout blocking those wanting to go on towards Southway. ...”*

*“This roundabout almost never has any issues or traffic and you want to dig it up until it certainly has traffic. ...”*

Suggestions were also given for improvements to the pedestrian and cyclist elements of the proposed plans. In regard to pedestrian improvements, the most common comment was the desire to change the staggered crossings to direct crossings, and adding a crossing point on the western side of the junction. Some asked for new pedestrian crossings in other areas. The majority of cycling comments suggested that cycle paths must be physically separated from both cars and

pedestrians. The other comments within this category tended to campaign for wider cycle path connections.

### **Crossing improvements and suggestions**

*“Change the staggered crossing ...”*

*“Keep the pedestrian crossings entirely separate from motor vehicles. People lose their patience waiting for traffic lights and even when it is green accidents can still happen. Keep underpasses for safety purposes.”*

*“... There should be a crossing going across Southway.”*

### **Need cycle path improvements (e.g., segregated cycle paths)**

*“... You need segregated, dedicated cycle paths. ...”*

*“Cycle routes should be more direct with crossings that are not staggered and can be crossed in one move ...”*

*“It’s very unclear what the ongoing cycle connections will be ...”*

### **Traffic/road issues**

A significant proportion of comments raised worries over traffic and congestion. The majority within this stated concerns over a significant increase in congestion at the junction and the impact of removing the roundabout. There was a clear perception that roundabouts are the best way of maintaining flows of traffic, with some suggesting a smaller roundabout would be more effective. This category was also highly popular within the open-ended question on sustainable travel uptake, showing the significance of traffic concerns in the opposition shown to these proposals. Similarly, comments complaining about the use of traffic lights were also common. These raised fears over the introduction of traffic lights to St Botolph’s and the potential detriment this would have to traffic flow, whilst others complained about perceived poor phasing of current traffic lights around Colchester. It is clear many respondents believe traffic and congestion is an existing issue across Colchester, and feared that the new junction at St Botolph’s could worsen this situation.

### **Won’t improve/will worsen congestion/traffic**

*“This proposal will cause complete chaos. Traffic will become infinitely worse at peak times. ... It works perfectly well as it is. ...”*

*“...The majority of traffic travelling down Mersea Road turn left onto Southway. This junction will create further traffic and congestion on Mersea Road...”*

*“The flow of traffic has always been good through this part of town (unless coming from Mersea Road) so I don’t know If a crossroad would make things worse. ...”*

### **Issues with traffic lights/need traffic light improvements**

*“... A smaller but better functioning roundabout would probably work better. Traffic lights are bad as they fully stop traffic flow ... ”*

*“Sort out the traffic light phases at Napier Road, and Roberts Road junctions, to allow traffic to exit St Botolph’s more easily. ...”*

*“This money would be better spent upkeeping all of the existing roads, or surveying all of the traffic lights and correcting their phasing, to allow traffic to flow better. ...”*

Requests for road repairs and maintenance were also common. Most of these comments complained about the current state of the roads, especially potholes, and requested work to fix these. The need for road repairs was a significant motivation behind the argument of many respondents opposed to the St Botolph’s proposals on the basis of priority.

### **Need road maintenance/repairs/upkeep (e.g. pot holes)**

*“There are far more better things that need sorting before we do this extra work that doesn’t need doing! Like fixing our broken roads. ...”*

*“Fill the endless potholes ...”*

*“Fix the pot holes, repaint the road surface white lining and give the place a coat of paint.”*

### **Concerns for local area and public realm**

Some respondents raised concerns for the local area in their response to this question. Many of these complained of the current state of the city centre, some going as far to say they no longer visit it due to its ‘rundown’ nature. Others offered concerns for local businesses, noting the number of empty shops in the town, and how most locals now use shopping centres away from the town centre such as Tollgate. Some offered suggestions on how to improve the city centre, and the areas surrounding St Botolph’s, such as investing in new businesses.

**Suggested improvements and concerns for local area  
(residents/tourists/businesses)**

*“... There are plenty of empty units in the city centre that could host pop up shops and retailers, utilise them.”*

*“The town centre is dead as far as shopping and therefore has next to nothing to offer most people ...”*

*“There are bigger problems, the town centre is dying ...”*

Some respondents also criticised the proposed new public realm spaces, particularly the provision of places to sit outside the station/at the junction. These respondents felt that the seating areas would not be used, and therefore are a waste. This is partly due to a lack of footfall in the area due to the reasons raised above, but mainly because respondents felt no one would want to sit in the area, given the fact it is a busy junction, and other, less busy/polluted green spaces are available across the city.

**Not a nice location to sit/seating won't be used**

*“... Who wants to sit next to a polluted busy road junction?”*

*“People are not going to sit and relax in the middle of a transport exchange.”*

*“No one is going to want to sit in the middle of a travel corridor breathing in the fumes, if they did they would utilise the gardens in the roundabout. ...”*

### 3.5 Scheme Objectives

This section relates to survey questions 15 and 16. Across these questions public opinion was gathered on the ability of the proposals to meet it's 8 objectives.

#### 3.5.1 Delivering on objectives.

Firstly, respondents were asked to what extent they agreed the proposals for St Botolph's Circus would deliver on the 8 scheme objectives. These 8 objectives can be seen below in Table 9, along with the number of respondents who agreed each objective would be achieved.

As seen in the proposals section, negative responses were more common here than positive ones. While not unanimous and there was elements of support for the delivery of the objectives, the most popular response was to strongly disagree that they would be delivered.

The objective least likely to be delivered by the proposals according to respondents was 'Improve health and wellbeing for Colchester residents', it received the highest strongly disagree rate with 37%.

As previously stated, it should however be noted that a number of respondents opposed to the scheme chose 'Strongly disagree' for every question.

Table 9: Delivering on objectives

Objectives	Percentage					
	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Not Answered
Create a good quality urban realm and gateway to the city centre	11%	22%	14%	18%	33%	1%
Develop an improved, safer environment for everyone	15%	19%	15%	18%	32%	1%
Ensure an inclusive and accessible area for all	12%	20%	19%	17%	31%	1%
Improve connectivity for communities to local and wider transport networks through bus, rapid transit and rail services and walking and cycling routes	10%	19%	18%	18%	35%	1%
Increase footfall to encourage wider economic growth of the area, provide development opportunities and support local business	10%	16%	18%	21%	34%	1%
Improve health and wellbeing for Colchester residents	11%	17%	16%	18%	37%	1%

Improve public realm	12%	20%	18%	14%	34%	1%
Reduce anti-social behaviour	12%	15%	22%	16%	33%	2%

### 3.5.2 Comments on objectives

To end this section on objectives respondents were asked for any further comments relating to the objectives.

As seen previously, many open-ended responses offered generalised, broad views on the proposals and did not remain explicitly relevant to the objectives. These are explored first, before more question-specific comments are analysed.

#### **General comments**

The codes offering general comments in this objectives section have been previously seen throughout the other open-ended questions.

The theme that these proposals are either not needed, or at the least not a priority was continued. Specifically, comments raised concerns over the money to be spent on this project and were coded under 'Waste of money/money better spent elsewhere/costs too much' or again focussed on the issue of prioritising the scheme over others.

#### **Waste of money/money better spent elsewhere/cost too much**

*"I think this is a huge waste of money on a vanity project ..."*

*"Please use the money allocated to this scheme on something that needs doing around Colchester."*

*"... do not waste a load of money on St. Botolph's until you have sorted the route causes from other issues."*

#### **Not needed/not a priority/focus/leave it alone**

*"This roundabout almost never has any issues or traffic, and you want to dig it up until it almost certainly has traffic ..."*

*"Please don't waste anymore money on one area of the city that is working ..."*

*"This area is not the route cause of the congestion, so therefore ECC should be looking at what is and dealing with those areas first."*

Once again, two points of concern relating to traffic and road use were raised. Firstly, comments were coded under 'Won't improve/will worsen congestion/traffic', showing

the established concerns that swapping the roundabout for a crossroads junction will cause significant congestion. Added to this, requests for road maintenance, particularly to fix potholes across the area, were also common and put forward areas to prioritise ahead of the proposed St Botolph's work.

### **Won't improve/will worsen congestion/traffic**

*"... it will increase traffic jams and frustrate the town."*

*"The proposals to restrict traffic flow will cause chaos and much pollution as traffic is brought to a standstill. ..."*

*"... traffic lights won't help the flow of cars."*

### **Need road maintenance/repairs/upkeep (e.g. pot holes)**

*"... Red paint round holes in the road but not filled in for months and months."*

*"... it is a waste of money that could be spent on improving roads i.e., potholes road resurfacing."*

*"Just make a better junction and fill in potholes ..."*

### **Objective-specific comments**

Outside of these generalised comments, comments relating specifically to the objectives were also received. Not all 8 objectives were referenced in these comments, but overall views regarding each objective have already been collected in the quantitative data above (see Table 9).

### **Overall objective comments**

Some comments spoke directly on the objectives but offered broad views to encompass all the proposed aims. These tended to argue that none of the objectives will be met or argued that the vision to achieve these objectives is unrealistic.

### **General negative overall objective comments**

*"This proposal will achieve nothing! Not one of you main objectives. ..."*

*"Somebody needs to take their rose-tinted glasses off and wake up to facts. ..."*

*"They are all just pie in the sky 'buzz words' that some idiot who has no real grasp of reality has come up with. ..."*

## **Antisocial behaviour**

The objective to reduce antisocial behaviour received the most attention in this open-ended question. These were split between opposition to the view that the new junction layout would help to reduce antisocial behaviour and those that support the removal of underpasses to eliminate hidden areas and increase safety around St Botolph's. Here the removal of the underpasses are once again shown to be one of the most well-received elements of these proposals. Those that critiqued the new junction's ability to reduce antisocial behaviour tended to do this not from the point of view of design failings but argued that no road layout change would address the root causes of this antisocial behaviour. Many comments raised the issue that whilst these changes could reduce antisocial behaviour in the St Botolph's area, this will only move antisocial behaviour to another area.

Significantly, a number of respondents also highlighted that the 'Area needs regular policing/security'. These argued that no road layout will help to reduce antisocial behaviour unless security and policing was increased in the area.

### **Concerns over antisocial behaviour**

*"... will the area be patrolled regularly with by police or security or at least have security cameras?"*

*"... antisocial behaviour needs to be addressed by wider actions on drink/drugs/homelessness/policing ..."*

*"This plan will not reduce antisocial behaviour it will just move to another area that is not as well monitored ..."*

### **Concerns over crime (drink/drugs/graffiti)**

*"... won't this attract the drinkers with their tins and associated antisocial behaviour. Also, how will graffiti be stopped? ..."*

*"... It will become another area for the homeless, drunks and deadbeats to laze around in, vandalize, vomit over and leave their used syringes."*

### **Area needs regular policing/security**

*"Throwing money at the problem isn't going to help, needs structure and policing power ..."*

*"Antisocial behaviour will move elsewhere, just police it properly. ..."*

*"Antisocial behaviour is due to a lack of social workers and lack of police presence in Colchester's streets. ..."*

## **Increasing footfall and economic growth**

Again, as seen previously in this consultation report, some respondents raised concerns over business in the local area and the town centre. Many of these noted the number of vacant shops, or generally commented on the struggles many businesses are currently faced with. Unfortunately, many of these respondents failed to see how the suggested changes to St Botolph's would increase footfall to these businesses. This tended to be from the viewpoint that simply making the city centre/surrounding areas easier to access would fail to increase footfall. Instead, the city centre and business offering themselves need improving/investment to encourage visitors.

### **Suggested improvements and concerns for local area**

*"The city centre is being slowly strangled, note the amount of closed & vacant shops. We have more than enough eateries, bookies, and barbers."*

*"A new interchange isn't going to increase footfall ..."*

*"Colchester High Street is dead. There are no decent shops to visit etc. and so there is no point in wasting the money required by this scheme."*

## **Connectivity to wider transport links, walking and cycling**

Comments regarding the proposals' ability to connect users to wider transport links and walking and cycling routes did not dispute the fact it may offer benefits in this area, but that regardless of changes such offerings are unlikely to be used. This is predominantly due to the heavy use of cars in Colchester and the surrounding areas. Some respondents argued that wider work is needed to change these driving habits for environmental and social benefits, whilst others proclaimed that residents should be left alone to choose their favourite form of travel.

### **Comments on changing driving habits/shift to sustainable travel**

*"... People want to drive and to continue being reliant on their own vehicles, they do not want to cycle or walk."*

*"... Nobody wants to walk, cycle or catch a dirty old bus and sit next to Mr and Mrs smelly."*

*"I've never lived in an area with such high car dependency as Colchester, people seem to get in their car by default even when going very short distances. ..."*

## **Public transport improvements needed**

*“Improved connectivity by public transport cannot be achieved through this scheme alone. Significant improvements are required to the bus station and other bus facilities in the city centre, as well as the creation of more frequent, reliable and less circuitous routes through the suburbs.”*

*“... Public transport needs to be improved.”*

## **Improving health and wellbeing**

Although not many respondents commented on the junction’s ability to improve the health and wellbeing of Colchester residents, those that did were sceptical over its ability to do so. The main argument here was that the proposed junction could negatively impact health and wellbeing due to increased air pollution from traffic jams caused by the implementation of the new junction road layout.

### **Environmental concerns (air quality, flooding etc.)**

*“The volume of traffic won’t change and placing pedestrians closer to the traffic will have a negative impact on health.”*

*“I fail to see how holding up traffic will improve health. ...”*

*“It will create more pollution as cars will stay in the area longer in queues and will not be friendly to pedestrians. ...”*

## **3.6 Organisation Responses**

A number of responses were received from community/business based organisations within Colchester. On a national level a response was also received from English Heritage who highlighted their strong support for the aims and ambitions behind this scheme, reverting the dominance of the car and potential to enhance the wider setting.

Local organisations included Essex Police, Colchester Bid, Civic Society, Walk Colchester and Colchester Cycle campaign. Organisational responses were broadly supportive of the investment being made, highlighting a number of design considerations. These will be covered within the Promoter’s Response document accompanying this report.

Recurring themes highlighted were:

- Support for the need for investment in the area.
- Support for new crossing points but concern over two-stage element.
- Strong desire for segregation between pedestrians/cyclists.
- Support for the crossroad design in principle and the replacement of the subways with ambition to expand public realm.

- Need for the area to feel like a green space. Could very easily feel like a vast expanse of tarmac and paving.
- Concern over the impact of construction.
- Need to maintain business/vehicle access.
- Need to protect murals in the subway.
- Concern over lack of crossings on all four arms of the junction.
- More consideration of onward journeys.

### 3.7 Consultation feedback

As customary with public consultations, feedback was collected on the consultation to guide improvements for future projects. Online channels were identified as the primary way in which people found out about the consultation, accounting for 60% of respondents.

Table 10: How did you hear about this consultation?

How did you hear about this public consultation?	Percentage
Social media	60%
Email newsletter	5%
Online	14%
Email	3%
Word of mouth	11%
Newspaper advert	2%
Newspaper article	11%
Other	5%
Not Answered	3%

When asked how helpful respondents found the information provided as part of the consultation, the most popular response was 'Fairly helpful' (39%) followed by 'Very helpful' (25%). This reflects positively on the consultation.

Table 11: How helpful was the information provided?

How helpful was the information we provided to you as part of this public consultation?	Percentage
Very helpful	60%
Fairly helpful	5%
Neither helpful nor unhelpful	14%
Fairly unhelpful	3%
Very unhelpful	11%
Not answered	2%

### 3.7.1 Comments on public consultation

To conclude the survey, we asked respondents 'Do you have any comments about the public consultation'.

The most common theme throughout these responses was a scepticism over respondents' views being ignored. Many respondents felt that the decisions regarding works at St Botolph's junction have already been made and that any opinions given in this public were therefore redundant.

#### **Concerns around all feedback being ignored/decisions already made**

*"I hope you listen to the comments you receive and act upon them."*

*"We won't be listened to; I believe this is simply done to complete a bureaucratic process"*

*"Like most of them on Colchester ... It's lip service you'll take no notice of and you'll do what you want to anyway. No doubt somebody's mate will get the contract."*

#### **Need to consult/listen to locals**

*"Listen to what the residents say that have lived here for decades."*

*"Listen to the people of Colchester. Please."*

A number of 'Questions/suggestions' were also raised. These related to numerous different areas and so commonalities across this category of response are hard to identify. However, one common question was a request to publish the results of the survey in full. Some comments requested specific information or design details. The most popular comments here asked for more details regarding costs of the project, or for detailed project timelines.

#### **Questions/suggestions**

*"Please provide an accurate summary of responses to the consultation."*

*"The results of the consultation should be published and publicised to the same extent as the consultation itself, in order to connect with the community in a transparent and honest manner."*

*"How will the Colchester residents know what considerations if any would have been given to the comments raised? ..."*

*"There is no mention of budget or time frame."*

## 4. Conclusion

The consultation has provided a valuable insight into the public's views about the proposed St Botolph's Circus regeneration. The feedback received will play a vital role in informing the decisions made as this project progresses in the future.

It is clear that from quantitative feedback provided there is a split in opinion with 61% of respondents agreeing or neutral in the view that improving St Botolph's is important, 54% agreeing / neutral that the proposals would make St Botolph's safer and 48% supporting the proposed layout.

Those opposed to the scheme tended to provide more detailed qualitative feedback and the key themes of questioning priority, the perceived need to maintain a roundabout for traffic flow and the impact on congestion were reoccurring throughout.

While the proposals look to create a balance between different transport modes, respondents were generally supportive of the creation of new cycle paths and improving accessibility, although concerns were raised in relation to the need for direct crossings instead of staggered ones, the importance of segregation and the need to link to the wider network.

The importance of the bus station area was also clear, with a number of respondents focussing on that area and the impact on buses as being a greater priority.

Key design features such as the removal of the underpasses also saw differing views, with most generally supportive, but some concerned that this would simply shift anti-social behaviour.

Equally, while some respondents saw the benefit of the plaza areas in creating new open spaces, others felt that these would not be used due to the lack of local economy and the proximity to Southway.

Overall many responses were mixed with both negatives and positives about the scheme, its design and its ability to meet the identified objectives. This demonstrates the challenge of rethinking a highways-dominated junction into one that caters for different users. Respondents also put forward a number of suggestions and questions on the scheme and this will be answered within the accompanying Promoters' Response.

# Appendix A. Consultation survey

St Botolph's Circus regeneration  
Public Consultation Brochure

## Survey

### Intro / Demographics

1. Please provide the following information

Full Name

Postcode

Email Address

2. Please tick this box if you are happy to be contacted about the St Botolph's Circus project in the future.

3. Which of the following best describes you?

Someone who lives in the Colchester

Someone who works in Colchester

Someone who visits Colchester

4. If you are responding on behalf of a business or organisation, what is the name of that business or organisation?

5. If you are responding on behalf of a business or organisation, please tick this box to confirm you have permission to do so.

6. If you are under the age of 18, please tick this box to confirm you have parental consent to respond to this consultation and for your data to be used for the purposes outlined.

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St Botolph's Circus regeneration  
Public Consultation Brochure

### Behaviour

7. Please tick this box if you travel through the St Botolph's Circus junction

8. If yes, how often do you travel through the junction?

Everyday

1-3 days

4-6 days

Fortnightly

Monthly

9. What is the purpose of your most common journey through St Botolph's Circus?

Accompanying children (excluding to/from school)

Business travel

Grocery shopping

Healthcare (including pharmacy)

Leisure

School run

Shopping

Travel into the city centre

Travel to/from work

Travel to/from college university or other form of adult education

Visiting family or friends

Other

Not applicable

10. To what extent do you agree the proposals will make the St Botolph's area safer and more attractive for people?

Strongly agree

Agree

Neutral

Disagree

Strongly disagree

11. To what extent do you agree the proposals will encourage more people to walk, cycle or use public transport through this area?

Strongly agree

Agree

Neutral

Disagree

Strongly disagree

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**Scheme Proposals**

12. To what extent do you support the proposed layout option?

- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose

13. To what extent do you agree that improving the transport interchange at St Botolph's Circus is important?

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

14. Do you have any comments about our proposals for St Botolph's Circus?

**Scheme Objectives**

15. To what extent do you agree that the proposals for St Botolph's Circus will

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Create a good quality urban realm and gateway to the city centre	<input type="checkbox"/>				
Develop an improved, safer environment for everyone.	<input type="checkbox"/>				
Improve connectivity for communities to local and wider transport networks through bus, rapid transit and rail services and walking and cycling routes.	<input type="checkbox"/>				
Ensure an inclusive and accessible area for all	<input type="checkbox"/>				
Reduce anti-social behaviour	<input type="checkbox"/>				
Improve health and wellbeing for Colchester residents	<input type="checkbox"/>				
Improve public realm	<input type="checkbox"/>				
Increase footfall to encourage wider economic growth of the area, provide development opportunities and support local business	<input type="checkbox"/>				

16. Do you have any further comments relating to these objectives

# Appendix B. Project webpage

Essex County Council Search... MENU

## Essex Highways

SAFER GREENER HEALTHIER

Welcome to the Highways Service Information Centre

Home > Making Changes > Highway Schemes > Colchester Schemes > St Botolph's Circus Roundabout

### St Botolph's Circus, Colchester



#### Introduction



St Botolph's Circus is situated to the south of Colchester Town Centre on the A134 Southway at its junction with St Botolph's Street, Mersea Road and Magdalen Street.

Colchester Town railway station is also situated just off the roundabout.

The junction is partially signalised and has a complex arrangement, particularly on the north side, where vehicles have to cross the roundabout approach lanes on St Botolph's Street to gain access to the Britannia Way car park.

The Magistrates' Court car park and the railway accessible-parking bays are directly off the roundabout which leads to further safety issues for both drivers and pedestrians.

#### Regeneration of St Botolph's Circus

The regeneration of St Botolph's Circus is a key element of the wider City Centre Masterplan.

While the Masterplan set's out the vision for the city centre a successful Levelling Up Fund bid has enabled the St Botolph's proposals to be brought forward at this stage. Our [consultation brochure](#) sets this out in more detail.

Plans for the new layout propose the removal of the existing roundabout layout with a new crossroads design, enabling road space to be re-used to create new plaza areas. As well as improving the area as a gateway to the city centre, this will improve connectivity and accessibility, walking and cycling links and lay the foundation future for future improvements to the bus station.

Long acknowledged as requiring investment, the scheme will set the standard as the first stage of regenerating the wider area delivering:

- Good quality urban realm and gateway to the city centre
- Improved safer environment for everyone
- Improved connectivity for communities to local and wider transport networks through bus, rapid transit, rail services and walking and cycling routes, an inclusive and accessible area for all
- Reduced anti-social behaviour
- Improved health and wellbeing for Colchester residents
- Improved public realm
- Increased footfall to encourage wider economic growth of the area, providing development opportunities and support for local business



St Botolph's needs to work for us all.

#### Have your say

The proposals for St Botolph's and the wider Colchester City Centre Masterplan are currently out for consultation. Further details on the proposals and how to response can be found at [www.colchester.gov.uk/colchester-city-centre](http://www.colchester.gov.uk/colchester-city-centre)

To contact the project team please email [StBotolphs@essexhighways.org](mailto:StBotolphs@essexhighways.org)

## Appendix C. Social media posts

**Essex Highways**  
17 July · 🌐

Interested in finding out more about the regeneration plan for St Botolph's Circus Roundabout? We are running a consultation event today (Monday) at St Botolph's Church between 2pm and 8pm.



St Botolph's needs to work for us all.

YOUTUBE.COM

**St Botolph's Circus regeneration proposals**  
St Botolph's Circus Regeneration proposals are now out for consult...

👍 1

👍 Like    💬 Comment    ➦ Share

**Essex Highways**  
2 July · 🌐

An important gateway into the city centre, the regeneration of St Botolph's Circus is a vital part of Colchester's developing city centre Masterplan.

Thanks to a successful bid to the Government's Levelling Up Fund, Colchester City Council and Essex County Council have been granted a unique opportunity to bring this forward and invest in the area.

Removing the existing roundabout, the proposed changes would see a new crossroad layout, with public plaza areas, improved accessibility and better walking and cycling connections.

Please take the time to find out more and give your views at:  
<https://consultations.essex.gov.uk/ess.../st-botolphs-circus>

If you would like to find out more about the proposals, the team will be running a consultation event on the 17th July 2pm-8pm at St Botolph's Church



CONSULTATIONS.ESSEX.GOV.UK

**St Botolph's Circus regeneration - Essex County Council - Citizen Space**    [Learn more](#)

**Essex Highways** @essexhighways · Jul 28    ⋮

Thank you to everyone who has given their views on proposals to regenerate the St Botolph's Roundabout area of #Colchester. If you have not yet commented, the consultation runs until Monday 31 July. Visit [consultations.essex.gov.uk/essex-highways...](https://consultations.essex.gov.uk/essex-highways...) for more details



**St Botolph's Circus regeneration**  
Public Consultation Brochure  
June 2023

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