The Essex County Council (City of Colchester) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.76) Order 202*.
The Essex County Council (Various Roads St Botolphs Circus, City of Colchester) (Banned Turns) Order 202*.
The Essex County Council (Stanwell Street & St Johns Road, Colchester) (One Way) Order 202*
The Essex County Council (A134 Southway, City of Colchester) (30mph & 40mph Speed Limit) Order 202*.

STATEMENT OF REASONS

St Botolph's Circus is situated to the south of Colchester city centre on the A134 Southway/Magdalen Street at its junction with Mersea Road and St Botolph's Street. Colchester Town railway station is situated just off the roundabout, and the bus station very close by on Osborne Street. The junction is partially signalised and has a complex arrangement involving multiple lanes and sole access to the Britannia Car park. There are no at-grade north/south pedestrian or cycle crossing points, all pedestrians are directed into subways via the roundabout central island and cyclists must ride on the carriageway. The site is traffic dominated and has seen no notable improvement since being built around 50 years ago.

As a crucial gateway into the city centre and a meeting point for different forms of transport, the regeneration of St Botolph's Circus is a vital part of Colchester's developing City Centre Masterplan. While the Masterplan sets out the vision for the city centre, a successful Government Levelling Up Fund bid by Colchester City Council, has enabled the St Botolph's Circus proposals to be brought forward and delivered by Essex County Council. The successful bid enables a focus on St Botolph's Circus itself, but in doing so it will also lay the foundation for future improvements to the wider area, for future generations. The funding bid sets out the need to create a new gateway into the city centre which supports regeneration, stimulates business growth and improves health and wellbeing through:

- Creation of a 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 and walking and cycling routes, creating an inclusive and accessible area
- Reduced anti-social behaviour
- Improved health and wellbeing for Colchester residents
- Increased footfall to support economic growth, providing support for local business

The proposed scheme will deliver public realm space in both the northwest and northeast quadrants of the site; shifting the A134 eastbound carriageway southward, filling of the subways, and provision of new pedestrian and cycle infrastructure across the site along with an array of associated measures. The detail of the proposals to be consulted upon are:

Implementation of new walking and cycling facilities across the site. The segregated and unsegregated facilities are to be provided to encourage members of public to take advantage of the opportunities for active travel rather than rely on their private car for journeys into and out of the city centre from the large residential area on the southern side

of the city. A segregated route will be provided around the full circumference of the roundabout with links off it in all directions to join to other facilities further afield or return cyclists back to the carriageway away from the main vehicle conflict area at the junction. There is also to be an eastbound one-directional cycle track along St John's Green up to Southway, with cyclists in the opposing direction travelling on the road, which is one-way. The cycle facilities are designed to make cyclists feel safer, more comfortable and with better connectivity, with dedicated facilities as opposed to using the very busy road and circus alongside motor vehicles as is the current position. The are to be at-grade facilities for pedestrians which do not utilise the subways and roundabout central island.

The proposed segregated pedestrian and cyclist crossings are combined with the junction signal control and will provide a direct and convenient at-grade crossing point on all arms of the junction to allow pedestrian and cycle movement across the site. They are to be signal controlled to ensure that drivers have to obey the traffic signal control and minimise the risk of collisions with users of the crossings. There is to be a toucan crossing at the southern part of Stanwell Street to allow pedestrian and cyclists to cross this location and provide the wider connectivity along Southway to Whitewell Road, as Stanwell Street only has uncontrolled facilities currently. The facility needs to be Toucan (rather than a segregated crossing as elsewhere across the site) because of the greater space requirements of a segregated would result in the loss of the bus station's southernmost stand which is not tolerable.

It is proposed to lower the speed limit on the A134 Southway eastbound carriageway over 133m from Stanwell Street to St Botolph's Circus (subject to Cabinet Member Approval). The speed limit reduction will slow down motorists, particularly outside the very busy peak periods, on approach to the improved Circus rather than at the point where they enter the junction. All other roads on approach to the St Botolph's Circus are already at 30mph or less, given the junction's location on the edge of the city centre and proximity to amenities such as the city's bus station, Colchester Town railway station, car parks and businesses etc. To maintain vehicles' speed approaching this area at 40mph, is not in keeping with the scheme objectives.

The scheme will deliver a signal-controlled pedestrian and cycle crossing across the Southway entry and hence further justification to reduce the speed limit to 30mph to encourage users to use the crossing and feel more comfortable and safer, which given the nature of the scheme and what it looks to achieve would not align to a 40mph approach.

A Left Turn only is proposed to be formalised for Britannia Way westbound to avoid vehicles exiting the car park from either turning north onto St Botolph's Street southbound carriageway or travelling straight ahead onto the 'in-lane' towards Britannia Car Park. This will make the direction of travel clear and reduce the likelihood of potential collisions.

The same is to be done for St Botolph's Street southbound so that vehicles do not turn right into the opposing flow for the car park or turn left into the car park, replicating the current arrangement. This latter movement is not possible as the scheme is promoting walking and cycling and the design allows sufficient space between Britannia Way and St Botolph's Street for these active modes; if the left turn was permitted the space for pedestrians and cyclists would be significantly compromised and impact on the objectives of the scheme, given this is one of the main desire lines for pedestrians across the site. The layout will operate as it currently does and access to the car park will only be from the southwest off the Circus.

The final movement to be the subject of an order is left turn only out of the Colchester Town Station/magistrates court drop off area. Under the current arrangement, vehicles cross the A134 eastbound track, into a waiting area within road marking hatching next to the circulatory and this is unique to this location and not desirable to replicate in the new scheme. Vehicles should only be accessing the Circus at designated arms. The provision of the segregated pedestrian and cycle crossing in the centre of the A134 Magdalen Street and associated kerb line to the west of it for the traffic signal poles and road signs mean the kerb line is built out across the mentioned hatching. It was necessary to have the crossing on the western side of the access to avoid conflict between users of the crossing and users of the access and traffic coming out of the access will be downstream of the crossing. Vehicles will need to turn left out of the site and the shortest route to return to the Circus, considering they cannot U-turn at Military Road junction is via Military Road, Roberts Road and Mersea Road. However, signs at the site make it clear the access is only for limited access not general use.

Some minor changes are required to the dimensions of bus stops on Mersea Road, Magdalen Street and Stanwell Street to facilitate the wider improvements to the site but all are able to continue to operate upon completion of the scheme.

There are waiting restrictions across the site, and these will be replicated in line with the amended kerb lines across the site. All markings along central reserves and islands will be removed as the orders cover these locations and there is no benefit to anyone parking in those locations, and it will reduce the total amount of road markings in general to be installed across the site.