



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

Public Consultation Report

May 2023

Executive summary

In Colchester there is an ambition to improve the ability for people to undertake active travel, in particular cycling and walking, by creating new infrastructure.

Local Cycling and Walking Infrastructure Plans (LCWIPs) are a key part of this ambition and support Essex County Council's (ECC) Safer, Greener, Healthier travel campaign.

One of the first LCWIP routes to be developed in Colchester, LCWIP 4, is an east-west route connecting Colchester City Centre to the University of Essex and Greenstead (shown in figure 2), as well as linking into existing active travel routes such as the Wivenhoe Trail and National Cycle Route 51.

The scheme objectives, which included boosting connectivity in and around the city were identified through Colchester City Council's successful £19.2million Town Deal funding package, which saw the council receive funding for a number of projects, including the Colchester LCWIP 4 Route, new cycle parking in the city centre and a planned bike loan scheme in Greenstead.

In March 2022 additional bid funding was received under a separate Active Travel Fund bid submission which was led by ECC. A further £1.317million of grant funding was awarded to further improve walking and cycling facilities at the western end of the LCWIP 4 route along the High Street and East Hill.

Colchester City Council and Essex County Council, the highway authority, have been working in partnership to develop the plans. As part of this work Essex County Council ran a public consultation on the first part of the route which is to be taken to the detailed design stage. The High Street and East Hill section, includes the following key design proposals:

- The introduction of new bus stops along the route.
- The removal of existing parking along East Hill, with some retained parking proposed close to the church and the introduction of new waiting restrictions that will still allow deliveries, loading and unloading and blue badge holders to park
- The creation of raised sections of footways on side roads to form junction treatments to improve pedestrian accessibility.
- New crossing facilities for pedestrians and cyclists.
- A reconfiguration of the Guildford Road junction.

Consultation on the East Hill proposals ran from 23 November 2022 to 20 January 2023. This was supported through a programme of marketing and engagement to ensure local communities, organisations, schools and key stakeholders were aware of the scheme and had the opportunity to engage and participate with it. Marketing tools included direct engagement via stakeholder mapping, articles in the local press, letter drops in the vicinity of East Hill and social media advertising. Recognising the wider route as a link to the University of Essex, the University's Communications team were engaged to ensure details were shared with students and staff via their internal channels.

There were 600 responses received during the public engagement event. Key findings were:

- There is strong feeling about the implementation of cycle infrastructure, both positive and negative. This could be seen across all questions with 'strongly agree' and 'strongly opposed' the most selected options.
- Results of the survey varied greatly across age groups.
- Overall, just under 60% either supported or raised no objection to the view that the proposed route would encourage additional cycling and walking between the city centre, Greenstead and the University of Essex.
- Just over half of the responses (52%) felt the proposals would improve safety for cyclists/pedestrians travelling to and from the city centre
- Almost 60% of respondents supported or had no objection to the introduction of bus stop borders and floating bus stops on East Hill (the two different types of bus stop design set out in the consultation material). Those supportive of the new bus stops felt they would improve safety for cyclists. Those who did indicate opposition thought the proposals would increase the risk of collisions between pedestrians and cyclists
- The majority of responses (62%) were supportive or offered no opposition to the provision of segregated infrastructure. This was seen in the number of comments indicating segregation would improve safety on what is a busy road. However, there were a small number of response that felt the infrastructure was not needed or were concerned about the impact on traffic.
- The majority of respondents were supportive or raised no objections (61%) to the proposed changes to short term parking provision and changes to waiting restrictions including double yellow lines. However, concerns were raised about the loss of parking and the potential impact on local amenities including the doctors surgeries, the pharmacy and the church.
- The majority of respondents (69%) were supportive or had no opposition to the introduction of raised tables (sections of the road raised to the level of the footway) at the entrance to side roads.
- Over half (61%) of respondents were supportive or had no opposition towards proposals to alter the junction with Rosebery Avenue/Guildford Road.

Further qualitative feedback showed respondents were either generally positive or generally negative about the scheme as a whole. Those supportive highlighted the increase in safety and the opportunity to segregate cyclists, pedestrians and motorised traffic. Those opposed felt there was no requirement for the scheme, the hill was too

steep for active travel, the proposals would worsen traffic and there would be a negative impact on local business and amenities.

The feedback provided gives a valuable insight into the public's views about the proposed scheme and will be considered alongside other factors such as engineering feasibility, environmental and heritage constraints, design standards, budget and objective fulfilment.

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1. Introduction

1.1 Local Cycling and Walking Infrastructure Plans (LCWIPs)

In Colchester, Essex County Council is developing proposals to increase the number of trips made on foot or by cycle, supporting a reduction in car usage (for those able), improving health and wellbeing and air quality.

Local Cycling and Walking Infrastructure Plans (LCWIPs) (shown in figure 1), as set out in the Government’s Cycling and Walking Investment Strategy, are long-term plans which look at the cycling and walking improvements required on the local network to better connect key points in the city.

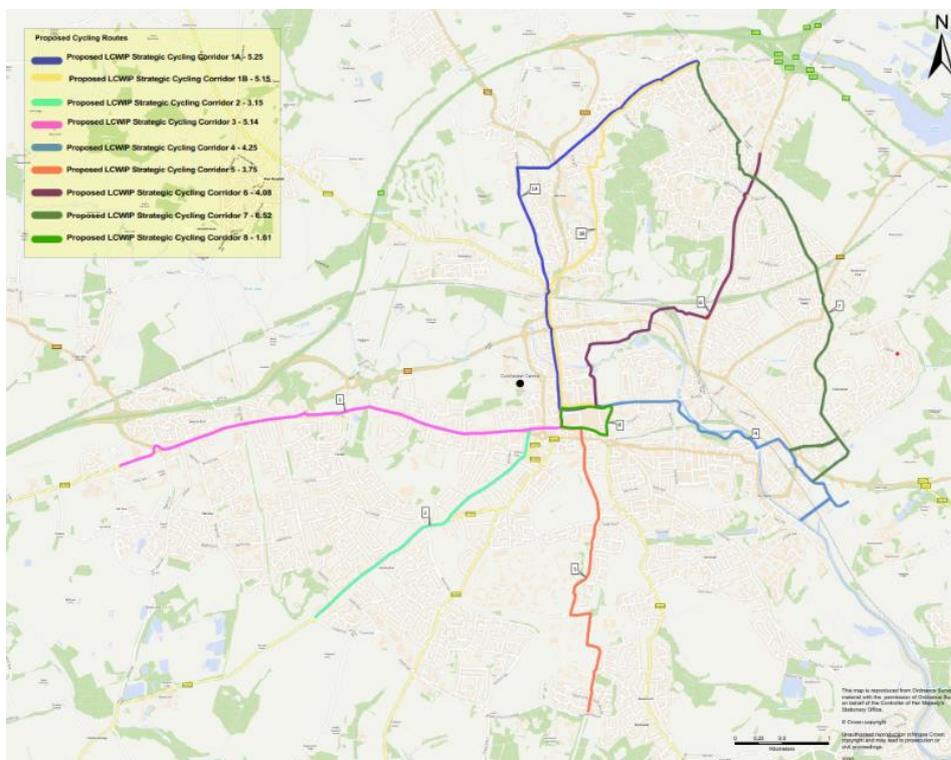


Figure 1: Local Cycling and Walking Infrastructure Plans (LCWIPs)

1.2 LCWIP Route 4 / Town Deal

One of the first LCWIP routes to be developed in Colchester, LCWIP 4, is an east-west route connecting the city centre to the University of Essex and Greenstead (shown in figure 2), as well as linking into existing active travel routes such as the Wivenhoe Trail and National Cycle Route 51.

Travelling along East Hill, before crossing into the Moors at East Bay and heading to Haddon Park, the Hythe and Greenstead Road, the route crosses Colne Causeway, where it will head to the University or to Greenstead. In the future, it will also connect with the proposed new Rapid Transit System at Greenstead Roundabout, linking into the new

Tendring Colchester Borders Garden Community network and also a proposed LCWIP Route 7 which heads through Greenstead and to Highwoods.

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

In March 2022 additional bid funding was received under a separate Active Travel Fund bid submission which was led by ECC. A further £1.317million of grant funding was awarded to further improve walking and cycling facilities at the western end of the LCWIP 4 route along the High Street and East Hill.

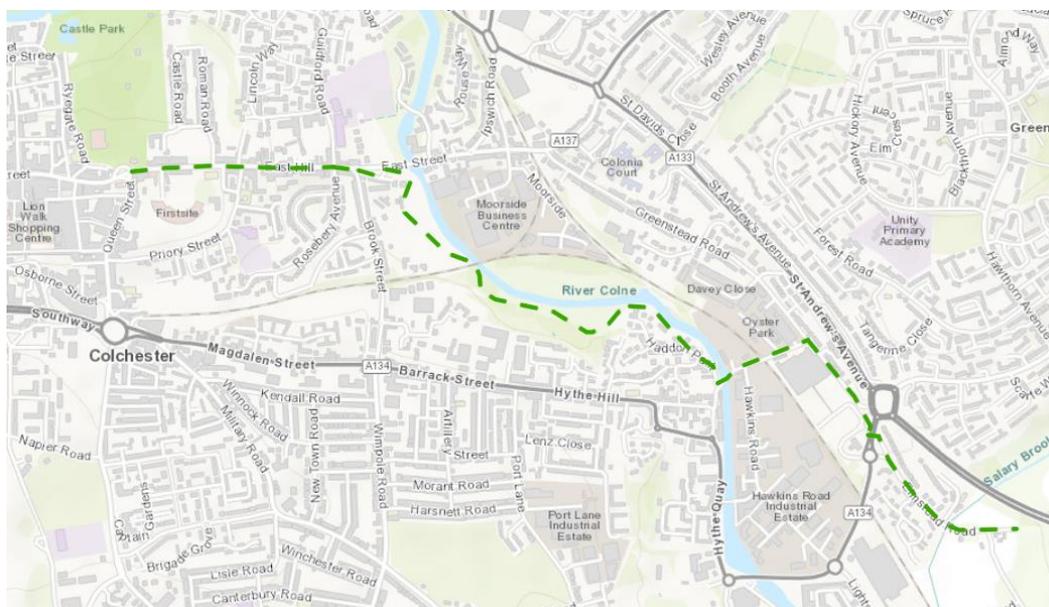


Figure 2: LCWIP Route 4

1.3 East Hill

This consultation explored the first part of the route to reach design stage, the East Hill section of the route (figure 3). The key design proposals for East Hill are as follows:

- The creation of a segregated (separated from pedestrians and cars) cycleway along the length of East Hill
- The introduction of new bus stops along the route
- The removal of existing parking along East Hill, with some retained parking proposed close to the church and the introduction of new waiting restrictions that will still allow deliveries, loading and unloading and blue badge holders to park
- The creation of raised sections on side roads to improve accessibility
- New crossing facilities for pedestrians and cyclists
- A reconfiguration of the Guildford Road junction.



Figure 3: East Hill

2. Methodology

2.1 Consultation period

Consultation on the East Hill proposals ran from 23/11/2022 to 20/01/2023. At this stage, all plans outlined for East Hill as part of the LCWIP route 4 are considered viable. The non-statutory consultation was undertaken at this point in the project to understand levels of support, inform detailed design decisions and highlight points for consideration. The feedback provided will be considered alongside other factors, such as budget, traffic modelling, engineering feasibility, environmental considerations and design guidelines.

2.2 Survey

To capture feedback on the proposals, an online consultation survey was presented, incorporating a mixture of quantitative (closed) and qualitative (open) questions to assess levels of support for the different elements of the proposals for East Hill.

The survey included respondent questions, including demographical data, geographical data, respondent description (e.g. whether they work or live in Colchester), as well as their main mode of travel. Following this, the questions focused on whether the proposals would increase safety for cyclists/pedestrians, the support for the different proposals, including the proposed bus stop boarders and floating bus stops, segregated infrastructure, parking changes, raised tables, and junction alterations.

To analyse the qualitative feedback, an emergent coding approach was used with every consultation response read and reoccurring themes and trends identified. Where comments given have been used in this report to demonstrate points raised, please note they have been corrected for grammar and spelling if required. In devising the consultation questions, particular effort was made to help ensure respondents could provide feedback on the various individual elements of the proposals.

2.3 Communications and Engagement

2.3.1 Overview

Ahead of the launch of the consultation, a communication and engagement strategy was developed. This aimed to increase awareness of the proposed scheme and to encourage participation in the consultation.

Recognising the variety of different user groups and services within the area, a range of traditional and digital channels, as well as direct engagement, were used to encourage people to visit the scheme website and complete a survey to give their views.

2.3.1 Scheme webpage

A [scheme webpage](#) was set up on the Essex Highways website (figure 4). The webpage sets out background to the scheme, details on the full route and the various elements of the East Hill proposals.

To enable people to fully understand key elements of the proposals, artist impressions were created showing the position of the new crossing point and the Guildford Road Junction.

These were hosted on the website allowing users to interact with the images to see before and after views of the road. Through the consultation there were 6,500 visits to the scheme webpage.

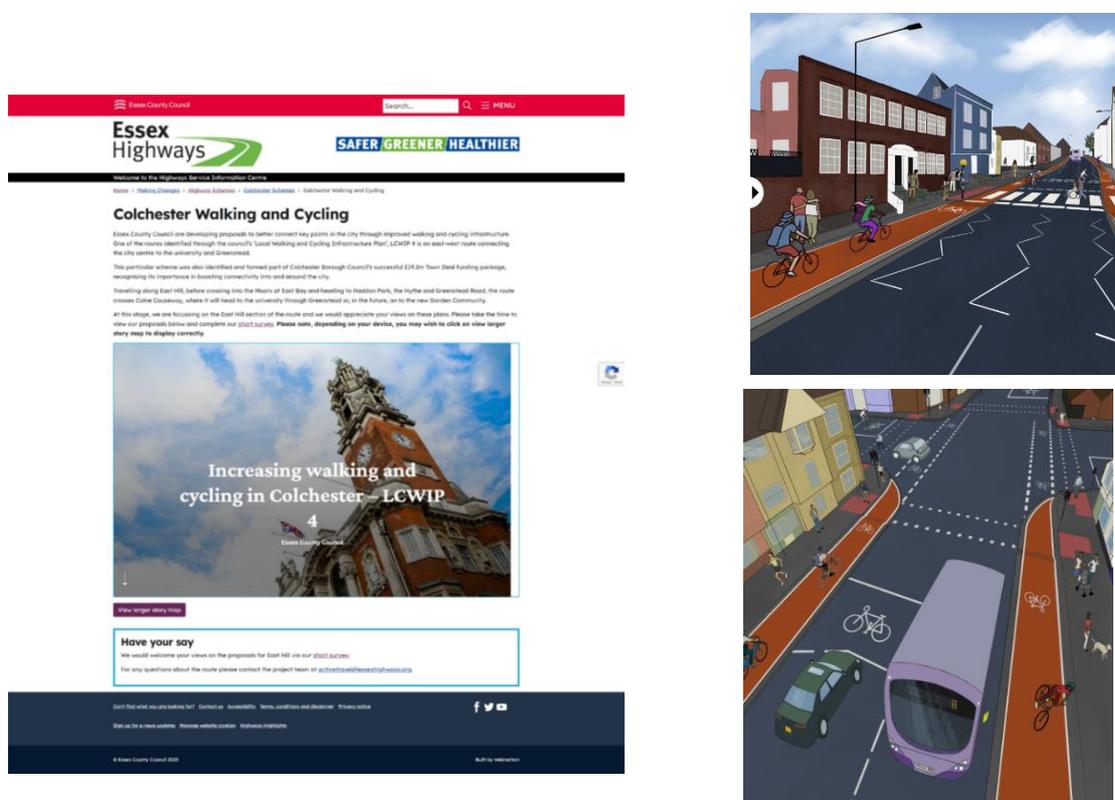


Figure 4: Scheme webpage and artist impressions

2.3.2 Email inbox

A scheme email inbox (activetravel@essexhighways.org) was utilised before and during the consultation, providing a channel for the public to ask questions or raise concerns. While respondents were encouraged to submit responses via the survey, some also provided formal responses via email.

Emails were used proactively to contact identified key groups/organisations to inform them of the consultation and proposals for the scheme, as well as to encourage

completion of the survey. This email address will continue to be utilised as the scheme progresses to keep people informed.

2.3.3 Stakeholder mapping

Through a detailed stakeholder mapping exercise, a number of local organisations, groups and interested individuals were identified. These ranged from political bodies to walking and cycling organisations, transport bodies, accessibility groups and traffic generators such as local schools and amenities. These were all contacted via email and provided with information on the consultation to enable them to disseminate within their own networks and to participate if they wished.

2.3.4 Local Press

A press release on the consultation was shared with the local press (primarily the Colchester Gazette and EssexLive). <https://www.essex.gov.uk/news/have-your-say-walking-and-cycling-improvements-for-east-hill-in-colchester>. This received coverage within the local media and was also covered on media social media pages.

2.3.5 Letter mailout

To further support the marketing of the consultation, two mailouts were undertaken. The first saw 1,264 letters sent to residential properties East Hill as well as nearby sideroads.

The second mailout undertaken saw 40 letters sent to businesses and organisations based on and around East Hill. This provided details on the consultation and made the offer to set up a call with a member of the project team if they wished.

2.3.6 Social media

The Essex Highways Major Transport Projects Facebook page, Essex Highways Twitter account and Essex County Council Facebook page were utilised as channels to promote the consultation and to encourage completion of the survey, as well as help increase reach and awareness of the scheme.

As part of the [social media posts](#) (figure 5), the artist impressions of East Hill were provided. In addition, social media content was shared with other organisations, with both Colchester City Council and the University sharing via their channels.

The marketing for the consultation also included paid for social media advertising and this was utilised throughout the consultation, targeted at Facebook users within the city and the surrounding areas.

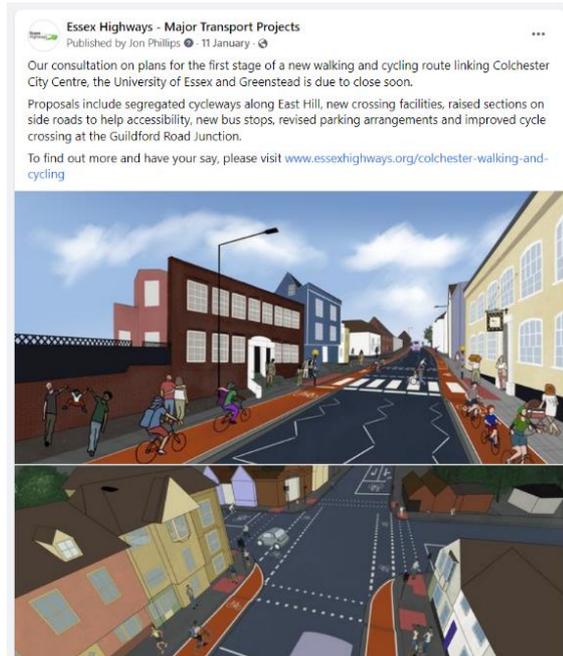


Figure 5: Social media promotional post

2.3.7 Existing consultees

Previous active travel consultations in Colchester had identified a number of people who had provided permission to be contacted about related schemes. These people were contacted via email to make them aware of the LCWIP4 consultation.

2.3.8 Newsletters

The Essex Highways Latest News, Highways Highlights and Highways News e-newsletters were utilised as channels to further promote the consultation, going out to those signed up to receive updates, as well as councillors.



Figure 6: Content from Essex Highways Latest News Newsletter

2.3.9 Engagement groups and workshops

As part of pre-consultation engagement, a stakeholder group was formed, incorporating key people from various groups (political, business, accessibility, walking, and cycling). This group was briefed on the scheme and walkthroughs were undertaken to give a better understanding of the opportunities and constraints.

In addition to this, a briefing was undertaken with the Colchester Civic Society and a workshop was held with accessibility stakeholders representing groups with physical and sight disabilities to look specifically at the new bus stops being introduced.

This provided information on design constraints and also gave engineers a better understanding of some of the key concerns and issues of accessing public transport. This workshop helped to refine the designs in terms of colours, materials, consideration of signage and positioning of the new infrastructure. It is planned to continue to engage with this group.

2.3.10 Wider engagement

Details of the consultation were shared with a number of organisations to broaden awareness and participation. Recognising the wider route as a link to the University, details were shared with students and staff via a number of the University's internal channels.

3. Data Analysis and Interpretation

This section presents results from the responses received, including a summary of analysis of the main themes and issues raised in the responses.

A summary of responses received by email has also been analysed and explained later in this section. It should be noted those who respond to a consultation are a self-selecting sample, made up of those who have chosen to respond. Responses provide a picture of views and issues from those who respond.

This provides insight into concerns, issues and opportunities for a scheme, but these views may be skewed to a particular viewpoint and should not be considered a representative sample of the population. Notwithstanding this, all comments have been noted and considered. This rationale has been communicated for transparency and to illustrate how statistical significance is measured.

3.1 Sample

In total, 600 responses to the consultation were received, the majority of responses were from the online survey, with 570 respondents submitting their comments this way. A further 30 responses were received through the scheme email inbox.

3.1.1 Demographical data

Age

Most respondents answered this question (table 1) with the largest number of responses coming from those aged in the 65+ age bracket (24%). There was a broadly equal spread of respondents aged between 35 and 64.

The lowest number of responses came from the younger demographic groups from under 18 (1%) and 18 – 24 age range (6%).

Table 1: Age of respondent

Option	Total Percent
Under 18	1%
18 – 24	6%
25 – 34	10%
35 – 44	15%
45 – 54	17%
55 – 64	17%
65+	24%
Prefer not to say	8%
Not Answered	2%

Gender

The majority of respondents also provided their gender (table 2), with most identifying as male (53%) followed by female (31%).

Table 2: Gender of respondent

Option	Total Percent
Male	53%
Female	31%
Other	1%
Prefer not to say	9%
Not Answered	6%

Disabilities

Respondents were also asked if they consider themselves to have a physical or sensory disability (table 3).

Most responded no (79%) with a smaller number answering yes (12%).

Table 3: Physical or sensory disability

Option	Total Percent
Yes	12%
No	79%
Not Answered	7%

3.1.2 Geographic data

All respondents provided an answer to the question focusing on their location. A heat map was created to analyse the reach and split of those who answered the survey.

Most responses came from Colchester itself with some responses also coming from neighbouring towns and villages (as shown in figure 7).

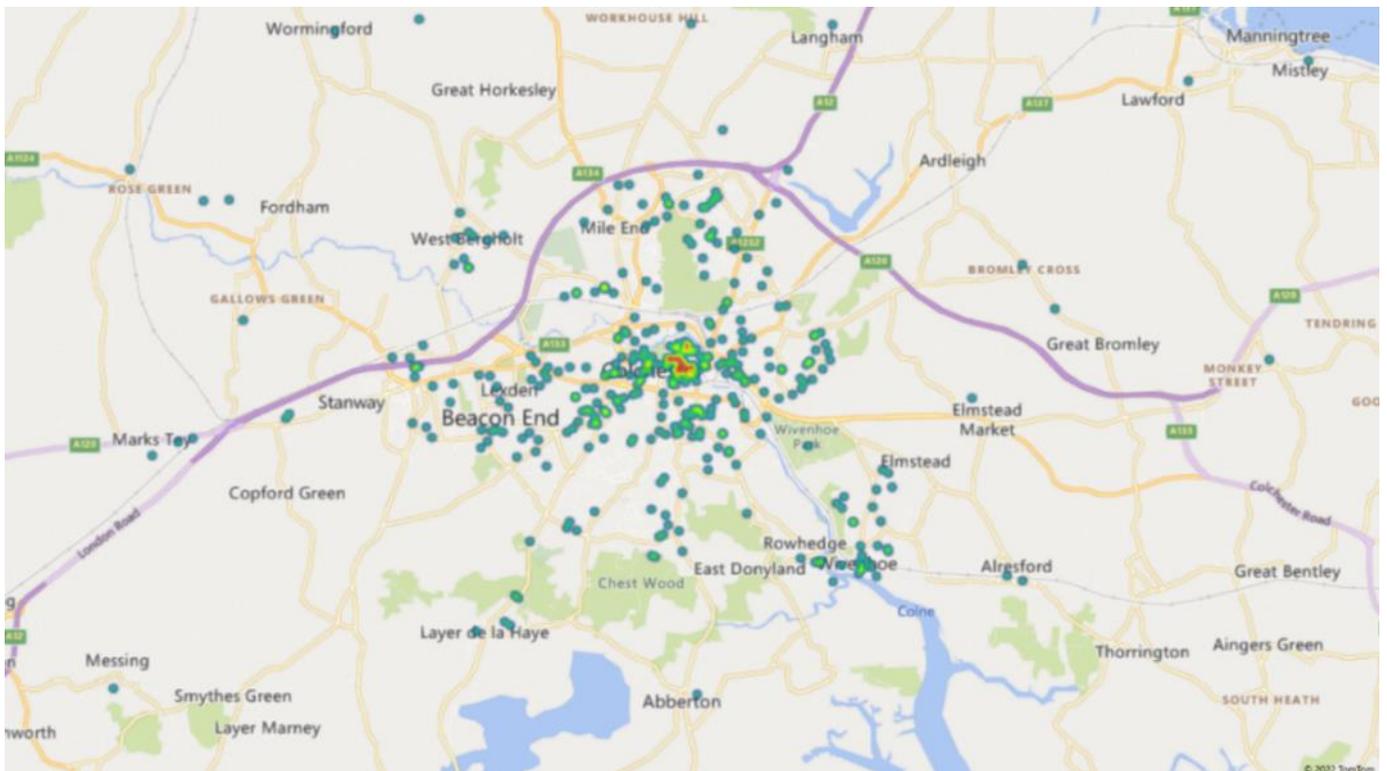


Figure 7: Map showing Colchester and neighbouring areas

From those who responded from a postcode in Colchester, most responses came from the town centre, specifically along East Hill, Priory Street, and the residential streets North and South of East Hill (as shown in figure 8).

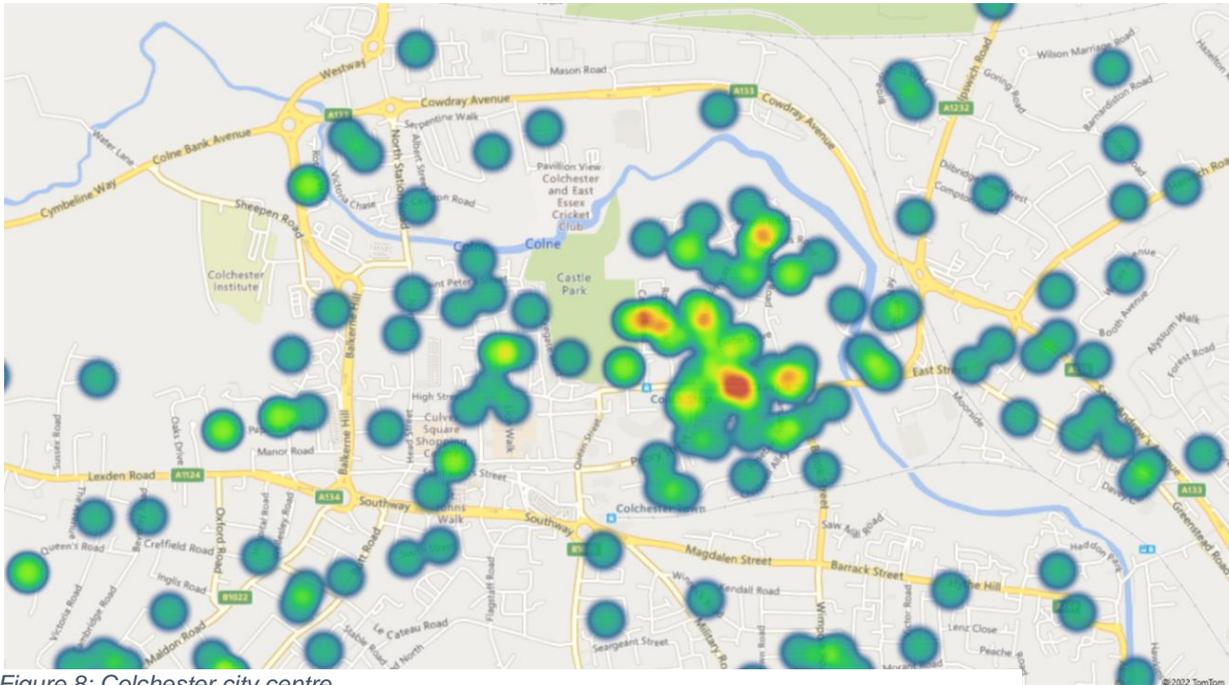


Figure 8: Colchester city centre

3.1.3 Respondent description

Respondents were asked to select which of the following options best described them (table 4). Most responded that they lived in Colchester (81%), followed by a small minority who responded they visit Colchester (7%) or work in Colchester (6%), showing the survey was mainly completed by residents in Colchester.

Table 4: Respondent description

Option	Total Percent
Someone who lives in Colchester	81%
Someone who works in Colchester	6%
Someone who visits Colchester	7%
Someone responding on behalf of a business / organisation based in Colchester	4%
Someone responding on behalf of a business / organisation based outside Colchester, but which travels or operates in the area	1%
Not Answered	2%

3.2 Main mode of travel

Respondents were asked what they considered to be their main mode of travel for their daily commute or most common journey is (table 5). All respondents answered this question, with most stating car / van (49%). This was followed by cycle (21%) and walk (18%).

Table 5: Main mode of travel for their daily commute or most common journey

Option	Total Percent
Car / Van	49%
Cycle	21%
Walk	18%
Train	4%
Bus	4%
Other	2%
Car Passenger	2%
Motorcycle	0%
Taxi	0%

A minority selected other (2%). A total of 29 respondents provided more details on this, with the main comments focussing on the use of various modes of travel, or that they don't travel.

Various modes of travel

"Vary between car, cycle and walk"

"Various depending on what is needed, car, train, scooter or cycle"

"I use a mixture of cycling, walking, bus and train"

No mode of travel

"Work from home"

"Home-based working"

3.3 Cycling proposals

Participants were asked to give their level of agreement as to whether the proposed route would encourage additional cycling and walking between the city centre, Greenstead and the University (table 6).

All respondents answered this question. There was a wide mix of responses with 31% of respondents stating they 'Strongly Disagree', followed by 27% who 'Strongly

Agree'. Overall, more respondents agreed or had no opposition (57%) than those who disagreed (43%).

Table 6: Agreement towards the proposed route encouraging and helping cycling and walking

Option	Total Percent
Strongly Agree	27%
Agree	21%
Neutral	9%
Disagree	12%
Strongly Disagree	31%

Participants were then asked to indicate if the proposals would persuade them to cycle more, by ticking all that apply. All respondents answered this question. For those who ticked one of the 'Yes' options (table 7), safety and the increase in space were seen as the main benefits.

Table 7: Persuade respondent to cycle more (YES)

Option (YES)	Total Percent
The measures make it safer	32%
There is more space devoted to cyclists	31%
It will improve my health	20%
It will be quicker than driving	17%

Of those who ticked one of the 'No' options (table 8), the route not being relevant to their journey was seen as the main barrier.

Table 8: Persuade respondent to cycle more (NO)

Option (NO)	Total Percent
The route is not relevant to my journeys	15%
This still feels unsafe	10%
I do not have access to a bike	8%
I have a lack of confidence / cannot cycle	6%

A number of respondents ticked the 'Other' boxes to this question (table 9). A fairly large number of respondents ticked the 'Other' box for 'NO' (34%) and only a small minority ticked the 'Other' box for YES showing the YES options covered most of peoples reasoning for choosing 'YES'.

Table 9: Persuade respondent to cycle more - Other

Option	Total Percent
Other (No)	34%
Other (Yes)	5%

Respondents were asked to provide more details if they selected 'other'. The main themes raised in response to this question focused on 'Mobility and disability comments or concerns' (38 respondents), 'Not interested in cycling or irrelevant' (29 respondents), 'Rely on car use/ will still use car' (27 respondents), and 'Steepness of East Hill' (20 respondents).

Mobility and disability comments or concerns:

"I suffer from progressive multiple sclerosis and so am unable to cycle..."

"Unable to cycle due to disability"

"I have a physical disability that prevents me from cycling"

Not interested in cycling or irrelevant:

"I have no interest in cycling personally."

"I have no desire to cycle"

"I have no desire to use a bicycle"

Rely on car use/ will still use car:

"My current location means I drive out of town."

"...I have a car and can drive, I will continue to drive, end of story!"

"Working shifts I need to use my car for most journeys..."

Steepness of East Hill:

"East Hill is incredibly steep and not suitable for cycling, unless you have a very good level of fitness."

“...I walk into town to do shopping as I can and also push my bike up East Hill, as I certainly can’t ride up such a steep hill...”

“All the approaches to the town centre are up a really steep hill, not many people are capable of using routes going this way.”

3.4 Improving safety

The survey asked respondents if they felt the proposals would improve safety for cyclists/pedestrians travelling to and from the city centre, with most respondents answering this question (table 10). There was very marginal support for the proposals, with 52% of respondents answering ‘Yes’ (and a slightly lower minority 47% answering ‘No’..

Table 10: Will the proposals improve safety

Option	Total Percent
Yes	52%
No	47%
Not answered	1%

Respondents were then asked to provide details following their previous answer. There were 319 comments to this part of the question. Most comments indicated it ‘Does not improve safety/ worsens safety’ (57 respondents), followed by ‘General negative comments’ (40 respondents), ‘Comments on cyclists not cycling correctly’ (36 respondents), and some comments noting it ‘Will improve safety’ (29 respondents).

Does not improve safety/ worsens safety:

“...This proposal does not make this area more convenient or safer for cycling...”

“...I don't feel it helps pedestrians at all. In fact endangers them more...”

“The proposals do not reduce the dangers to a level that is acceptable...”

General negative comments:

“...all this meddling with our Roman roads, is stopping everyone’s ability to get on with their lives and earn a living!...”

“Will cause more issues, than it will solve...”

“Will just cause more traffic problems.”

Comments on cyclists not cycling correctly:

"...Cyclists will still be the same, jumping red lights, ignoring road signs and riding on the pavement."

"... Cyclists are generally their own worst enemies with the way they ride and have no road sense, or even observe the highway code."

"Cyclists in general are a menace with little respect to the Highway code, traffic lights or traffic signals, and I don't envisage this changing..."

Will improve safety:

"Yes because there's more space for cyclists and they wouldn't have to compete with buses or cars as much. This would also benefit pedestrians who would have their space too and cyclists would be less likely to use the pedestrian space."

"Any proposal to try and reduce traffic should improve safety for pedestrians and cyclists."

"These proposals will make cyclists safer, and feel safer. Absolutely right and necessary - please proceed ASAP!"

3.5 Bus stop boarders and floating bus stops

Respondents were asked to indicate their support for the introduction of 'floating bus stops' and 'bus boarders' on East Hill (table 11). All respondents answered this question to indicate their level of support. This question again saw a spread of responses with 31% indicating that they 'Strongly Oppose' the proposals, while 26% 'Strongly Support'. Overall, 59% of respondents were either supportive or had no objection compared to 41% who opposed the proposals.

Table 11: Support for bus proposals

Option	Total number
Strongly Support	26%
Support	15%
Neutral	18%
Oppose	10%
Strongly Oppose	31%

Respondents were then asked why they responded as they did. There were 389 comments to this part of the question. Most comments indicated they thought the 'Bus

proposals will worsen safety' (65 respondents), followed by 'Collision concerns between pedestrians and cyclists' (56 respondents), 'Comments on space' (46 respondents), and some 'General negative comments' (44 respondents).

Bus proposals will worsen safety:

"...If there is more than one bus, it is difficult to get the driver of the one behind to see you. It often means stepping in the road or walking quickly towards the bus or buses behind to make sure they see you. It could be difficult to hail a bus without standing in the cycle lane or if there are many cyclists obscuring the bus stop..."

"My 11-year-old daughter takes the bus to school daily from East Hill and this proposal makes me very worried. As well as having to cross the road, she will have to also navigate fast moving cyclists before getting on or off the bus (which can be extremely tough when trying to get on or off a packed bus, as they normally are at school times and in town)..."

"This would delay the buses, and be more dangerous for cyclists, pedestrians and bus users."

Collisions concerns between pedestrians and cyclists:

"I think it is unlikely that all cyclists will give way to bus passengers"

"Bit concerned about the point where the pedestrian gets off the bus and then can nearly get hit by a bike if the bike doesn't stop."

"Cyclists will career into the pedestrians boarding the bus, they don't give way at the basics like roundabouts or traffic lights so a floating bus stop has got no hope."

Comments on space:

"So long as disembarking bus passengers have enough space so as to not stray in to the cycle lane. This includes buggies, wheelchair users and the like."

"You are limiting the current road space to give cyclists more room on yet another waste of money scheme..."

"I don't think there will be enough space at bus stops for people to get on and off and wait for buses..."

General negative comments:

"They are a disaster in London..."

"Awful idea. I can't believe the person who dreamed this up would even use it. Leave the roads alone."

3.6 Segregated infrastructure

Respondents were asked to indicate their level of support for segregated (separated from traffic) walking and cycling infrastructure along East Hill (table 12). All respondents answered this question to indicate their level of support.

For this question, those who 'Strongly Support' formed the largest group (39%), followed by 'Strongly Oppose' (30%). Overall 62% indicated they were either supportive or had no opposition in comparison to 38% who indicated opposition.

Table 12: Support for segregated infrastructure

Option	Total Percent
Strongly Support	39%
Support	12%
Neutral	11%
Oppose	8%
Strongly Oppose	30%

Respondents were then asked why they responded as they did. There were 388 comments to this part of the question. Most comments indicated they 'Approve proposals for segregated cycle lanes' (96 respondents), followed by 'General negative comments' (85 respondents), comments that the 'Segregation would improve safety' (44 respondents), and 'Not needed/ won't be used' (43 respondents).

Approve proposals for segregated cycle lanes:

"It is a good idea as the road leads into the town, routes into town are good when they go the right way"

"I would always support separated lanes..."

"Segregate infrastructure is essential. Anything less will not change cycling safety or numbers..."

General negative comments:

"It's utterly unnecessary and just green point scoring. You're destroying the City centre..."

"It's unnecessary, not wanted or required, totally against as are the majority of my neighbours in riverside."

"Looks hideous and not in keeping with the buildings"

Segregation would improve safety:

“Much safer on the downhill where motorised traffic will not have to make risky decisions about overtaking fast cyclists or electric scooters. Uphill will be safer because there will be fewer decisions for cyclists and scooters about passing parked cars.”

“If you separate car traffic from cyclist more safety the more people will choose to cycle”

“I think it is crucial to give cyclists a safe space, especially since many drivers don't seem to know how to navigate cyclists in a safe way.”

Not needed/ won't be used:

“I have seen very few people cycling up East Hill, so don't see need for lanes...”

“It is not necessary as there are not exactly hordes of people walking/cycling up the hill anyway & these proposals will not encourage people to do so.”

“Steep hill - pointless creating additional cycle space. Have you actually surveyed how many people cycle up it each day? Very few.”

3.7 Parking changes

The following questions in the survey related to parking changes for East Hill. Questions related to a series of measures being considered and respondents were asked to indicate their support for each measure.

The first question related to the proposals to retain some short-term parking to be located outside St James the Great Church (table 13). This saw 28% of respondents 'Strongly Oppose' this proposal, although this was closely followed by 26% who 'Strongly Support'. Overall, 61% were supportive or had no objection compared to 38% who were opposed.

Table 13: Support for short-term parking possibly to be located outside St James the Great Church

Option	Total Percent
Strongly Support	26%
Support	16%
Neutral	19%
Oppose	10%
Strongly Oppose	28%
Not Answered	1%

The second part of this question focused on the proposal for the provision of double yellow lines permitting Blue Badge parking and loading/unloading (table 14). This again saw ‘Strongly Oppose’ selected most often (30%) followed by those who ‘Strongly Support’ (23%) the proposal. Overall 61% indicated they were supportive or had no opposition while 38% opposed.

Table 14: Support for the provision of double yellow lines

Option	Total Percent
Strongly Support	23%
Support	21%
Neutral	17%
Oppose	8%
Strongly Oppose	30%
Not Answered	1%

The last part of the question asked about support for the promotion of the existing nearby car parks (table 15). Respondents selected ‘Strongly Support’ most often (33%) followed by those who indicated they ‘Strongly Oppose’ (25%). Overall, 67% of respondents indicated they were supportive or had no opposition compared with 29% who demonstrated opposition.

Table 15: Support for the promotion of the existing nearby car parks

Option	Total Percent
Strongly Support	33%
Support	16%
Neutral	18%
Oppose	4%
Strongly Oppose	25%
Not Answered	4%

Given the opportunity to provide more detail, there were 338 comments to this part of the question. The highest number of comments noted they ‘Disagree with parking changes’ (136 respondents), followed by ‘Comments on parking for disabled/ blue badge holders’ (48 respondents), ‘Comments on paying for parking’ (44 respondents), and comments noting that the ‘Loss of parking will affect businesses’ (41 respondents).

Disagree with parking changes:

“Do not remove parking on East Hill like you did on North Hill...Find more creative solutions instead of always taking the lazy option choosing the route of least resistance!!!!”

“...It will cause ongoing frustration while it's being built. Will anger residents for little change.”

“There is already nowhere to stop. You're killing this 'city'”

Comments on parking for disabled/ blue badge holders:

“Need more disabled parking in all areas of Colchester”

“...please think of the needs of any aged or disabled visitors to the church.”

“...find out where the blue badge holders go on east hill. The surgery? park in the surgery car park. The chemist? There is no need to go anywhere else apart from maybe Lifeforce...”

Comments on paying for parking:

“...Parking needs to be charged at the end of your stay so there is flexibility on how long you can stay. Not everyone can use an app but most are able to pay by card”

“Make all parking free if you want people to visit the town centre”

“Promotion of car parks would be better if they were better priced”

Loss of parking will affect businesses:

“For East Hill businesses to not be too adversely effected by these changes, parking alternatives need to be provided.”

“This is why business have left the area such as restaurants...”

“Food businesses on East Hill rely on customers and delivery agents being able to park closely for collections.”

3.8 Raised tables

Respondents were asked to indicate their level of support for the proposals of raised tables on side roads along East Hill, which will see the roads raised to the level of the pavement. (table 16).

As with other questions there was a strong mix of views with 31% of respondents saying that they 'Strongly Support' the proposals, while 25% indicated they 'Strongly Oppose' (25%). Overall, 69% indicated they were supportive or had no opposition compared to 30% who indicated opposition.

Table 16: Support for the proposals of raised tables

Option	Total Percent
Strongly Support	31%
Support	22%
Neutral	16%
Oppose	5%
Strongly Oppose	25%
Not Answered	1%

Respondents were then asked why they responded as they did. There were 303 comments to this part of the question. Most comments showed they 'Support raised tables' (67 respondents), followed by 'General negative comments' (52 respondents), comments that show they 'Disagree with raised tables' (45 respondents), and concerns that 'Raised tables will worsen safety' (44 respondents). It should be noted that of those negative comments, a number opposed this aspect in relation to opposing the scheme as a whole.

Support raised tables:

"I support any initiative that improves access for pedestrians."

"...I strongly support any measure that de-prioritises motorised traffic."

"Strongly support. Will make the public realm much more friendly for people."

General negative comments:

"... As I say, another ludicrous ill thought out plan that will make things worse"

"...it sounds like a terrible idea"

"Fail to see the benefit for anyone"

Disagree with raised tables:

"...I oppose every aspect of it"

"I strongly oppose the whole scheme"

"I strongly oppose the whole idea, and reading through what is entailed I firmly believe pedestrians will be more at risk than they currently are."

Raised tables will worsen safety:

“...as a pedestrian it makes me feel less safe with cars that can drift into the pavement”

“Will encourage pavement parking/stopping. Feels more unsafe as a pedestrian.”

“Dangerous, vehicles will mount the pavement”

3.9 Junction alterations

Respondents were asked to indicate their level of support for alterations to the junction with Rosebery Avenue/Guildford Road, All respondents answered this question.

‘Strongly Support’ was selected by 34% of respondents, while 33% chose ‘Strongly Oppose’. Overall, 61% of respondents were supportive or had no opposition, compared to 39% who were opposed.

Table 17: Support for the proposals to alter the junction with Rosebery Avenue/Guildford Road

Option	Total Percent
Strongly Support	34%
Support	15%
Neutral	12%
Oppose	6%
Strongly Oppose	33%

Respondents were then asked why they responded as they did. There were 356 comments to this part of the question. Most comments indicated that ‘Traffic issues won't be solved/ will make it worse’ (91 respondents), followed by comments which showed they ‘Support junction improvements measures’ (78 respondents), ‘General negative comments’ (73 respondents), and ‘Comments on current issues with junction at East Hill’ (39 respondents).

Traffic issues won't be solved/ make it worse:

“...will create holdups up East Hill st junction where traffic is already considerably delayed especially when St James school come out.”

“...if traffic is held for longer, the congestion will get worse.”

“Brook Street and the junction that joins East Hill is already severely congested at several times of the day and week. Additional signals causing further restrictions on cars clearing that junction will more congestion.”

Support junction improvements measures:

“This junction is dangerous for cyclists; any improvement should be supported.”

“I support all measures that make cycling easier, more accessible and safer without compromising efficiency and safety for other road users.”

“I would support these measures even if they did increase congestion. Colchester is inherently congested because it is an ancient city that was simply not designed for motorised traffic.”

General negative comments:

“I don't see there is a problem. The road is straight and clear to where cyclists would go. It is again an unnecessary thing”

“It won't make any difference”

“...it is essentially pointless unless you get huge increases in cycle traffic, which I strongly doubt will happen.”

Comments on current issues with junction:

“...At certain times of the day during what is best described as morning / tea time rush hour very lengthy waits to enter/exit Riverside Estate are not unusual...”

“I use this junction daily. I walk and use my car on it. It is always gridlocked and when traffic lights are not on the correct timers it is so bad trying to get out of Guildford rd and Rosebury ave. Trying to navigate out of Guildford road in the evenings is horrendous as the cars travelling from East Hill have blocked the junction and then no one can exit the Guildford rd junction, so cars are blocked. Pedestrians and cyclists then also struggle to cross because the junction is blocked...”

“Since the reintroduction of traffic lights at the bottom of Brook Street there has been a noticeable increase in pollution due to the delays caused as well as the non-synchronisation with the traffic lights at the Guildford Road / Roseberry Avenue junction . Noticeably at school times traffic cannot exit either due to traffic stopped at the Brook Street lights.”

3.10 Wider route

Respondents were finally asked if they had any further comments on the wider route. There were 374 comments to this part of the question. Most responses mentioned ‘Other route sections being prioritised’ (88 respondents), followed by ‘General negative comments’ (83 respondents), mention of the ‘Cost of scheme/ money better spent elsewhere’ (68 respondents), and suggestions of ‘Other cycling routes / route suggestions’ (46 respondents).

Other areas near/along route:

"I don't understand how the part past Tesco and the Greensted roundabout could work - this is fundamental to the schemes success and should be tackled first to ensure viability."

"The proposal improves safety for cyclists on the East Hill, which is important. However, there remain unsafe elements of the route to the University, particularly the narrow crossing under the rail bridge and the area near Tesco..."

"I ride a three wheel cargo bike and use the Moorside/allotment route several times a week. I find the pathway approaching the railbridge from the allotments is particularly dangerous for cyclists with non-standard bike, the path has been patched with lumpy cement, which tilts the rider towards the river, at the same point there are no railings or lights, I am surprised that there hasn't been an accident there yet..."

General negative comments:

"Just because you have been given funds for the cyclist it will mean turning the area into a nightmare for the locals, please don't do it."

"Totally unworkable and not a journey people will make..."

"This whole scheme seem ridiculously over engineered aimed at a few cyclists..."

Cost of scheme/ money better spent elsewhere:

"I think funds would be better spent on ensuring an integrated public transport/bus system with frequent timetables (5min wait max for any bus), reliable service, with more suitable buses - replace the big single & double deckers with smaller shuttle-type buses on a much more frequent service. Flat fee annual, monthly or weekly travel cards."

"Yet again money being spent on nonsensical ideas when the majority of Colchester towns people want different things..."

"The expenditure is wasted, better to improve the conditions of roads and pavements for all users - pedestrians, cyclists and vehicle users."

Other cycling routes / route suggestions:

"There needs to be something in South East Colchester, e.g. make a safe link between the Old Heath Recreation Ground and Hythe. This route is incomplete and not safe at the moment"

“I wanted to learn more about this because I would like to see improved the cycling route from Highwoods to the town centre. As it is, it is dangerous.”

“Safe routes from Copford / Stanway should be looked at in the long term. I don't cycle because London Road and Tollgate are lethal roads to cycle on due to driver speeding, close passes, poor road conditions and general disgraceful vehicle driver attitude.”

3.11 Email responses

A total of 30 responses to the consultation were received by email. As well as members of the public, responses were also received from a number of businesses, community organisations and local cycling organisations.

Alongside some general supportive comments, there was also concerns raised regarding use of space, parking changes, impact on businesses and changes to the junction. Some respondents also provided ‘alternative suggestions’.

Responses were also received from St James the Great Church and Colchester Medical Practice, highlighting the reduction in on-street parking as a concern.

General supportive comments:

“I would love to see this happen It would be great to see Colchester City promote themselves fully in this respect as joined up thinking about cycleways is the only way to change behaviours towards cycling as a form of transport”

“I am massively in favour of getting on with this...”

“...we support the concept of cycle ways to improve access to the town centre and to encourage the public to be more active...”

Comments on space:

“...In places – such as at the top of East Hill – there is ample carriageway width to allow the creation of fully-segregated cycle infrastructure, either at pavement level or at road level. Further down the hill, however, the width disappears, and by the time you reach Priory Street there is insufficient carriageway width to provide fully-segregated infrastructure...”

“...In general, Colchester is not built to have separate cycle lanes as there just is not the space. Trying to fit Cycle paths onto existing pavements, also does not work as they are poorly laid out, not maintained and cause confusion...”

“...Sub-standard lane width: cyclists must be able to overtake within seg. Tracks Uphill lane must be 2.0m; you cannot overtake in less than 2m. Downhill cycle lane

not necessary except approach to T-lights. Design should be for all abilities: experienced cyclists will not use narrow lanes as they will get stuck behind slower less confident cyclists..."

Parking changes:

"...we are concerned about the loss of parking. We do not have public parking available on site and only two disabled spaces available.."

"The loss of valuable parking space will additionally create further inconvenience to businesses, visitors and residents located on East Hill and within the City Centre during a time of economic uncertainty..."

"Existing public car parks are not all open to the public during late evenings and night times, and they also tend to become utilised to full capacity at peak shopping times. Therefore, if the majority of on-street parking was eradicated as proposed, without any viable alternative for residents and visitors in particular, it would represent a significant negative step in terms of amenity, convenience and commercial viability."

Impact on business:

"The delivery drivers have to come here often and deliver the food where they will not have any nearer places to park, wait or stop to be able to deliver the foods faster to the local community.."

"My immediate concern is the affect it would have on my business. If transitioning to a tourist economy and driving shops out of town would be good to see the strategy to enhance town rather than restrict vehicular access and waste money on cycle routes. There has to be something to cycle too."

"East Hill is fortunate to have wide pavements and roads so it makes sense to integrate cycling lanes. However, this cannot be at the detriment of business operations, please please prioritise listening to how businesses operate in this space."

Guildford Road Junction:

"For the downhill side of East Hill, the protected cycle lane is most important approaching the junction with Guildford Road/Roseberry Avenue where there is almost always traffic waiting at the lights. We are not concerned about cyclists being able to overtake each other downhill since they are very likely to end up together at the traffic lights anyway. Measures should be taken to ensure the risk of 'left hook' collisions are minimized and traffic lane width should be reduced to deter overtaking..."

"...In the opposite direction, I note there is no proposal to remove the turn right lane into Guildford Road (although, outside school drop off/pick up times, the number of vehicles making this turn can be counted in single digits per hour) forcing cyclists to

stop behind traffic waiting at the traffic lights, and unable to access the advanced stop box. When the traffic lights were installed on the Brook Street junction, our MP advised that they would be linked and coordinated with both the crossing on East Street, and also with the Guildford Road/Rosebery Avenue lights, ensuring that the traffic moved freely, and vehicles passing through one junction on a green light would have a green light on the other, meaning that few, if any, cyclists would have to use the advanced stop box outside Mason's shop, unless they had turned left from Brook Street onto East Street (again, very few cyclists make this turn). The advanced stop box on Brook Street is similarly inaccessible due to the presence of stationary vehicles..."

"...Alterations to timing on lights making it difficult to exit driveway..."

Alternative suggestions :

"...The gradient on East Hill is quite steep, meaning that cyclists are likely to travel at very different speeds depending on experience, electrical assistance etc.. The route will also be used by electric scooters. We, therefore, strongly feel that the uphill track must be at least the LTN 1/20 2m minimum desirable width if not wider to enable safe overtaking. If there are constraints at some points, then a wider path at the steepest sections would still be significant here..."

"The zebra crossing half-way up East Hill needs to be repositioned. Currently it is sited on the right hand side of the turning from Priory Street. Pedestrians, especially school children, then have to cross Priory Street to access the crossing. The pavement on that side of Priory Street becomes too narrow to walk along safely. Traffic leaving Priory Street turns directly onto the crossing slowing their onward progression. By placing the crossing above the Priory Street exit would alleviate these issues."

"...Major hazard not resolved: Left Hook westbound at Brook St jct I East Hill ASLs are not a safe solution – and are of no benefit to walkers. A few seconds 'advanced go' is not the solution; non-compliance is high. Hold Left Turns here will be truly cycle safe & give walkers more green time but without delaying drivers i.e. ahead-only phase, then turners only. NB Dedicated cycle only signals are not required (never enough green / long red)..."

4. Conclusion

The consultation has provided a valuable insight into the public's views on the proposals for East Hill.

A total of 570 responses to the online survey were received and a further 30 emails. Respondents were primarily Colchester-based and the highest number of respondents came from the 65+ age group (24%).

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

In terms of quantitative data, this split could be seen quite markedly when looked at in age demographics. For example, when asked whether they agreed the proposed route would encourage and help additional cycling and walking between the city centre, Greenstead and the university, those within the 35-44 age group were 64% v 29% in agreement. This saw a significant change within the 65+ age group who were 54% v 27% in disagreement.

This could also be seen in the question relating to whether respondents felt the proposals would improve safety for cyclists/pedestrians travelling to and from the city centre. Responses were more positive than negative across all age groups except the 65+ age group. For example, 64% of respondents in the 35-44 age group answered Yes, compared with 63% answering No among the 65+ age group.

It should also be noted a number of those respondents who 'strongly opposed' or 'strongly agreed' did so across all questions, with comments demonstrating total support or total opposition rather than a specific view on the question being asked.

Looking at the responses as a whole, the majority of respondents (approximately 60%) either agreed or had no opposition in response to whether the proposed route would encourage and help additional cycling and walking. Those who indicated the proposals would make them cycle more felt the measures would make it safer and provide more space devoted to cyclists. Of those who said it would not make them cycle more, respondents highlighted their inability to cycle because of mobility and disability issues, that they were not interested in cycling, their reliance on using the car and concerns about the steepness of East Hill. A number of the email responses commented on the cycle lanes and the need to ensure there was enough space to overtake.

There was a relatively even split of respondents who felt the proposals would improve safety for cyclists/pedestrians travelling to and from the city centre, and those who thought it would not. Additional comments made were either negative towards the scheme as a whole, or raised concerns about cyclist behaviour, specifically the speed of cyclists on East Hill. However, some responses to the survey also indicated the proposals would increase safety and highlighted the positives of segregating infrastructure.

The majority of respondents were either supportive or had to opposition towards the introduction of bus stop boarders and floating bus stops. Those giving negative comments suggested the proposals would worsen safety, with some indicating concern about potential collisions between pedestrians and cyclists because of bus passengers needing to cross the cycle lane. Some comments also highlighted the need to ensure enough space for those waiting at bus stops, as well as concerns about the loss of road space and the potential for traffic to build up on the wider network. Those supportive of the new bus stops felt that they would improve safety for cyclists, and highlighted the separating of cyclists from buses.

There was more support than opposition for the provision of segregated infrastructure. This was seen in the number of comments indicating segregation would improve safety on what is a busy road. However, some felt the infrastructure was unneeded, or were concerned about the impact on traffic.

The majority of respondents either supported or had no objections towards the changes to short-term parking provision, however some respondents did feel loss of parking was a negative and particular concerns were raised in terms of access to the church and doctor's surgery. There was also concern about the economic impact on East Hill businesses, although the points made by businesses related more to the provision of parking for deliveries/staff.

There was also overall support for the provision of double yellow lines and for the promotion of the existing nearby car parks. Despite this, of those who provided additional comments on parking on East Hill, a number noted they disagreed with parking changes, with concerns focusing on parking for blue badge holders and paying for parking.

The majority of respondents indicated overall support for the proposals for raised tables on side roads along East Hill and this was indicated through the majority of comments indicating support for raised tables and with a view they would benefit accessibility. However, there were some comments which were generally negative and highlighted disagreement with raised tables, with some specifically indicating the raised tables would worsen safety and result in potential conflict between pedestrians and vehicles.

For the proposals to alter the junction with Rosebery Avenue/Guildford Road, including the introduction of cycle lanes across the junction and new signals, the majority of respondents indicated they were supportive or had no opposition towards the proposals. This was supported by a number of comments which indicated they supported the proposed junction improvements. However, some negative comments also indicated some people thought traffic issues would not be solved or would worsen, although a comment also referenced current issues with the junction at East Hill. A number of comments received on the junction proposals also highlighted the time delays experienced by both cyclists and pedestrians when waiting to use the pedestrian crossing at the bottom of East Hill..

While this consultation did not look at details of the wider route, there was the opportunity to provide general comments. A number of respondents felt other parts of the route should be prioritised with the area around Tesco and the Moors Railway bridge highlighted. There were also comments about the cost of the scheme and a suggestion money should be prioritised on other schemes/maintenance. It should be noted that a separate public engagement exercise will be undertaken for other sections of the LCWIP 4 route between the city centre and Essex University as the designs are developed further.

5. What happens next

The consultation has provided a valuable insight into the public's views on the proposals for East Hill and the comments raised will help further develop the design. The findings will also be considered alongside other factors – such as engineering feasibility, environmental and heritage constraints, design standards, budget and objective fulfilment.

Alongside this document, a Promoter's Response has been developed. The Promoter's Response sets out any questions or key points raised through the consultation and Essex County Council's response to them.

6. Appendices

6.1 Online Survey

Overview

In Colchester, car journeys of up to 3.5 miles (5km) make up 40% of all journeys. In fact, many car journeys are much shorter, with around 20% being just 1 mile or less. Although in some cases there is a good reason for these journeys, many of these trips could be made using a more sustainable form of transport like walking, cycling or public transport.

To help people make the change to more active forms of travel we recognise the need to improve our walking and cycling infrastructure between key destinations in the city.

Supported by Colchester Borough Council through their Town Deal programme, this survey looks to gain views on plans for a new walking and cycling route between the city centre, Greenstead and the university.

Your views are important and will help further shape the plans as we head towards construction.

Closes 20 Jan 2023
Opened 23 Nov 2022

Contact
activetravel@essexhighways.org
activetravel@essexhighways.org

Give your views on walking and cycling in Colchester

[Online Survey >](#)

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How we use your data

This survey is for you to provide information to be used by the LCWIP 4 project team. Under the GDPR we have a legal duty to protect any information we collect from you. The information will only be used for the purposes of this project and will not be kept longer than is necessary to do so, up to a maximum of five years. We share this information with our partners Jacobs, and Ringway Jacobs but we will not share your personal details with any other agency unless we have concerns that you or another individual may be at risk of harm or if it is required by law. We do not collect personal information for commercial purposes.

If you would like to find out more about how Essex County Council uses personal data, please go to www.essex.gov.uk/privacy or call 03457 430 430. Essex County Council has a Data Protection Officer who makes sure we respect your rights and follow the law. If you have any concerns or questions about how we look after your personal information, please contact the Data Protection Officer at DPO@essex.gov.uk or by calling 03457 430 430 and asking to speak to the Data Protection Officer.

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Introduction

Thank you for taking the time to complete this survey. The information you provide is confidential and will be used solely for monitoring purposes and anonymously in the reporting of the results.

1. Please provide the following details: your age

- Under 18
- 18 - 24
- 25 - 34
- 35 - 44
- 45 - 54
- 55 - 64
- 65+
- Prefer not to say

your email address

your postcode (Required)

your gender?

if you picked other, please specify

2. What best describes you?**3. Do you consider yourself to have a physical or sensory disability?**

- Yes
- No

4. What is your main mode of travel for your daily commute or most common journey? (Please tick one box)

(Required)

- Car / Van
- Car Passenger
- Motorcycle
- Taxi
- Bus
- Train
- Cycle
- Walk
- Other

If other please provide more details?

5. Are you happy for us to contact you in the future to keep you updated on LCWIP proposals?

- Yes
- No

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Route proposals

6. To what extent do you agree the proposed route will encourage and help additional cycling and walking between the city centre, Greenstead and the university

(Required)

- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree

7. Would our proposals persuade you to cycle more? Please tick all that apply

(Required)

- YES - The measures make it safer
- YES - There is more space devoted to cyclists
- YES - It will be quicker than driving
- YES - It will improve my health
- YES - Other
- NO - This still feels unsafe
- NO - I have a lack of confidence / Cannot cycle
- NO - I do not have access to a bike
- NO - The route is not relevant to my journeys
- NO - Other

If other, please provide more details

8. Do you feel the proposals improve safety for cyclists/pedestrians travelling to and from the city centre?

(Required)

- Yes
- No

Please provide details

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East Hill

At this stage of the design process, we would like to hear your views on the East Hill section of the route. There will be future opportunities to provide your views on the other sections of the route.

9. We are currently exploring the introduction of 'floating bus stops' and 'bus boarders' on East Hill, so reducing the need for buses to cross into the proposed new cycle lanes. To what extent do you support the introduction of these types of stop?

(Required)

- Strongly Support
- Support
- Neutral
- Opposed
- Strongly Opposed

Please tell us why

10. To what extent do you support the increase of segregated (separated from traffic) walking and cycling infrastructure along East Hill?

(Required)

- Strongly Support
- Support
- Neutral
- Opposed
- Strongly Opposed

Please tell us why

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Rosebery Avenue / Guildford Road Junction



13. We propose to alter the junction with Rosebery Avenue/Guildford Road to make it easier for cyclists to navigate the junction. This includes the introduction of cycle lanes across the junction and new signals programmed to give cyclists more time to cross the junction ahead of traffic. Traffic modelling indicates these changes will not increase congestion at the junction. To what extent do you support these measures?

(Required)

- Strongly Support
- Support
- Neutral
- Opposed
- Strongly Opposed

Please tell us why

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11. To have the space to provide improved walking/cycling infrastructure, we would need to remove the existing parking on East Hill. The following series of measures are being considered, please indicate your level of support for each.

	Strongly Support	Support	Neutral	Opposed	Strongly Opposed
Retaining some short-term parking possibly to be located outside St James the Great Church	<input type="radio"/>				
The provision of double yellow lines permitting Blue Badge parking and loading/unloading	<input type="radio"/>				
Promotion of the existing nearby car parks	<input type="radio"/>				

Please provide any further comments on parking on East Hill

12. We propose to introduce 'raised tables' on side roads along East Hill. These will see the roads raised to the level of the pavement, so helping to slow traffic and improve accessibility for wheelchairs, prams,/buggies, mobility scooters, pedestrian priority, etc. To what extent do you support this measure?

- Strongly Support
- Support
- Neutral
- Opposed
- Strongly Opposed

Please tell us why

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Wider Scheme



14. At this stage we are focussing on East Hill, but please let us know of any further comments you may have on the wider route?

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