



Portfolio Holder for Planning Environment and Sustainability

Item

31 October 2023

Report of

Head of Sustainability

Author

Jane Thompson
01206 508642

Title

ECC Local Cycling and Walking Investment Plan (LCWIP) Consultation

Wards affected

All

1.0 Executive Summary

- 1.1 Essex County Council (ECC) as the Highway Authority is inviting responses to their Local Cycling and Walking Investment Plan (LCWIP) consultation as it applies to Colchester. The consultation asks for views on the proposed routes.

2.0 Recommended Decisions

- 2.1 To thank ECC for the opportunity to respond to the consultation and acknowledge that the Council's consultation response will help fine tune the LCWIP plan, thereby helping target investment to encourage people to choose to walk and cycle; in turn helping reduce traffic congestion and improve air quality.
- 2.2 The Council would suggest that the LCWIP plan for Colchester could be even better if the following changes are included in the final Colchester LCWIP -

• Primary cycle routes

| Route number | Description | Suggested change |
|--------------|---|---|
| 1 | Colchester City Centre to Severalls Business Park, The Crescent | Route should continue along Urbis Romane to the Park and Ride site and the Northern Gateway Sports park, with a spur to Mill Road at The Boulevard, and continue to join route 7 at Severalls Lane. The western section of Mill Road (between Urbis Romane and The Boulevard) could become a secondary route. |
| 1A | Colchester Train Station to Warwick Bailey Close, Bergholt Road | Extend through Chesterwell development to Mile End Road Extend to West Bergholt |

| | | |
|----|--|---|
| 1B | Turner Road via Highwoods Country Park to Mill Road, via The Gilbert School | Extend from Mill Road to Ivy Lodge Road, Great Horkesley |
| 2 | Gosbecks Archaeological Park to Colchester City Centre via B1022 Shrub End Road and Maldon Road | Extend the route to the Zoo entrance |
| 3A | Colchester Railway Station to London Road Lexden via A133 Avenue of Remembrance | Route should be considered on the south side of Avenue of Remembrance. Also, a link through Clairmont Heights to the rail station, avoiding Station Way |
| 3B | Castle Park to St Helena School, Sheepen Road via St Peters Street- | Include spur Lexden Road to Sheepen Road via Hillyfields |
| 4A | Northern and Southern Links off Route 4 to Whitehall Industrial Estate and Ipswich/Harwich Road Haven Road from Rowhedge Trail to Greenstead via King Edward Quay and Colne Bank Avenue, and spur to Hythe Station Road via Haven Road | Needs to use King Edward Quay not Haven Road Needs to use PROW link on east of river Colne from Colne Causeway to Hythe Station Road Include the zig zag bridge link and a river bridge crossing which is also proposed at the swing basin |
| 5 | Colchester City Centre to Berechurch Hall Road, path west of Monkwick Avenue | with new crossing of Southway at Stanwell Street |
| 5A | Berechurch Loop from Berechurch Hall Road to Berechurch Road junction with Roman Way. | Also continue along Berechurch Road crossing Mersea Road and Middlewick to join LCWIP9 on Old Heath Road |
| 6A | East - West Link through Highwoods County Park linking Ipswich Road to Turner Road | Suggest 6b Castle park riverside to High Woods Country Park via Castellum Grange |
| 7B | University of Essex Loop | Also link to Capon Road via Nestfield Road Be aware that this also includes University owned land |
| 7C | Greenstead Estate Network joining Greenstead Road via St Andrews Ave crossing | Including Greenstead Road linking LCWIP 7 to LCWIP4 |
| 7D | Highwoods Loop | Can this be extended to include e-w link through to High Woods Country park path 1b and n-s link to Myland Hall Chase joining with 6a, as this will serve more purpose |
| 8 | Colchester City Centre Loop | Consider two way/contraflow High Street/ Queen St/ St Botolphs or parallel route Include Priory St as part of route 8 Include secondary route – two way Sir Issacs Walk and Trinity Street, and Short and Long Wyre Streets |
| 9 | Colchester City Centre to Hythe via Magdalen St, Hythe Hill and Hyth Quay and link to Hythe rail station, and Old Heath Via Military Road and Old Heath Road to Rowhedge Road. Link from Old Heath Road to Hythe Quay via Recreation Road | Not Osborne St, but link with Vineyard St via two-way St Botolphs St. Extend to Rowhedge Road Note - land from Recreation Road to Hythe Quay is private. Include a 9a link from Old Heath Road to King Edward Quay via Distillery Lane. 9a could be Brook Street and Wimpole Rd as this is an important north south link. 9b could link Military Road with LCWIP5 at Abbeyfield |

- **Secondary cycle routes**

- All over Colchester - Make sure each secondary route links up with secondary and primary routes where possible
- Distillery Lane secondary route linking to King Edward Quay
- Continue the secondary route link from Distillery Lane through Bourne Pond nature reserve and through to Garrison Route LCWIP5
- Extend secondary route east of river to join East Street
- Church Lane in Stanway as a secondary route linking the Stanway Western Bypass with London Road
- Need to link Sports Park to Langham Lane and Straight Road Boxted

- **Cycle routes outside the urban area**

- Wivenhoe Trail should be a primary route
- While routes outside the city need city centre routes, many villages are in close proximity to Colchester and would benefit from joining the nearest LCWIP route.
- Consider the Old Ipswich Road to Harwich Road via PROW and Anglia Water paths to the south of Ardleigh reservoir
- Extend the secondary route to Mersea Island
- Turkeycock Lane, Stanway to be a secondary route as this is a north south link under the A12
- LCWIP routes should be planned to link the proposed Tendring Borders Garden Community:
 - Direct route from Elmstead Market/TBGC to Wivenhoe via Elmstead Road and School Road.
 - Wivenhoe to Brightlingsea and Wivenhoe to Rowhedge bridge to be considered

- **Walking routes**

We understand that the criteria for LCWIP mean that walking routes will generally follow the existing road network due to these routes usually being more direct, better lit and better maintained than off road routes. However, links within communities, for example the Public Rights Of Way network, needs to be acknowledged as an existing walking network. Colchester's "Orbital walking route", developed by the community, will need investment if walking is to be encouraged along these routes.

It should also be noted that more direct and better crossing facilities, which give shorter journey times where roads sever walking routes, also help increase the number of people walking.

We feel there is some disparity with the network with a walking route from Copford to the city centre but not Wivenhoe to University, where I'm sure there is more demand. Also, we are not clear as to why a spur has been added west of Sheepen Road running north south. We would not consider this a more popular walking route than others in Colchester.

3.0 Reason for Recommended Decision

- 3.1 The Council has several strategies and policies that reflect the importance it places on encouraging sustainability, including promoting sustainable modes of transport. Documents such as the Strategic Plan and the Local Plan demonstrate the Council's aspiration to encourage greater modal shift from private cars to sustainable transport. To give residents, visitors and employees genuine opportunity, a quality walking and cycling network needs to be available to provide realistic alternatives to the private car.
- 3.2 ECC are the responsible authority for this work; however, this Council would wish to support ECC in their role as the Highway Authority by working closely with them and other stakeholders to help increase the number of people walking and cycling for everyday journeys.

4.0 Alternative Options

- 4.1 To not respond to the consultation. This would mean losing the opportunity to influence the final LCWIP for Colchester.

5.0 Background Information

- 5.1 Colchester City Council is pleased to work with the County Council on reviewing the Local Cycling and Walking Investment Plan (LCWIP). The work has been collaborative, including workshops involving the City Council as well as cycling and walking groups. The City Council has declared a climate emergency, and this work in reviewing and implementing the LCWIP, will help promote sustainable travel in Colchester as set out in the Council's Strategic Plan and will work towards tackling the climate emergency. The Council has been awarded Town Deal and Levelling Up funding and is currently in the process of developing a masterplan for the city and the revised LCWIP will help to implement the connectivity objectives.
- 5.2 We look forward to continuing the collaborative working arrangements in further considering the prioritisation of routes, helping deliver the aspiration of increasing the number of people travelling actively, and helping reduce car journeys in the city and beyond. This is in line with the Colchester Future Transport Strategy and our draft Active Travel SPD.

6.0 Policy Alignment

- 6.1 The consultation response aligns with local policies, listed as follows:
- Colchester's Local Plan
 - The Council's Strategic Plan 2023-2026
 - The Council's Climate Challenge and Sustainability Strategy
 - Colchester Positive Parking Strategy
 - Air Quality Action Plan
 - Climate Emergency Declaration (2019) and Climate Emergency Action Plan

7.0 Standard References

- 7.1 The standard references to equality and diversity, human rights, consultation or publicity considerations, financial, community safety, health and safety or risk management implications are primarily for ECC to consider as the lead authority. Colchester City Council is a consultee to this document only. However, generally, quality routes for walking and cycling helps assist in tackling some elements of inequality including access to opportunities for those who cannot afford car ownership (as an example). Sustainable travel is part of a measure to promote equal access to employment and that improved health outcomes as part of the human rights agreements and sustainable development goals.

8.0 Strategic Plan References

8.1 This response assists with implementing four of the Council's strategic themes of:

- [Respond to the climate emergency](#)
- [Deliver modern services for a modern city](#)
- [Improve health, wellbeing and happiness](#)
- [Grow our economy so everyone benefits](#)

9.0 Environmental and Sustainability Implications

9.1 The availability of quality routes for walking and cycling, and encouraging people to choose to walk and cycle for everyday journeys instead of using the private car will help reduce carbon emissions as well as helping to tackle congestion and air pollution. For example, the average passenger vehicle emits about 404 grams of CO₂ per mile. The aim of reducing carbon emissions and nitrogen oxide align with the Council's Climate Challenge and Sustainability Strategy.

10.0 Background Papers

[Local Cycling and Walking Routes - Essex County Council - Citizen Space](#)