

COLCHESTER CITY COUNCIL

RECORD OF DECISIONS TAKEN UNDER DELEGATED POWERS

Explanatory Note

The Leader of the Council has established Delegation Schemes by which certain decisions may be made by the relevant cabinet member or specific officers.

Cabinet member decisions are subject to review under the Call-in Procedure.

From the date the notice of the decision made is published there are five working days during which any five Councillors may sign a request for the decision to be reviewed (called in) and deliver it to the Proper Officer.

If, at the end of the period, no request has been made, the decision may be implemented. If a valid call- in request has been made, the matter will be referred to the Scrutiny Panel

Part A – To be completed by the appropriate Cabinet Member/Officer

Title of Report

ECC Local Cycling and Walking Investment Plan (LCWIP) Consultation
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Delegated Power

To promote and procure the implementation of the Borough Council's Transport Strategy in partnership with Essex County Council, the responsible Transport Authority and other partners to improve infrastructure.

Decision Taken

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.

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

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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.

Key Decision

No

Forward Plan

N/a

Reasons for the Decision

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.

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.

Alternative Options

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

Conflict of Interest

None

Dispensation by Head of Paid Service

N/a

Dispensation by Monitoring Officer

N/a

Approved by Portfolio Holder for Planning Environment and Sustainability

Signature Councillor Andrea Luxford Vaughan

Date 31 October 2023

(**NB** For Key Decisions the report must be made available to the public for five clear days prior to the period for call-in commencing)

Part B – To be completed by the Proper Officer (Democratic Services)

Portfolio Holder Decision Reference Number

ENV-001-23

Implementation Date

This decision can be implemented if no request for the decision to be reviewed (call-in) has been made **after 5pm on *Monday 13 November 2023***

Call-in Procedure

The Decision Notice for this decision was published on the internet and placed in the Members' Room and the Customer Service Centre on ***Monday 6 November 2023***

A request for reference to the Scrutiny Panel must be made by **5pm on *Monday 13 November 2023***

Signature of Proper Officer
K Barnard