

# Policy and Public Initiatives Panel Meeting

**Council Chamber, Town Hall, High Street,  
Colchester, CO1 1PJ  
Monday, 20 January 2020 at 18:00**

**The Policy and Public Initiatives Panel** provides legislative, improvement and policy advice to Cabinet and Portfolio Holders on issues that may affect executive functions. The Panel considers issues at the request of Cabinet and Portfolio Holders and must seek approval from Cabinet on whether and how issues proactively identified by the Panel are examined. The Panel also considers initiatives for review from members of the public.

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## **Policy and Public Initiatives Panel – Terms of Reference**

- (1) To proactively identify issues and legislative changes that may require review and improvement and to seek Cabinet's agreement as to whether and how they should be examined.
- (2) To review strategies and policies at the request of the Cabinet and to make recommendations back to Cabinet for decision.
- (3) To review issues at the request of a Portfolio Holder and to make recommendations back to the Portfolio Holder for decision.

**COLCHESTER BOROUGH COUNCIL**  
**Policy and Public Initiatives Panel**  
**Monday, 20 January 2020 at 18:00**

**The Scrutiny Panel Members are:**

Councillor Phil Coleman	Chairman
Councillor Martyn Warnes	Deputy Chairman
Councillor Christopher Arnold	
Councillor Helen Chuah	
Councillor John Jowers	
Councillor Derek Loveland	
Councillor Lee Scordis	

**The Policy and Public Initiatives Panel Substitute Members are:**

All members of the Council who are not Cabinet members.

**AGENDA**  
**THE LIST OF ITEMS TO BE DISCUSSED AT THE MEETING**  
**(Part A - open to the public)**

Please note that Agenda items 1 to 5 are normally dealt with briefly.

**1 Welcome and Announcements**

The Chairman will welcome members of the public and Councillors and remind everyone to use microphones at all times when they are speaking. The Chairman will also explain action in the event of an emergency, mobile phones switched to silent, audio-recording of the meeting. Councillors who are members of the committee will introduce themselves.

**2 Substitutions**

Councillors will be asked to say if they are attending on behalf of a Committee member who is absent.

**3 Urgent Items**

The Chairman will announce if there is any item not on the published agenda which will be considered because it is urgent and will explain the reason for the urgency.

**4 Declarations of Interest**

Councillors will be asked to say if there are any items on the agenda about which they have a disclosable pecuniary interest which would prevent them from participating in any discussion of the item or

participating in any vote upon the item, or any other pecuniary interest or non-pecuniary interest.

**5 Minutes of Previous Meeting**

The Councillors will be invited to confirm that the minutes are a correct record of the meeting held on 27 November 2019.

**Policy and Public Initiatives Panel Minutes 27 November 2019** 7 - 14

**6 Have Your Say!**

The Chairman will invite members of the public to indicate if they wish to speak or present a petition on any item included on the agenda or any other matter relating to the terms of reference of the meeting. Please indicate your wish to speak at this point if your name has not been noted by Council staff.

**7 Public Initiatives**

The Chairman will invite members of the public who wish to suggest ideas for review by the Policy and Public Initiatives Panel. Speaking arrangements for this item would be the same as Have Your Say.

**8 Next steps regarding options for Colchester High Street: agreeing objectives, gathering data and consulting stakeholders and the public** 15 - 20

This report updates the Panel on progress made to date on a number of work programmes and initiatives concerning the High Street, and provides an opportunity for the Panel to discuss future options for consideration.

**9 Secure and Covered Cycle Storage Options** 21 - 28

This report provides information on possible ways for secure and covered cycle storage to be provided at key locations within the Borough.

**10 Work Programme 2019-20** 29 - 30

This report sets out the current Work Programme 2019-2020 for the Policy and Public Initiatives Panel, providing details of the items of business that are scheduled for each meeting during the municipal year.

**11 Exclusion of the Public (not Scrutiny or Executive)**

In accordance with Section 100A(4) of the Local Government Act 1972 to exclude the public, including the press, from the meeting so that any items containing exempt information (for example confidential personal, financial or legal advice), in Part B of this agenda (printed on yellow paper) can be decided. (Exempt

information is defined in Section 100I and Schedule 12A of the Local Government Act 1972).

**Part B**  
**(not open to the public including the press)**

## **POLICY AND PUBLIC INITIATIVES PANEL**

### **27 November 2019**

**Attendees:** Councillors Arnold, Chuah, Coleman, Jowers, Loveland and Warnes.

**Substitutes:** Councillor T. Young for Councillor Scordis

**Also Present:** Councillors Bourne, Cory, Fox, Harris, Hogg and Lilley

#### **42. Minutes**

*RESOLVED* that the minutes of the meeting held on 25 September 2019 be confirmed as a correct record.

#### **43. Presentation on Youth Zone sports and social centres**

**Councillor Jowers (by reason of being a member of Essex County Council) declared a non-pecuniary interest in the following item pursuant to the provisions of Meetings General Procedure Rule 7 (5).**

A presentation on the setting up and running of Youth Zones was given by Jamie Masraff, Director of Operation for OnSide Youth Zones, and Gavin Evans, Chief Executive of Barking and Dagenham Youth Zone. The background of the charity OnSide and its work in founding Youth Zones was given, from the movement to provide new facilities for the Bolton Lads and Girls Club in partnership with local communities private and business donors, then moving on to the setting up of the OnSide charity to assist the set-up and running of Youth Zones across the UK. The new Lads and Girls Club was open for 40 hours each week, offering a greater number of sports and activities and had increased the amenity for young people and positively affected the whole area. This had led to the movement and charity which sought to emulate this success in other parts of the Country.

£140m of investment into existing Youth Zone schemes had already been secured by OnSide, which had allowed the building of new, dedicated facilities for each Youth Zone, tailored to match the needs and wishes expressed by local young people and giving them a sense of pride and excitement in their new building, in contrast to the often tired-looking facilities which they replaced.

The Panel were told that Youth Zones incorporated sports facilities, fitness and gym facilities, and offered art, dance, climbing, study, training and kitchen-related activities. The approach to setting up Zones had been designed to include existing youth service providers, groups and clubs, in order to ensure each Zone supported them, rather than being in competition with them. An example of this was given to show that Youth Zones often provided basic introductory lessons and experience to

young people and were then able to refer them on to more specialist and expert clubs and organisations so as to further develop their skills. Talks were held with these organisations before, during and after the setting up of each Youth Zone to identify any issues and ensure that the new facility compliments existing ones.

All Youth Zones had been recording 100 or more individual users every evening, with activities and opportunities split into the age ranges of 8-12 and 13-19, with specific activities for young people with more complex learning needs, in addition to support for these young people to join in with the more general activities and sport.

Young People were given a further sense of ownership and investment by being charged a nominal fee of £5 annual membership, and 50p entry fee per day. For those who are not able to pay this, there are schemes to allow for free entry in cases of hardship. Statistics on each Youth Zone are collected and monitored using the Salesforce Customer Relationship Management (CRM) software. As well as allowing patterns of use to be analysed, this had also been used to show the Youth Zones' positive effects on their service users e.g. a recorded 89% of responding users stating that using the Youth Zone had increased their self-confidence, and statistics that showed that an increase in regular exercise and activity had, for the majority of service users, improved their academic performance (80%) and personal lives/relationships (90%). Likewise, statistics gathered had shown reductions in antisocial behaviour in their local areas by 30-77%, and on average by 50% over all areas in which Youth Zones had been set up.

The Panel were advised that, although Youth Zones were not the cheapest option available, they did represent very good value for money. Zones can either be full-sized, or slightly smaller, to suit the local area, and the approximate relative capital and revenue costs were given, alongside the breakdown of funding expectations between the local authority, OnSide, private-sector investment and the members of the Youth Zone. OnSide committed to sourcing the funding from local businesses and individual philanthropists/donors, commonly seeking 30-40 significant donors who committed to provide funding over three years. The Panel were informed that many such donors who had been found maintained their funding even after their three-year commitments had concluded.

The Panel were advised by Jamie Masraff that a large Youth Zone would be to scale with the population size of Colchester, and it would be expected that a membership of around 4,000 young people would be built up as an initial membership.

A high-level explanation was given as to how business funding was sourced, including through showing the overall positive impact that Youth Zones had created in their areas, and the reasons why they led to a marked decrease in antisocial behaviour and crime, and an increase in the pride and attainment of local young people. This culminated with the playing of a promotional video to showcase the work done by Youth Zones.

Following the presentation, the 'Have Your Say' section of this item was held.

Councillor Dave Harris attended and with the consent of the Chair addressed the Panel to offer his support and backing for the creation of a Colchester Youth Zone. He provided background information on the loss of local youth activity and sport



provision, including the Thomas Lord Audley (TLA) Youth Club, amongst others. Councillor Harris explained that, in his ward, the provision of a Friday-night youth club, run by DBS-checked volunteers, had produced a reduction in antisocial behaviour, and he backed an approach to ensure that any Youth Zone project worked with existing groups to increase facilities and opportunities for all young people.

Bryan Burrough, formerly High Sheriff of Essex, addressed the Panel pursuant to the provisions of Meetings General Procedure Rule 5(1). He explained that he had been involved with Youth Zones as a founding patron of the Dagenham Youth Zone. He fully supported the founding of a Youth Zone in Colchester, as being the right location for such a facility. The model was now proven as a successful one and, whilst the securing of funding was always hard work, it was achievable, especially via the private sector.

Mr Burrough informed the Panel that, as an example, the Chorley Youth Zone had the backing of both the local borough council, and Lancashire County Council.

The Panel members were advised that a visit to an existing Youth Zone would convince them of the worth and positive effects of such schemes.

Councillor Mike Hogg attended and, with the consent of the Chair, addressed the Panel to state his positive views regarding such a potential addition to local youth service provision.

Councillor Hogg informed the Panel of the work which was ongoing to provide activities for young people at the Oak Tree Centre, with around £1.5m having been spent on this over the course of its 30-years in operation. Councillor Hogg stressed that young people wanted their own facilities, which they help to design and purpose, rather than to be sharing those which primarily catered to the activities of adult groups. The financial implications could be daunting, but ground-up investment and ongoing funding was required in order to help reduce antisocial and criminal behaviour.

Councillor Adam Fox attended and, with the consent of the Chair, addressed the Panel. Councillor Fox stated that young people had in recent years been deprived of services and that the many youth clubs in Colchester were usually reliant on well-meaning volunteers rather than paid professional staff members. There were limits to the work which could be done by volunteers.

The building of new, purpose-built facilities could expand horizons, be a positive influence and provide a professional staff to support and encourage service users. It was hoped that Essex County Council (ECC) would want to take a leading role in such provision.

Councillor Fox highlighted the importance of location and accessibility, including the need to ensure accessibility for those who could not afford any nominal fee charged for using the facilities. A key concern raised was the need to ensure longevity of funding from philanthropic sources and to ensure that any such project would proceed in mindfulness of the expected new garden communities and areas of significant development in the Borough.

Gavin Evans explained that during the approval and design phases for the Barking and Dagenham Youth Zone, youth engagement workers went to local schools and youth groups to collect the views and wishes of young people and to ensure that the Youth Zone's layout, branding and recruitment matched the demand in the area for activities. Young people were given ownership of the process, although wider communities were also involved. Jamie Masraff and Gavin Evans confirmed that an integral part of the process of setting up a Youth Zone was to ensure that young people and wider communities are fully involved in the process.

Addressing concerns regarding potential displacement of existing youth organisations, Mr. Masraff explained that OnSide worked hard to avoid this. The charity had commissioned a study of the effects of Youth Zones on existing groups, carried out by the Alliance Manchester Business School, with the results showing that the opening of a Youth Zone actually increasing the numbers attending existing clubs, with an increase in the total number of young people engaging with them for the first time.

Gavin Evans agreed that the support of volunteers was a necessity, with the Barking and Dagenham Youth Zone currently able to call on the services of 61 volunteers and looking to increase this to over 100. The Panel was informed that Youth Zones gave support to volunteers and helped to dispel the worries of potential volunteers, thus increasing the number of first-time volunteers coming forward.

Councillor Mike Lilley, Portfolio Holder for Communities, Wellbeing and Public Safety, attended and, with the consent of the Chair, addressed the Panel to voice his support for YouthZones. A visit to the Croydon Youth Zone, with officers from CBC, had showcased the wide range of activities, sports and learning opportunities.

Councillor Lilley highlighted the positive effects on public safety, which had been shown to stem from the use of Youth Zones. County lines/drug-supplying gangs were active in Colchester, and Councillor Lilley posited that such gangs preyed on bored and unengaged young people, and that it was important that any facility provided be in a location that was in accessible 'neutral' territory, avoiding any inter-school frictions, and where the site would not disadvantage one community or area in comparison to others, regarding access. Councillor Lilley explained that the Croydon Youth Zone had proactively engaged to reduce rivalry between local groups and build links between the pupils of different rival schools and posited that ECC support would be vital for a Colchester Youth Zone to emulate this and to draw in funding.

Councillor Mark Cory, Leader of the Council, attended and, with the consent of the Chair, addressed the Panel. He informed the Panel that he had enjoyed his visit to the Barking and Dagenham Youth Zone and was of the view that such a facility would be a great opportunity to bring additional activities and support services together to add to what was already existent in the Borough. The fact that no Youth Zone had failed was given as evidence that the schemes were sustainable, and the Leader explained that potential funding pots would be examined, that the Council would lead with seeking and providing investment, but that ECC backing and involvement would be sought. Options for potentially providing a public transport subsidy for service users would be looked for, along with any appropriate examples

of where comparable areas had engaged upon a Youth Zone or similar scheme and had confronted travel difficulties for service users.

Jamie Masraff informed the Panel that a survey had been conducted in Blackburn to gather travel statistics for the Youth Zone. Some young people had been found to travel for over an hour to reach the premises, and that many users paid for public transport but that the cost was sometimes prohibitive. Youth Zones sought solutions to this issue and options included set pick-ups by minibuses, 'walking' buses for nearby areas or working with social housing providers to provide transport. A member of the Panel drew its attention to the now-discontinued mobile youth club which had operated in the rural parts of the Borough. This had attracted some young people from considerable distances and showed that young people are prepared to travel, if the activities offered are good enough.

A Panel member gave further information on the St Anne's Youth Club, which had started with under ten members and now numbered around 55, run by a volunteer group which fluctuated from eight to twelve members. A variety of activities were held on Friday evenings, both sporting and social. The Club had worked to instil a feeling of ownership in those attending, which minimised the incidence of vandalism and antisocial behaviour. Older members of the Club have, on occasion, been provided with training on how to run volunteer-led youth groups and have then returned as youth leaders. Some funding had been sourced from local groups and firms, showing the possibility for this in the area.

A Panel member noted the extremely positive and supportive comments which had been received from those councillors who had visited existent Youth Zones, even from members who had been sceptical prior to their visit. The need to gain funding and involvement was again stressed, including from ECC, the Police and from local businesses and donors. The member of the Panel counselled that the Council should not be prescriptive in the types of firms approached for funding, and that all offers of funding should be considered at length. Questions were then put to the guest speakers, seeking information as to where the relevant local authorities had sourced funding to meet the capital and revenue expenditure on the Youth Zones in their areas, and as to what work was done to ensure that Youth Zones encouraged equality and catered for different demographics within their user groups.

Jamie Masraff explained that Youth Zones must be for all and were specifically designed to promote equality and diversity. Examples included the installation of sensory zones and quiet areas, and the provision of activities to ensure inclusion of those service users with additional needs, who made up around 10% of users of Youth Zones. The gender split of users was 55% boys, 45% girls, and efforts were being made to improve the offer to be more attractive to girls.

Addressing comments about accessibility, Jamie Masraff agreed that location was crucial for long-term success, and explained that OnSide required any proposed site to be able to show accessibility, such as good bus links and pedestrian access, be prominent, to show pride is taken in the building, and be in 'neutral' territory, avoiding places where some potential service users may not have been able to go in safety.

It was confirmed to the Panel that Section 106 and Community Infrastructure Levy funding had helped to fund Youth Zones. Other local authorities have reallocated

existing funds or reserves to their Youth Zones or increased prudential borrowing.

The Panel discussed the capital and revenue funding which would be required, potential sources of funds, including external sources and the possible sale of existing but unused/underused properties such as the Town House [West Stockwell Street, Colchester], and to potential sites which would allow access to young people from across the Borough. A member of the Panel suggested allocating funding from the New Homes Bonus to Youth Zones, rather than to projects such as North Essex Garden Communities.

It was stressed that consideration must be given to the benefits and positive impacts to be gained over the extended lifetime of a Youth Zone, including in health, social cohesion and reducing antisocial behaviour. The benefits and related savings could be seen to outweigh the costs over the course of the schemes' operation, although the ensuring of sufficient revenue funding after the first three years would be vital. A Panel member recommended that advice should be sought from any Youth Zone project where the lead authority was a district or borough council [a lower-tier local authority].

Jamie Masraff explained that Youth Zones had not relied upon investment from the police or NHS but have seen partnership where county and district councils have combined funding to projects. Some specific project work has been funded by the NHS or Police, but this is on a small scale, for specific purposes. The Chorley Youth Zone was given as an example of partnership, where Chorley Borough Council had led on the project and its funding but had brought Lancashire County Council on board to support and part-fund the Youth Zone. Panel members underlined the necessity of confirming ECC's support and funding and requested that the Cabinet perform a 'deep-dive' forensic examination of the potential for meeting ongoing revenue and capital costs and consult in order to establish whether there is sufficient interest in the provision of a local Youth Zone.

Lucie Breadman, Assistant Director, Communities, gave an overview of the general feasibility study into youth service provision that the Council had commissioned. She informed the Panel that she had discussed this study and future possibilities with colleagues from ECC. The study was noted as being conducted independently and would seek quantifiable information and evidence.

Gavin Evans summarised the main points that had been presented and invited all members to visit a Youth Zone, re-emphasising the importance of such schemes in raising, aspiration, hopes, health and skills. The Panel was in agreement that a Youth Zone would greatly benefit the Borough, but that it would be imperative that ongoing funding was identified and partnership with ECC secured. The Panel made a tripartite recommendation to be considered by the Cabinet alongside the results of the ongoing independent feasibility study relating to youth service provision in the Borough. The recommendation made is as follows:

*RECOMMENDATION* to CABINET: - That, in light of the Policy and Public Initiatives Panel's support for the potential provision of a Colchester Youth Zone, the Cabinet:

- (a) Conducts a forensic 'deep-dive' examination of potential funding for a Colchester Youth Zone, to ensure sustainability of both capital and revenue funding;

- (b) Examines options for partnership working on a Colchester Youth Zone, with priority given to securing the partnership and support of Essex County Council;
- (c) Assesses the potential impacts that a Colchester Youth Zone would have within the Borough, including impacts on reducing antisocial and criminal behaviour, improving health, skills and life opportunities for young people and long-term benefits for the wider communities of the Borough.

**44. Work Programme 2019/20**

The Panel considered the draft Work Programme for 2019/20 and noted that the next meeting had been rescheduled and would now take place on 20 January 2020.

*RESOLVED* that the Work Programme for 2019/20 be noted.



20 January 2020

<b>Report of</b>	<b>Assistant Director, Place and Client Services</b>	<b>Author</b>	Karen Syrett ☎ 506477
<b>Title</b>	Next steps regarding options for Colchester High Street: agreeing objectives, gathering data and consulting stakeholders and the public		
<b>Wards affected</b>	Castle		

## 1. Executive Summary

1.1 In January 2019 the Panel considered a report and heard from stakeholders about proposals for pedestrianisation or traffic reduction in Colchester High Street. It was agreed to recommend to Cabinet that approval be given to the Panel to progress the next steps regarding options for Colchester High Street, including agreeing objectives, gathering baseline data and consultation with all stakeholders and the public.

1.2 Several work programmes and initiatives have emerged since this time which will include making strategic and long-term decisions relating to Colchester High Street. These are:

- **The Transport Strategy for Colchester** led by Essex County Council
- **The Rapid Transport System (RTS)** which will serve the Town Centre
- **The Town Deal:** the invitation by the government to develop a Town Investment Plan and bid for up to £25m from the Towns Fund
- Two of the Council's **New Strategic Priorities:** Town Centre Vision and Highways and Cycleways linked to the Town Deal

1.3 The 'next steps' for Colchester High St outlined in 1.1 above will be included as part of these wider programmes of work and their resulting opportunities. This includes aligning any emerging engagement and consultation exercises with options for Colchester High Street.

1.4 This report updates the Panel on progress made to date on the above work programmes, including the Town Deal and the next steps.

## 2. Action Required

2.1 To note the report and subsequent discussion.

2.2 To consider whether to recommend to Cabinet that, alongside consultation and engagement exercises linked to each of the above work programmes, Officers commission a study looking at the options for reducing traffic in the High Street.

## 3. Reason for Review

3.1 The report sets out progress following the Policy and Public Initiatives Panel meeting in January 2019.

## 4. Background Information

- 4.1 In January last year the Policy and Public Initiatives Panel (the Panel) recommended to Cabinet that they begin work looking at options for Colchester High Street.
- 4.2 The initial scoping work indicated that there were a number of initiatives already underway, that any High Street specific work would need to have reference to. This included the Transport Strategy for Colchester, Walking and Cycling initiatives and rapid transit.

### Transport Strategy for Colchester

- 4.3 The Transport Strategy is being led by Essex County Council and to date has included two workshops with borough councillors and a workshop with stakeholders. Colchester officers have been involved in all these events. It is now expected that consultation will take place early in 2020.

### Rapid Transit System

- 4.4 As part of the updated evidence base work for the Section 1 Local Plan, further work has taken place on proposals for a Rapid Transit System (RTS) which will serve the Town Centre.
- 4.5 Earlier this year, Essex County Council successfully bid for funding to help support planned housing growth across the county and in August 2019, it was announced that the A120/A133 Link Road and Rapid Transit System (RTS) had been successful in securing funding.
- 4.6 The County Council (ECC) undertook consultation on route options for both the Link Road and the Rapid Transit System in November/December. They held public information events over the six-week consultation period and the deadline for responses was 16th December.
- 4.7 The RTS will prioritise public transport on key routes in Colchester. It will enable housing growth and deliver modal shift, allowing new and existing residents to benefit from frequent, high-quality, reliable transport connecting to the places they want to go. The system will service Park and Ride and help to better connect the planned growth with the rest of the town, including the High Street.

### The Town Deal

- 4.8 On 6 September 2019 the government invited 100 places to develop proposals for a Town Deal, as part of the £3.6 billion Towns Fund. Colchester was one of the places chosen.
- 4.9 Subsequently a Prospectus was published which set out the first stage of agreeing a Town Deal. This will operate as a two-stage process. Further guidance on Stage 2 will be published in due course.
- Stage 1: providing capacity support to places to put the structures and vision in place in order to move to the next stage of agreeing a deal
  - Stage 2: places to use their locally-owned Town Investment Plan to put together a business case to apply for funding for interventions.



- 4.10 The Towns Fund will provide the core public investment in Town Deals – additional funding may come from other sources or parts of government. The objective of the Fund is to drive the economic regeneration of towns to deliver long term economic and productivity growth through:
- **Urban regeneration, planning and land use:** ensuring towns are thriving places for people to live and work, including by: increasing density in town centres; strengthening local economic assets including local cultural assets; site acquisition, remediation, preparation, regeneration; and making full use of planning tools to bring strategic direction and change.
  - **Skills and enterprise infrastructure:** driving private sector investment and ensuring towns have the space to support skills and small business development.
  - **Connectivity:** developing local transport schemes that complement regional and national networks, as well as supporting the delivery of improved digital connectivity.
- 4.11 Although not only focussed on transportation the Prospectus does identify that high-quality and well-designed infrastructure is critical to supporting local economies and sustainably improving living standards. Whether through improving the speed and reliability of transport connectivity or ensuring internet speeds are fit for the needs of businesses, infrastructure investment will be key to spreading prosperity in towns.
- 4.12 It also recognises that, in many towns, there is a disconnection between where people live, and where jobs and leisure can be found. For towns close to larger urban areas, strengthening transport within the town to regional transport links (e.g. through a bus network) will open up new opportunities for people in the area. All road-based investments should now include provision for bus priority and cycling, unless this can be shown to be inappropriate. Active travel schemes such as new cycle and walking paths, for example, those prioritised in Local Authority’s Local Cycling and Walking Infrastructure Plans (LCWIPs), could have the added benefit of supporting the health of the population, as well as contributing to the net zero greenhouse gas emissions target.
- 4.13 The prospectus sets out that a Town Deal partnership will be required to submit a Town Investment Plan no later than Summer 2020. To support this, a Town Deal partnership and work streams are being developed to facilitate the development of the Town Investment Plan. This will include developing a vision and strategy for the town and outline of the amount of investment needed to secure delivery of the plan from the Towns Fund, amongst other relevant factors.
- 4.14 Although the Town Deal and resulting Town Investment Plan cover a much wider area than just the town centre it would seem prudent to align all the various strategies and work programmes that are under development and that these should be used to inform any changes proposed to the High Street.

#### New Strategic Priorities

- 4.15 Two of the Council’s New Strategic Priorities (NSPs) also inform and are aligned to the objectives to develop options for Colchester High Street. These priorities are outlined below:

- **Highways and Cycling:** Prioritise plans for walking and cycling in Colchester and develop new projects to encourage sustainable modes of travel, improving health, well-being, community safety and air quality and providing a more attractive environment for people to cycle and walk around.
- **Town Centre Vision:** Create a vision for the Town Centre that incorporates the Town Deal, strengthens Colchester's position as a leading centre for heritage and culture and a place in which to work, visit, relocate and invest in. Work with partners to harness significant regeneration opportunities.

4.16 Work on the Town Centre Vision NSP will be aligned with the Town Deal and evolution of the Town Investment Plan. Both will involve a considerable amount of stakeholder and community engagement to ensure the sustained involvement of partners, local communities and visitors to the town in their development. The recruitment of an engagement officer for the Town Deal will facilitate this work.

4.17 Work is underway to prioritise walking and cycling in Colchester, including joining a number of policies and initiatives to optimise current, and develop new, routes. This includes work to develop the Colchester Orbital (a circular walk/cycle route around the periphery of the town, taking advantage of and connecting green spaces and off-road pathway networks). It also includes enhancing cycle security and parking in the Town Centre.

4.18 As outlined above, consultation and engagement will form a vital part of the strategy and vision for Colchester town which includes the High Street. Alongside these engagement exercises, it is suggested that officers commission a study looking at the options for reducing traffic in the High Street. The findings of this will help inform the final strategy and may also be useful in relation to the Town Investment Plan.

## 5. Standard References

5.1 This report does not give rise to any specific implications relating to Equality, Diversity and Human Rights, Risk Management, Health and Safety, Health, Wellbeing and Community Safety Implications. As each individual project evolves it will be assessed against these considerations.

## 6. Strategic Plan References

6.1 Changes in the town centre relate to a number of priorities in the [Strategic Plan 2018-21](#).

## 7. Consultation

7.1 Consultation will be undertaken as necessary.

## 8. Publicity Considerations

8.1 There could be publicity resulting from future work.

## **9. Financial implications**

9.1 None.

## **10. Environmental and Sustainability Implications**

10.1 All actions arising from the report will need to consider the environmental and sustainability implications with particular reference to the definition of sustainable development set out in the National Planning Policy Framework, taking into account that the Council has declared a Climate Emergency and has committed to being carbon neutral by 2030.

## **11. Background Papers**

Town Deal Prospectus:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/843843/20191031\\_Towns\\_Fund\\_prospectus.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/843843/20191031_Towns_Fund_prospectus.pdf)



20 January 2020

<b>Report of</b>	<b>Assistant Director, Place and Client Services</b>	<b>Author</b>	<b>Rachel Forkin</b> ☎ 282625
<b>Title</b>	<b>Secure and Covered Cycle Storage Options</b>		
<b>Wards affected</b>	Not applicable		

## 1. Executive Summary

- 1.1 There is potential for growth in cycling in the Borough. In addition to new and improved cycle routes, it is recognised in both the Essex County Council's Colchester Cycling Action Plan and the Borough Council's Colchester Cycling Delivery Strategy that the existence of secure and convenient cycle parking will encourage more people to cycle by reducing bicycle theft, and the fear of theft.
- 1.2 On-street cycle parking is available in Colchester town centre, and there is a choice of cycle parking generally overlooked by passers-by, shops and in some cases CCTV. However, cycle theft can occur in any town and it is recognised that further work needs to be done to ensure that cycles are as secure as possible.
- 1.3 It is suggested that, within the town centre and other key destinations, consideration could be given to secure cycle parking facilities such as a secure compound, similar to the managed facility at Colchester Station where users sign up to use the facility and access is managed, or a 'cycle centre'. The locations of such facilities would need to be carefully considered not only to ensure that they are in the most convenient location to encourage cycling, but also due to them requiring more space than standard cycle parking provision. It is suggested that this concept is investigated further in line with studies being undertaken in the town centre and the Colchester Transport Strategy.
- 1.4 New build properties are required to include secure cycle parking. However, it is recognised that there is a need to consider the provision of secure cycle parking in existing residential areas to cater for the needs of residents who do not have the space to store bikes within their homes. Consideration of locations for on-street residential cycle storage need to be community-led and driven by demand. However, the availability of suitable on-street space will be a further determining factor. Therefore, it is suggested that further work is undertaken to identify if there are potential areas of demand in Colchester, and evaluation of sites for suitability, in addition to arrangements for the management and operation of such facilities.

## 2. Action Required

- 2.1 The Panel notes the report and subsequent discussion.
- 2.2 The Panel to recommend to Cabinet what further steps could be taken to provide secure and covered cycle storage options in Colchester.

### 3. Reason for Review

- 3.1 At the Policy and Public Initiatives Panel meeting in September 2019, the Panel recommended that an item on secure and covered cycle storage options would be included on the Panel's work programme.

### 4. Background Information

#### Cycling Policy and Strategy Background

- 4.1 The Government's Cycling and Walking Investment Strategy (CWIS) sets out a national policy framework for walking and cycling. At the local level, the [Essex Cycling Strategy](#) (2016) takes a county-specific approach which aims to enable, promote and provide cycling in Essex.
- 4.2 As part of the county-wide Essex Cycling Strategy, Cycling Action Plans have been developed for individual Boroughs and Districts of Essex. The [Colchester Borough Cycling Action Plan](#), produced in 2018 by Essex County Council, is targeted towards the specific needs of Colchester residents. This has been developed in discussion with the Borough Council. The Cycling Action Plan will help utilise and prioritise funding sources such as developer contributions and central Government grants or allocations.
- 4.3 A number of key recommendations are included in the Cycling Action Plan for cycle enhancements in the Borough including:
- Review existing route signage and lighting;
  - Improve maintenance of existing routes;
  - Develop Flagship Routes through feasibility studies to detailed design
  - Provide new and improved cycle parking;
  - Fill obvious gaps in the existing cycle route network.
- 4.4 In addition to the Colchester Cycling Action Plan, the [Colchester Cycling Delivery Strategy](#) was adopted as SPD in 2012 and contains a plan of the existing and proposed cycle network in Colchester. This document is currently used to inform development proposals in Colchester, and where appropriate forms the basis for any S106 requests for cycle routes.
- 4.5 Essex County Council were selected by the Department for Transport to take part in a Local Walking and Cycling Infrastructure Plans (LCWIP) programme to help build upon the Cycling Action Plans and develop network plans for both walking and cycling across Essex. The LCWIPs will enable the County Council to prioritise investment decisions based upon robust methodology which considers future demand and the propensity to both walk and cycle. An LCWIP is currently being developed for Colchester.
- 4.6 To ensure residents and visitors are encouraged to walk and cycle more, work will continue on developing the walking and cycling networks in Colchester, to ensure that as funding becomes available, schemes can be delivered. It will also be important to ensure that new developments are linked in with the existing walking and cycling network, ensuring that these modes are the most attractive and viable mode for short journeys and walking or cycling becomes part of new residents' daily routines.

- 4.7 In June 2019, Colchester Borough Council signed up to the [Colchester Cycling Charter](#). The Charter aims to make the town a more welcoming place for cyclists and calls for a recognition of cycling's important part to play in tackling congestion and pollution as well as boosting health and wellbeing. It aims for Colchester to be a town where roads and public spaces prioritise people and make cycling the safe, natural choice for a large proportion of every day journeys.
- 4.8 One of the Council's New Strategic Priorities (NSP) is to prioritise plans for walking and cycling in Colchester and to develop new projects to encourage sustainable modes of travel, improving health, wellbeing, community safety and air quality. The proposals outlined below support this NSP.

#### Cycle Parking and Security

- 4.9 There is potential for growth in the number of people cycling in the Borough. In addition to new and improved cycle routes, it is recognised in both the Colchester Cycling Action Plan and the Cycling Delivery Strategy that the existence of secure and convenient cycle parking will encourage more people to cycle by reducing cycle theft, and the fear of theft.
- 4.10 On-street cycle parking is available in Colchester town centre, and there is a choice of cycle parking generally overlooked by passers-by, shops and in some cases CCTV. However, cycle theft can occur in any town and it is recognised that further work needs to be done to ensure that cycles are as secure as possible.
- 4.11 In 2014, Colchester Borough Council worked with Essex Police and Colchester Travel Plan Club in a campaign called 'Bike Wise'. Bike Wise helped inform people where to lock their bikes as well as to use a quality lock to help ensure their bikes weren't stolen. The campaign, which focussed on the town centre and Leisure World, gained good media coverage which raised awareness of the issues. It is proposed to relaunch the Bike Wise campaign, in partnership with Essex Police. The campaign could potentially include a relaunched cycle parking map which will illustrate the safer places to lock your bike, along with information and advice on locking your bike.
- 4.12 Within the town centre, consideration could be given to the provision of additional secure cycle parking facilities such as a secure compound or a 'cycle centre'. The target market for those using such a facility would be longer-term parking for those working in the town centre who do not benefit from secure cycle parking at their workplace, or those coming to visit the town centre on a regular basis.
- 4.13 A secure compound would mean that bicycles could be parked securely in a facility similar to the one located at Colchester Station (see Appendix A). Cyclists using Colchester railway station currently benefit from cycle parking in secure cycle compounds which are accessed via a fob. The fob is obtained by paying a deposit. This type of facility, potentially with access being controlled by a more modern means (using an app for example) could also be considered in the town centre, giving people access to a more secure cycle parking facility.
- 4.14 A secure cycle compound would, however, require more space than traditional on-street cycle parking and therefore the location would need to be considered carefully. In addition to requiring sufficient space, it would need to be centrally

located to ensure it is convenient to all users. Consideration would also need to be given to how the facility would operate such as taking deposits or fees for key fobs/app access and undertaking maintenance.

- 4.15 Secure cycle compounds could also be considered for other key destinations in the Borough such as leisure facilities.
- 4.16 A 'Cycle Centre' would provide a range of services in addition to secure cycle parking. In general cycle centres include secure, covered cycle parking plus cycling information. They may also include facilities such as cycle hire, lockers and cycle maintenance or repairs. The security of these facilities may be supported by the presence of staff, CCTV and/or lighting. However, the space required would generally be larger than that required for a secure cycle compound. Examples in the UK include [Park Street Cycle Park](#) and Grand Arcade Cycle Park in Cambridge, located within car parks (see Appendix A), and the [Bike Park in Leicester](#), located in the basement of the Town Hall.
- 4.17 It is suggested that the provision and location and management of secure cycle compounds and/or a cycle centre should be investigated further and could be considered in line with studies being carried out in the town centre and the Colchester Transport Strategy.

#### Cycle Parking in Residential Areas

- 4.18 It is also recognised that there is a need to consider the provision of secure cycle parking in residential areas to cater for the needs of residents who do not have the space to store bikes within their homes. This was raised by Mr Johnson at the Policy and Public Initiatives Panel in September 2019. Adopted parking standards require developers to provide secure and convenient cycle parking in all residential developments, in a prominent location that encourages cycle use over car use. However, for residents living in terraced streets and developments that pre-date the requirement for dedicated cycle parking to be provided, the lack of cycle parking, or convenient cycle parking, can be an issue and may result in lower levels of cycling for daily journeys.
- 4.19 Within these residential areas there are residents who may be keen to use their cycles more regularly, but their properties may have narrow passageways, blocked access making parking difficult, or no convenient place to park bikes securely. Cycle Hangers have been installed in a number of residential areas across the UK and are designed to provide a secure on-street cycle parking solution that can only be accessed by a member using a key. An example of the type of facility provided can be seen in Appendix A.
- 4.20 Cycle Hangers are usually no bigger than a small car, providing a safe place for people to store their bikes. The cycle parking space is usually rented and the locations for hangers are primarily chosen based on where there is most demand. In some cases, local authorities have forms online where residents can propose locations for new cycle hanger facilities or express an interest in using an existing cycle hanger.
- 4.21 Consideration of locations for on-street residential cycle storage need to be community-led and driven by demand. However, the availability of suitable on-street space will be a further determining factor. Therefore, it is suggested that further work is undertaken to identify if there are potential areas of demand in Colchester, and evaluation of sites for availability and suitability. Further



investigation could also be undertaken on arrangements for the management and operation of the cycle hangers.

## **5. Equality, Diversity and Human Rights implications**

5.1 This report sets out opportunities to provide a range of secure and/or covered cycle parking options. An Equality Impact Assessment would be completed on any individual infrastructure scheme.

## **6. Strategic Plan References**

6.1 Supporting improvements to sustainable transport has been identified as a priority in the [Strategic Plan 2018-21](#).

## **7. Consultation**

7.1 Consultation would be undertaken on individual schemes as necessary.

## **8. Publicity Considerations**

8.1 None.

## **9. Financial implications**

9.1 None.

## **10. Health, Wellbeing and Community Safety Implications**

10.1 Improvements to cycle facilities will have a positive impact on the health and wellbeing of the Borough residents, visitors and businesses.

## **11. Health and Safety Implications**

11.1 None.

## **12. Risk Management Implications**

12.1 None.

## **13. Environmental and Sustainability Implications**

13.1 The Council has declared a climate emergency and has committed to being carbon neutral by 2030. This report has taken into account the climate emergency and the sustainable development objectives set out in the NPPF. It is considered that the proposals represent sustainable development. Improvements to cycling infrastructure and cycle parking facilities will enable an increase in cycling in the Borough, therefore increasing the use of more sustainable modes of travel.

## Appendix A: Examples of Secure Cycle Parking Facilities



Cycle Parking Compound at Colchester Station



Example On-Street Cycle Hanger

Photo: Richmond Cycling Campaign <https://www.richmondlcc.co.uk/>



Example Cycle Centre: Park Street Cycle Park Cambridge

Photos: Cambridge Cycle Campaign (Simon Nuttall)  
<https://www.camcycle.org.uk/resources/cycleparking/parkstreet/>





## Policy and Public Initiatives Panel

Item  
**10**

20 January 2020

<b>Report of</b>	<b>Assistant Director – Corporate and Improvement Services</b>	<b>Author</b>	<b>Owen Howell</b> ☎ 282518
<b>Title</b>	<b>Work Programme 2019-20</b>		
<b>Wards affected</b>	Not applicable		

### 1. Executive Summary

- 1.1 This report sets out the current Work Programme 2019-2020 for the Policy and Public Initiatives Panel, providing details of the items of business that are scheduled for each meeting during the municipal year.

### 2. Recommended Decision

- 2.1 The Panel is asked to note and approve the contents of the Panel's Work Programme for 2019-2020 as set out below and to confirm the appropriate scheduling of work for the municipal year.

### 3. Alternative Options

- 3.1 This function forms part of the Panel's Terms of Reference and, as such, no alternative options are presented.

### 4. Background Information

- 4.1 The Policy and Public Initiatives Panel's Work Programme will evolve as the municipal year progresses. Items can be added to the Work Programme in two ways, either through Cabinet approving a request from the Panel, or Portfolio Holders and Cabinet requesting policies, strategies or other issues be reviewed. The Panel may also receive outline scoping reports on service reviews that are taking place across the Council and these will be added to the work programme when appropriate.

### 5. Standard References

- 5.1 There are no specific references to publicity or consultation considerations; or financial; equality, diversity and human rights; community safety; health and safety or risk management implications.

### 6. Strategic Plan References

- 6.1 Policy review is integral to delivery of the Strategic Plan's priorities for the Borough, set out under the themes of growth, responsibility, opportunity and wellbeing.

### 7. Appendix

- 7.1 Appendix A – Work Programme for 2019-20

**Policy and Public Initiatives Panel Work Programme 2019-20**

<b>19 June 2019</b>
<ol style="list-style-type: none"> <li>1. Responsible Dog Ownership</li> <li>2. Work Programme 2019-20 and suggestion of items for consideration</li> </ol>
<b>31 July 2019</b>
<ol style="list-style-type: none"> <li>1. The use of the River Colne in terms of encouraging more effective use from environmental and activity aspects.</li> </ol>
<b>25 September 2019</b>
<ol style="list-style-type: none"> <li>1. Public Engagement – Survey Responses and Contributions at the meeting.</li> </ol>
<b>27 November 2019</b>
<ol style="list-style-type: none"> <li>1. Potential for providing a Youth Zone sports and social centre</li> </ol>
<b>20 January 2020</b>
<ol style="list-style-type: none"> <li>1. Next steps regarding options for Colchester High Street: agreeing objectives, gathering data and consulting stakeholders and the public.</li> <li>2. Secure and covered cycle storage options</li> </ol>
<b>4 March 2020</b>
<ol style="list-style-type: none"> <li>1. Review of the Cabinet and Leader model of Council administration and the alternative committee model</li> <li>2. Impact of Universal Credit and Austerity Measures</li> </ol>

Requests awaiting consideration by Cabinet:

- None currently outstanding.