



Colchester Preferred Options Local Plan - Regulation 18 Representation

Policy PC2: Active and Sustainable Travel

Policy PC2 sits alongside multiple other Local Plan policies addressing movement, design, climate change, health, air quality and electric vehicle infrastructure. Taken together, these policies impose overlapping and sometimes competing requirements, with PC2 adding further detailed obligations that are more appropriately dealt with through supporting text or development management guidance.

As drafted, the policy lacks prioritisation and does not recognise the need to balance active travel aspirations against viability, site constraints and other policy objectives.

Several requirements are **vague or undefined**, including:

- “Support the provision of infrastructure” (criterion c);
- “Generate significant amounts of movement” (paragraphs on Transport Assessments and Travel Plans).

This lack of clarity reduces policy effectiveness and risks inconsistent interpretation and application.

Thresholds for Transport Statements, Transport Assessments and Travel Plans are already set out in Essex County Council guidance and need not be repeated or elevated to policy status without clear justification.

Elements of the policy duplicate or pre-empt matters addressed elsewhere, including:

- Electric vehicle charging infrastructure, which is increasingly regulated through Building Regulations and national standards;
- Cycling infrastructure design, which is already governed by national guidance (e.g. LTN 1/20) and assessed through the highways approval process.

Embedding these matters in policy adds unnecessary complexity without clear evidence of improved outcomes.

The policy applies a uniform set of requirements to all development types and scales, without sufficient flexibility to reflect site-specific context. In particular, requirements such as car clubs, school streets, and extensive active travel infrastructure may be unrealistic or inappropriate for smaller schemes.