



Mile End Road
Colchester
CO4 5BY



20 February 2015

LOCAL PLAN: ISSUES AND OPTIONS CONSULTATION

Dear Sir or Madam

We would like to make the following notes at this stage of the Local Plan process:

Cycle parking

The rules for residential cycle parking should be reviewed to include all levels of home, not just smaller homes. The provision of a garage or shed should not be a substitute for high-quality domestic cycle parking. We would prefer to see the provision of a ground-floor multifunction room. This should have its own door (750mm wide minimum) either to the front or side of the property (if the side, the access should be via a passageway of at least 130mm wide). This room could function as a utility room and would be large enough to take two bicycles and domestic appliances such as a freezer or washing machine. One advantage of such a room over a normal garden shed would be the provision of electricity for charging electric bikes. The room should not be capable of being converted to living accommodation; the floor should be level with the exterior ground level (with a small lip to prevent flooding). An example drawing is below, with the multifunction room circled in



red. People who did not want to use it for bike parking could use it as a workshop or hobby space.

With regard to sustainable transport, CBC should be planning to create public transport corridors similar to that built next to NAR2 in the late Nineties and early Noughties. These would be for future guided buses or light rail and should also include land to be used for [long distance cycle routes and connections](http://www.aviewfromthecyclepath.com/2010/12/sixteen-new-long-distance-cycle-routes.html) (<http://www.aviewfromthecyclepath.com/2010/12/sixteen-new-long-distance-cycle-routes.html>), which also involve neighbouring authorities. Such public transport/cycling corridors should be marked on a strategy map, and should include routes over sections of the town that are already built up but may be coming up for development within the life of the new Local Plan or the one following that. Suggested routes would be alongside the Avenue of Remembrance from the Salary Brook development, from Tiptree alongside Maldon Road or Butt Road, from Wivenhoe to the land side of the railway, from Marks Tey into central Colchester (connecting with the Ave of Rem and Wivenhoe path), from Boxted and from Ardleigh via the former Betts site.

Land use planning should also discourage short trips by car in a similar way to the Chesterwell Woods scheme, which will limit car drivers to one exit/entrance farthest from town, while having several entrances/exits for pedestrians, bikes and buses. The aim should be for most short cross-town car journeys to be twice as long in length as a similar journey by bicycle, [as shown in this video](https://www.youtube.com/watch?v=PJhGSxDb5wQ) (<https://www.youtube.com/watch?v=PJhGSxDb5wQ>). In some cases, such plans could be achieved by bus gates; other schemes could include residents' gates which allow through the cars of people living within 500m but exclude others; such a scheme could be part of a residential parking permit scheme. Note how [Utrecht has succeeded](https://bicycledutch.wordpress.com/2012/10/18/cycling-from-the-university-to-the-center-of-utrecht/) with retrofitting such corridors. (<https://bicycledutch.wordpress.com/2012/10/18/cycling-from-the-university-to-the-center-of-utrecht/>)

We would welcome the ability to provide for Dutch quality of cycling infrastructure, even though this is not yet set out in UK guidelines. Note that the Dutch "cycling revolution" did not begin until the 1970s, when they started to reverse the dominance of the car in their transport system. Streets should be built at an appropriate width with a reserved corridor(s) for future cycle use; temporary car parking in such locations should be discouraged. Pictured below is a cycle path on the campus of the University of Utrecht.



We would also welcome minimum standards being laid down for the provision of new cycle /pedestrian subways under main roads, both to encourage use and to minimise the fear of crime.



Such subways have gentle slopes and users are able to see right through them before they enter them. An example of a cycle path subway is shown above.

The role of cycling and walking should be mentioned in the section on promoting healthy communities. (Q17 on pp24)

The length of the average cycling and walking journey should be revised from the very short distances given in Essex County Council literature to the actual average distances pedalled by the Dutch and Danes, based on real experience.

The section on air quality should mention that councils have the ability to close roads when fumes go over a certain level. Given the number of deaths in Colchester attributed to bad air, this measure should be used more often.

We call into question footnote 3 on pp25, which we believe should fall under Q2 key issue B. The statement about traffic growth is itself contradicted in your own section on the Inter Urban Road Network a few paragraphs later. Given the uncertainty of fossil fuel supply and prices, and the fact that the UK would need 10 power stations over and above the current supply levels for all vehicles to be powered by electricity (cutting below), we should be looking at more local reliance connected

Ten nuclear power stations needed if cars go electric

Hannah Devlin

Ten extra nuclear power stations would be required to convert Britain's cars from petrol to electricity, according to calculations by the Royal Academy of Engineering. It predicts that the majority of cars, buses and lorries would need to become electric if Britain is to meet its emissions target.

Last week's Lib-Con manifesto included a commitment to a national recharging network for electric and plug-in hybrid vehicles. However the academy warns that a serious overhaul of the electricity network will be necessary to implement government targets.

A significant increase in low-carbon energy generation — either nuclear or renewables, millions of charging points and a transition to a smart network able to cope with fluctuating demand — will be required, it said. "When most electri-

city in Britain is still generated by burning gas and coal, the difference between an electric car and a small, low-emission petrol or diesel car is negligible," said Roger Kemp, lead author of the report. "The other big must-have is a smart grid — if you charge your vehicle at peak hours between 6pm and 9pm, it is never going to be a green vehicle."

The academy discounted a model in which batteries were replaced at garages, saying that it would be a prohibitive constraint on consumer choice.

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by public transport than providing for car journeys.

We should be looking at greater home working and how to persuade employers that people can be trusted to work from home; this would not only reduce the need for travel but would improve health with a greater work-life balance. Many of the people who commute to London today could work from home — but their employer has little incentive to allow this.

Finally, we would urge planners to invest time in trying to find a way where infrastructure can be built ahead of development. The problems caused by the North Station bridge are one example; we should not be in such a position again.