Peter Kay Responses to Inspector's Questions

As my Reg. 19 submission is of some length, I feel that most relevant points are already made there.

MAIN MATTER 1 LEGAL COMPLIANCE

(It is understood that the DPD is also legally required to be consistent with Section 1, but this does not seem to be covered by any of the questions. So far as transport matters go, my submission mentions two instances of non-compliance, (1) at the start of the third section, re full details of the RTS not being given in the DPD, and (2) in the fifth section, re the start date of the RTS service).

POLICIES MAP

It is difficult to see how any overall area map like this could 'illustrate' such generalistic 'policies'. The only transport element shown on the map is an 'indicative route' of the RTS within the GC, 'indicative' meaning that it is merely a depiction of where the route *might* be. As was clearly stated at the 27.2.23 CBC Councillors' meeting, and repeated by officers since, the RTS route will be decided from scratch by the developer, and the line shown has no substance.

The policies in Policy 7 section D could certainly not be illustrated by a geographical map, except perhaps at a later stage when the developer will need to show in the *plans* of smaller areas that the layout complies with the principles.

ASPIRATIONAL? – DELIVERABLE?

There is no limit to the things the authorities 'aspire' to on the transport front, but no interest in seeking to demonstrate that they are deliverable. The whole GC is based on the fantasy that residents of the GC will behave quite differently to everyone else. National Highways (the only official body not 'corrupted' by being part of the greenwash 'plot') has openly challenged ECC to supply proof that modal change at such a high level has ever been achieved in any other new community. Others have pointed out that it involves levels of 'active travel' not achieved even in Cambridge (the UK lead) or Amsterdam. But the whole idea of studying realities is entirely alien to our local authorities.

They may be able to build the houses but the whole transport picture of the GC painted in the policies is quite undeliverable in the real world. It is people in Wivenhoe, Elmstead and Alresford that will be the first victims of this GC transport fantasising, now that the Link Road has been replaced by a dead-end road forcing all GC traffic onto the A133 until an unknown future date. (All the DPD material is of course out of date on this front, being written pre-MOU).