

Comments

Local Plan Submission Draft (09/05/22 to 25/07/22)

Comment by	Hoylake Vision Community Planning Forum (Mr Thomas Hutchinson - 1323700)
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Question 3

To which part of the Local Plan does this representation relate? Policy

Question 3b

Please state which Policy Number this representation relates to. WS 5.1

Question 4a

Legally compliant Yes

Question 4b

Sound No

Question 4b(2)

If you consider that the Local Plan is not sound, please indicate the reason(s) why:

- . Not Positively Prepared
- . Not Justified
- . Not Effective
- . Not Consistent with National Policy

Question 4b(3)

Please give details of why you consider the Local Plan is unsound. Please be as precise as possible.

Objection to lack of provision for cycling infrastructure. Having undertaken a Wirral Liveable Streets consultation exercise in 2020 <https://wirralliveablestreets.commonplace.is> the various comments do not appear to have influenced the Plan proposals and policies for West Wirral.

An active travel (cycling and walking) infrastructure policy is needed that covers West Wirral. Paragraph 3.196 of the Plan acknowledges that the west, south west and central areas of the Borough on the whole are less well connected than the urban eastern core. It recognises that although Wirral benefits from the National Cycle Network Route 56 and Wirral Circular Trail and improvements have taken place in recent years in the wider Birkenhead area, there is still a need to further develop high quality active travel networks.

Despite this, the Local Plan doesn't propose any active travel proposals west of Leasowe and appears to be based solely on the strategic routes identified in the Liverpool City Region in their Local Cycling and Walking Infrastructure Plan (LCWIP) for investment to 2029. The LCWIP actually makes clear that these strategic routes are to be complemented by a network of local cycling and walking routes, including quieter residential streets and routes through green spaces. The Local Plan needs to look ahead to 2037 and allow for the creation and improvement of local routes to complement the strategic routes.

In Hoylake, the UDP (Policy TR10) identified a cycleway policy which connects West Kirby to Hoylake's North Parade, via the Kings Gap. This forms part of the National Cycle Network (Route 89) but no cycleway infrastructure has ever been provided for the Kings Gap nor for the initial stretch of North Parade (where there is a one-way street, forcing westbound cyclists onto the footway). According to Table A2.2 in Appendix 2 (Policies to be replaced by this plan), Policy TR10 is to be replaced by Policy WS 9, but this does not address West Wirral at all in any transport schemes.

Hoylake Vision's local engagement exercise in 2020 found that local people considered connectivity to be a key issue; people asked for better connections between the town centre and the beach and a cycle lane along the promenade. There was a suggestion of embedding the promenade as part of a green walking and cycling route that would also go through town. Respondents would like to see a cycle lane to stop groups of cyclists using the pavement. Some people stressed that the roundabout was not safe for cyclists and that this needed to be addressed.

The Plan should also address the gap in the coastal cycleway network between Meols and New Brighton where the National Cycle Network has to leave the coast and go around Leasowe, despite their being four hectares of the North Wirral Coastal Park available to accommodate it. Figure 3.4 Tourism Assets on P74 of the Plan shows the gap in the network at this point. Policy CREC-SA8.1 (North Wirral Coastal Park) has no requirements to improve active travel infrastructure despite it being a critical piece of green infrastructure connecting towns. 175 of the NPPF states that Local Plans should take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure.

We believe dedicated cycling infrastructure is essential to ensure it becomes a genuine commuting and school run option, rather than a high risk pursuit for enthusiasts. There are good examples across northern Europe that when high quality family-friendly cycling infrastructure is put in place (especially not mixing up cycles in the same carriageway as busy traffic, buses and HGVs) then a material modal shift takes place for essential trips. This requires cycleways to generally run through green spaces and in protected street corridors.

Question 6

Please note Your representation should be as succinct as possible. You should provide all the evidence and supporting information necessary to support your representation and your suggested modification(s). You should not assume that you will have a further opportunity to make submissions.

After this stage, further submissions may only be made if invited by the Inspector, based on the matters and issues he or she identifies for examination.

Please set out the modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters you have identified at 5, 5a or 5b above. (Please note that non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why each modification will make the Local Plan, Sustainability Appraisal or Habitat Regulations Assessment legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

Amend policy to take account of the need for local cycling infrastructure. Within the Hoylake NDP area, show a cycleway from the existing route alongside the railway, up Kings Gap then along North Parade.

Add proposed strategic cycleway link along the coast through the North Wirral Country Park to connect that gap in the network, subject to feasibility work.

Question 7

Please note that while this will provide an initial indication of your wish to participate in hearing session(s), you may be asked at a later point to confirm your request to participate.

If your representation is seeking a modification to the plan, do you consider it necessary to participate in examination hearing session(s)? Yes, I wish to participate in hearing session(s)

Question 8

Please note the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate in hearing session(s). You may be asked to confirm your wish to participate when the Inspector has identified the matters and issues for examination.

If you wish to participate in the hearing session(s), please outline why you consider this to be necessary:

Hoylake Vision Community Planning Forum is an active Neighbourhood Planning qualifying body that has prepared the Hoylake Neighbourhood Development Plan and is currently reviewing it. It can provide a valuable perspective on Local Plan matters and wishes to engage positively with the examination.

Notification of Next Stages in Wirral's Local Plan Preparation

Would you like to be kept updated of future stages of the Wirral Local Plan 2021-2037? (namely submission of the Plan for examination, publication of the Inspector's recommendations and adoption of the Plan). Yes