

15. TRANSPORT

PART ONE POLICY

POLICY TRT1 - PROVISION FOR PUBLIC TRANSPORT

IN CONSIDERING DEVELOPMENT PROPOSALS, THE LOCAL PLANNING AUTHORITY WILL GIVE EMPHASIS TO THE FOLLOWING KEY CONSIDERATIONS:

- (i) THE NEED TO MAKE BEST USE OF EXISTING TRANSPORT FACILITIES;**
- (ii) THAT, WHERE APPROPRIATE, ADEQUATE PHYSICAL PROVISION IS MADE FOR PUBLIC TRANSPORT SERVICES AND FACILITIES WITHIN NEW DEVELOPMENTS; AND**
- (iii) THAT THE DEVELOPMENT WOULD NOT PREJUDICE ANY PROPOSALS FOR DEVELOPMENT OF PUBLIC TRANSPORT SERVICES OR FACILITIES.**

POLICY TRT1 - REASONED JUSTIFICATION

- 15.1 A good transport system is vital to the functioning of the Borough and fundamental to its regeneration. This is endorsed in the Secretary of State's Strategic Guidance, which states that "good road and rail communications are essential to the success of Merseyside". Land-use policies and transport programmes should help to reduce growth in the length and number of motorised journeys, encourage alternative means of transport which have less environmental impact, and hence reduce reliance on the motor car. The overall aim of transport policy is to provide for the mobility needs of residents, visitors and local businesses by providing the most efficient transport system possible within Wirral.
- 15.2 The responsibility for public transport policy and financial support for passenger transport rests with the Merseyside Passenger Transport Authority and Executive (Merseytravel). Merseyrail Electrics operates the Merseyrail network under a franchise agreement to which Merseytravel is a party, and Merseytravel directly operates the Mersey Ferries. Deregulation of bus services in October 1986 has transferred operations to the private sector, although Merseytravel may subsidise services according to social need. The Borough Council is the strategic Planning Authority and Highway Authority. This separation of public transport and strategic planning functions, together with reduced policy influence over bus service operation means that a high level of co-operation between the Local Planning Authority and Merseytravel must be maintained to achieve integration of public transport and land-use planning.

- 15.3 A substantial part of Wirral is an area of low car ownership, particularly the inner urban area and outer Council estates. Even where households do own a car, it is not always available for all journeys. A majority of Wirral residents, therefore, rely on public transport for many of their travel needs. Provision of a cheap, reliable and efficient public transport system is, therefore, essential to cater for the mobility requirements of residents, and to the regeneration of the Borough.
- 15.4 The latest national road traffic forecasts from the Department of Transport indicate substantial growth in private road traffic over the UDP period. It would be both impracticable and environmentally undesirable to provide the necessary transport infrastructure to cater fully for this projected traffic increase. This further emphasises the need for enhanced public transport services.
- 15.5 The main function of the UDP in public transport provision is to provide the land-use context within which service maintenance and enhancement can take place. Policy TRT1 is designed, therefore, to ensure that the needs of public transport are fully taken into account in assessing development proposals.

Proposal TR1 - New Railway Stations

The Local Planning Authority will reserve the land for new railway stations at the following locations:

- (a) on the Merseyrail network:
1. Eastham Rake, Eastham
 2. Conway Park, Birkenhead
 3. Townmeadow, Moreton
- (b) on the Regional Railways North West, Birkenhead-Wrexham line:
4. Beechwood, Birkenhead
 5. Woodchurch Road, Birkenhead

PROPOSAL TR1 - REASONED JUSTIFICATION

- 15.6 Use of Wirral's Merseyrail system has increased in response to substantial capital investment and improvements to rail services, notably the Liverpool Loop and Link, the electrification of the line between Rock Ferry and Hooton, and the provision of a new station at Bromborough Rake.
- 15.7 Future developments will lead to increased patronage. The line from Hooton to Chester was electrified in 1993, and from Hooton to Ellesmere Port in 1994, allowing through services to these destinations from Liverpool. This justifies the provision of a new station at Eastham Rake. Proposed retail /

leisure/ commercial development in central Birkenhead, as part of the Wirral City Challenge Initiative, will be served by a new underground station at Conway Park, and further residential development at Moreton will support a new station at Townmeadow.

- 15.8 Proposals for the electrification of the Birkenhead - Wrexham line as far as Heswall or Neston, or possibly to Shotton High Level, together with a new link into the Merseyrail network at Bidston Junction are now being examined. New stations at Beechwood and Woodchurch are justified by the size of the catchment populations in the vicinity of these locations.

Proposal TR2 - New Park and Ride Facilities

The Local Planning Authority will reserve the land for new major park and ride facilities at the following railway stations:

1. Leasowe
2. Hoylake
3. Bidston

Proposal TR3 - New or Extended Railway Car Parks

The Local Planning Authority will reserve the land for new or extended car parks at the following railway stations:

1. Bromborough
2. Birkenhead Park
3. Spital
4. Bebington
5. Eastham Rake
6. Townmeadow
7. Woodchurch Road
8. Grove Road, Wallasey

PROPOSALS TR2 AND TR3 - REASONED JUSTIFICATION

- 15.9 In the past, considerable progress has been made in developing park-and-ride facilities within Wirral. The aim is to integrate transport modes more effectively, increase rail patronage and relieve road congestion. With the prospect of further development of the rail system, and to aid increased patronage, further development of such facilities is proposed.
- 15.10 A four hundred space facility is proposed at both Leasowe and Hoylake, both to cater for their respective catchment populations and in the latter case to relieve congestion and on-street parking by commuters in Hoylake and West Kirby. Similar provision is proposed at Bidston, but the size of this facility has yet to be determined. In the cases of Hoylake and Bidston, the park-and-ride facility will be located within the Green Belt. Prior to development, therefore,

exceptional circumstances will have to be proved to override normal Green Belt controls in order that these developments can proceed. The facilities would contribute to sustainable development objectives in that they provide for the maximum use of public transport infrastructure.

- 15.11 At the stations listed in Proposal TR3 either new car parks or extensions to existing car parks are proposed to cater for both commuters and shoppers to relieve road congestion in Birkenhead Town Centre.
- 15.12 In the design of all car parks, particular attention will be paid to security, landscaping and cycle parking facilities.

Proposal TR4 - Birkenhead Central Bus Facility

A central bus passenger facility will be developed in central Birkenhead.

PROPOSAL TR4 - REASONED JUSTIFICATION

- 15.13 A further result of deregulation of bus services has been the rationalisation of bus stations within the Borough. Depots at Liscard and West Kirby have closed, and the Laird Street Depot is allocated for residential development under Proposal HS1/5. The Merseyside Development Corporation with Merseytravel has redeveloped Woodside bus station and within the New Brighton redevelopment strategy, relocated the facility at New Brighton from Virginia Road to Marine Promenade.
- 15.14 However, within the Borough's premier shopping centre at Birkenhead there is no such facility. This is recognised by the Local Planning Authority and by Merseytravel, and a new facility will be developed in the central area as part of the Wirral City Challenge Initiative.

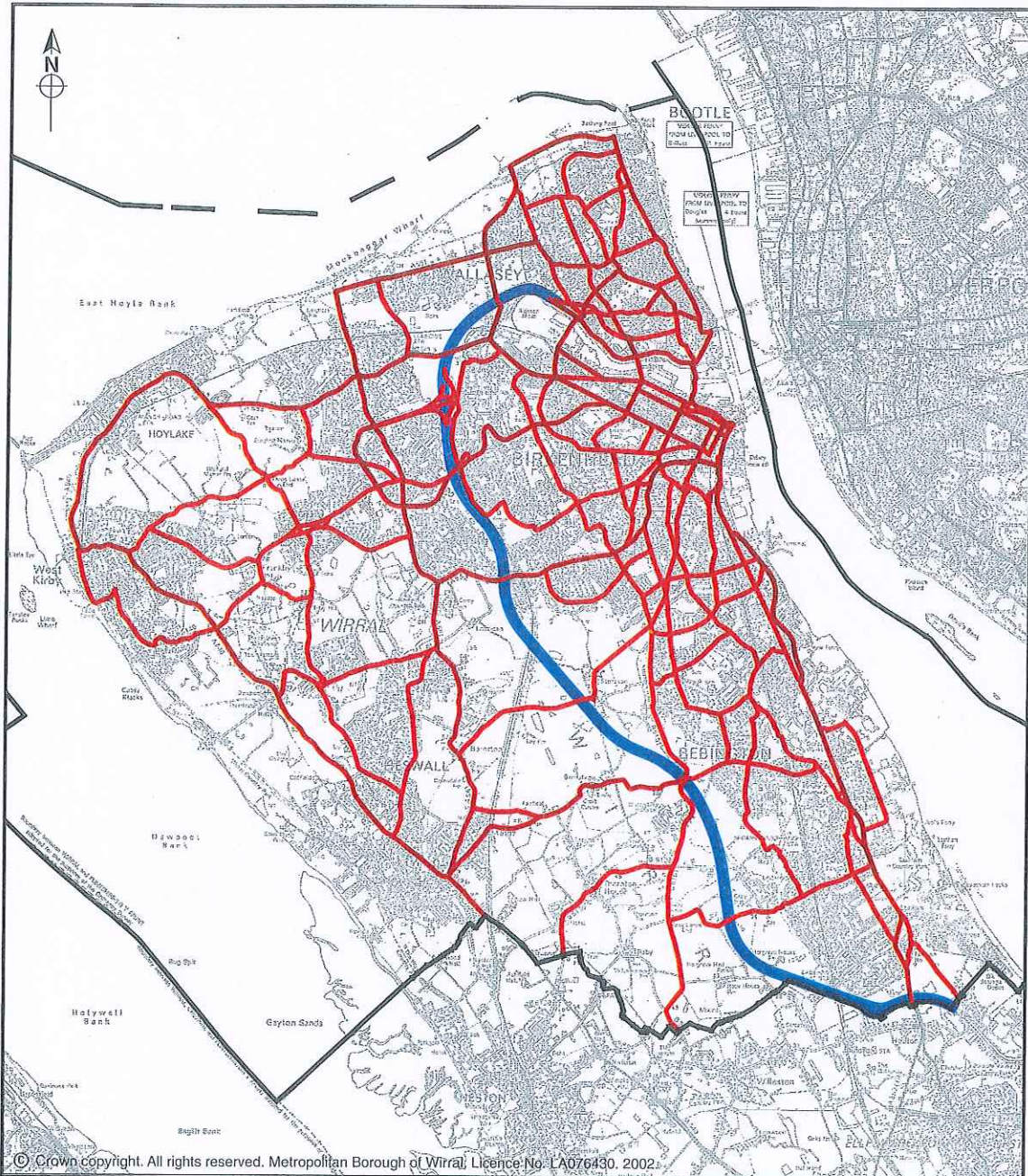
PART ONE POLICY

POLICY TRT2 - SAFEGUARDING LAND FOR HIGHWAY SCHEMES

THE LOCAL PLANNING AUTHORITY WILL SAFEGUARD THE LAND REQUIRED FOR NEW HIGHWAY SCHEMES AND PROPOSED HIGHWAY IMPROVEMENT SCHEMES AND WILL NOT GRANT PERMISSION FOR ANY DEVELOPMENT WHICH WOULD PREJUDICE THEIR IMPLEMENTATION.

POLICY TRT2 - REASONED JUSTIFICATION

- 15.15 Strategic Planning Guidance for Merseyside requires the District Councils to "define their main road network and identify proposed new links and major improvements".



Map 3

Main Road Network

- Motorway M53
- Main Roads
- Borough Boundary

NB: For illustrative purposes only.
Not to scale.

15.16 Wirral's defined main road network is shown on Map 3. It has been defined in consultation with the Borough Engineer and comprises the following :

- Motorway
- Trunk Road
- Classified Roads
- Unclassified Roads which nevertheless carry large volumes of traffic and/or provide important links to, and between, the above.

15.17 Although impracticable and environmentally undesirable to cater fully for the projected increase in private road traffic, the importance of both the strategic and local highway networks to economic and urban regeneration is recognised. The need remains to identify a rolling programme of new highway construction and improvements to existing highways in order to aid movement, increase road safety and enhance the environment. Such schemes are brought forward through the Council's annual Transport Policies and Programme. The UDP can aid highway improvement by safeguarding the land required.

Proposal TR5 - Major Highway Schemes

The following major highway schemes are identified for implementation during the UDP period. These schemes can only be implemented if they meet the criteria in Policy TR8:

1. Heron Road/ Saughall Massie Road Improvement and Diversion (Phases 1 and 3)
2. Central Birkenhead traffic management proposals, Birkenhead Town Link Diversion, and Mollington Link
3. Tramway from Woodside to Conway Park

The following are identified as sites which exhibit traffic problems in relation to congestion at peak periods and vehicular/ pedestrian conflict. The situation will continue to be monitored, and detailed schemes may be drawn up in future to alleviate such unsatisfactory conditions:

4. Heswall Town Centre
5. Moreton Cross

Proposal TR6 - Minor Highway Improvements

The following minor highway improvements are identified for implementation during the UDP period. These schemes can only be implemented if they meet the criteria in Policy TR8:

1. Woodchurch Road/Prenton Hall Road junction
2. Singleton Avenue, Birkenhead
3. Singleton Avenue/Borough Road junction
4. Borough Road/North Road junction
5. Borough Road/Balls Road East junction

6. Cross Lane Industrial Access Road
7. Bus Priorities - A41 and A552 Corridors
8. Hamilton Quarter Traffic Management Proposals
9. Park Road North/ Laird Street junction
10. Brimstige Road/ Church Road junction
11. Telegraph Road/ Station Road junction
12. Leasowe Road/ Gardenside junction
13. Leasowe Road/ Reeds Lane junction
14. St. James Road, Birkenhead
15. Wirral International Business Park Coastal Road
16. A 41 New Chester Road/ Pool Lane junction
17. A 41 New Chester Road/ Old Hall Road junction

PROPOSALS TR5 AND TR6 - REASONED JUSTIFICATION

15.18 The Local Highway Authority identifies highway schemes within the TPP in two categories - major schemes and minor works. Transport Supplementary Grant (TSG) is paid at a rate of 50% for eligible works as accepted by the Department of Transport. TSG is paid towards suitable major capital programmes for roads of more than local significance. The proposals above are those listed in the current TPP. In addition, further minor schemes, not listed in the UDP, may be identified and funded through block allocations in the future.

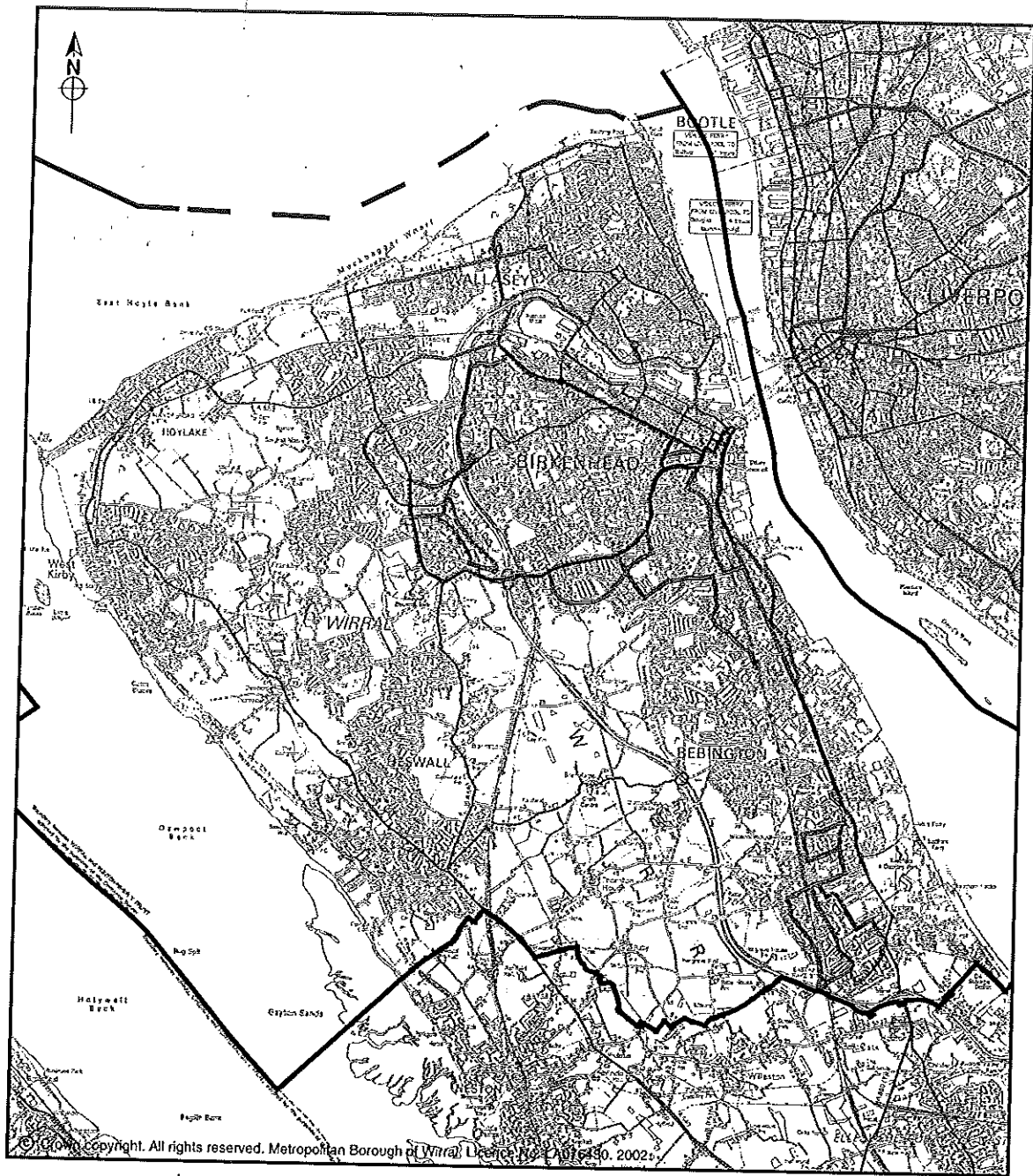
15.19 The DETR has introduced a more flexible system in funding local road schemes and public transport facilities in urban areas, through the "package approach". The Borough Council has participated in a joint Integrated Transport Study, along with the other four Merseyside Districts, Merseytravel, the Merseyside Development Corporation and the Merseyside Task Force. The results of this major study now provide the strategic transport framework within which the five Merseyside District Councils and Merseytravel produce the annual Merseyside Package Bid for transport funding. From July 2000, the TPP system will be replaced by the Merseyside Local Transport Plan.

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POLICY TRT3 - TRANSPORT AND THE ENVIRONMENT

IN ASSESSING THE ENVIRONMENTAL IMPACT OF TRANSPORT INFRASTRUCTURE AND PROPOSALS, THE LOCAL PLANNING AUTHORITY WILL PAY PARTICULAR ATTENTION TO THE FOLLOWING:

- (i) MAIN TRANSPORT CORRIDORS;
- (ii) THE DESIGN OF NEW HIGHWAY SCHEMES AND HIGHWAY IMPROVEMENT SCHEMES;
- (iii) REDUCING UNNECESSARY TRAFFIC IN ENVIRONMENTALLY SENSITIVE OR PRIMARILY RESIDENTIAL AREAS;
- (iv) PARKING AND SERVICING ARRANGEMENTS;
- (v) MINIMISING VEHICULAR - PEDESTRIAN CONFLICT;
- (vi) MEETING THE NEEDS OF CYCLISTS;
- (vii) SECURING ACCESS FOR DISABLED PEOPLE;
- (viii) MINIMISING NOISE, VISUAL IMPACT AND AIR POLLUTION; AND
- (ix) MINIMISING THE NEED TO TRAVEL.



Map Proposal TR6/7

Minor Highway Improvements - Bus Priorities - A41 and A552 Corridors

NB: For illustrative purposes only.
Not to scale.



POLICY TRT3 - REASONED JUSTIFICATION

- 15.20 Whilst the Borough Council fully recognises the paramount need for an efficient transport system and infrastructure in order to achieve the overriding purpose of economic and urban regeneration, it recognises that in many cases these facilities can be environmentally intrusive, visually, in terms of sound generation, and in terms of pollution and energy efficiency.
- 15.21 Therefore, the Local Planning Authority, in assessing proposals with implications for transport infrastructure and facilities, will have particular regard to the considerations outlined in Policy TRT3. Further details of these considerations are outlined below, in Part Two policies and proposals.

Proposal TR7 - Transport Corridor Environmental Improvements

The Local Planning Authority, in conjunction with the relevant agencies, both public and private, within the UDP period will implement environmental improvement schemes along the following main transport corridors within the Borough. Special consideration will be given to the nature conservation value of land within these corridors:

(a) Rail

1. Wrexham-Birkenhead line (Woodchurch to Bidston-M53 Corridor)
2. Birkenhead Park (Tunnel Portal) to Bidston
3. Birkenhead Central to Bebington

(b) Road

4. M53 Corridor (Woodchurch to Leasowe/ Bidston)
5. New Chester Road, A41(T)
6. Wallasey Bridge Road, Poulton Bridge Road and Poulton Bridge
7. Birkenhead Freeport Route - Duke Street to Wallasey Bridge Road
8. Birkenhead South/ North Route
9. Chester Street/ Woodside Gyratory/ Tower Road/ Dock Road/ Docks Link Road to M53 Motorway

PROPOSAL TR7 - REASONED JUSTIFICATION

- 15.22 Transport corridors provide the physical infrastructure for achieving personal mobility. They also provide access to Wirral for visitors and tourists. The visual impressions created by the corridors themselves and from them are important to the image of the Borough, which is a vital element in its economic regeneration. This is particularly the case with the M53 Motorway, with its visual impact on open land within the Green Belt.

Policy TR8 - Criteria for the Design of Highway Schemes

In the design of new highway schemes and highway improvement schemes the Local Planning Authority will require particular attention to be paid to the following environmental considerations:

- (i) the scheme should avoid, if possible, the loss of the best and most versatile agricultural land (in MAFF Grades 1,2 and 3A), and not prejudice viable and efficient farm holdings;
- (ii) the scheme should not prejudice Areas of Special Landscape Value, SSSIs, SBIs, Urban Greenspace, common land, Listed Buildings, sites of archaeological interest and Conservation Areas;
- (iii) the scheme should provide for the needs and safety of cyclists and pedestrians;
- (iv) the scheme should include full landscaping proposals in accordance with Policy GR5, to minimise visual intrusion; and
- (v) wherever possible, existing landscape features should be taken into account in the design of the scheme.

POLICY TR8 - REASONED JUSTIFICATION

- 15.23 Policy TR8 is designed to provide the criteria whereby environmental intrusion of new highway schemes and highway improvement schemes are minimised. It seeks both to protect areas of nature conservation and agricultural importance, and to address the more detailed design considerations which will minimise the scheme's effects on the environment.
- 15.24 Environmental intrusion of road traffic is increasingly recognised as a problem, both in terms of environmental nuisance and in its detrimental effects on road safety. Of particular concern is the presence of unnecessary traffic in residential and other sensitive areas, such as Conservation Areas and countryside areas, and in the vicinity of hospitals, elderly persons sheltered accommodation and other institutions and schools.
- 15.25 A range of traffic management measures are available to alleviate such problems. These may include waiting restrictions, one-way traffic systems, road humps, road closures, restricted access, or residents' parking schemes. The Local Highway Authority's intention is to look at all areas of the Borough over a period of time to determine the most appropriate measures for a particular area or problem, bearing in mind the needs of the area and the suitability of the existing main traffic routes.
- 15.26 The Local Highway Authority supports the Government's initiative to reduce road traffic accidents by one-third by the year 2000. The Authority is identifying priority areas for detailed studies and will formulate and progress proposals for dealing with environmental intrusion of traffic and improving road safety on an area-wide basis. Priority areas will be identified on the basis of known problems reported over a number of years and also in the light of problems arising from change within an area. Within the UDP period, it is anticipated that these priorities for remedial measures will change as a result of the continued monitoring of the situation throughout the Borough.

Policy TR9 - Requirements for Off-Street Parking

In assessing the off-street parking provision associated with new development proposals, the Local Planning Authority will be guided by the following considerations:

- (i) the contribution of the proposal in supporting the general locational policies of the UDP;**
- (ii) the impact on the competitive position of urban centres;**
- (iii) the availability in the locality of alternative modes of transport;**
- (iv) the operational minimum and maximum level of car parking requirement associated with the proposed development;**
- (v) road safety and traffic management issues in the locality of the proposal; and**
- (vi) the likelihood of cars being parked on residential roads.**

POLICY TR9 - REASONED JUSTIFICATION

- 15.27 The provision of off-street parking must be viewed in the context of overall transport policy, and particularly the need to reduce travel by the private car. The availability of car parking can have a major effect on the choice of mode of transport for journeys.
- 15.28 In locational terms, Policy TR9 is designed to reduce reliance on the car in areas which are well-served by public transport. Thus, not only is Policy TR9 designed to support the general locational policies of the UDP, but is also an important element in supporting urban centres and the Urban Regeneration Strategy. The Council has instituted measures to achieve this in the Borough's main shopping centres of Birkenhead and Liscard: in Birkenhead through car park pricing policies aimed at discouraging long-stay and commuter parking, a disc zone limited waiting scheme on-street, and further on-street parking restrictions; and in Liscard through similar car parking pricing policies; on-street parking restrictions and the phased introduction of residents' parking schemes on roads surrounding the centre.
- 15.29 Within appropriate parts of the inner urban area of the Borough, off-street residential parking requirement may be reduced where this would aid affordable high density development in areas to which other modes of transport have good access.
- 15.30 In order to further support urban centres, the Council will ensure that provision at peripheral commercial and retail locations is not so high as to significantly disadvantage these centres.
- 15.31 The Council will endeavour to ensure that parking requirements are kept to

the operational minimum, and in line with national planning guidance, will not require a higher level of provision than developers themselves wish to provide, unless significant road safety or traffic management considerations would be compromised.

- 15.32 Further guidance on provision for car parking is given in Supplementary Planning Guidance Note 41. It should be emphasised that the levels of provision outlined in the SPG are *not* standards, but are to guide developers on the levels of provision which the Local Planning Authority considers are compatible with its strategic aims. The levels of provision given are maximum levels.
- 15.33 All parking provision should provide spaces for disabled drivers, conveniently located and of adequate size. It is suggested that one disabled car parking space should be provided in any scheme, with additional provision at the rate of one for every fifty spaces.
- 15.34 The preferred size of parking bays is 5.5 metres long by 2.4 metres wide. A minimum of 4.8 metres in length may be acceptable. Space for wheelchair users should measure 3.6 metres wide by a minimum of 4.8 metres long.
- 15.35 In appropriate cases, where off-street parking provision is desirable but not practicable, the Local Planning Authority may seek to negotiate with developers to secure planning obligations with a view to obtaining commuted sums in lieu of provision. Such sums may be used to enhance public car parking provision, or to improve facilities for public transport access in the vicinity of the proposed development, depending on circumstances in the locality.
- 15.36 Many of the Borough's established retail centres suffer from a lack of off-street servicing facilities and opportunities for providing adequate rear servicing should be examined. New developments should provide for their own servicing needs where practicable, or unless adequate alternative facilities are available in the immediate vicinity.

Proposal TR10 - Cycle Routes

The Local Planning Authority will develop the following cycle routes during the UDP period:

1. The Wirral Coastal Route (Seacombe to Parkgate)
2. The Wallasey to Conway Park, Birkenhead Route
3. The Cross-Wirral Route (Moreton - Arrowe Park - Storeton - New Ferry)
4. The Seacombe - Liscard Route
5. Eastham Country Park to Port Sunlight Village
6. Saughall Massie Road/ Heron Road

New development along the line of these routes will be required to incorporate such provision as is necessary to maintain the integrity of a continuous cycle route.

PROPOSAL TR10 - REASONED JUSTIFICATION

- 15.37 The Council is keen to see an increase in the use of bicycles in Wirral. Survey data indicates that there are now over 67,000 cycles in the Borough (an increase of 7% since 1987), yet cycling accounts for only around two per cent of trips made. This suggests that there is considerable potential for expanding cycle usage.
- 15.38 This would bring a number of benefits: in environmental terms, cycling creates little pollution, is highly energy-efficient and reduces traffic congestion. Cycling also promotes good health and personal mobility, being accessible to almost everyone. However, cyclists are particularly vulnerable road users. Policies and proposals to improve provision for cyclists will not only improve the safety of those who already cycle but also encourage more people to use this mode of transport.
- 15.39 Provision of segregated cycle paths is one way of separating cycles from their main sources of danger - motor vehicles. However, they are costly and difficult to integrate into an already built-up area. One alternative is to devise cycle routes which utilise existing quiet back-streets with short stretches of cycle path constructed to provide "links" between streets where necessary. The Local Planning Authority in conjunction with the Local Highway Authority and local cycling organisations will devise, implement and publicise a network of on and off-road cycle routes for both utility and recreational use.
- 15.40 The routes listed in Proposal TR10 complement and in some cases incorporate existing provision, notably the bridleway network which cyclists are also permitted to use. The Council has adopted a Rights of Way Strategy which aims to maintain and enhance this network: implementation of the strategy will make an important contribution to provision for recreational cyclists in particular. Guidance on the design of cycle tracks is given in Supplementary Planning Guidance Note 42.

Policy TR11 - Provision for Cyclists in Highway and Development Schemes

In assessing new highway proposals, improvement schemes and new major development proposals, the Local Planning Authority will negotiate with developers with a view to ensuring that:

- (i) **the scheme includes a cycle audit to ensure that the scheme provides improvements to, or at the least has no negative impact on, the coherence, directness, safety, attractiveness and comfort of routes used by cyclists;**

- (ii) the design of the proposal, including any traffic management measures such as traffic calming, provides a cycle-friendly infrastructure and does not have adverse safety implications for cyclists; and
- (iii) opportunities for enhancing or adding to provision for cyclists have been maximised.

POLICY TR11 - REASONED JUSTIFICATION

15.41 In many cases the existing road network offers the quickest and most direct route for cyclists. Taking action to make junctions, where the majority of accidents occur, safer for cyclists, and taking account of cyclists' needs during highway improvements and new scheme development can make an important contribution to improving cyclists' safety. Incorporation of provision for cyclists or rectification of safety problems is best achieved at the design and planning application stage, as this can avoid the need for costly remedial works at a later date.

Policy TR12 - Requirements for Cycle Parking

Where considered practicable and desirable by the Local Planning Authority, new development will be required to provide cycle parking facilities in line with the guidance below:

- (i) retail, commercial, industrial premises and places of entertainment - one stand for every twenty car parking spaces;
- (ii) educational establishments of secondary school level and above - one stand for every five students. In addition, for all educational establishments - one stand for every twenty staff car parking spaces;
- (iii) flats - one stand for every flat, to be provided within the curtilage of the development;
- (iv) railway stations/ park-and-ride - a minimum of ten stands at each station;
- (v) bus stations - one stand for every two bus stands.

POLICY TR12 - REASONED JUSTIFICATION

15.42 A further disincentive to greater levels of cycle usage is the lack of safe and secure cycle parking in public areas and at workplaces. The Council will encourage developers, where appropriate, to provide secure cycle parking in shopping centres, transport interchanges and public buildings. Guidance on the design and location of cycle parking facilities is given in Supplementary Planning Guidance Note 42.

Policy TR13 - Requirements for Disabled Access

The Local Planning Authority will ensure that consideration be given to the need to provide full access for disabled people to new public highways, pedestrian priority areas and to all developments to which the public would normally expect to gain access.

POLICY TR13 - REASONED JUSTIFICATION

- 15.43 The Council is committed to promoting access to public buildings and facilities for disabled and other mobility-impaired people, beyond that required by existing legislation. Considerable progress has been made in recent years. This policy will continue in the planning of all new developments and will be expanded to encompass the alterations and adaptation of existing buildings to provide access for disabled people. Similarly, the design of pedestrian priority areas, provision of car parking spaces, and the provision of leisure facilities, will take into account the needs of disabled people. Detailed provision will be the subject of negotiations with developers under separate legislation.
- 15.44 Revised national planning policy for Transport (PPG13) particularly emphasises reducing the need to travel, both for reducing costs and congestion, and for reducing pollution emissions to the atmosphere. The UDP emphasis on urban regeneration with its attendant emphasis on land allocations and redevelopment within the existing urban area is consistent with this aim. The UDP in particular advocates developments in close proximity to the Borough's main transport corridors, both road and rail, and therefore envisages efficiency and environmental concern in addressing people's needs for mobility.

