

Person ID	ID	Question 7.2 - Do you agree with our approach to prioritise public and active transport improvements and electric vehicle charging infrastructure provision in new development, and to support the construction of major new roads only where they are related to achieving sustainable development, environmental enhancement, public transport or road safety benefits?	Question 7.2a - If you answered No, what would you change and why? If Yes, you can comment here.	Attachment 1	Attachment 2	Attachment 3	Attachment 4	Attachment 5	Attachment 6
1246747	LPIO-10231	no	The above approach is admirable, but the council should not build any new roads or transport links which impact on greenbelt land.						
1245044	LPIO-10247	yes	There should be major roads only where it is absolutely necessary for brownfield regeneration. there should be no new roads on green field sites						
1246776	LPIO-10320	no	NO I do not agree with major new roads, I do agree with improvements in public and active transport improvements. - I do not accept that new road schemes can achieve sustainable development or environmental enhancement. - No new road building or widening schemes implemented except for essential access - Prioritise walking, cycling, rail and public transport infrastructure and waterborne transport. - Connect Wirral Waters to Birkenhead Town Centre/New Brighton by a good tramway and segregated cycle network - Provide good bus connections to hospitals and shops - Ensure safe routes to schools so that all children are able to walk or cycle to school. Replace school buses with non-diesel versions. - Ensure high quality solutions: Demonstrate best practise walking and cycling infrastructure design 4 - Developments should require the reallocation of road space to other uses, in particular in urban centres. Such uses might include green space, the creation of linear parks, or tree planting. - Electric vehicle charging will be necessary in future, but focus first on encouraging non-car use. Town Centres to be car-free (exceptions for those who struggle to walk or access public transport). - Car-sharing schemes should be promoted, also sharing of LGVs by companies where possible. - The Council should aim to take control of local bus services funded by developments - New apartment/commercial developments must include sufficient, secure, covered cycling parking. There should be two such spaces for each new apartment.						
1246763	LPIO-10376	yes	Our Client supports Wirral Borough Council in their pursuit to deliver a net gain in biodiversity assets over the plan period and to contribute to improving air quality primarily by locating development in locations which are most accessible to public transport, seeking to expand the network of electric vehicle charging points and restricting developments that generate significant pollution. The 2020 Wirral Plan includes the Wirral Transport Strategy which sets out all the transport projects that are hoped to be achieved by 2020 to ensure that reliable and affordable public transport can be carried out within the Borough. However, a new strategy will have to be drawn up alongside the local plan to ensure the planned new housing and employment can be sustainably integrated into the Wirral's existing transport infrastructure as far as possible, and it is noted that Stage 2 of the Infrastructure Delivery Plan will comprise an assessment of infrastructure requirements required to allow the timely delivery of major housing and employment allocations set out in the draft final Local Plan. Bromborough Wharf would make good use of improved public transport network opportunities, which would be promoted via a Travel Plan, and as such Stage 2 of the Infrastructure Delivery Plan is welcomed should it make best use of connecting the Borough to the various proposed allocations. The Site will also future proof the facilities available to its residents by providing electric vehicle charging points, and our Client would appreciate the Council's efforts in securing the necessary electricity grid connections.						
1244412	LPIO-1049	yes	Improvement of public transport links/accessibility is crucial						
1246724	LPIO-10546	no	I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1248825	LPIO-10711	yes	Further work is required to reach agreement on the essential infrastructure requirements to include in the IDP, including links into the Merseyrail network, high quality public transport connections and high quality green infrastructure, with sustainable transport options prioritised ahead of highway capacity improvements. Consideration needs also to be given to development viability, as the estimated costs for wider infrastructure currently set out are of a scale that would detrimentally impact on development viability and hence Local Plan delivery. We reserve the right to comment as and when updated evidence on infrastructure needs is available.	<a href="https://wirral-consult.objective.co.uk/file/5684264">https://wirral-consult.objective.co.uk/file/5684264</a>					
1246803	LPIO-10725	yes							

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1241337	LPIO-10745	yes	I do not agree with major new roads on green belt but wholeheartedly support improvements in public transport and electric vehicle charging. Rail improvements for the Heswall-Liverpool link would be very welcome						
1246242	LPIO-10985		Prioritisation of vehicle charging is very much a requirement to ensure we are meeting our climate emergency promises along with an improved transport system. However we must ensure any new roads do not impede on Green Belt. The ill thought out Hoylake Golf Resort which hopefully will not now come to fruition would have seen a road infrastructure costing in excess of £17 million pounds over Green Belt. Can you please confirm this will NOT HAPPEN?						
1247066	LPIO-11246		Barnston Road has been highlighted as a major accident spot and despite already having a restriction on heavy goods vehicles, these vehicles still travel on the road. Barnston dip is also a narrow hazardous road section and additional traffic would make this many times worse. Further housing in section 7.18 would give huge access problems for the additional cars, services etc that would be generated. Gills Lane in particular is a very narrow road and already causes problems even for single two way traffic. It is certainly not practical to put more housing in this area.						
1243890	LPIO-1131	yes							
1247286	LPIO-11469		Transport Barnston, Thingwall, Heswall, Irby and Pensby, situated on Deeside, are served by limited exit routes to Chester and Liverpool. All residents on Deeside have to exit by travelling through the Merseyside urban area to reach either of the two Mersey tunnels to Liverpool (one in Birkenhead and one in Wallasey) or the foot ferry. People living West of the M53 (Barnston, Thingwall, Heswall, Irby and Pensby) are in effect, landlocked - one way in and one way out. However, on the Merseyside aspect of the Peninsula, where there is significant Brown Belt land available, additional, closer options to Chester and Liverpool are available.						
1247290	LPIO-11479		Point 7.2.4 -Paragraphs 102 and 103 of the NPPF have been completely ignored in this plan. The W.U.E. totally contradicts.						
1247196	LPIO-11607		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1244873	LPIO-11699		I have been trying to submit on the 'have your say' portion for the local plan for the Wirral but it doesn't let me! I would just like to suggest something regarding bus frequency. I live in tranmere but work in Liverpool, and since the number 2 bus was stopped it is a bit of a nightmare as the 487 only comes every half an hour and most of the time drives past because it is full (always a single decker!). On sundays, the buses should also start earlier. I have to be in work for 8.45 in north Liverpool but the first bus from tranmere isn't until 10.07.						
1247015	LPIO-11856		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247214	LPIO-12436		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247492	LPIO-12536		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1240843	LPIO-12698		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247578	LPIO-12897		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247510	LPIO-13021		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1246335	LPIO-13158		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						

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1244681	LPIO-1318	no	<p>I do not agree with major new roads, I do agree with improvements in public and active transport improvements.</p> <ul style="list-style-type: none"> <li>• I do not accept that new road schemes can achieve sustainable development or environmental enhancement.</li> <li>• No new road building or widening schemes implemented except for essential access</li> <li>• Prioritise walking, cycling, rail and public transport infrastructure and waterborne transport.</li> <li>• Connect Wirral Waters to Birkenhead Town Centre/New Brighton by a good tramway and segregated cycle network</li> <li>• Provide good bus connections to hospitals and shops</li> <li>• Ensure safe routes to schools so that all children are able to walk or cycle to school. Replace school buses with non-diesel versions.</li> <li>• Ensure high quality solutions: Demonstrate best practise walking and cycling infrastructure design</li> <li>• Developments should require the reallocation of road space to other uses, in particular in urban centres. Such uses might include green space, the creation of linear parks, or tree planting.</li> <li>• Electric vehicle charging will be necessary in future, but focus first on encouraging non-car use. Town Centres to be car-free (exceptions for those who struggle to walk or access public transport).</li> <li>• Car-sharing schemes should be promoted, also sharing of LGVs by companies where possible.</li> <li>• The Council should aim to take control of local bus services funded by developments</li> <li>• New apartment/commercial developments must include sufficient, secure, covered cycling parking. There should be two such spaces for each new apartment.</li> </ul>						
1246853	LPIO-13412		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1246852	LPIO-13535		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247746	LPIO-13691		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1238192	LPIO-13813		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247012	LPIO-13867		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247014	LPIO-13921		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1242183	LPIO-14010		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247218	LPIO-14103		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247219	LPIO-14208		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247220	LPIO-14306		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247222	LPIO-14435		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247226	LPIO-14525		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						

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1243700	LPIO-1457	no	Evidence dictates that new major roads increase traffic. Real time investigation of the peninsula's key highways urgently needs to be undertaken to identify the key hotspots which cause holdups and other problems. No real effort has been made by either WBC or West Cheshire to understand and solve the peninsula's traffic flow problems. Existing key routes must be improved to reduce the growing problem of side roads turning into rat runs. The Green Belt should not be eyed as the easy option of where to put new roads. The Council's approach will take longer than the plan period to enact.						
1247245	LPIO-14620		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247829	LPIO-14667		I agree with the intent of the measures to make transport as 'green' as possible. However, encouraging people to use public transport is paramount and crucial but how can this be achieved (except by making the use of cars extremely cumbersome)? What positive encouragement to leave cars at home or even forego hiring / owning them can Councils and other bodies propose? This question must be addressed in the Plan, with some concrete proposals.						
1246827	LPIO-14741		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247016	LPIO-14857		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247018	LPIO-14926		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1241412	LPIO-152	yes	Resident parking should be for the Road/Avenue etc where the resident lives and not for any resident parking. Road name should be on the resident pass just like the visitor parking permits. Planning applications should also reflect this						
1247246	LPIO-15360		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247248	LPIO-15489		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1244901	LPIO-1550	yes							
1247251	LPIO-15583		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247252	LPIO-15670		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247274	LPIO-15772		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247275	LPIO-15912		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247936	LPIO-16041		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247287	LPIO-16236		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247344	LPIO-16324		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247349	LPIO-16411		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						

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1247353	LPIO-16499		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247354	LPIO-16593		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1244969	LPIO-1664	no	Not while WBC are still considering Green Belt release.I support the approach suggested for Urban regeneration and recycled land. Active transport should be the main consideration for Green Belt areas, enhancing its use for the Wirral Community and increasing Tourism opportunities						
1247434	LPIO-16694		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247436	LPIO-16801		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247935	LPIO-16851	no	I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247437	LPIO-16980		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247439	LPIO-16981		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247441	LPIO-17098		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247960	LPIO-17219		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247962	LPIO-17306		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1245042	LPIO-1740	yes	Electric vehicle charging needs a national strategy It will require major cable infrastructure and access to all with touch pay cards. This needs to be done by the Government. The piecemeal arrangements for other projects have failed.						
1247966	LPIO-17415		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247971	LPIO-17516		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1241726	LPIO-17617		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247979	LPIO-17762		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247980	LPIO-17763		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1245502	LPIO-17905		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						

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1247981	LPIO-17942		<p>CRITERION 4: TRANSPORT The infrastructure will not sustain the developments in Area 2B as:</p> <ul style="list-style-type: none"> <li>• Wirral 's geography creates an island situation e.g. One way on: one way off on Deeside.</li> <li>• However, on Merseyside – where there is the preponderance of Brownfield Sites there is easier and more acces to routes to leave the Wirral for work</li> <li>• Significant factual evidence supports that additional cars etc. on the roads in areas SPO61, SPO62, SPO63 will increase from 1658 to 2486 – Ref: Transport National Survey and RAC forecast The A551: (Serves AREA 2B)</li> <li>• Has been designated as unsafe by the Council. It is an Accident Alert Route with fatalities with congestion and daily dangers</li> <li>• Speed restrictions on this route are varied, erratic and confusing</li> <li>• Traffic counts reflect high density</li> <li>• Is a main A&amp;E route to the main A&amp;E hospital – Arrows Park- which served the whole of the Wirral</li> <li>• Is an already congested commuter route at peak times The A450: (SERVES AREA 2B)</li> <li>• Is a commuters car park causing narrowing and congestion all day TRAIN (SERVES AREA 2B)</li> <li>• There is no direct link to Liverpool from Heswall Hills Station and it is a non-viable commuter option. The car park, surrounded by housing, has capacity for a handful of cars. CONGESTION</li> <li>• All of the above named routes already face exceedingly long delays at peak times to access the motorway. If the motorway is blocked for any reason, then these routes become blocked also</li> </ul>						
1247541	LPIO-18004		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1242537	LPIO-18012		We should be encouraging more people to travel on local transport (buses, rail, ferry) and to walk or cycle. Buses should be run not for profit but to meet people's needs, therefore they need to be taken back into public ownership.						
1247539	LPIO-18112		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247996	LPIO-18280		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1237857	LPIO-18335	no	I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247021	LPIO-18408		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247023	LPIO-18517		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247024	LPIO-18572		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247025	LPIO-18660		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247038	LPIO-18661		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1248020	LPIO-18715		I noticed in the plan that you said that you were committed to walking and cycling. If this is the case then you should ensure that people who actually use these methods as modes of transport are consulted in the process. This should result in well lit and well maintained cycle paths that are not isolated. This would mean that all types of people would feel safe using them. Ideally cycles should be separated from other vehicles on the road. I'm sure that we could learn from other countries where they have more successful strategies for accommodating walkers and cyclists.						

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1247039	LPIO-18781		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247040	LPIO-18782		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247041	LPIO-18860		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247042	LPIO-18927		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1245060	LPIO-1893	no	I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247060	LPIO-19024		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247061	LPIO-19025		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247063	LPIO-19103		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247064	LPIO-19157		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247068	LPIO-19211		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247071	LPIO-19268		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247072	LPIO-19326		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247078	LPIO-19380		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1246634	LPIO-19448		Green sustainable transport should be incorporated with small electric buses servicing the local communities. Solar and other alternative forms of electricity generation are essential. Emphasis must be placed on diminishing the need to use private cars. Adequate cycle and walk ways are vital. We also need community allotments.						
1247080	LPIO-19475		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247081	LPIO-19476		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1239386	LPIO-19582		Better public transport is much needed, and the regulation of buses would be a critical step. Consideration should be given to the reinstatement of tram systems.						

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1248135	LPIO-19614 1 of 2	yes	<p>This Draft Plan is welcome in highlighting the issues of climate change, air quality, and congestion. We support the Preferred Approach to Transport, so answer 'Yes' to Question 7.2. However, cycling has had little attention for several decades, during which traffic has grown greatly. Steps have been taken to provide for more traffic and improve road safety. Though significant imperfections remain, many people still walk or drive a car if it suits them, and bus services are set to improve, but many do not cycle if it would suit them for their journey, because adequate appropriate improvements have not been made to help them with so much traffic. Problems for cyclists are found everywhere, so making a few special routes for them would be ineffective. We are therefore making a proposal that shows how improvements could be made to get many more people cycling. The method is basically the one already proposed and partly implemented for Wallasey, which would produce some "early wins". The announcement made by the Prime Minister on February 10 about bus services included a statement about Mini-Holland schemes (Link 1 with extract below) that concurs with our proposal for cycling in Wallasey. It therefore seems likely that having a policy that embraces Mini-Hollands will help to get government grants. We would in any case promote them in our policies, and put forward four of them below. Cycles at home. All new homes need provision for cycle storage, even if not needed by the first occupants. The space they occupy should have easy access, able to compete with car parking on the road. If a garage is designed to include cycle storage, a greater width is required than is needed for the current wide designs of cars. A drive designed for parking, whether there is a garage or not, should be wide enough for parking a car and for a bicycle or a pedestrian to pass it. Larger housing developments. The Draft Plan does not wish to build on the Green Belt at all, but there are alternative contingency plans in case some new housing requires land there. One of these plans involves one or two large-scale developments. We propose that if this scenario occurs: (i) Public transport should be available for the first day of occupation so that residents do not feel they have to buy a car especially to live there. The service could be provided by a bus route passing through the development, so it could earn good money from people living outside the development. It is an advantage of the development that should be publicised. (ii) Cycling provision should be made not only in the new development, but in the adjacent district(s). It should at least provide a route to a Local Centre, as defined in the Local Plan, in the old development, unless the new development is large enough to have one, which is unlikely when occupation is started. This route should not be the only one in the old development: ideally there would be a complete local network, so that the new residents would be able to reach most places there; failing that, there should be a plan for such a network; but if not, one should be planned, preferably with the developer financially responsible for making the plan and possibly installing some of the infrastructure. The development should also be made with possible further developments in mind. One could about the currently planned development on any side, and a connection between the two would be needed, especially for active travel, to avoid journeys on a long roundabout route. So at least spaces in the periphery should be left for such connections. If a connection is to provide for cars, it needs to be designed for active travel as elsewhere in the development. (iii) Provision for parking by shops and other amenities is needed to give cyclists confidence that they can conduct personal business locally. Cycle stands need to be well sited: under cover if possible; on level ground; well spaced apart; and with space beyond the stands, which support the bicycle frames. The Mini-Holland form of development, relating to major urban centres. The Wallasey network plan demonstrates the mini-Holland principle of ensuring that there are routes for cyclists on quiet roads that will serve a large majority of the population. The plan includes short sections on main roads, including ones to give access to Liscard Centre, the core of the network. Practically, this may be better illustrated by plans for Greater Manchester, where the basic network is expected to cost about £55/head. This is similar to our estimate for Wallasey, based on experience of implementation over about four years to 2011. We propose creating similar networks around local cores: these include all Town Centres, such as Liscard, and District Centres, as defined in the Local Plan (Heswall, Moreton, West Kirby, Bromborough Village, Hoylake, and Woodchurch Road/Prenton). One or more networks to cover Birkenhead would also be required. A fuller description may be found in Roland Graham's evidence to the Transport Select Committee's Inquiry on Active Travel (Link 2). Priorities for further development. The Mini-Holland form of development gives better value for money</p>						

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1248135	LPIO-19614 2 of 2	Yes	when complete than when partially created. It is better to develop one Mini-Holland completely than two halves. So Mini-Hollands should be developed one at a time, as in London. The example of Waltham Forest, where the local community was closely involved, is an excellent example, though in London it cost much more than a development with similar potential for encouraging active travel would do in Wirral. Mini-Hollands are designed to attract people to cycle and walk who little do so now. In the case of cycling many will be taking it up who haven't cycled for a long time or are completely new to it. In addition to the introduction of Mini-Hollands, this will require encouragement and some training. It is most important to attract these people who exercise little to do so more. This is for health						
1247082	LPIO-19649		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247083	LPIO-19703		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247084	LPIO-19764		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247085	LPIO-19821		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1237833	LPIO-19852		The Council will be aware that the Government has consulted on Electric Vehicle Charging in Residential and Non-Residential Buildings . This consultation set out the Government's preferred option to introduce a new functional requirement under Schedule 1 to the Building Regulations 2010, which is expected to come into force in 2020. The inclusion of Electric Vehicle Charging Point (EVCP) requirements within the Building Regulations 2010 will introduce a standardised consistent approach to EVCP in new buildings across the country. The requirements proposed apply to car parking spaces in or adjacent to buildings and the intention is for there to be one charge point per dwelling rather than per parking space. It is proposed that charging points must be at least Mode 3 or equivalent with a minimum power rating output of 7kW (expected increases in battery sizes and technology developments may make charge points less than 7 kW obsolete for future car models, 7 kW is considered a sufficiently future-proofed standard for home charging) fitted with a universal socket to charge all types of electric vehicle currently on the market and meet relevant safety requirements. All charge points installed under the Building Regulations should be un-tethered and the location must comply with the Equality Act 2010 and the accessibility requirements set out in the Building Regulations Part M. The Government has estimated installation of such charging points add on an additional cost of approximately £976. As the requirements for EVCP will be set out in Building Regulations, the HBF consider that it is unnecessary for the Plan to include a policy in relation to electric vehicle charging infrastructure.						
1247088	LPIO-19887		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1242519	LPIO-1994	no	No new roads on greenbelt .						
1247089	LPIO-19949		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247090	LPIO-20004		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247091	LPIO-20058		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247092	LPIO-20118		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247093	LPIO-20180		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						

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1247094	LPIO-20236		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247095	LPIO-20292		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247096	LPIO-20348		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247099	LPIO-20404		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247101	LPIO-20458		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247108	LPIO-20529		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247102	LPIO-20530		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247106	LPIO-20649		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247105	LPIO-20650		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247109	LPIO-20728		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247110	LPIO-20811		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247111	LPIO-20812		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247112	LPIO-20948		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247113	LPIO-21002		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247115	LPIO-21058		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247116	LPIO-21112		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1246851	LPIO-21193		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1246918	LPIO-21391		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1246924	LPIO-21392		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1246928	LPIO-21393		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1246920	LPIO-21599		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						

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1246926	LPIO-21600		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1247117	LPIO-21721		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247118	LPIO-21722		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1245112	LPIO-2177	yes							
1247145	LPIO-21829		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247147	LPIO-21830		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247148	LPIO-21937		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247150	LPIO-21938		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1244329	LPIO-22026		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247119	LPIO-22110		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1246678	LPIO-22111		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247151	LPIO-22218		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247152	LPIO-22219		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247153	LPIO-22332		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247155	LPIO-22333		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247156	LPIO-22440		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247158	LPIO-22441		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1246598 (Hoylake Vision)	LPIO-2245		I do not agree with the construction of new major roads on Green Belt land. We need to making improvements to public transport and providing charging points for electric vehicles not only in new developments but around the Borough in general.						
1247159	LPIO-22546		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247160	LPIO-22547		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						

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1247161	LPIO-22685		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247164	LPIO-22686		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1248151	LPIO-22694		Invest more in public transport to improve the lives of residents and reduce pollution and congestion						
1241016	LPIO-227	yes	The Wirral has some great opportunities for walking and cycling. The Round Wirral Bike Trail has been a success and further bike trails are possible. It would be good to make it safer and easier to cycle to and from work/school by linking and improving the existing cycle paths.						
1248296	LPIO-22797		In order to this it is imperative that better and more frequent public transport is available, .We should concentrate cultural events on areas where excellent public transport links already exist.						
1247167	LPIO-22820		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247168	LPIO-22821		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247169	LPIO-22916		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247170	LPIO-22917		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1245100	LPIO-2306	no	I DO NOT agree with the construction of major new roads. These can NEVER going to be compatible with sustainable development. I DO agree with improvements in public transport and active travel. I do not agree that new road schemes can achieve sustainable development or environmental enhancement. There should be no new oad schemes except for essential access. Walking, cycling, rail and public transport infrastructure and waterbourne transport should be prioritised. Connect Wirral Waters to Birkenhead Town Centre and New Brighton by a good tramway, safe paths for walking, and a segregated cycle network. Provide good bus connections to hospitals and shops. Ensure safe routes to schools so that all children are able to walk or cycle to school. Replace school buses with non diesel versions. Ensure high quality solutions. Demonstrate best practice walking and cycling infrastructure deign. Developments should require the reallocation of road space to other users, particularly in urban centres. Such uses might include Green Space, the creation of linear parks, wild life corridors or tree planting. EV charging will be necessary in the future, but focus first on non car use. Town Centres should be car free with exceptions for those with disabilities or who struggle to access public transport. They should be consulted on the best ways for them to access and move around in Car Free Town Centres. Car sharing schemes should be promoted, also sharing of LGVs by companies where possible. The council should aim to take control of local bus services funded by developments. New flats/commercial developments must include sufficient, secure and covered cycle parking. There should be two such places for each flat.						
1247173	LPIO-23085		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247174	LPIO-23086		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247175	LPIO-23193		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						

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1247176	LPIO-23195		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247177	LPIO-23346		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247178	LPIO-23347		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1247179	LPIO-23348		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1237546	LPIO-23465		Transport Transport is one section of Wirral's life where carbon emissions are not reducing. All areas need to reduce emissions faster than at present if we are to meet the Paris Agreement targets and what is recommended by the IPCC. The objective should therefore include Ensure that the provision of infrastructure is managed and delivered to reduce carbon emissions, meet local population..... etc. Development must be directed to where it can be accessed by public transport or sustainable transport modes. All new development must rely on sustainable transport modes and not be primarily car-based, given that fossil-fuelled cars are likely to be with us for the duration of this plan.						
1245146	LPIO-2356	no	New roads in Green Belt not acceptable						
1241770	LPIO-23655		New developments need access to electric car charging points. They also need to be built close to existing public transport routes. Dependence on cars needs to be reduced urgently if the council is seriously responding to the climate crisis.						
1248438	LPIO-23796		The preferred approach refers to a potential Community Infrastructure Levy, S106 obligations and Government funding to ensure that improvements are made to community facilities, as well as investment in healthcare and education. We have no objection to this approach, provided that the contributions which are sought from developments are based on up-to-date and robust evidence, fully justified and satisfy the tests set out under paragraph 56 of the NPPF and Regulation 122(2) of the Community Infrastructure Levy Regulations 2010.	<a href="https://wirral-consult.objective.co.uk/file/5684850">https://wirral-consult.objective.co.uk/file/5684850</a>	<a href="https://wirral-consult.objective.co.uk/file/5657890">https://wirral-consult.objective.co.uk/file/5657890</a>				
1242185	LPIO-23936		Yes and No. We agree with improvements to public transport of all forms, but not to facilitate new housing in the Green Belt, rather within and between existing and regenerated urban areas. This should include the extension of the Heritage Tramway from the Hamilton Quarter to 'Wirral Waters' and on to the 'Eureka' Children's Museum due to open in 2022 in place of the closed 'Spaceport' at Seacombe. We agree with new developments having electric vehicle charging infrastructure but an understanding of the limited benefits of electric vehicles should be considered, as whilst they do reduce NO2, they do not reduce harmful Particle Matter (PMs) pollution, which invade the lungs and bloodstream and cause, or worsen, illness and disease. Wirral has only one (yes one) PM detector and that is located in a park. Despite this, Wirral's PM levels are just within legal limits. We hope the Local Plan will vastly reduce vehicular movements, by building homes near to employment locations to promote active travel and remove the need to journey across the Peninsula and beyond for daily commutes and to access other daily and weekly services. Please also refer to the attached report submitted on Air Quality and Pollution. We are opposed to major new roads across Green Belt as this would merely open up new 'hard boundaries' and encourage house-building away from existing urban areas. New roads are proven to induce more traffic as they encourage more road travel which has generally been acknowledged as undesirable, polluting and harmful to sustainability. Please refer to the report by Transport for Quality of Life Community Interest Company (TfLQ) that examines the impacts of road schemes on traffic, the environment, the economy, road safety and land use. This study draws upon evidence of short-term impacts (between one and five years after scheme completion) from over 80 road schemes, published by Highways England through its Post-Opening Project Evaluation (POPE) process. This is supplemented by long-term evidence from four road schemes that were completed between 13 and 20 years ago: the A34 Newbury Bypass, M65 Blackburn Southern Bypass, A46 Newark – Lincoln dualling and A120 Stansted to Braintree dualling. The summary report, The End of the Road?, is available at <a href="https://www.cpre.org.uk/resources/the-impact-of-road-projects-in-england/">https://www.cpre.org.uk/resources/the-impact-of-road-projects-in-england/</a>	<a href="https://wirral-consult.objective.co.uk/file/5659121">https://wirral-consult.objective.co.uk/file/5659121</a>	<a href="https://wirral-consult.objective.co.uk/file/5684263">https://wirral-consult.objective.co.uk/file/5684263</a>	<a href="https://wirral-consult.objective.co.uk/file/5657006">https://wirral-consult.objective.co.uk/file/5657006</a>			

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1247798	LPIO-24237		Whilst Wirral Waters does benefit from £6m of HIF Funding to unlock the delivery of 1,000 homes, the Council's Infrastructure Delivery Plan identifies that considerably more investment will be required to deliver a range of public transport and pedestrian/cycle schemes/improvements and to facilitate the re-location of industrial operators from Wirral Waters elsewhere in the Borough. At present, this funding is not confirmed.	<a href="https://wirral-consult.objective.co.uk/file/5684846">https://wirral-consult.objective.co.uk/file/5684846</a>					
1247798	LPIO-24264		The implementation of electric vehicle charging is consistent with national planning policy; however, it would be prudent for the Council to adopt a flexible approach to the implementation of such provision on a scheme by scheme/use by use basis. For example, a specialist housing scheme for the older population is unlikely to require the same amount of electric vehicle charging as a typical B1 office use or C3 apartment scheme where each resident will likely have access to a private car.	<a href="https://wirral-consult.objective.co.uk/file/5684846">https://wirral-consult.objective.co.uk/file/5684846</a>					
1248542	LPIO-24403		Welcome the approach of prioritising public transport and active travel over highway-based solutions. This approach allows reduced levels of car parking which in turn provides more space for economic development. It would be appropriate to have this as a priority over electric vehicle charging infrastructure because sustainable modes of transport, including walking and cycling, should be prioritised over use of the private car. We are supportive of making Wirral a sustainable Borough including provision of green technologies where this is appropriate and viable.	<a href="https://wirral-consult.objective.co.uk/file/5684894">https://wirral-consult.objective.co.uk/file/5684894</a>					
1248557 (Environment Agency)	LPIO-24455		We agree sustainable development and environmental enhancement are key benefits that should be considered.						
1248571 (Cheshire West and Chester Council)	LPIO-24543		Transport:Cheshire West and Chester Council notes that the Issues and Options Consultation refers to various supporting documents that have been used to provide evidence to inform the development of the plan. This includes a number of transport and feasibility studies noted in the evidence base. It is somewhat surprising that Cheshire West has not been engaged or involved in any of this work, to date, as there is, and will continue to be, a significant level of cross boundary travel between the Wirral and Cheshire West and Chester. Page 43 sets out various road based challenges relating to capacity constraints on the road network, however there does not seem to be equivalent commentary relating to the potential impact of the planned growth on the local rail network, which may be helpful to include. While Cheshire West and Chester supports Wirral's preferred strategy of Option 1A, should Green Belt site SP071 'Land at Chester Road, Gayton' under Option 2A come forward or be considered, this has the potential to have a direct impact on Cheshire West's network. Having reviewed the information in evidence base document T9 – Transport & Accessibility Review for Sites for Further Investigation 2020, it is considered that the indicative junctions would have enough separation from the Boathouse lane junction, where the road becomes Cheshire West's network. The Council would expect to see the operation of the Boathouse Lane junction to be included in any assessments/TAs etc. including some sensitivity testing that looks at more local, actual trip rates, based on existing housing adjacent to the sites, and a consideration of whether any mitigation was required. Overall, the Council supports preferred Option 1A: Urban Intensification and the concentration of development in and around the docks, along with the identification of improvements to Bidston to Wrexham line, cycling and walking investment and electric vehicle charging infrastructure as priorities for the Wirral Local Plan. However, irrespective of the transport objectives, Cheshire West and Chester would anticipate that traffic growth will continue and this will have a serious impact along the A41 corridor and on the Merseyrail Electric network. Therefore the opportunity to discuss these proposals at future meeting with transport colleagues from Wirral would be welcomed.						
1244826	LPIO-2456	no	I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1242697	LPIO-24708		New development should be in the regeneration areas (in Settlement Areas 2 and 3) which will naturally expect improved public transport. Improvements to public and walking transport (with electric charging points) are needed in varying scales and in many places. Such improvements (no matter how small – altering roundabouts or traffic calming schemes, or more frequent buses) should be directed first to existing areas where the public can travel.	<a href="https://wirral-consult.objective.co.uk/file/5659118">https://wirral-consult.objective.co.uk/file/5659118</a>	<a href="https://wirral-consult.objective.co.uk/file/5659119">https://wirral-consult.objective.co.uk/file/5659119</a>	<a href="https://wirral-consult.objective.co.uk/file/5659120">https://wirral-consult.objective.co.uk/file/5659120</a>	<a href="https://wirral-consult.objective.co.uk/file/5659121">https://wirral-consult.objective.co.uk/file/5659121</a>		

Person ID	ID	Question 7.2 - Do you agree with our approach to prioritise public and active transport improvements and electric vehicle charging infrastructure provision in new development, and to support the construction of major new roads only where they are related to achieving sustainable development, environmental enhancement, public transport or road safety benefits?	Question 7.2a - If you answered No, what would you change and why? If Yes, you can comment here.	Attachment 1	Attachment 2	Attachment 3	Attachment 4	Attachment 5	Attachment 6
1248749	LPIO-24897		Agree that new development should be provided in locations which are well supported by existing public transport provision or where new public and active travel links can be provided but this can only be secured through necessary planning obligations and / or funding. We note that the Commercial Core, whilst considered to be an accessible location, still requires over £500m for transport improvements but has no funding confirmed, whereas very little growth is envisaged within areas which are already supported by existing public transport provision. Greenfield sites, which are generally viable, have not been identified and could be suitable to provide new public and active travel links.	<a href="https://wirral-consult.objective.co.uk/file/5684847">https://wirral-consult.objective.co.uk/file/5684847</a>	<a href="https://wirral-consult.objective.co.uk/file/5684848">https://wirral-consult.objective.co.uk/file/5684848</a>	<a href="https://wirral-consult.objective.co.uk/file/5684845">https://wirral-consult.objective.co.uk/file/5684845</a>			
1248769	LPIO-25016		Agree that new development should be provided in locations which are well supported by existing public transport provision or where new public and active travel links can be provided but this can only be secured through necessary planning obligations and / or funding. We note that the Commercial Core, whilst considered to be an accessible location, still requires over £500m for transport improvements but has no funding confirmed, whereas very little growth is envisaged within areas which are already supported by existing public transport provision. Greenfield sites, which are generally viable, have not been identified and could be suitable to provide new public and active travel links.	<a href="https://wirral-consult.objective.co.uk/file/5659045">https://wirral-consult.objective.co.uk/file/5659045</a>	<a href="https://wirral-consult.objective.co.uk/file/5684957">https://wirral-consult.objective.co.uk/file/5684957</a>	<a href="https://wirral-consult.objective.co.uk/file/5659039">https://wirral-consult.objective.co.uk/file/5659039</a>	<a href="https://wirral-consult.objective.co.uk/file/5659038">https://wirral-consult.objective.co.uk/file/5659038</a>	<a href="https://wirral-consult.objective.co.uk/file/5684956">https://wirral-consult.objective.co.uk/file/5684956</a>	
1248823	LPIO-25120		Agree that new development should be provided in locations which are well supported by existing public transport provision or where new public and active travel links can be provided but this can only be secured through necessary planning obligations and / or funding. We note that the Commercial Core, whilst considered to be an accessible location, still requires over £500m for transport improvements but has no funding confirmed, whereas very little growth is envisaged within areas which are already supported by existing public transport provision. Greenfield sites, which are generally viable, have not been identified and could be suitable to provide new public and active travel links.	<a href="https://wirral-consult.objective.co.uk/file/5674317">https://wirral-consult.objective.co.uk/file/5674317</a>	<a href="https://wirral-consult.objective.co.uk/file/5684865">https://wirral-consult.objective.co.uk/file/5684865</a>	<a href="https://wirral-consult.objective.co.uk/file/5684849">https://wirral-consult.objective.co.uk/file/5684849</a>			
1248832	LPIO-25230		Agree that new development should be provided in locations which are well supported by existing public transport provision or where new public and active travel links can be provided but this can only be secured through necessary planning obligations and / or funding. We note that the Commercial Core, whilst considered to be an accessible location, still requires over £500m for transport improvements but has no funding confirmed, whereas very little growth is envisaged within areas which are already supported by existing public transport provision. Greenfield sites, which are generally viable, have not been identified and could be suitable to provide new public and active travel links.	<a href="https://wirral-consult.objective.co.uk/file/5684857">https://wirral-consult.objective.co.uk/file/5684857</a>	<a href="https://wirral-consult.objective.co.uk/file/5659562">https://wirral-consult.objective.co.uk/file/5659562</a>				
1248833	LPIO-25334		Agree that new development should be provided in locations which are well supported by existing public transport provision or where new public and active travel links can be provided but this can only be secured through necessary planning obligations and / or funding. We note that the Commercial Core, whilst considered to be an accessible location, still requires over £500m for transport improvements but has no funding confirmed, whereas very little growth is envisaged within areas which are already supported by existing public transport provision. Greenfield sites, which are generally viable, have not been identified and could be suitable to provide new public and active travel links.	<a href="https://wirral-consult.objective.co.uk/file/5661125">https://wirral-consult.objective.co.uk/file/5661125</a>	<a href="https://wirral-consult.objective.co.uk/file/5661100">https://wirral-consult.objective.co.uk/file/5661100</a>	<a href="https://wirral-consult.objective.co.uk/file/5661124">https://wirral-consult.objective.co.uk/file/5661124</a>	<a href="https://wirral-consult.objective.co.uk/file/5661129">https://wirral-consult.objective.co.uk/file/5661129</a>		
1248956	LPIO-25411		We agree that new development should be provided in locations which are well supported by existing public transport or where new public and active travel links can be provided. However new public and active travel links can only be secured off-site through necessary planning obligations and / or funding. We note that the Commercial Core whilst considered to be an accessible location still requires over £500m of transport infrastructure but has no funding confirmed. On the other hand, very little growth is envisaged within Urban Settlements that are already supported by existing public transport provision. Greenfield sites have not been identified within the Urban Settlements which are generally viable and could be suitable to provide new public and active travel links.	<a href="https://wirral-consult.objective.co.uk/file/5677474">https://wirral-consult.objective.co.uk/file/5677474</a>	<a href="https://wirral-consult.objective.co.uk/file/5684859">https://wirral-consult.objective.co.uk/file/5684859</a>				

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1246763	LPIO-25423		X supports Wirral Borough Council in their pursuit to deliver a net gain in biodiversity assets over the plan period and to contribute to improving air quality primarily by locating development in locations which are most accessible to public transport, seeking to expand the network of electric vehicle charging points and restricting developments that generate significant pollution. The 2020 Wirral Plan includes the Wirral Transport Strategy which sets out all the transport projects that are hoped to be achieved by 2020 to ensure that reliable and affordable public transport can be carried out within the Borough. However, a new strategy will have to be drawn up alongside the local plan to ensure the planned new housing and employment can be sustainably integrated into the Wirral's existing transport infrastructure as far as possible, and it is noted that Stage 2 of the Infrastructure Delivery Plan will comprise an assessment of infrastructure requirements required to allow the timely delivery of major housing and employment allocations set out in the draft final Local Plan. Bromborough Wharf would make good use of improved public transport network opportunities, which would be promoted via a Travel Plan, and as such Stage 2 of the Infrastructure Delivery Plan is welcomed should it make best use of connecting the Borough to the various proposed allocations. The Site will also future proof the facilities available to its residents by providing electric vehicle charging points, and the X would appreciate the Council's efforts in securing the necessary electricity grid connections.						
1249002	LPIO-25523		Merseytravel notes the comments made within the Options and Issues Document with regard to transport provision (Section 7.7 – 7.13), and supports the aims set out in this section. Given the positive intentions encapsulated here, Merseytravel would wish to work with Wirral Council to develop these aims and convert them into deliverable projects and provisions, as part of all development to be brought forward under the Plan.						
1248986	LPIO-25544		Agree that new development should be provided in locations which are well supported by existing public transport provision or where new public and active travel links can be provided but this can only be secured through necessary planning obligations and / or funding. We note that the Commercial Core, whilst considered to be an accessible location, still requires over £500m for transport improvements but has no funding confirmed, whereas very little growth is envisaged within areas which are already supported by existing public transport provision. Greenfield sites, which are generally viable, have not been identified and could be suitable to provide new public and active travel links.	<a href="https://wirral-consult.objective.co.uk/file/5662723">https://wirral-consult.objective.co.uk/file/5662723</a>	<a href="https://wirral-consult.objective.co.uk/file/5662725">https://wirral-consult.objective.co.uk/file/5662725</a>	<a href="https://wirral-consult.objective.co.uk/file/5662770">https://wirral-consult.objective.co.uk/file/5662770</a>			
1249015	LPIO-25600	yes	We agree that new development should be provided in locations which are well supported by existing public transport or where new public and active travel links can be provided. However new public and active travel links can only be secured off-site through necessary planning obligations and / or funding. We note that the Commercial Core whilst considered to be an accessible location still requires over £500m of transport infrastructure but has no funding confirmed. On the other hand, very little growth is envisaged within Urban Settlements that are already supported by existing public transport provision. Greenfield sites have not been identified within the Urban Settlements which are generally viable and could be suitable to provide new public and active travel links.	<a href="https://wirral-consult.objective.co.uk/file/5684897">https://wirral-consult.objective.co.uk/file/5684897</a>					
1248135	LPIO-25618		Yes but cycling has had little attention for several decades and traffic has grown greatly. Many do not cycle even if it would suit them for their journey because adequate appropriate improvements have not been made to help them with so much traffic. Problems for cyclists are found everywhere, so making a few special routes for them would be ineffective. The approach proposed and partly implemented for Wallasey should be followed across the majority of the Borough, including around local centres, which would produce some "early wins", to ensure that there are routes for cyclists on quiet roads and some short sections on main roads that will serve a large majority of the population. A policy that embraces Mini-Holland schemes, announced by the Prime Minister on February 10 (a link and extract is included in our attachment) will help to get government grants. When completed, work may begin on improving conditions to encourage active travel on some main roads, or parts of them that were not developed in a Mini-Holland, and off-road routes mainly for leisure use. Further information including examples from Wallasey, Greater Manchester, London and evidence submitted to the Transport Select Committee's Inquiry on Active Travel is provided in our attachment. The health benefits, both physical and mental, would produce significant savings for the NHS.						

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1246458	LPIO-25794		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1246459	LPIO-25795		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1242155	LPIO-25887	yes	Yes. In addition it should be noted that increased demand arising through growth can support the viability and growth of public transport infrastructure. On this basis option 2a proposing dispersed Green Belt release should be considered as the preferred model as oppose to option 1a or 2b that will focus demand and opportunity in only a limited location hence benefits to wider communities will be limited.						
1249116	LPIO-25936		We support measures to transition to a lower carbon economy and address the Council's Climate Change Action Plan and in principle support the approach but we would not support any policy requirement which would render developments unviable or undeliverable and reserve the right to comment when further detail is released at a later stage of the process.	<a href="https://wirral-consult.objective.co.uk/file/5674092">https://wirral-consult.objective.co.uk/file/5674092</a>	<a href="https://wirral-consult.objective.co.uk/file/5684836">https://wirral-consult.objective.co.uk/file/5684836</a>	<a href="https://wirral-consult.objective.co.uk/file/5674096">https://wirral-consult.objective.co.uk/file/5674096</a>	<a href="https://wirral-consult.objective.co.uk/file/5674095">https://wirral-consult.objective.co.uk/file/5674095</a>	<a href="https://wirral-consult.objective.co.uk/file/5674093">https://wirral-consult.objective.co.uk/file/5674093</a>	<a href="https://wirral-consult.objective.co.uk/file/5684833">https://wirral-consult.objective.co.uk/file/5684833</a>
1249100	LPIO-25981 1 of 3		We agree that new development should be provided in locations which are well supported by existing public transport or where new public and active travel links can be provided. However new public and active travel links can only be secured off-site through necessary planning obligations and / or funding. We note that the Commercial Core whilst considered to be an accessible location still requires over £500m of transport infrastructure but has no funding confirmed. On the other hand, very little growth is envisaged within Urban Settlements that are already supported by existing public transport provision. Greenfield sites have not been identified within the Urban Settlements which are generally viable and could be suitable to provide new public and active travel links.	<a href="https://wirral-consult.objective.co.uk/file/5677514">https://wirral-consult.objective.co.uk/file/5677514</a>	<a href="https://wirral-consult.objective.co.uk/file/5677512">https://wirral-consult.objective.co.uk/file/5677512</a>	<a href="https://wirral-consult.objective.co.uk/file/5684898">https://wirral-consult.objective.co.uk/file/5684898</a>	<a href="https://wirral-consult.objective.co.uk/file/5677513">https://wirral-consult.objective.co.uk/file/5677513</a>	<a href="https://wirral-consult.objective.co.uk/file/5677509">https://wirral-consult.objective.co.uk/file/5677509</a>	<a href="https://wirral-consult.objective.co.uk/file/5684951">https://wirral-consult.objective.co.uk/file/5684951</a>
1249100	LPIO-25981 2 of 3		We agree that new development should be provided in locations which are well supported by existing public transport or where new public and active travel links can be provided. However new public and active travel links can only be secured off-site through necessary planning obligations and / or funding. We note that the Commercial Core whilst considered to be an accessible location still requires over £500m of transport infrastructure but has no funding confirmed. On the other hand, very little growth is envisaged within Urban Settlements that are already supported by existing public transport provision. Greenfield sites have not been identified within the Urban Settlements which are generally viable and could be suitable to provide new public and active travel links.	<a href="https://wirral-consult.objective.co.uk/file/5684895">https://wirral-consult.objective.co.uk/file/5684895</a>	<a href="https://wirral-consult.objective.co.uk/file/5677508">https://wirral-consult.objective.co.uk/file/5677508</a>	<a href="https://wirral-consult.objective.co.uk/file/5677511">https://wirral-consult.objective.co.uk/file/5677511</a>	<a href="https://wirral-consult.objective.co.uk/file/5684949">https://wirral-consult.objective.co.uk/file/5684949</a>	<a href="https://wirral-consult.objective.co.uk/file/5677516">https://wirral-consult.objective.co.uk/file/5677516</a>	<a href="https://wirral-consult.objective.co.uk/file/5677507">https://wirral-consult.objective.co.uk/file/5677507</a>
1249100	LPIO-25981 3 of 3		We agree that new development should be provided in locations which are well supported by existing public transport or where new public and active travel links can be provided. However new public and active travel links can only be secured off-site through necessary planning obligations and / or funding. We note that the Commercial Core whilst considered to be an accessible location still requires over £500m of transport infrastructure but has no funding confirmed. On the other hand, very little growth is envisaged within Urban Settlements that are already supported by existing public transport provision. Greenfield sites have not been identified within the Urban Settlements which are generally viable and could be suitable to provide new public and active travel links.	<a href="https://wirral-consult.objective.co.uk/file/5677510">https://wirral-consult.objective.co.uk/file/5677510</a>					
1249116	LPIO-25990 1 of 2		We support measures to transition to a lower carbon economy and address the Council's Climate Change Action Plan and in principle support the approach but we would not support any policy requirement which would render developments unviable or undeliverable and reserve the right to comment when further detail is released at a later stage of the process.	<a href="https://wirral-consult.objective.co.uk/file/5675698">https://wirral-consult.objective.co.uk/file/5675698</a>	<a href="https://wirral-consult.objective.co.uk/file/5675693">https://wirral-consult.objective.co.uk/file/5675693</a>	<a href="https://wirral-consult.objective.co.uk/file/5675700">https://wirral-consult.objective.co.uk/file/5675700</a>	<a href="https://wirral-consult.objective.co.uk/file/5675692">https://wirral-consult.objective.co.uk/file/5675692</a>	<a href="https://wirral-consult.objective.co.uk/file/5675697">https://wirral-consult.objective.co.uk/file/5675697</a>	<a href="https://wirral-consult.objective.co.uk/file/5675694">https://wirral-consult.objective.co.uk/file/5675694</a>
1249116	LPIO-25990 2 of 2		We support measures to transition to a lower carbon economy and address the Council's Climate Change Action Plan and in principle support the approach but we would not support any policy requirement which would render developments unviable or undeliverable and reserve the right to comment when further detail is released at a later stage of the process.	<a href="https://wirral-consult.objective.co.uk/file/5675696">https://wirral-consult.objective.co.uk/file/5675696</a>					

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1249116	LPIO-26038		We support measures to transition to a lower carbon economy and address the Council's Climate Change Action Plan and in principle support the approach but we would not support any policy requirement which would render developments unviable or undeliverable and reserve the right to comment when further detail is released at a later stage of the process.	<a href="https://wirral-consult.objective.co.uk/file/5684802">https://wirral-consult.objective.co.uk/file/5684802</a>	<a href="https://wirral-consult.objective.co.uk/file/5684835">https://wirral-consult.objective.co.uk/file/5684835</a>	<a href="https://wirral-consult.objective.co.uk/file/5677041">https://wirral-consult.objective.co.uk/file/5677041</a>	<a href="https://wirral-consult.objective.co.uk/file/5677037">https://wirral-consult.objective.co.uk/file/5677037</a>	<a href="https://wirral-consult.objective.co.uk/file/5684804">https://wirral-consult.objective.co.uk/file/5684804</a>	
1249116	LPIO-26072		We support measures to transition to a lower carbon economy and address the Council's Climate Change Action Plan and in principle support the approach but we would not support any policy requirement which would render developments unviable or undeliverable and reserve the right to comment when further detail is released at a later stage of the process.	<a href="https://wirral-consult.objective.co.uk/file/5674240">https://wirral-consult.objective.co.uk/file/5674240</a>	<a href="https://wirral-consult.objective.co.uk/file/5684832">https://wirral-consult.objective.co.uk/file/5684832</a>	<a href="https://wirral-consult.objective.co.uk/file/5674256">https://wirral-consult.objective.co.uk/file/5674256</a>	<a href="https://wirral-consult.objective.co.uk/file/5684834">https://wirral-consult.objective.co.uk/file/5684834</a>	<a href="https://wirral-consult.objective.co.uk/file/5684837">https://wirral-consult.objective.co.uk/file/5684837</a>	
1243721	LPIO-2613	yes	We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.						
1249745	LPIO-26385		We support the Council's commitment to transitioning to a lower carbon economy and agrees that development should be located in areas which are well supported by existing public transport provision, or where new public and active travel links can be provided. In this respect we note that SHLAA4010/4075/4076 (The Storeton Garden Village) is well connected by bicycle with excellent existing links to the surrounding areas through off-road provision. There are opportunities to access key facilities and amenities on foot throughout Prenton and Bebington and it is proposed that the scheme would also provide a range of services and facilities on site including a local centre and primary school, which would help discourage use of the private car. The proposed development quantum also provides an excellent opportunity to improve existing bus services throughout Storeton. The Local Plan notes that electric vehicle charging infrastructure will also be expected to be provided as part of new development. The cost of providing electric vehicle charging infrastructure should be fully assessed in any viability appraisal work undertaken to inform the development of Local Plan policy. This needs to go beyond the cost of providing the vehicular charging points themselves where necessary. Any viability assessment should take into account other infrastructure associated with the provision of charging points. For example, we consider that the cost of providing such infrastructure in car parking to flat developments and developments with unallocated parking could be significantly higher given the likely additional works and materials required to provide such infrastructure in more isolated locations. In addition, on medium to large schemes, it may be necessary to provide additional or dedicated substation facilities to power the charging points, the cost of which would be significant. For example, some utilities providers assume a worst case scenario that all electric charging points will be used all night which places a significant demand on the electricity network and a this can require a primary substation to address this matter. In reality, given the take up of electric vehicles and the unlikely event that all would need charging concurrently, the demand upon the electricity network will be less than envisaged. However, developers have no option but to include sufficient substations and ensure sufficient capacity for the "worst case" scenario. From our experience, the delivery of EV charging facilities is far more likely to be delivered on large strategic sites. It is difficult to deliver large proportions of EV charging points on urban sites as the capacity of the network and its ability to be upgraded is more problematic to achieve. It is therefore imperative that these costs are properly considered and factored into and viability assessment work undertaken.	<a href="https://wirral-consult.objective.co.uk/file/5680005">https://wirral-consult.objective.co.uk/file/5680005</a>	<a href="https://wirral-consult.objective.co.uk/file/5684864">https://wirral-consult.objective.co.uk/file/5684864</a>	<a href="https://wirral-consult.objective.co.uk/file/5684863">https://wirral-consult.objective.co.uk/file/5684863</a>	<a href="https://wirral-consult.objective.co.uk/file/5680006">https://wirral-consult.objective.co.uk/file/5680006</a>	<a href="https://wirral-consult.objective.co.uk/file/5684860">https://wirral-consult.objective.co.uk/file/5684860</a>	<a href="https://wirral-consult.objective.co.uk/file/5684862">https://wirral-consult.objective.co.uk/file/5684862</a>
1249782	LPIO-26436		We agree that new development should be provided in locations which are well supported by existing public transport provision, or where new public and active travel links can be provided. However new public and active travel links can only be secured off-site through necessary planning obligations and / or funding. In this regard, we note that the Commercial Core whilst considered to be an accessible location still requires over £500m of transport infrastructure but has no funding confirmed. On the other hand, very little growth is envisaged within the Urban Settlements that are already supported by existing public transport provision. Furthermore, greenfield sites have not been identified within the Urban Settlements which are generally viable and could be suitable to provide new public and active travel links.	<a href="https://wirral-consult.objective.co.uk/file/5683892">https://wirral-consult.objective.co.uk/file/5683892</a>					

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1249219	LPIO-26483		We do not agree with major new roads on greenbelt, we do agree with improvements in public transport and electric vehicle charging. We would welcome improvements on rail connections from Heswall to Liverpool.	<a href="https://wirral-consult.objective.co.uk/file/5677529">https://wirral-consult.objective.co.uk/file/5677529</a>	<a href="https://wirral-consult.objective.co.uk/file/5677528">https://wirral-consult.objective.co.uk/file/5677528</a>				
1240932	LPIO-26626	no	No, we disagree with Wirral Council's approach. Prioritising some major new roads often improves the quality and reliability of existing active transport and public transport routes. For example, relieving congestion and lowering the overall quantum of traffic within a number of rural towns by building a new bypass can have significant benefits to those towns, creating a safer and more enjoyable environment for walking and cycling, and reducing delay to bus journey times. We suggest that road infrastructure improvements should be considered at the same time, and with the same bias, as specific active travel and public transport improvements in order to determine which improvement has the greatest benefit in respect to the KPIs listed (e.g. achieving sustainable development, environmental enhancement, public transport or road safety benefits?). We have a unique ability to assist in resolving many existing local highway constraints due to our extensive land ownership, the extent of which includes numerous locations where land ownership abuts the existing public highway boundary where known highway capacity issues exist. We have identified a preliminary range of potential solutions to address existing highway capacity constraints which would not only assist with the delivery of residential development sites within the Green Belt but which would also benefit current users of the highway network. Such benefits would not be limited to users of private cars, as the increase in highway capacity delivered by the highway solutions would improve and protect journey times for public transport services. Some of the potential highway improvements could include re-routing traffic, relieving village centres and as a result creating an improved environment to encourage increased levels of active travel. This can happen alongside the significant improvements to other sustainable patterns of movement, including walking and cycling, as set out in the attached Vision document.	<a href="https://wirral-consult.objective.co.uk/file/5683689">https://wirral-consult.objective.co.uk/file/5683689</a>	<a href="https://wirral-consult.objective.co.uk/file/5682697">https://wirral-consult.objective.co.uk/file/5682697</a>	<a href="https://wirral-consult.objective.co.uk/file/5682701">https://wirral-consult.objective.co.uk/file/5682701</a>			
1245180	LPIO-2749	no	I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1237546	LPIO-2873	yes	Wirral Wildlife support the preferred approach, as being the most likely to reduce the need to travel, improve public transport and make transport as "sustainable" as possible by encouraging active transport (paras 7.9,7.10). All road schemes need to be reviewed for climate impact in the light of the Heathrow runway court decision.						
1238835	LPIO-2940	no	I do not agree with major new roads on or near to our Greenbelt. Junctions 4 and 5 on the M53 are far too congested as it is. Directing further traffic via these routes is sheer idiocy. Instead, a more focused effort should be made by Council to encourage the use of and improve public services. Enhanced environmentally friendly options should be included as part of the Wirral Waters project including electric charging points and cycle routes.						
1245159	LPIO-3061	yes							
1245287	LPIO-3150	yes	The whole thrust of policy should be to make the Wirral the well connected car free low traffic, pollution free walking and cycling peninsular.						
1238645	LPIO-3178	yes	Ensure high quality solutions: Demonstrate best practise walking and cycling infrastructure design - Wirral is a perfect are for cycling however outside of leisure use it is actually very difficult to get to places on a bicycle as the roads are busy and congested. Look at the development of multiuse pathways and perhaps the restriction of roads to generate a safer cycling environment. An extensive and inventive approach to electric charging points is also required e.g. in New Brighton there are many houses without a driveway and so it is not feasible for these home owners to put in their own charging points.						
1241315	LPIO-3304	no	I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1237944	LPIO-3426	yes							
1245462	LPIO-3654	yes							

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1237827	LPIO-3815	yes							
1245288	LPIO-3885	yes							
1245498	LPIO-3975	yes							
1245599	LPIO-4056	no	Whilst I fully support improvement in public transport and being aware of the environment I certainly disagree with major new roads being constructed on green belt. Electric vehicle charging points are away forward. Road safety can be improved by not turning street lighting off and making sure existing lights and roads are kept in good working order. Expanding and building new when current roads are not always up to standard is not the approach.						
1237943	LPIO-41	yes	Fully support 'Active transport' options over supplying electric charging points & improving highways. This will do more for health (physical & mental), environment and economic benefits.						
1245346	LPIO-4146	no	I do not agree with major new roads, I do agree with improvements in public and active transport improvements. I do not accept that new road schemes can achieve sustainable development or environmental enhancement. No new road building or widening schemes implemented except for essential access Prioritise walking, cycling, rail and public transport infrastructure and waterborne transport. Connect Wirral Waters to Birkenhead Town Centre/New Brighton by a good tramway and segregated cycle network Provide good bus connections to hospitals and shops Ensure safe routes to schools so that all children are able to walk or cycle to school. Replace school buses with non-diesel versions. Ensure high quality solutions: Demonstrate best practice walking and cycling infrastructure design. Developments should require the reallocation of road space to other uses, in particular in urban centres. Such uses might include green space, the creation of linear parks, or tree planting. Electric vehicle charging will be necessary in future, but focus first on encouraging non-car use. Town Centres to be car-free (exceptions for those who struggle to walk or access public transport). Car-sharing schemes should be promoted, also sharing of LGVs by companies where possible. The Council should aim to take control of local bus services funded by developments New apartment/commercial developments must include sufficient, secure, covered cycling parking. There should be two such spaces for each new apartment.						
1240939	LPIO-4164	yes	Need to carefully consider how the additional cost of electric charging points will be funded						
1245638	LPIO-4297	no	I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1245153	LPIO-4400	yes							
1245501	LPIO-4457		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1237667	LPIO-4581	yes							
1245416	LPIO-4648	yes	Improvements are needed in public transport access to the Arrowe Park hospital site and other health and care facilities. NHS Wirral CCG would like to be part of any discussion in regard to the strategic transport needs of the borough and how this impacts on health and care.						
1244720	LPIO-4687	no	Creating new roads always increases traffic and subsequently emissions increase. WBC needs to be looking at alternatives to cars: Bus improvements including electric vehicles Loads of cycle ways including cross Wirral and coastal connections. Tram line connecting Birkenhead with Bidston and Wallasey/ New Brighton - think tourism. Increase ferry crossing frequency, link to tramway and cycle ways and buses. Link to visitor sites such as the Priory, Tranmere Wilfred Owens home, Sandy Irvine's family home, Birkenhead Park, etc . Think tourism!						
1237696	LPIO-4730	yes							
1244629	LPIO-4788	no	I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						

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1245816	LPIO-5033	no	No mention is made of the already severe congestion at times on Barnston Road (A551) and the other heavily used roads in the vicinity of SP062 (see 4.15).						
1245713	LPIO-5112	yes	Agree with improvements on public transport and electric vehicle charging. Do not agree with major new roads on greenbelt						
1245496	LPIO-5236	yes	instead of building new roads a policy should be undertaken to repair improve and resurface existing roads throughout the borough as the roads are a disgrace. I do not agree to build new roads on greenbelt land especially where they only lead to development on greenbelt land. I do agree to improvement in public transport and electrical vehicle charging.						
1239571	LPIO-5275	yes							
1242372	LPIO-5340	yes							
1240383	LPIO-5442	yes	Yes, provided that the sustainable development is located in urban areas. Green Belt land should not be considered for major new roads. However, rural areas should be better served by public transport and active transport.						
1245954	LPIO-5522	yes							
1241800	LPIO-5594	yes							
1246159	LPIO-5610	yes							
1245984	LPIO-5752		We do not agree with major new roads on greenbelt. We do agree with improvements in public transport and electric vehicle charging.						
1244896	LPIO-5834	yes	YES, we agree with improvements to public transport of all forms but not to facilitate new housing in Green Belt but within and between existing and regenerated urban areas. This should include the extension of the Heritage Tramway from the Hamilton Quarter to 'Wirral Waters' and on to the 'Eureka' Children's Museum due to open in 2022 in place of the closed 'Spaceport' at Seacombe. YES, we agree with new developments having electric vehicle charging infrastructure; BUT councillors and officers need to be more aware of the limited benefits of electric vehicles: they do reduce NO2 but not the most harmful pollution, PMs (Particle Matter), which invade the lungs and bloodstream and cause or worsen illness and disease. Wirral only has ONE PM detector and that is located in a park!! Even so, our PM levels are only just within legal limits; so it's clear that we need to reduce ALL vehicular movements, build housing close to employment, reduce commuting across and off the Peninsula. See also Report on Air Quality and Pollution. NO, we do NOT agree with major new roads per se and not at all across Green Belt as this would open up new 'hard boundaries' and encourage house-building between them and existing urban areas. New road would only encourage more road travel which has generally been acknowledged as undesirable, polluting and harmful to sustainability.	<a href="https://wirral-consult.objective.co.uk/file/5677062">https://wirral-consult.objective.co.uk/file/5677062</a>	<a href="https://wirral-consult.objective.co.uk/file/5677061">https://wirral-consult.objective.co.uk/file/5677061</a>				
1246310	LPIO-5962	no	I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1245767	LPIO-6037	yes	Subject always to ensuring that the Green Belt is protected.						

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1238310	LPIO-6179	no	The approach laid out in the document is not employed or reflected in the plan 7.11 A Baseline Wirral Local Plan Modelling Report 2019 has been produced as part of the evidence for considering the need for infrastructure in each of options in the proposed Local Plan. This document does not contain options 2a and 2b. The modelling report of December contains option2a and 2b and states the difference is so significant that comparison with the August baseline report is not possible. The options add 145 junctions at over 110-115% capacity. 7.10 Paragraph 102 of the National Planning Policy Framework (NPPF) requires transport issues to be considered from the earliest stages of plan-making, to ensure that potential impacts on transport networks can be addressed and that opportunities to promote public transport and active transport are pursued. Paragraph 103 of the NPPF further requires our Local Plan to actively manage patterns of growth to reflect our existing transport infrastructure – with significant new developments being focused around locations which are (or can) be made sustainable, limiting the need to travel in the first place A review of the stage1 infrastructure plan AECOMS sustainability report or Mott MacDonald’s accessibility report would confirm this approach has not been applied in selecting greenbelt options. 7.9 Throughout this plan, we recognised the role that the planning system has in addressing the critical challenge of Climate Change. I cannot find any consideration of climate change being a factor in the selection process of any development site in this draft plan. In the greenbelt selection process Appendix 4.7 the sustainability and habitats report were not referred to. Any environmental issues or constrains are listed as items to be addressed. The December spatial traffic model impact was not considered Sites remained selected if they had developer interest.						
1246161	LPIO-6244	yes	WUTH welcomes the approach to improving electric vehicle charging infrastructure as an opportunity to mitigate the potential increase in air pollution described above.						
1242541	LPIO-6341	no	<p>I do not accept that new road schemes can achieve sustainable development or environmental enhancement.</p> <ul style="list-style-type: none"> <li>• No new road building or widening schemes implemented except for essential access</li> <li>• Prioritise walking, cycling, rail and public transport infrastructure and waterborne transport.</li> <li>• Connect Wirral Waters to Birkenhead Town Centre/New Brighton by a good tramway and segregated cycle network.</li> <li>• Provide good bus connections to hospitals and shops.</li> <li>• Ensure safe routes to schools so that all children are able to walk or cycle to school. Replace school buses with non-diesel versions.</li> <li>• Ensure high quality solutions: Demonstrate best practise walking and cycling infrastructure design 4, I do not agree with major new roads, I do agree with improvements in public and active transport improvements.</li> <li>• Developments should require the reallocation of road space to other uses, in particular in urban centres. Such uses might include green space, the creation of linear parks, or tree planting.</li> <li>• Electric vehicle charging will be necessary in future, but focus first on encouraging non-car use. Town Centres to be car-free (exceptions for those who struggle to walk or access public transport).</li> <li>• Car-sharing schemes should be promoted, also sharing of LGVs by companies where possible.</li> <li>• The Council should aim to take control of local bus services funded by developments</li> <li>• New apartment/commercial developments must include sufficient, secure, covered cycling parking. There should be two such spaces for each new apartment.</li> </ul> <p>Transport: Local plan to reduce air pollution. Prioritise transport investment into cycling, walking, trams and public transport. Reduce the need to own and use a car through managing the location and design of new developments in the local plan and improving provision of cycling, walking and public transport.</p>						
1242751	LPIO-635	no	I do not agree with new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1246402	LPIO-6467	yes							

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1246445	LPIO-6756	no	Increased respect for Green Space and Trees - Improved public transport in more isolated areas - Station between Meols/Moreton & Heswall/Upton especially if option 2B is chosen - Improvements to Birkenhead to halt rapid decline - More charging points for electric cars - Screening tree/shrub planting along busy routes.						
1241800	LPIO-6766	yes							
1241868	LPIO-6816	yes	Agree in general but there should be no new roads on Green Belt land. Wirral does not want further vehicle pollution on our green spaces.						
1241661	LPIO-6824	no	<p>New roads are incompatible with sustainable development. I do agree with improvements in public and active transport improvements:</p> <ul style="list-style-type: none"> <li>• I do not accept that new road schemes can achieve sustainable development or environmental enhancement.</li> <li>• No new road building or widening schemes implemented except for essential access</li> <li>• Prioritise walking, cycling, rail and public transport infrastructure and waterborne transport.</li> <li>• Connect Wirral Waters to Birkenhead Town Centre/New Brighton by a good tramway and segregated cycle network</li> <li>• Provide good bus connections to hospitals and shops</li> <li>• Ensure safe routes to schools so that all children are able to walk or cycle to school. Replace school buses with cleaner versions.</li> <li>• Ensure high quality solutions: Demonstrate best practise walking and cycling infrastructure design</li> <li>• Developments should require the reallocation of road space to other uses, in particular in urban centres. Such uses might include green space, the creation of linear parks, or tree planting.</li> <li>• Electric vehicle charging will be necessary in future, but focus first on encouraging non-car use. Town Centres to be car-free (exceptions for those who struggle to walk or access public transport).</li> <li>• Car-sharing schemes should be promoted, also sharing of LGVs by companies where possible.</li> <li>• There should be public control of local bus services</li> <li>• New apartment/commercial developments must include sufficient, secure, covered cycling parking. There should be two such spaces for each new apartment.</li> </ul>						
1245086	LPIO-6898		I certainly agree with the prioritisation of public transport but do not agree with the building of any major new roads. Experience has shown us that the construction of new roads only increases car usage. It is the opposite of what we want to achieve & is not a policy to be pursued. It would also almost certainly entail building on green belt land. Once again I cannot answer yes or no to the question as I do not agree with the statement in it's entirety.						
1241723	LPIO-6912	no	<p>I do not agree with major new roads, I do agree with improvements in public and active transport improvements and specifically existing road use being prioritised for active travel and public transport travel I do not accept that new road schemes can achieve sustainable development or environmental enhancement. No new road building or widening schemes implemented except for essential access or prioritising active travel in certain situations. We always should prioritise walking, cycling, rail and public transport infrastructure and waterborne transport. We must connect Wirral Waters to Birkenhead Town Centre/New Brighton by a good tramway and segregated cycle network Provide good bus connections to hospitals and shops AND Rail stations! Ensure safe routes to schools so that all children are able to walk or cycle to school. Replace school buses with non-diesel versions. Ensure high quality solutions: Demonstrate best practise walking and cycling infrastructure design Developments should require the reallocation of road space to other uses, in particular in urban centres. Such uses might include green space, the creation of linear parks, or tree planting. Electric vehicle charging will be necessary in future, but focus first on encouraging non-car use. Town Centres to be car-free (exceptions for those who struggle to walk or access public transport). Electric car use is only a stop gap. Car-sharing schemes should be promoted, also sharing of LGVs by companies where possible. The Council should aim to take control of local bus services funded by developments to ensure best use of public services. New apartment/commercial developments must include sufficient, secure, covered cycling parking. There should be two such spaces for each new apartment</p>						

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1237647	LPIO-703	yes							
1246488	LPIO-7252		I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1246348	LPIO-7310	no	Major new roads may have to be built on green belt which I do not agree with. As I recall a few years ago the grid could barely cope with a spike in the use of electricity so where's the electricity coming from for all these cars?						
1241025	LPIO-7364	yes							
1246553	LPIO-7459	no	Regulate the bus service and make it a public service - not for profit. Provide more buses. Make the Mersey Road Tunnel free to use.						
1241958	LPIO-754	yes							
1240932	LPIO-7624	no	No, Our Client disagrees with the Council's approach. Prioritising some major new roads often improves the quality and reliability of existing active transport and public transport routes. For example, relieving congestion and lowering the overall quantum of traffic within a number of rural towns by building a new bypass can have significant benefits to those towns, creating a safer and more enjoyable environment for walking and cycling, and reducing delay to bus journey times. We suggest that road infrastructure improvements should be considered at the same time, and with the same bias, as specific active travel and public transport improvements in order to determine which improvement has the greatest benefit in respect to the KPIs listed (e.g. achieving sustainable development, environmental enhancement, public transport or road safety benefits?) Our Client has a unique ability to assist in resolving many existing local highway constraints due to its extensive land ownership. The extent of which includes numerous locations where its land ownership abuts the existing public highway boundary where known highway capacity issues exist. Our Client has identified a preliminary range of potential solutions to address existing highway capacity constraints which would not only assist with the delivery of residential development sites within the green belt, the solutions would also benefit current users of the highway network. Such benefits would not be limited to users of private cars, as the increase in highway capacity delivered by the highway solutions would improve and protect journey times for public transport services. Some of the potential highway improvements could include re-routing traffic, relieving village centres and as a result creating an improved environment to encourage increased levels of active travel.	<a href="https://wirral-consult.objective.co.uk/file/5683689">https://wirral-consult.objective.co.uk/file/5683689</a>	<a href="https://wirral-consult.objective.co.uk/file/5682697">https://wirral-consult.objective.co.uk/file/5682697</a>	<a href="https://wirral-consult.objective.co.uk/file/5682701">https://wirral-consult.objective.co.uk/file/5682701</a>			
1246581	LPIO-7653	no	Whilst I do agree with improvements in public transport and electric vehicle charging I do not agree with major new roads on green belt						
1246592	LPIO-7793	yes	I do not agree with any new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1243342	LPIO-786	yes	I would encourage the electrification of the Bidston-Wrexham line with extra stations and park and ride facilities. Also, perhaps, look at a reopened rail link to Chester from this vein.						
1246594	LPIO-7932	no	I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging						
1246591	LPIO-7936	yes	Any element of the Plan that requires new road building should be rejected. Given the Borough is reasonably flay, I am surprised that no mention of cycling is made. An investment in cycling related infrastructure would pay handsome dividends in both health and the environment						
1246431	LPIO-7938	yes	Some of the proposals in options 2a, 2b would surely require some major road / transport improvements.						
1240903	LPIO-7995	no	We do not need any new major roads at present as the demand is not there. However we need improvements in electric vehicle charging points.						

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1246596	LPIO-8077	no	Do not agree with major new roads on green belt but agree to improvements in public transport. We need improvements on rail connections Heswall to Liverpool.						
1246605	LPIO-8179	no	I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1241096	LPIO-8339	yes		<a href="https://wirral-consult.objective.co.uk/file/5684262">https://wirral-consult.objective.co.uk/file/5684262</a>	<a href="https://wirral-consult.objective.co.uk/file/5661944">https://wirral-consult.objective.co.uk/file/5661944</a>				
1246612	LPIO-8383	yes	And not building any roads on Greenbelt						
1239410	LPIO-841	yes	Applications for electric car charging facilities should be supported in any instance and I agree that all new-build properties should provide provision for one EV charger per household (at least).						
1237882	LPIO-8454	no	I do not agree with major new roads on greenbelt, I do agree with improvements in public transport and electric vehicle charging.						
1241852	LPIO-8565	yes							
1243888	LPIO-8568	yes							
1246598 (Hoylake Vision)	LPIO-8717	yes							
1246202	LPIO-8861	yes							
1240653	LPIO-8864	yes	The council should only support major new roads where there is an incontrovertible and significant benefit to the environment.						
1241770	LPIO-8871	yes	Construction of new major roads must only be supported where they will support a demonstrably significant sustainable enhancement to the environment.						
1246286	LPIO-8925	yes	I agree with the general approach. However, given the need to reduce carbon emissions and discourage driving, the construction of new roads should not be supported unless it is required as a direct part of a new housing development.						
1246631	LPIO-8933	yes	It is difficult to see, however, how a large urban extension development on green belt land off Barnston Road could be reconciled with this approach.						
1245034	LPIO-9034	yes	Consider making greater use of the River Mersey as a corridor for public transport within the wider Liverpool City Region. This should include looking at potential new (or reinstated) ferry routes. In particular, the reintroduction of a ferry service from Liverpool to New Brighton should be considered. As well as offering a additional mass transit options, ferries (particularly the Mersey ones) are also tourist attractions in their own right.						
1246667	LPIO-9048	yes							

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1246651	LPIO-9185	no	I do not at all agree with major new roads being built , however , I do agree with improvements in public and active transport development. I do not accept that New Road schemes can achieve sustainable development or environmental enhancement. No new road building or widening schemes should be implemented except for essential access. We should prioritise walking cycling rail and public transport infrastructure and waterborne transport. We should connect Wirral Waters to Birkenhead town centre and New Brighton by a good tramway and segregated cycle network. Provide good bus connections to hospitals and shops. Ensure safe routes to schools so that all children are able to walk or cycle to school; replace school buses with non diesel versions. Ensure high-quality solutions and demonstrate best practice walking and cycling infrastructure design. Development should require the reallocation of Road space to other uses in particular in urban centres. Such uses might include greenspace, the creation of linear parks or tree planting. Electric vehicle charging will be necessary in future but we should focus first on encouraging non-car use. Town centres need to be car free with exceptions for those who struggle to walk or access public transport. Car-sharing schemes should be promoted and also the sharing of LGVs by companies & businesses where possible. The council should aim to take control of local bus services. New apartments and commercial developments must include sufficient secure covered cycle parking; there should be two such spaces for each new apartment.						
1239377	LPIO-9188	yes	With a caveat of no building new roads through green belt.						
1243448	LPIO-929	yes	I agree, however, new roads must NEVER be built on green belt/field sites.						
1245289	LPIO-9319	yes							
1246678	LPIO-9373	yes							
1246624	LPIO-9446	yes	Review cycleways. Route56 follows a ridiculous circuitous route. If you want motor travel to reduce then provide direct cycle routes from A to B. Prioritise cyclists and pedestrians over motor cars. Mid Wirral rail line needs to run into Liverpool and we need station at Woodchurch Road.( I realise this is Merseytravel & MCR territory) We should not be building/widening roads						
1241495	LPIO-9451	yes	Yes, I would support this approach. Every opportunity should be taken to reduce the need to travel, improve public transport and make it sustainable.						
1245833	LPIO-9589	yes							
1242554	LPIO-9693	no	We support these initiatives. However, we believe that the local plan does not address the immense challenge of introducing EV charging infrastructure in existing communities. Major public realm and infrastructure investment for existing communities should form a key aspect of the local plan.						
1241065	LPIO-9798	yes		<a href="https://wirral-consult.objective.co.uk/file/5669195">https://wirral-consult.objective.co.uk/file/5669195</a>					
1246693	LPIO-9846	no	This is a vague question covering too complex an area for a simple answer. I compeltely agree that there should be improvements in public transport and electric vehicle charging. This supports the green agenda and climate crisis. I absolutley do not agree with major new roads on greenbelt - this is compeltely contrary to the climate crisis - which the Council has signed up to.						