

## Strategic Objective 3 – Transport Accessibility

<b>Summary of Comments Received</b>	<b>Recommended Response</b>
Strategic Objective 3 should be reworded to read: "To promote sustainable travel and direct new development to locations with easiest access to, <u>or which can be made to be within easy access of</u> , existing centres, high-frequency public transport corridors, pedestrian and cycle routes <u>and to support new sustainable transport infrastructure required to enable new development to achieve this</u> ", as it may not always be possible to direct development to the most accessible areas and directing development to areas which can be made to be accessible is equally sustainable.	Accepted but a simplified wording is recommended to read: "To promote sustainable travel and direct new development to locations <u>which will provide</u> easiest access to existing centres, high-frequency public transport corridors, pedestrian and cycle routes."
Support the Strategic Objective 3 but paragraph 4.9 should be revised to say: 'The intention of Strategic Objective 3 is to ensure that new development is located with easy access to <u>designated town, district and local centres and</u> regular and frequent public transport; to support the vitality of local centres; provide a realistic choice of means of transport to jobs, leisure, <u>retail</u> and services'; The changes would properly reflect the Borough's retail hierarchy and acknowledge the importance of retailing.	Accepted, it is recommended that paragraph 4.9 is amended to read: "The intention of Strategic Objective 3 is to ensure that new development is located with easy access to <u>designated town, district and local centres and</u> regular and frequent public transport; to support the vitality of <u>existing</u> centres; provide a realistic choice of means of transport to jobs, leisure, <u>retail</u> and services, reduce emissions minimise journey lengths; and reduce the need to travel."
Support Strategic Objective 3 but paragraphs 4.9 – 4.11 should state that any housing growth should be located within a 10 minute walking distance of public transport nodes such as the A41 corridor or the Wirral Line of the Merseyrail network to maintain and good access to Birkenhead, Liverpool, Ellesmere Port, Chester and the M53 Motorway.	No change is recommended as the existing supporting text already clearly encourages development to be located with easy access to public transport and paragraph 6.4 already defines an easy walking distance as within 400 metres.