

Matter 7 – IP-One Area Action Plan **Not attending**

Issue: Whether the AAP for the IP-One Area is sound, in terms of whether the policies and proposals are positively prepared, justified, effective and consistent with national policy?

Representations 26493,26514, 26494, 26531

199. Would the improvements to pedestrian and cycle routes identified in Policy SP15 provide safe and accessible routes which would promote walking and cycling? Are the improvements deliverable? Have the implications of the provision of these improvements been considered on the viability of the associated schemes?

We support these schemes, which we believe will be required to help deliver the high modal shift targets that underpin the Plan, but it is not clear how they will be funded. If sufficient funding is not available, then how will these schemes be delivered? Without such schemes the required levels of modal shift will not be achieved, and the Plan will fail. Given the importance of improving modal shift infrastructure, we believe that these schemes need to be added to the Infrastructure Tables to help make the Plan sound.

202. Are the transport proposals in the IP-One Area set out in Policy SP16 effective and justified?

Measures are urgently required, and long over-due to improve pedestrian and cycle access between the Waterfront and Central Shopping Areas. Currently the Star Lane Gyratory essentially splits the town centre into two. It is clearly a major barrier between these areas and does not meet legal air quality standards. It is a no-go area for most cyclists as there are no cycling lanes and the level of congestion makes this dangerous for cyclists and difficult for pedestrians. The poor air quality is also dangerous to health. We believe the Infrastructure Table needs to include infrastructure to link the Waterfront and Central Shopping Areas together for pedestrians and cyclists without which the IP-One Area Action Plan and the Local Plan itself, will not be delivered. Such infrastructure is also required to help deliver the high levels of modal shift required to make the Plan sound.

We also note the proposed main modifications in the IP-One Area Action Plan in relation to car parking, which we support. These modifications could also free up land in the town centre for new homes, rather than build on countryside at Humber Doucy Lane.