

# Wirral Local Plan 2020-2035

## Infrastructure Delivery Plan

Draft Stage 1: Evidence and Capacity Study

January 2020



#wirrallocalplan

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# 1. INTRODUCTION

## 1.1 PURPOSE OF THE INFRASTRUCTURE DELIVERY PLAN

An Infrastructure Delivery Plan (IDP) is needed to identify essential infrastructure to support growth from planned development in the proposed Local Plan. It will identify the costs of necessary infrastructure for development and how these costs can be met. The needs for infrastructure are constantly evolving, where possible the IDP will be kept as a 'live' document, subject to on-going revision.

The Infrastructure Delivery Plan has been prepared in two stages:

Stage 1: (This Report) provides information on the baseline provision of infrastructure in the Borough together with an assessment of known constraints or pinch points or shortfall's in provision against various appropriate standards. This report documents the outputs of an evidence study and uses the most up-to-date data and information to understand the existing infrastructure, planned infrastructure and any potential needs arising from growth. This information will be used to inform stage 2.

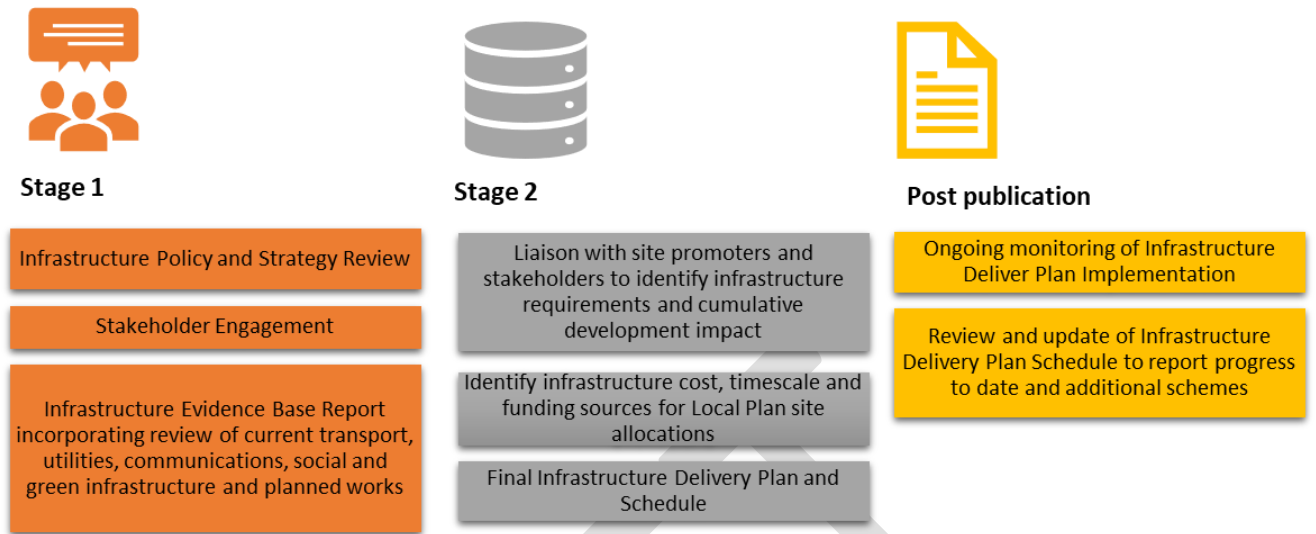
Stage 2: This will comprise an assessment of infrastructure requirements required to allow the timely delivery of major housing and employment allocations set out in the draft final Local Plan

A full version of the IDP (comprising Stages 1 & 2) will be prepared and will be subject to consultation at Regulation 19, which will also include housing and employment growth requirements.

## 1.2 APPROACH TO INFRASTRUCTURE PLANNING

The approach to infrastructure planning is demonstrated in Figure 1 below.

Figure 1 Approach to Infrastructure Planning



The results of the evidence study and infrastructure identified to date have been incorporated into the Infrastructure Delivery Schedule (IDS) as set out in Appendix A. A final version of the IDS will be prepared alongside the IDP and will be subject to further public consultation when the finalised draft Local Plan is prepared for independent examination by the Secretary of State under Regulation 19 of the Town & Country Planning (Local Planning) Regulations 2012.

### 1.2.1 Monitoring and Review

The delivery of infrastructure will be regularly monitored and will be reported annually alongside the Local Plan Annual Monitoring Report. The IDS will include a review of identified projects and schemes, progress to date and identification of new projects as they arise.

### 1.2.2 Funding Mechanisms and Viability

Infrastructure will be classified in respect to how it will be needed to support the planned growth, e.g. critical enabling infrastructure, essential mitigation infrastructure and desirable infrastructure. The funding sources will be identified through the final IDS and will include consideration of public sector funding, and developer funding opportunities.

The 'Wirral Local Plan Economic Viability Study 2018 Update' Report<sup>1</sup> undertook a high-level assessment of development viability and identified that the viability of housing development based on a range of typologies varied geographically across the Borough in four broad Zones. Its key findings were that market housing development on brownfield land in the lowest value areas (Zone 1) around Birkenhead is generally not viable without adjustment to the level of developers profit or land price or both. Viability in Zone 2 improves (depending upon density and whether site was greenfield or brownfield) whilst in Zones 3 and 4 Market Housing is generally viable. Further work will be undertaken to consider the tolerance of viability to infrastructure costs.

### 1.3 POLICY CONTEXT

The revised National Planning Policy Framework (NPPF)<sup>2</sup> was updated by the Ministry of Housing, Communities and Local Government on 19 June 2019. Infrastructure is an important thread throughout the document which sets the framework for local planning authorities to follow during the plan making process and when determining planning applications.

Section 2 Paragraph 8 of the NPPF refers to the three objectives for sustainable development;

*"a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*

*b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and*

*c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and*

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<sup>1</sup> <https://www.wirral.gov.uk/planning-and-building/local-plans-and-planning-policy/local-planning-evidence-and-research-report-28>

<sup>2</sup> <https://www.gov.uk/government/publications/national-planning-policy-framework--2>



*pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."*

Paragraph 16 identifies the need for early engagement with infrastructure and service providers:

*"Plans should:*

*c) be shaped by early, proportionate and effective engagement between plan makers and...infrastructure providers and operators..."*

Section 3 Paragraph 20 of the NPPF states that, *"Strategic policies should...make sufficient provision for:*

*b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*

*c) community facilities (such as health, education and cultural infrastructure; and*

*d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation."*

Local planning authorities should engage with infrastructure providers to identify relevant strategic matters (Paragraph 25). The NPPF also highlights the importance of joint working between strategic policy – making authorities and relevant bodies, including infrastructure providers. This will help determine where additional infrastructure is necessary (Paragraph 26).

Paragraph 34 discusses developer contributions stating that;

*"Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan".*

In accordance with Section 6 Paragraph 81 of the NPPF, to build a strong competitive economy, *"Planning policies should:*

*"c) seek to address potential barriers to investment, such as inadequate infrastructure, services..."*

To promote healthy and safe communities, Section 8 Paragraph 91 states that,  
*"Planning policies and decisions should..."*

*"c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling."*

Paragraph 114 states that, to promote sustainable transport;

*"Planning policies should:*

*"b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*

*c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;*

*d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);*

*e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements;"*

Paragraph 112 recognises that advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. It states that planning policies should *“set out how high quality digital infrastructure, providing access to services from a range of providers, is expected to be delivered and upgraded over time; and should prioritise full fibre connections to existing and new developments”*.

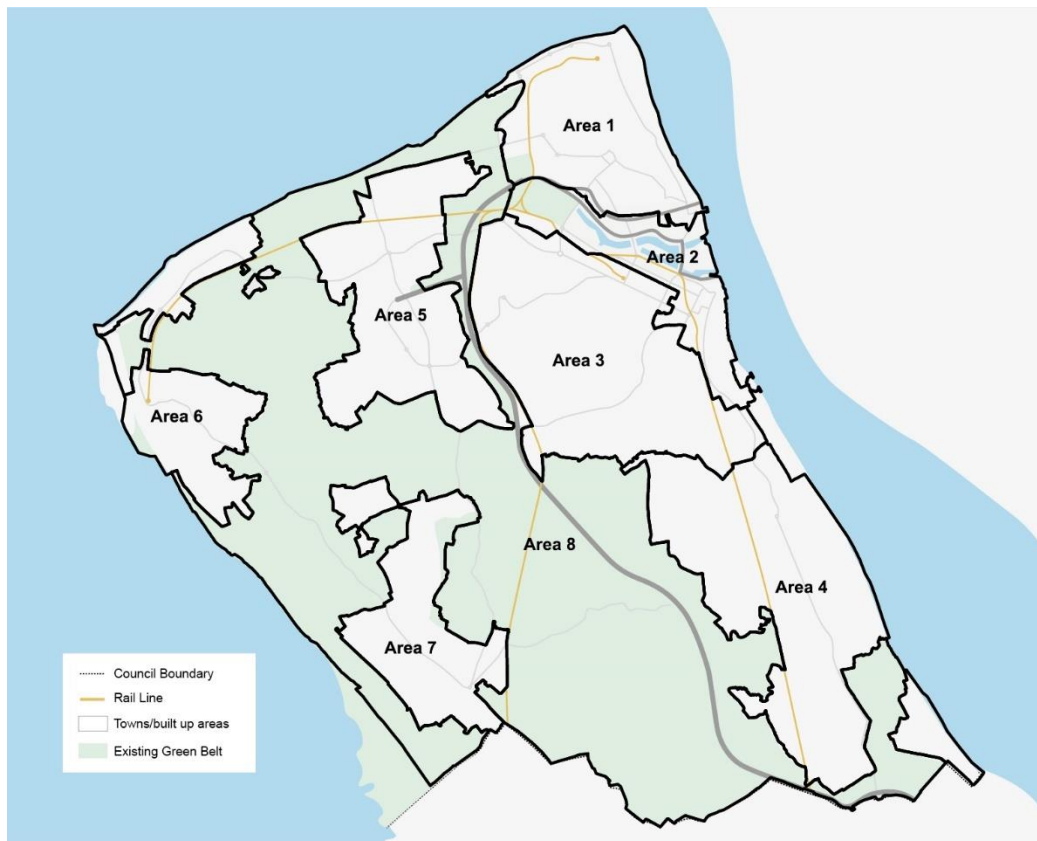
The capacity of existing infrastructure and availability of services is referenced as a key consideration for achieving appropriate densities (Paragraph 122 c).

The future resilience of infrastructure to the impacts of climate change is also to be taken account of in plan making. Paragraph 149 explains that this includes, *“...providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure.”*

#### **1.4 REPORT STRUCTURE**

The remainder of this report presents an analysis of the current infrastructure provision by sector and the challenges and opportunities for growth. Chapter 2 summarises transport. Chapter 3 covers utilities also incorporating communications and waste. Chapter 4 provides an overview of community infrastructure including health, education, leisure, libraries, cultural facilities community centres and shopping. Chapter 5 documents Emergency Services provision. Chapter 6 assesses Green Infrastructure.

Figure 2 Settlement Areas



Where possible commentary on infrastructure has been considered at the borough wide level and at Settlement Area (SA) level. The borough has been divided into eight settlement areas reflecting the different characteristics of the main urban areas as described in Table 1 below and shown in Figure 2 above.

<b>Settlement Area</b>	<b>Description</b>
Settlement Area 1 Wallasey	The urban settlements of Wallasey including New Brighton, Liscard, Seacombe, Poulton and Wallasey Village.
Settlement Area 2 Commercial Core	The historic industrial and commercial heart of the Borough at Bidston, Seacombe, Birkenhead and Tranmere, centred around Birkenhead Town Centre and the coastal and inland docks system constructed in the early to mid 1800s.
Settlement Area 3 Suburban Birkenhead	Includes the densely developed older terraced housing built during the early 1900s surrounding the Birkenhead Dock Estate and the central commercial areas in Birkenhead and Tranmere; the high quality lower density Edwardian and Victorian settlements along the Noctorum Ridge at Bidston, Claughton, Oxtan and Prenton; and the more densely developed, modern, outer suburbs at Beechwood, Noctorum and Prenton.
Settlement Area 4 Bebington, Bromborough and Eastham	Contains some of the Borough's most significant economic assets and facilities and provides half the Borough's designated employment land.
Settlement Area 5 Mid Wirral	The largely dormitory mid-Wirral settlements of Leasowe, Moreton, Upton, Greasby and Woodchurch.
Settlement Area 6 Hoylake and West Kirby	The largely dormitory settlements associated with the coastal resorts of Hoylake and West Kirby.
Settlement Area 7 Heswall	The dormitory settlements of Irby, Thingwall, Pensby, Heswall and Gayton.
Settlement Area 8 Rural Areas	Mainly comprises open countryside but includes the rural villages of Eastham, Frankby, Saughall Massie, Thurstaston, Storeton, Thornton Hough, Raby, Brimstage and Barnston and is defined by the boundary to the Green Belt designated in the Unitary Development Plan in February 2000, which provides an essential separation between the surrounding urban settlements.

*Table 1 Settlement Areas*

## 2. TRANSPORT

### 2.1 CURRENT PROVISION

#### 2.1.1 Road

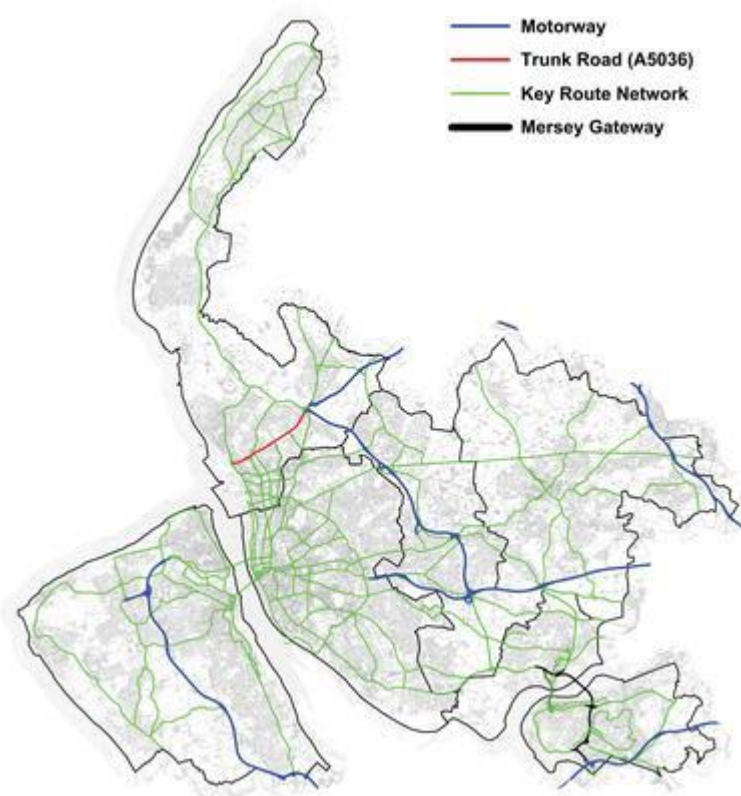
Figure 3 Wirral Road Hierarchy Plan



The M53 motorway running through Wirral from Birkenhead to Chester, links Wirral to the wider motorway network via the M56 to Warrington and beyond, as well as to the A55 to North Wales. Wirral is closely connected to the rest of the Liverpool City Region (LCR) by road from Birkenhead via the Queensway Tunnel (A41) and from Wallasey via the Kingsway Tunnel (M53/A59), as shown in Figure 3. Up to 90,000 vehicles per day cross under the River Mersey via these tunnels between Wirral and Liverpool.

The A41 is the main road corridor on the east of the Borough linking Birkenhead to Chester, and the A540 is the main road on the west side linking Hoylake to Chester. East-west links across the borough are provided by several other main roads such as the A552 and the A553.

Figure 4 Key Route Network



Source: Liverpool City Region Statement of Common Ground

LCR has agreed a Key Route Network (KRN) of main roads, as shown in Figure 4, which are the backbone to the City Region. These roads have been managed and maintained by the Combined Authority (LCRCA) on behalf of the LCR Mayor, since 2017 to ensure consistent highway standards across the City Region. Some parts of Wirral's road networks currently experience congestion at peak times.

There are over 1135 km roads in Wirral. Wirral has a smaller number of roads that are classed as needing immediate maintenance than almost all other Council areas across England<sup>33</sup>. Overall, there is a long-term improving picture of safety on Wirral roads with 430 injury collisions in 2018 compared to 1,379 in 2000. Whilst measuring collision data year to year is affected by annual random fluctuations, there were 1.6% fewer people injured on Wirral in road crashes in 2018 compared to 2017 and 24% fewer people injured comparing the average of the last 5 years (2014 – 2018; 651 casualties) to the average of the previous 5 years (2009 -2013; 860 casualties).

Car availability is generally higher in Wirral compared to the LCR as a whole. The vast majority of Wirral residents travel to work via a car or van (69%) or motorcycle with only 15% travelling to work via public transport (Train 8%, Bus 7%).

<sup>33</sup><http://democracy.wirral.gov.uk/documents/s50050681/Appendix%20-%20-%20Wirrals%20Road%20Safety%20Plan.pdf>

## 2.1.2 Bus

Figure 5 Wirral Bus Map

# Wirral Area Network Bus Map



**METROMAYOR**  
LIVERPOOL CITY REGION

Source: Liverpool City Region Combined Authority Bus Map<sup>4</sup>

<sup>4</sup><https://www.merseytravel.gov.uk/getting-around/key-destinations/Documents/WirralPublicTransportMap.pdf>



Wirral is served by a network of 38 bus routes as shown in Figure 5. Some bus routes are commissioned and subsidised by Merseytravel, who provide these services where there is a gap in the network or a particular social need. Recent investment by operators has improved the quality of bus services on some routes by providing leather seats, extra legroom, free Wi-Fi, USB charging points, and low emission engines.

8 out of 10 public transport journeys in Merseyside are made by bus, equating to 136.7 million journeys a year. 100,000 people use the bus every day to get to work and a further 60,000 young people travel to education and training on a bus<sup>5</sup>.

### 2.1.3 Rail

Figure 6 Rail Network and Ferry Terminals



<sup>5</sup><https://www.merseytravel.gov.uk/Site%20Documents/9560%20Bus%20Strategy%20FINAL%20WEB.pdf>

The majority of Wirral is well connected by rail with Merseyrail operating frequent services (between 4 - 6 trains per hour) to Ellesmere Port and Chester, and to Liverpool via the Mersey Railway Tunnel (Figure 6). Transport for Wales (TfW) operate hourly services from Wrexham to Bidston where it connects with Merseyrail services, providing connectivity to Deeside in Flintshire. In total there are 25 rail stations in Wirral, 23 on the Merseyrail Wirral Line and 2 on the Bidston to Wrexham line. Wirral Council and Merseytravel offer park and ride services at 12 rail stations in Wirral and cycle parking is available at 20 stations.

The aspirations for improvement on the rail network are included within LCR's updated Long Term Rail Strategy<sup>6</sup> (2018). New trains are planned for the Merseyrail Network in 2020 and will be able to carry more than 50 per cent more passengers whilst retaining the same number of seats. This will help them better cater for rising passenger numbers, both now and in the future. The trains will have the capabilities to eventually run beyond the current Merseyrail boundaries to places like Skelmersdale, Wrexham and Warrington.

Table 2 below indicates the number of passengers entering and exiting Wirral stations in 2017/18. Hamilton Square is by far the busiest station, followed by West Kirby. Hamilton Square is the sixth busiest station in Merseyside.

<b>Station</b>	<b>2017/18 Station Entries/Exits</b>
Bebington	818,168
Bidston	288,614
Birkenhead Central	891,934
Birkenhead North	800,278
Birkenhead Park	663,700
Bromborough	594,140
Bromborough Rake	259,406
Conway Park	875,020
Eastham Rake	290,696
Green Lane	371,904
Hamilton Square	1,952,446
Heswall	58,452
Hoylake	469,360
Leasowe	543,822
Manor Road	246,568
Meols	377,958
Moreton	485,186
New Brighton	843,958

<sup>6</sup>[https://www.merseytravel.gov.uk/about-us/local-transport-delivery/Documents/10399%20Merseytravel%20LongTermRail\\_Strategyweb.pdf](https://www.merseytravel.gov.uk/about-us/local-transport-delivery/Documents/10399%20Merseytravel%20LongTermRail_Strategyweb.pdf)

Port Sunlight	624,254
Rock Ferry	647,348
Spital	419,146
Upton	33,634
Wallasey Grove Road	452,690
Wallasey Village	468,604
West Kirby	1,106,030

*Table 2 Rail Station Entries/ Exits<sup>7</sup>*

TfW is implementing plans to introduce new rolling stock to increase capacity and reduce journey times. There are also plans to increase weekday service frequency on the Bidston – Wrexham line to two trains per hour by the end of 2021, and by the end of 2023, the frequency of Sunday services will increase to one train per hour.

There are some stations in Wirral which are not fully accessible or are in need of improvements. Eleven out of the 23 Merseyrail stations on Wirral are fully accessible with step free access. Funding has been secured for access improvements at Birkenhead Park station. Heswall and Upton Stations on the Bidston – Wrexham line are not accessible.

#### **2.1.4 Ferry**

Wirral is served by a direct commuter shuttle ferry service from Seacombe Ferry to Liverpool's Pier Head, and a tourist 'daily explorer' ferry service that also calls at Woodside, Birkenhead. Each year there are 450,000 to 500,000 passengers using the daily explorer ferry, which outnumbers the equivalent commuter service boardings by approximately three to one. As part of the Mersey Ferries Long Term Ferry Strategy<sup>8</sup>, funded by Town Centre Fund investment, two new low carbon ferries, new bridges and an updated landing stage at the Seacombe Ferry terminal are planned.

<sup>7</sup> <https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage/>

<sup>8</sup> [https://www.merseytravel.gov.uk/about-us/corporate-information/Documents/9768%20MT%20Ferries%20Strategy%201.8\\_WEB.pdf](https://www.merseytravel.gov.uk/about-us/corporate-information/Documents/9768%20MT%20Ferries%20Strategy%201.8_WEB.pdf)



**Greenways and Blueways Cycle Network**

Greenways are open to 7-8 seasons cycling

**Key**

- Greenway
- Blueway
- Yellowway
- Road
- Waterway
- Public Transport
- Other
- Other symbols

**Cycle Skills**

Check if the following services can benefit from your help:

- Local Council
- Local Businesses
- Local Schools
- Local Clubs
- Local Groups
- Local Organisations
- Local Residents
- Local Volunteers
- Local Businesses
- Local Schools
- Local Clubs
- Local Organisations
- Local Residents
- Local Volunteers

**Wirral Circular Trail**

The Wirral Circular Trail is a unique opportunity to explore the Wirral coast, inland and through the heart of the Wirral. The trail is a 100-mile circular route that can be completed in a day or over several days. It is a challenging route that offers a mix of scenery, including beaches, parks, and countryside. The trail is a great way to explore the Wirral and enjoy the outdoors.

**Cycle Opportunities**

**Bikes on Trains and Ferries**

**Wirral Country Park**

**Cycle Safety**

**Useful Contacts**

**Cycle Networks**

**Local Groups**

**Cycling Clubs**

Source: Liverpool City Region Combined Authority Wirral Cycle Map 9

<https://www.merseytravel.gov.uk/getting-around/cyclingandwalking/Documents/Wirral%20Cycle%20Map%20web.pdf>

Wirral benefits from a network of local on and off road cycle routes and paths, as well as the National Cycle Network 'Route 56' which runs from Seacombe along the coast to New Brighton and Leasowe, and south through Wirral via Brimstage to Neston, and the Wirral Circular Trail (Regional Route 89) which runs predominantly along Wirral's coastline (Figure 7).

Over recent years significant investment has been made in improving infrastructure for cyclists as a result of funding secured via the Combined Authority from the Department for Transport (DfT). As a result, strategic corridors such as the A41 have new facilities for cyclists and pedestrians enabling easier and safer journeys to be undertaken by bike and on foot. In the past 10 years there has been a steady increase in cycling across the borough – up by 43% between 2008/09 and 2016/17. There are 697 cycle stands within the borough, in 2019 the Council undertook a cycle audit which identified 35 damaged across the Borough (or stands not fit for purpose) were replaced with new stands and a further 67 stands were installed in new locations Boroughwide. In addition to this, 2 public bike repair stands with pumps have been installed, one at Wirral Country Park (Thurstaston Visitor Centre) and the other at Hoylake Lifeboat Station, whilst at Port Sunlight River Park a new public bike pump has been installed.

Figure 8 LCWIP Network



Source: LCR Local Cycling and Walking Infrastructure Plan

The LCR Local Cycling and Walking Infrastructure Plan<sup>10</sup> (LCWIP) is a strategic approach to developing a cohesive network of high standard active travel routes across the region as shown in Figure 8 above. The LCWIP sets out a high level approach for how we can encourage more people to travel on foot or by bike by creating a safe, integrated and well linked network of walking and cycling routes.

<sup>10</sup> <https://www.liverpoolcityregion-ca.gov.uk/wp-content/uploads/LCWIP-REPORT-FULL.pdf>

Figure 9 Public Rights of Way



There are numerous public rights of way throughout the borough, including coastal promenades and routes through woodlands as shown in



Figure 9. The Wirral Public Rights of Way network continues to be maintained to enhance the public's access to the 75 miles of public rights of way, plus a further 25 miles of permissive footpaths, bridleways and off-road cycle tracks. This is in addition to the 15 miles of the Wirral Way within Wirral Country Park from West Kirby to Hooton. Permissive routes through potential development sites need to be taken into account as part of proposals.

Town centre and urban area provision for pedestrians is varied, however in some areas, such as New Brighton, public space improvements have greatly improved the facilities for pedestrians. The Council have recently installed 2 diagonal pedestrian crossings at the junctions of Moreton Road/Old Greasby Road/Ford Road/Arrowe Park Road and Oxton Road/ Balls Road/ Woodchurch Road and have taken a corridor approach to installing dropped crossing facilities.

DRAFT

### **2.1.6 Parking**

Wirral Council operates 64 publicly available car parks within the borough including 39 non-pay & display and 25 pay & display car parks. There are two privately owned multi storey car parks located within Birkenhead Town Centre.

Wirral Council operates short and long stay car parking tariffs in Birkenhead, Liscard, Heswall and West Kirby car parks and on street parking within Birkenhead Town Centre. The charging hours for car parks are 8am - 6:30pm and apply 7 days a week. The council also operates on street parking bays within certain areas of Birkenhead.

Parking needs and opportunities for key development areas within the urban area will be considered as part of the movement and parking element of the Birkenhead Regeneration Framework. Parking standards for specific development types will be provided through the Local Plan.

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## 2.1.7 Port

Figure 10 Port Facilities



The Twelve Quays Roll-on Roll-off Ferry Terminal operates from the waterfront opposite Liverpool. Other significant waterfront facilities include Cammell Lairds, which is a major marine engineering and ship repair centre for the UK west coast. The nationally important Oil Terminal at Tranmere feeds the upstream refinery facilities at Stanlow, in Cheshire West and Chester, via pipeline with up to 10 million tonnes of crude oil each year. A small port facility at Mersey Wharf handles both bulk and general cargo. Port facilities in Wirral are shown in Figure 10 above.

The Manchester Ship Canal is a regionally important facility with links to Ellesmere Port, Runcorn and Manchester, operated under development rights granted by Act of Parliament. At Eastham, a large area adjacent to the canal entrance accommodates a series of port and refinery related and chemical storage compounds with direct access to Junction 6 of the M53 Motorway and handles over 8 million tonnes of cargo each year.

## 2.8 AIR QUALITY

Figure 11 Air Quality Monitoring Stations



Wirral Council has not declared any Air Quality Management Areas (AQMA) in the borough, as monitoring results<sup>11</sup> have not indicated any breaches of the UK Air Quality Objective levels for air pollution.

Within Wirral, most of the monitoring undertaken focuses on Nitrogen Dioxide, as the primary concern is pollution associated with road traffic. Nitrogen Dioxide is monitored in real time at two Automatic, Urban Rural Network monitoring (AURN) stations on Borough Rd in Birkenhead and in Victoria Park in Tranmere. The Council monitors for the presence of Benzene in two locations: Eastham and West Kirby. In addition, passive monitoring using Nitrogen Dioxide diffusion tubes is also currently undertaken at 31 sites across Wirral, as shown in Figure 11, tailored to include those areas identified as traffic 'hot spots'. Areas that may be affected by housing and / or commercial developments have also been considered. An Air Quality Assessment of the Local Plan will be undertaken.

## **2.9 TRANSPORT ACCESSIBILITY BY SETTLEMENT AREA**

Accessibility planning software (TRACC) has been utilised to identify the percentage land area and estimate percentage population within walking and cycling/ public transport time thresholds for each of the boroughs Settlement Areas to key community services. The thresholds used are consistent or more robust than those used by Department for Transport when calculating accessibility statistics. The output of the analysis of the accessibility to key amenities is included in Appendix C.

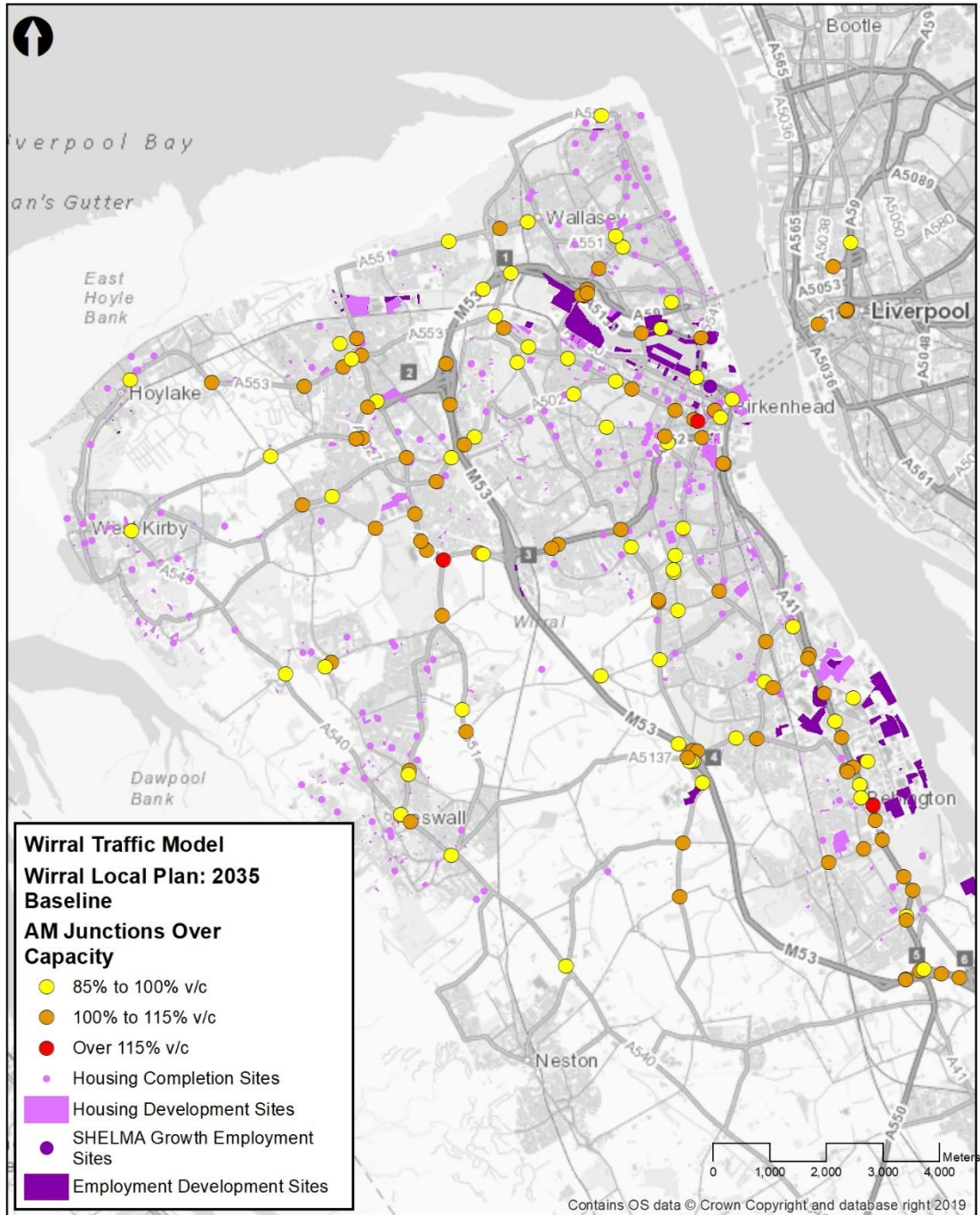
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<sup>11</sup>

<https://www.wirral.gov.uk/sites/default/files/all/environmental%20problems/Pollution/Wirral%20Annual%20Status%20Report%202019.pdf>

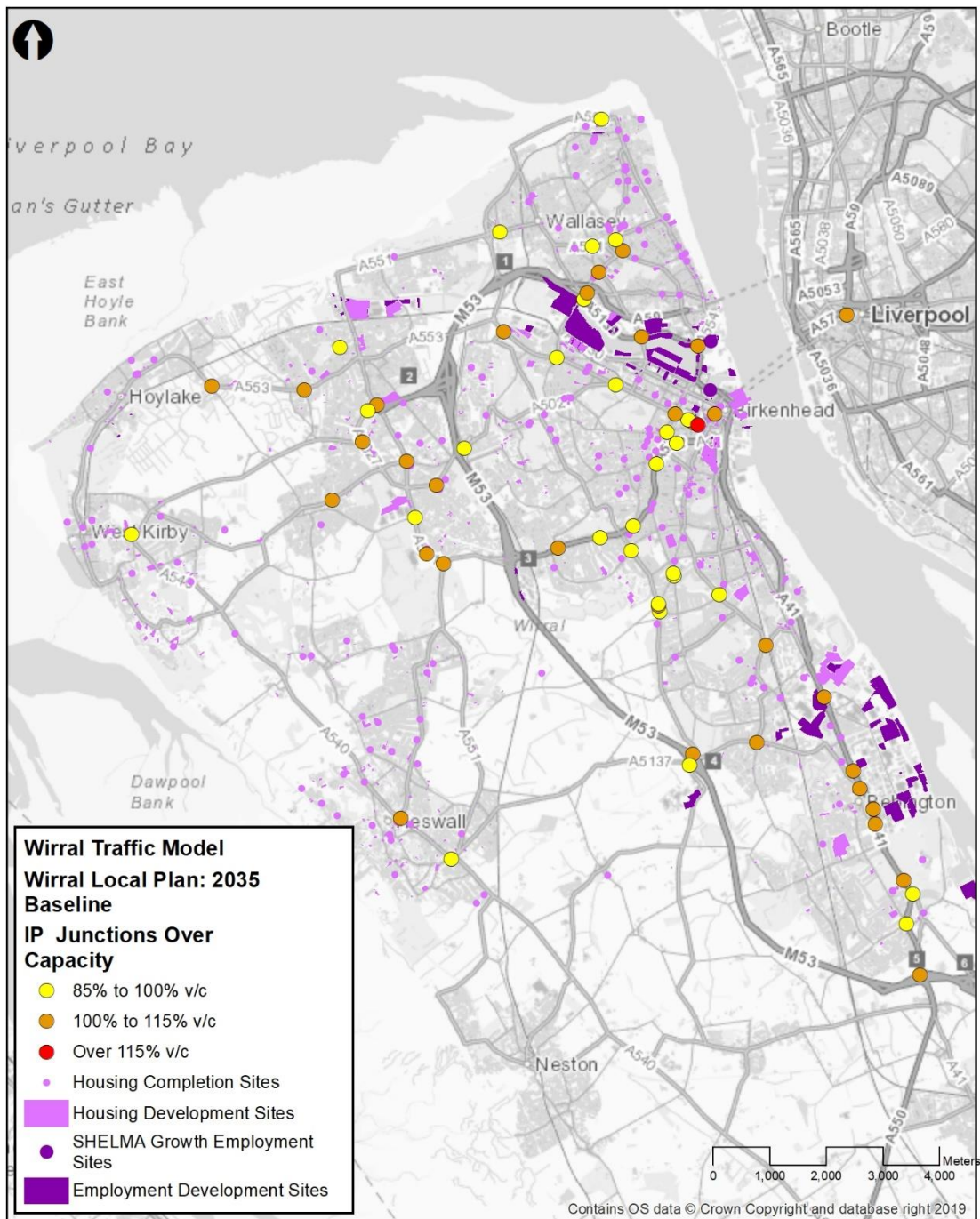
## 2.10 NEEDS ARISING FROM GROWTH

Figure 12 Junctions Over Capacity: 2035 Baseline Growth Scenario: AM



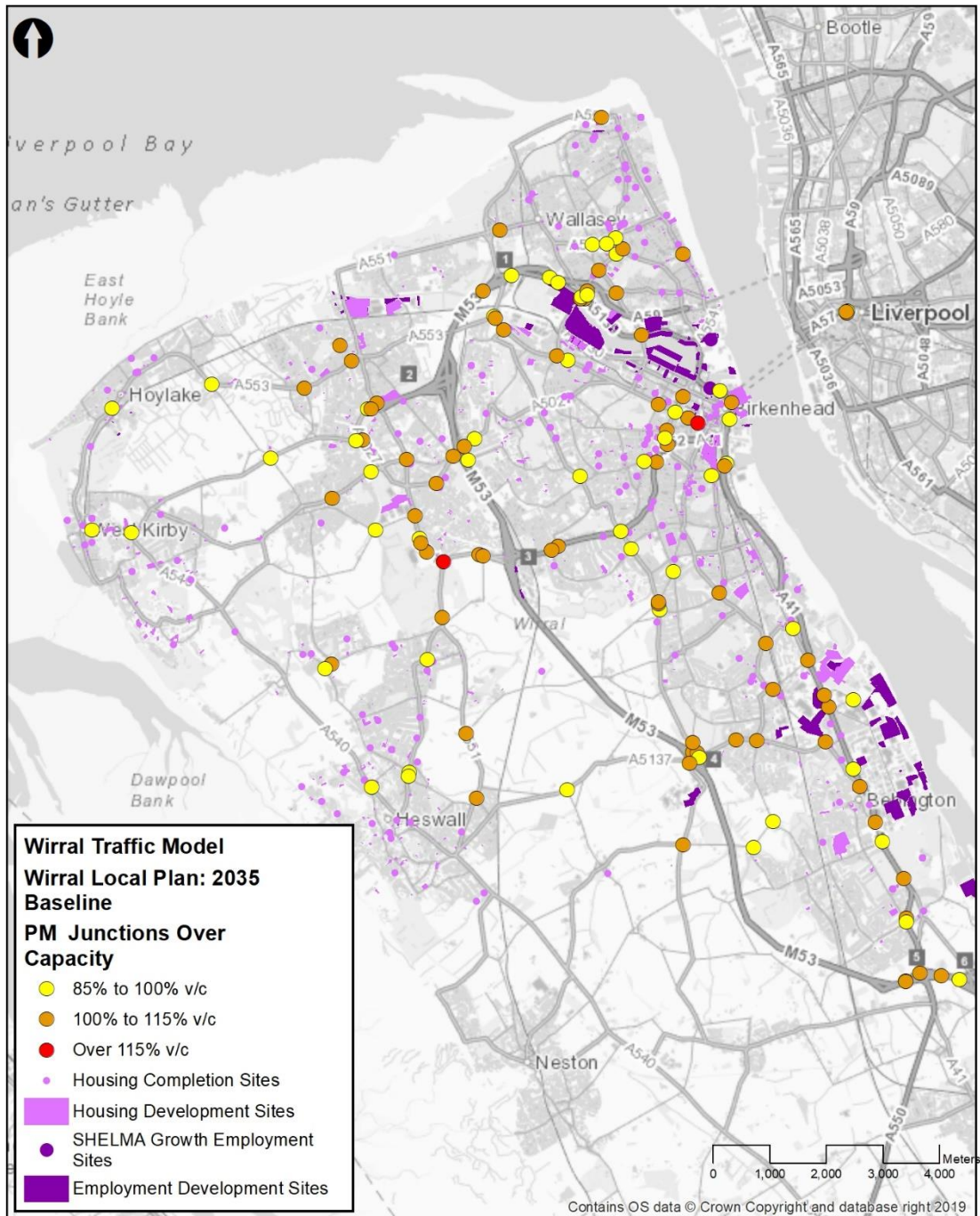
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<p>Title  <b>Wirral Local Plan</b></p>					
Date	Drawn	Checked	Approved	Scale at A4	<p><b>M</b> <b>M</b>  <b>MOTT</b>  <b>MACDONALD</b></p> <p>Mott MacDonald House          8-10 Sydenham Road          Croydon, CR0 2EE          United Kingdom          T +44 (0)20 8774 2000          F +44 (0)20 8681 5706          W mottmac.com</p>
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Figure 13 Junctions Over Capacity 2035 Baseline Growth Scenario: Inter Peak



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Figure 14 Junctions Over Capacity 2035: Baseline Growth Scenario: PM

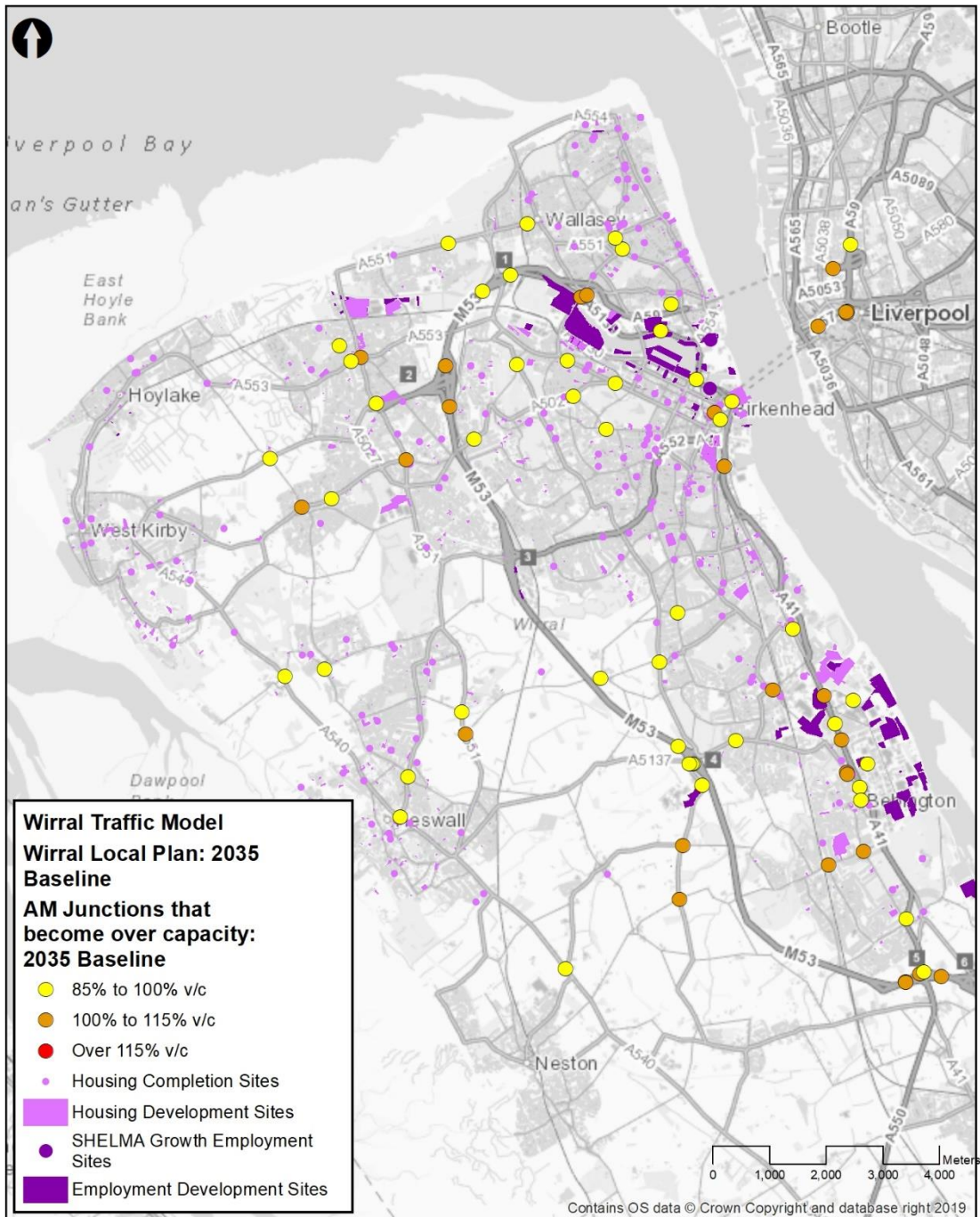


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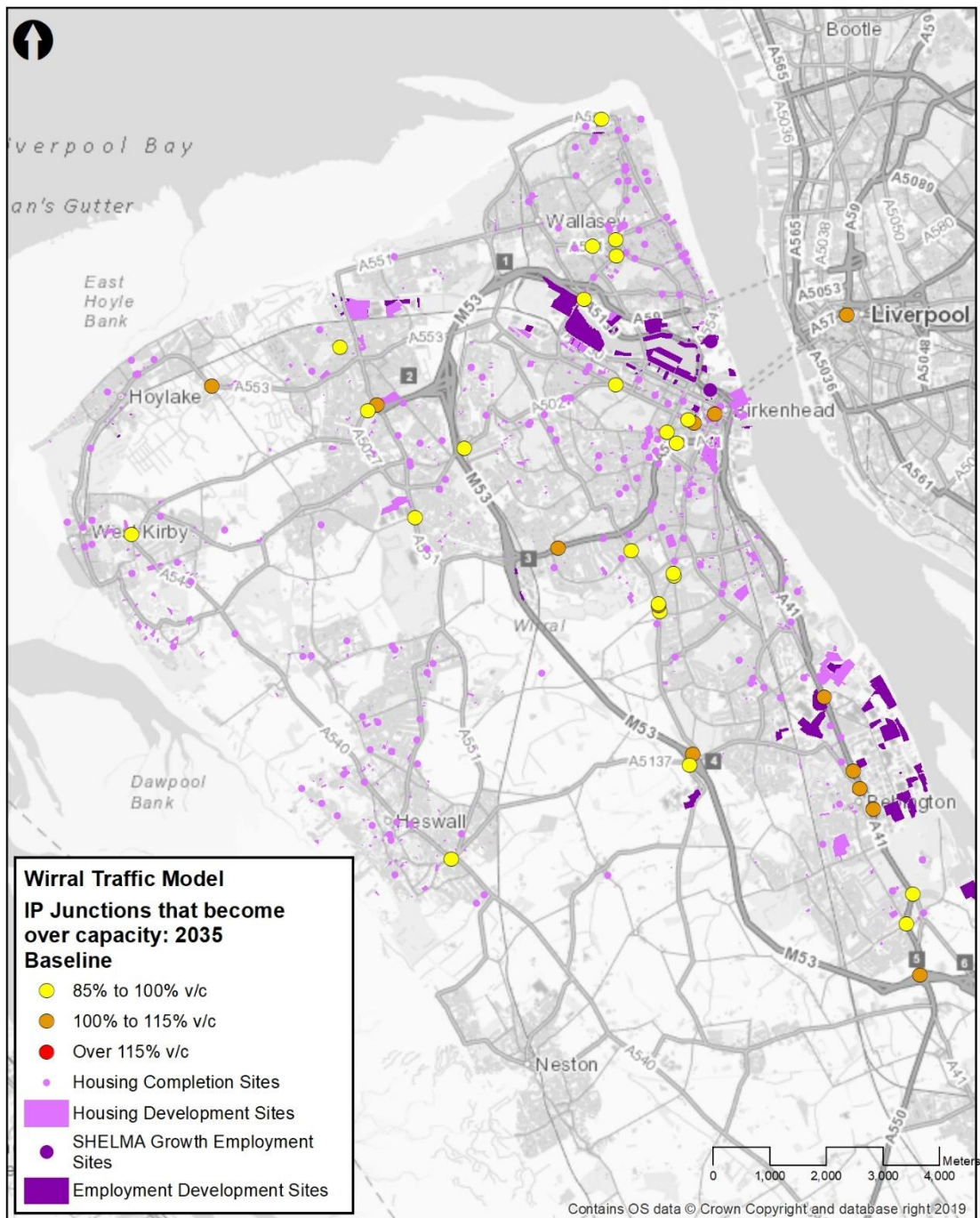


Figure 15 Junctions that Become Over Capacity in 2035 Baseline Growth Scenario: AM



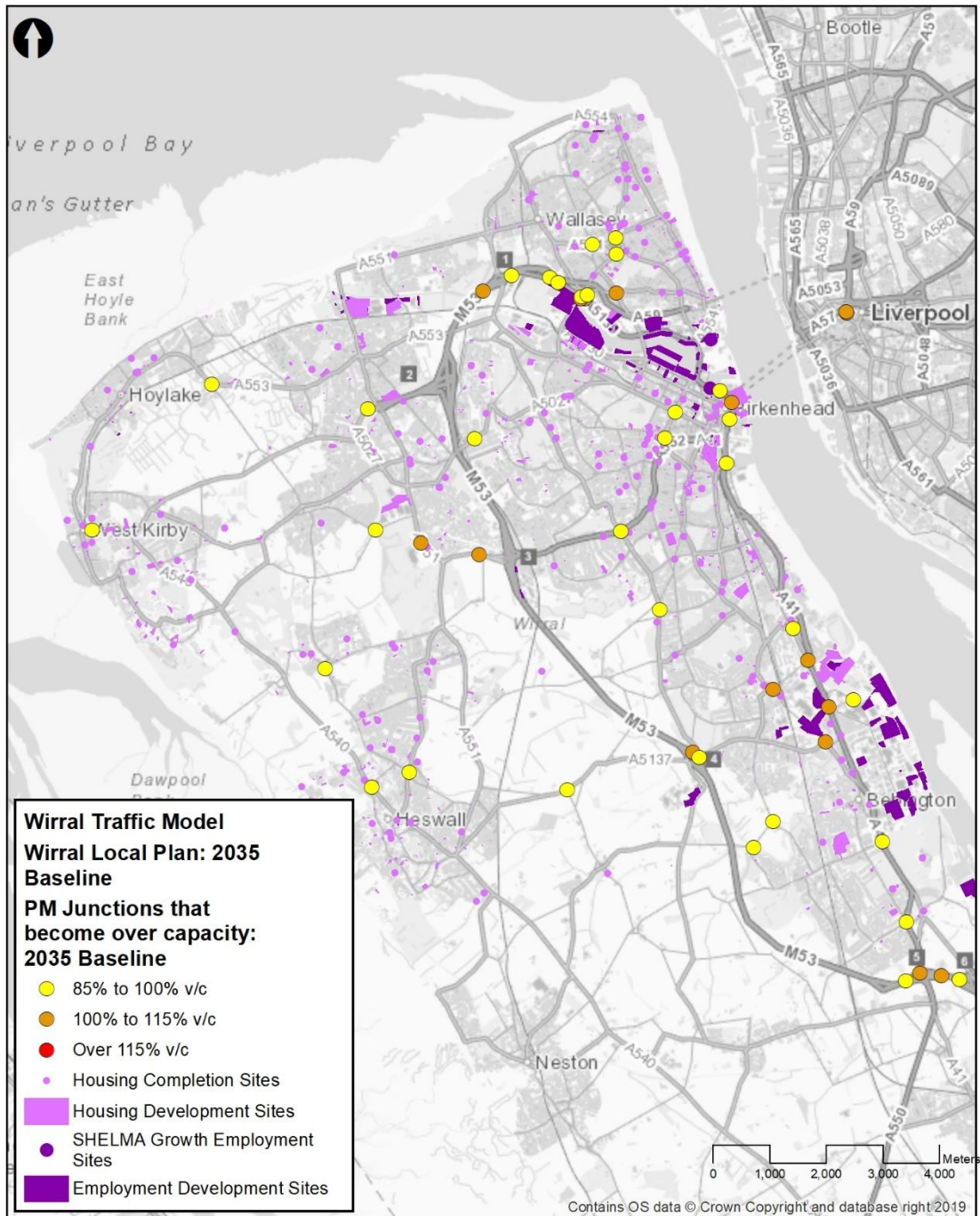
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<p>Title  <b>Wirral Local Plan</b></p>					
<p>Date          13.08.2019</p>		<p>Drawn          N. Boileau</p>	<p>Checked          S. Pierce</p>	<p>Approved          T. Millward</p>	<p>Scale at A4          1:90,000</p>
<p><b>M M</b>  <b>MOTT MACDONALD</b></p>			<p>Mott MacDonald House          8-10 Sydenham Road          Croydon, CR0 2EE          United Kingdom          T +44 (0)20 8774 2000          F +44 (0)20 8681 5706          W mottmac.com</p>		

Figure 16 Junctions that Become Over Capacity in 2035 Baseline Growth Scenario: IP



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Figure 17 Junctions that Become Over Capacity in the 2035 Baseline Growth Scenario: PM



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A Baseline Transport Modelling Report has been produced as part of Local Plan development. Areas likely to experience exacerbated congestion at junctions in the future include those in the vicinity of Wirral Waters, along the A41 south near to Wirral International Business Park, junctions 4 and 5 of the M53 and existing congestion hotspots on key routes to the M53 including the A552. Modelling outputs included as Figure 12, Figure 13, Figure 14 ,Figure 15, Figure 16, Figure 17.

The sub-regional strategy is set out within the LCRCA Transport Strategy (June 2019) and Merseyside Local Transport Plan. To sit underneath these overarching documents the development of Wirral's Strategic Transport Framework and transport studies at Wirral Waters and A41 North, have been undertaken with a further A41 South study planned to identify transport improvement schemes to support sustainable development within and beyond the Local Plan period to 2035.

Further transport modelling, air quality assessment and work with stakeholders including Highways England, Merseytravel, public transport operators and adjacent authorities will be undertaken to identify any mitigation required and support the development of the final IDP. This will include infrastructure to support sustainable travel and technological advances to reduce the need to travel. It is recognised that sustainable travel infrastructure needs to be supported by programmes to encourage behaviour/ culture change.

Transport improvement works planned during the Local Plan period are included within the IDS.

# 3. UTILITIES

## 3.1 ELECTRICITY

### 3.1.1 Current Provision

Figure 18 National Grid Asset Map (published August 2019)



The majority of the Borough's electricity is provided via National Grid's high voltage electricity overhead transmission 275kV line from Capenhurst and underground cables from Liverpool to Prenton, as shown in Figure 18. Energy generated by the wind farms in Liverpool Bay also connects to the grid at Birkenhead. A trans-national high-voltage cable from Scotland, via the Irish Sea and Liverpool Bay, to Meols and Connah's Quay was also completed in 2018.

Scottish Power Energy Networks (SPEN) operate the 132kV (major), 33kV (primary) and 11 kV (secondary) substations and power lines within Wirral on an interconnected system.

SPEN's Long Term Development Statement<sup>12</sup> (LTDS) provides information on the operation and development of the system for the five-year period up to 2023. SPEN state that they expect to see modest demand growth throughout the period. It is anticipated that the main driver of demand growth, particularly during the latter half of the period, will be customer uptake of low carbon technologies in the form of electric vehicles and heat pumps.

Wirral Met College Hybrid Energy Centre provides an integrated heating and electrical supply solution to the site providing almost all the heating requirement and 65% of the electrical requirement. The centre consists of two 65kWe Capstone gas turbines, two 64kWh Sunamp - thermal storage blocks and 124kWh of TESVOLT - lithium ion battery storage.

### **3.1.2 Planned Works**

SPEN have a detailed 8-year plan (ED1) for 2015–2023<sup>13</sup>, which is built around conservative forecasts of demand growth and customer uptake of low carbon technologies. Projects identified within SPEN's 8-year plan, listed below, are to reinforce the existing network not to create additional capacity:

- Birkenhead Grid 132kV switchgear replacement;
- Prenton Grid switchgear and transformer replacements; and
- Bromborough 2 Grid fault level project.

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<sup>12</sup>[https://www.spenergynetworks.co.uk/userfiles/file/SPD\\_Long\\_Term\\_Development\\_Summary\\_State\\_ment\\_Nov\\_2018.pdf](https://www.spenergynetworks.co.uk/userfiles/file/SPD_Long_Term_Development_Summary_State_ment_Nov_2018.pdf)

<sup>13</sup> [https://www.spenergynetworks.co.uk/userfiles/file/201403\\_SPEN\\_InnovationStrategy\\_MH.pdf](https://www.spenergynetworks.co.uk/userfiles/file/201403_SPEN_InnovationStrategy_MH.pdf)

### 3.1.3 Needs Arising From Growth

Office of Gas and Electricity Markets (Ofgem) expects that any large developments, or network reinforcement required to connect new development, is customer funded. As such, the responsibility for establishing connections rests with the developer, who must contact SPEN regarding their development proposal. The developer will be responsible for part payment, or payment for all of the work and equipment needed for connection. SPEN, like all regional Distribution Network Operator's (DNO), operate a first come, first serve basis for electricity. This means that in areas with limited capacity, a development site may absorb the existing capacity in a substation, requiring the next development to contribute towards an upgrade.

SPEN produced a high-level assessment to identify the levels and potential distribution of development proposed in the Local Plan. According to this assessment, overall levels of growth can be accommodated in Wirral. SPEN will work with Wirral Council and developers to undertake the necessary feasibility studies to identify infrastructure required for site allocations and spatial planning. In July 2019, government consulted on proposals to alter existing residential and non-residential buildings regulations to include electric vehicle infrastructure requirements. Any implications for additional electricity requirements arising from the outcomes of this consultation will be taken into account. At the time of writing, opportunities for sustainable energy generation in Wirral Waters and Birkenhead are being investigated through a Department for Business, Energy and Industrial Strategy (BEIS) funded study.

## 3.2 GAS

### 3.2.1 Current Provision

Figure 19 Gas and Oil Pipelines within Wirral



National Grid own, manage and operate the National Transmission System (NTS) in Great Britain. Connecting to the NTS is suitable for the largest consumers such as distribution networks, power stations, and large industrial enterprises.

The high-pressure gas main for the borough runs along the M53 Motorway, as shown in Figure 19.



### **3.2.2 Planned Works**

National Grid's 10-year Gas Statement<sup>14</sup> outlines planned gas demand and large investments. This includes a number of smaller network reinforcement schemes and ongoing mains replacement programmes specific to Wirral.

Cadent are the local distribution network operator, providing gas to existing and new homes and businesses in Wirral. Cadent also support Independent Gas Transporters (iGTs) and Utility Infrastructure Providers (UIPs) to connect to their network.

### **3.2.3 Needs Arising From Growth**

A high-level assessment, carried out by Cadent suggests that as the gas pipeline infrastructure around the Wirral area is relatively dense, there are no capacity issues for the level of development proposed in the Local Plan in the low pressure network. The medium pressure network has some regulators at or near capacity. As capacity is allotted on a first come first served basis, reinforcement may be attributable to development schemes when they are developed. The intermediate pressure tier has 11,000 homes worth of spare capacity and this sits above the Medium pressure network. Costs of reinforcement are offset against the transportation revenue and only if the expenditure exceeds the income does the reinforcement become chargeable and developers may need to pay for some connections.

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<sup>14</sup> <https://www.nationalgridgas.com/insight-and-innovation/gas-ten-year-statement-gtys>

Settlement Area	Plastic %	Potential Capacity Low Pressure System (25-50mb)	Areas of restriction	Capacity Medium Pressure System (1-2bar)	Capacity Intermediate Pressure System (7bar)	Capacity (Upstream High Pressure 10bar+)
SA1 Wallasey Urban Area	65%	5000 Homes	Poulton Road and Perrin Road and surrounding areas are at or near capacity	Some regulators are at or near capacity in Areas 1, 2, 3 & 5 sizeable development could trigger the need to rebuild s	11,000 Homes in total before Regulator needs to be rebuilt	TBC
SA2 Birkenhead Commercial	72%	7000 Homes	No capacity restrictions			
SA3 Birkenhead Sub Urban Area	70%	2000 Homes	Townfield Lane, Fender Way and Kings Lane (boundary with area 4 (Weak pipe capacity in the centre)			
SA4 Bromborough Eastham Urban Area	64%	5000 Homes	Kings Lane (boundary with area 3) (weak pipe capacity to the East)			
SA5 Mid Wirral Urban Area	67%	8000 Homes	(Weak pipe capacity central and south)			
SA6 West Kirby Hoylake Urban Area	57%	6000 Homes	Carpenters Lane (Weak pipe capacity to the West)			
SA7 Heswall Urban Area	50%	7000 Homes	(Weak pipe capacity to the North and outskirts of the South)			
SA8 Rural Area	Practically no gas mains in this area (Except an LTS -high- pressure main than runs South to North					

Table 3 Cadent Gas Capacity Commentary

Table 3 above summarises the capacity commentary from Cadent Gas. In terms of future energy consumption, there is a downward trend in gas usage, typically due to regeneration of former industrial areas to other uses, milder winters plus greater energy efficiency in homes. However, networks need to be built to withstand when everyone is using their gas during a peak period e.g. cold periods.

'UK housing: Fit for the future?'<sup>15</sup> a report from the independent Committee on Climate Change in February 2019, recommends new homes should be banned from connecting to the gas grid by 2025 to tackle climate change. Wirral Council will keep a watching brief on the outcomes of this recommendation, advances in technology including hydrogen energy and the implications for gas requirements for new development.

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<sup>15</sup> <https://www.theccc.org.uk/publication/uk-housing-fit-for-the-future/>

### 3.3 WATER

#### 3.3.1 Current Provision

Figure 20 Water Infrastructure in Wirral.



The majority of Wirral's water supply is extracted from the River Dee and transferred to Sutton Hall Water Treatment Works, which supplies over 90 per cent of Wirral's water. There are some additional boreholes at Prenton, Grange and Newton to meet localised needs, with reservoirs at Crosshill (Barnston), Gorsehill, Flaybrick, Grange and Prenton.

United Utilities (UU) and Dwr Cymru Welsh Water (DCWW) are the water companies responsible for the management of the majority of the drainage networks within the borough. Waste water Treatment Works (WwTW) are located at Birkenhead, Bromborough, Meols and Heswall as shown in Figure 20..

Water is supplied via a number of trunk mains connected to a network of distribution mains. Developers have a right to connect to the water supply network and public sewers and UU are liable for any infrastructure improvements if the network is under capacity.

### **3.3.2 Needs Arising from Growth**

The public water supply enters the peninsula from the south, which poses challenges when providing additional water supply to northern areas of Wirral. A strategic water supply study for Wirral is currently being undertaken by UU. Wirral is heavily reliant on the supply from the River Dee at Sutton Hall. As public water supply comes from the south, the options to redistribute water supply to development sites in the north of the borough could be challenging as they may be on the fringe of the existing water supply. Growth would need to be carefully planned in consultation with United Utilities as a key stakeholder. For example, options for development in the north of the borough such as that at Wirral Waters must take lead in times for studies and infrastructure into account.

A high-level wastewater assessment carried out by UU suggests that Birkenhead, Bromborough, North Wirral (Meols) and Heswall WwTWs have capacity to accept wastewater generated by projected growth within existing consents.

Additional wastewater generated by potential development may also be accommodated within the existing sewer network; however, development will need to be carefully planned in any areas of known flooding.

## **3.4 FLOOD AND COASTAL EROSION**

### **3.4.1 Current Provision**

Flood and Coastal Erosion Risks in Wirral are managed by a variety of Risk Management Authorities. The roles and responsibilities are set out in Section 4.8 of the Level 1 Strategic Flood Risk Assessment (SFRA) (July 2019)<sup>16</sup> and Section 3 of the Local Flood Risk Management Strategy (LFRMS)<sup>17</sup> (July 2016). The LFRMS is due to be reviewed and updated in 2020. Figure 21 shows the Flood Risk map for the borough.

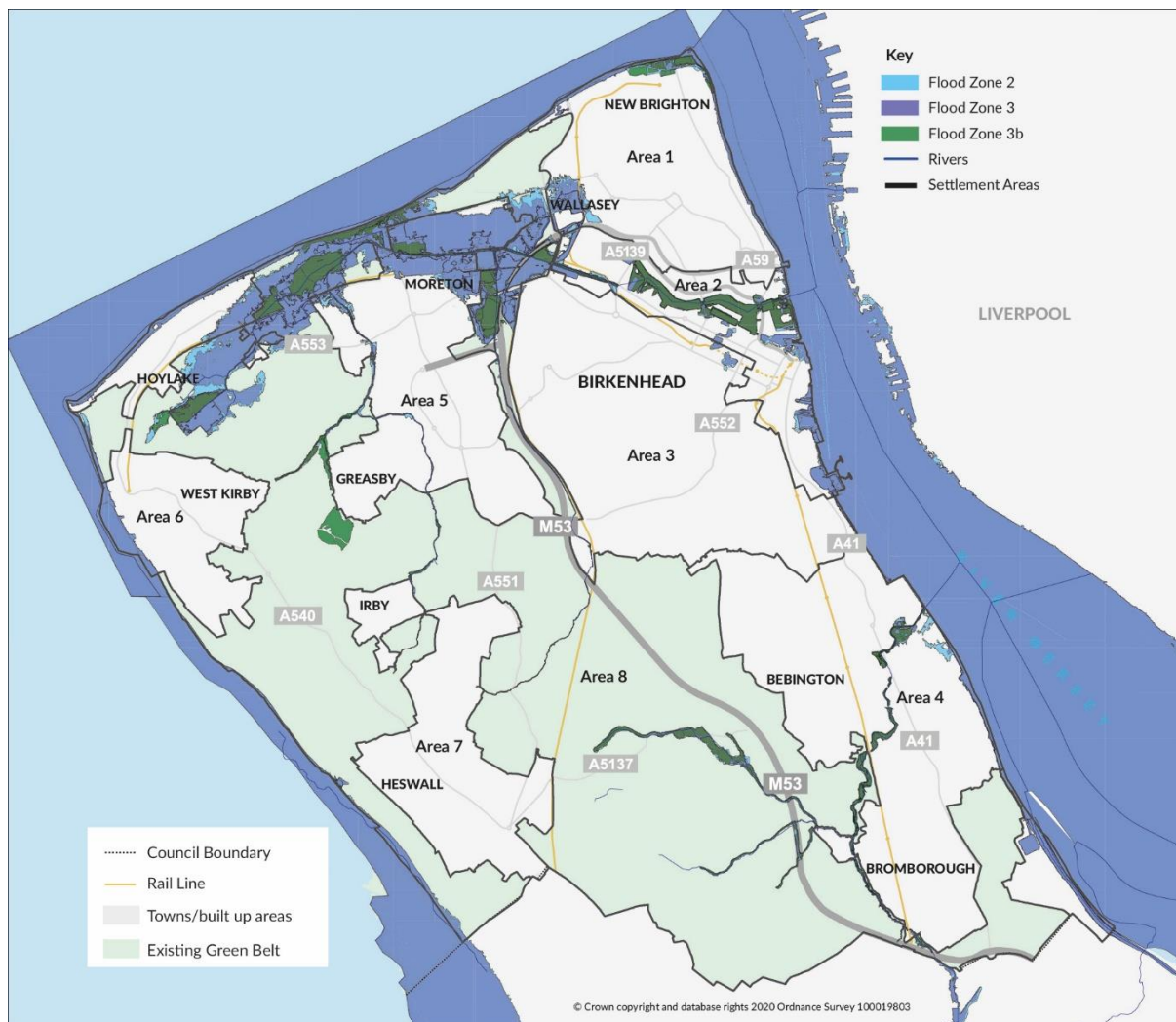
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<sup>16</sup> <https://www.wirral.gov.uk/planning-and-building/local-plans-and-planning-policy/local-planning-evidence-and-research-report-29>

<sup>17</sup>

<https://www.wirral.gov.uk/sites/default/files/all/communities%20and%20neighbourhoods/Wirral%20Local%20Flood%20Risk%20Management%20Strategy.pdf>

Figure 21 Flood Risk



Wirral Council, as Lead Local Flood Authority (LLFA), is not an infrastructure provider or asset owner; however, it undertakes its risk management role through:

Duties and powers set out in the Flood and Water Management Act (FWMA) 2010, notably the management of flood risk from surface water, groundwater and from ordinary watercourses and the provision and maintenance of a flood risk asset register and record. Statutory consultation on the management of surface water for major development under the Town and Country Planning (Development Management Procedure) (England) Order (DMPO) 2015.

Consenting and enforcement on ordinary watercourses as defined in the Land Drainage Act (LDA) 1991 (as amended by the FWMA).

Wirral Council, as Coast Protection Authority (CPA), is an infrastructure owner and manages risks associated with coastal flooding and coastal erosion through the provision and maintenance of coastal defences between the borough boundaries at Eastham and Heswall.

Infrastructure and assets are managed in accordance with the Shoreline Management Plan (sub-cell 11a) 2010 (SMP) and the Wirral Coastal Strategy (WCS) 2013<sup>18</sup>.

Wirral Council, as Highway Authority, is both an infrastructure provider and asset owner and has flood risk management duties to manage highway flood risk under the FWMA. A key purpose of the IDP is to set out the known infrastructure deficiencies and needs of the borough and identify where improvements are required. The Council recognises the significant growth that is planned across the borough, especially concerning the larger potential development sites.

As well as capacity an essential area for improvement is the resilience of existing transport network to flooding, particularly surface water flooding following short duration, high intensity rainfall which is occurring more frequently. The Council's Highway Authority has the responsibility for managing flood risk on the highway, footway and cycleway. Highways England is responsible for the motorway and Merseyrail / Network Rail responsible for the railways. A resilient and sustainable transport network will be a fundamental factor in achieving sustainable development. A plan-led approach to improving transport resilience will be an important aspect contributing towards Wirral's sustainable development, therefore, further work will be required to understand improvements needed to better manage flood risk on the network. This will include obtaining further information from site promoters on flood risk assessment / modelling to inform recommendations for transport improvements.

### **3.5.1 Needs Arising From Growth**

Development should be directed away from areas at risk of flooding and flood risk needs to be a key consideration before, during and after construction through appropriate strategies and construction phase and maintenance plans.

The Environment Agency have time limited Flood Defence Grant Aid to protect development constructed prior to 2012. Development after January 2012 is not eligible. There is, therefore, no current likelihood of infrastructure improvements being carried out post-construction to deal with flood risk. Consequently, all risk must now, therefore, be dealt with as part of the development process. Robust mechanisms for the installation and maintenance of flood risk assets will need to be included in the planning process, for example through policy requirements and provisions for developer contributions.

### Coastal Erosion and Coastal Flood Risk

Future development within the coastal zone requires a sustainable and strategic approach to risk management. This approach is set out in the SMP and WCS, which identifies Policy and Management Interventions in the Short, Medium and Long Term (25,50 and 100 years respectively). The WCS identifies the priorities for short term interventions for Wirral at West Kirby, Meols Parade, Wallasey Embankment and Rock Park Esplanade.

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<sup>18</sup> <https://democracy.wirral.gov.uk/documents/s50014530/Appendix.pdf>

### Surface Water Flood Risk

The SFRA identifies locations where the current level of surface water flood risk may preclude the site from development. For all development sites the management of surface water during and post-development is critical for the future management of surface water flood risk in Wirral as a whole. Typically, surface water flows from development will need to be managed through the use of Sustainable Drainage Systems (SuDS). There is a clear and justified need to make space for water to manage flood risk strategically throughout the borough, both at a masterplan scale and site-specific scale, through the use of high-quality SuDS. Consequently, plan-led high-quality SuDS will need to be delivered through policy requirements and provisions for developer contributions to secure the management of surface water flood risk with ongoing maintenance and ownership to ensure they remain functional assets throughout the lifetime of development in line with national and local standards. The Water and Sewerage Undertaker (United Utilities) will adopt SuDS that meet Sewers for Adoption standards although this is currently voluntary, in a similar vein to highway adoption.

Wirral's Level 2 Surface Water Management Plan (SWMP), currently in production, is focusing on the management of surface water at known historical flooding locations of Heswall, Pensby, Irby, Hoylake and Greasby. The outputs from the SWMP are likely to be recommendations for interventions, in partnership with other Risk Management Authorities and subject to successful capital funding bids to the Environment Agency.

### Ordinary Watercourses

Future development in greenfield areas has the potential to impact the ordinary watercourse network detrimentally if the consequences of changing the characteristics of a given catchment are not fully understood. Current knowledge of the ordinary watercourse network is largely based on mapping and there are significant gaps in the understanding of connectivity and catchment characteristics. For large development sites, including those which may be parcelled into smaller sites, it will be important that a whole area catchment based understanding is developed and a strategic approach is taken during the conception of the scheme so that natural processes can be mimicked as much as possible post development.



Whole area information to inform decision making around flood risk includes:

- surface water/ordinary watercourse interaction
- connectivity of watercourse to wider network
- flood risk from ordinary watercourse
- mapping and flow paths of catchments
- assessment of the flood risk to any proposed site from off-site, due to topography, existing flow paths, etc
- assessment of any environmental impacts on a watercourse as a result of development– morphology, wildlife, water quality etc

Developers will need to be aware that that they may need to complete works downstream of their site boundary to facilitate the drainage of their development.

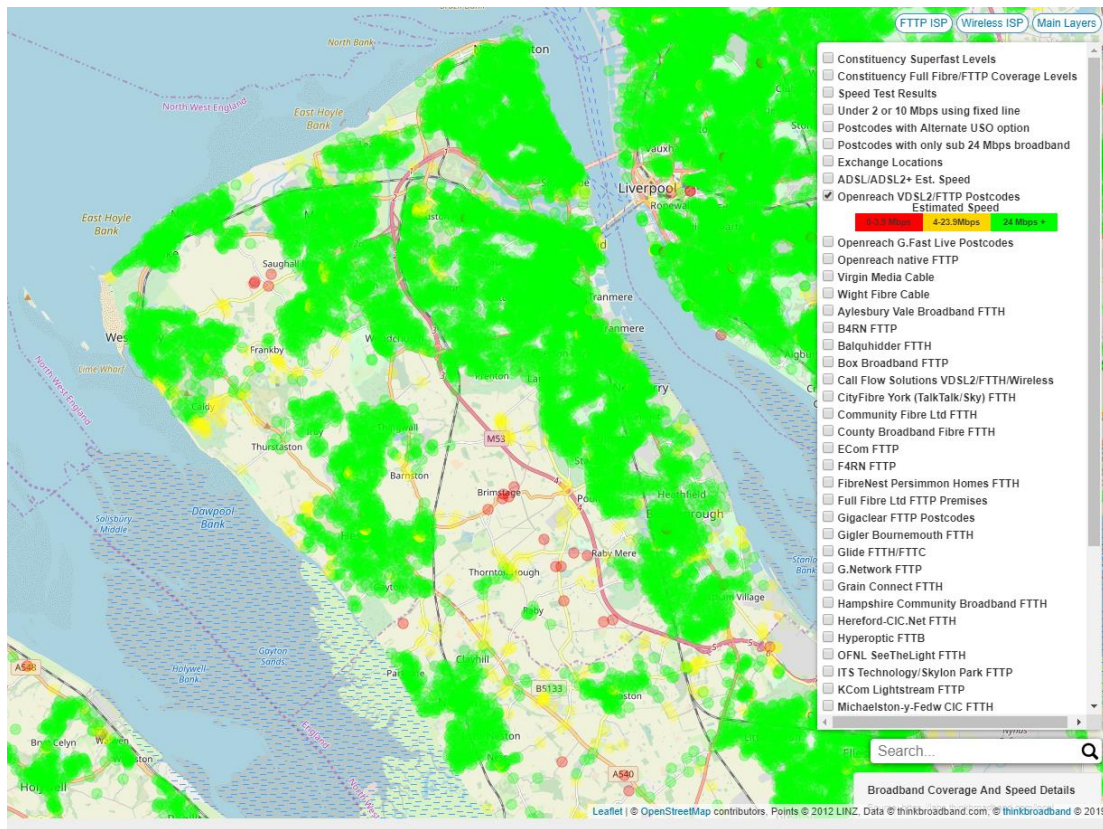
#### Highway Assets

With the requirement for sustainable drainage systems and a move towards multifunctional benefits from surface water drainage, the Council as a Highway Authority may find that the nature of the drainage assets they adopt may evolve from traditional gullies to more sustainable features such as swales and ponds.

### 3.5 COMMUNICATIONS

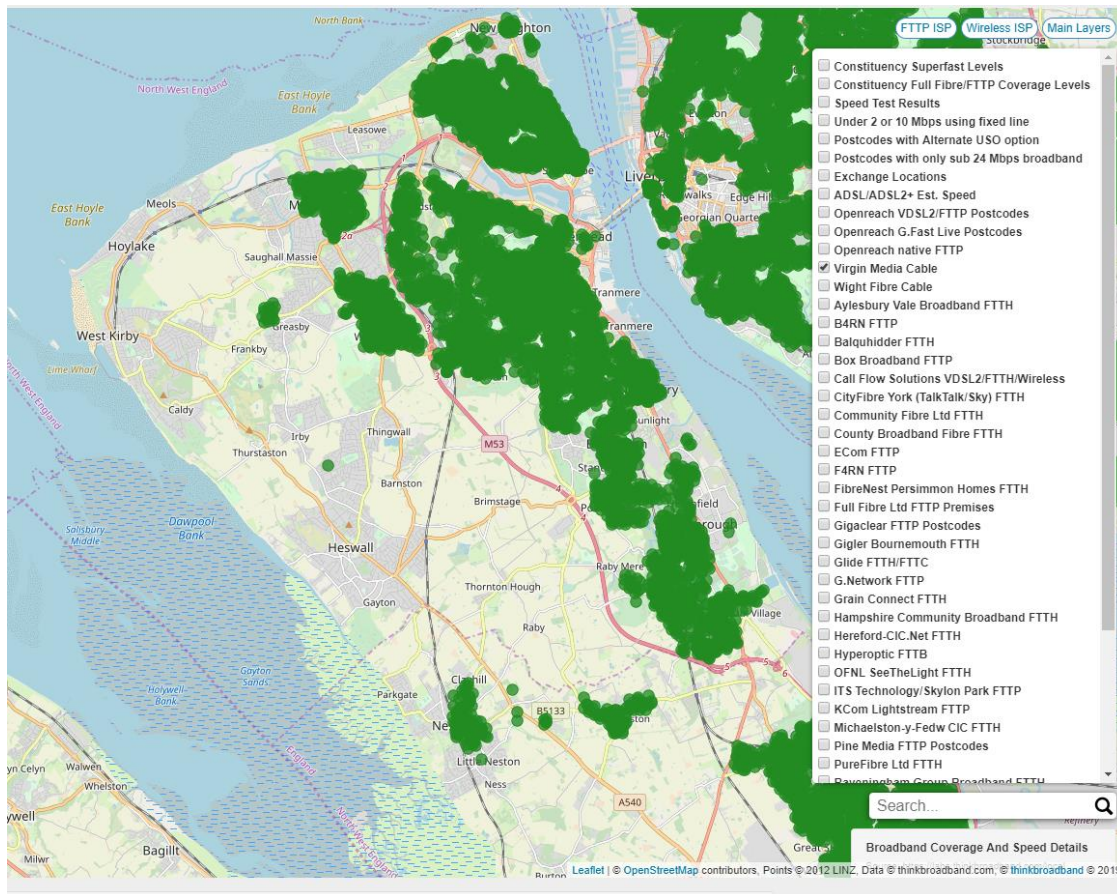
#### 3.5.1 Broadband

Figure 22 Openreach Broadband Coverage



Source: thinkbroadband

Figure 23 Virgin Media Broadband Coverage



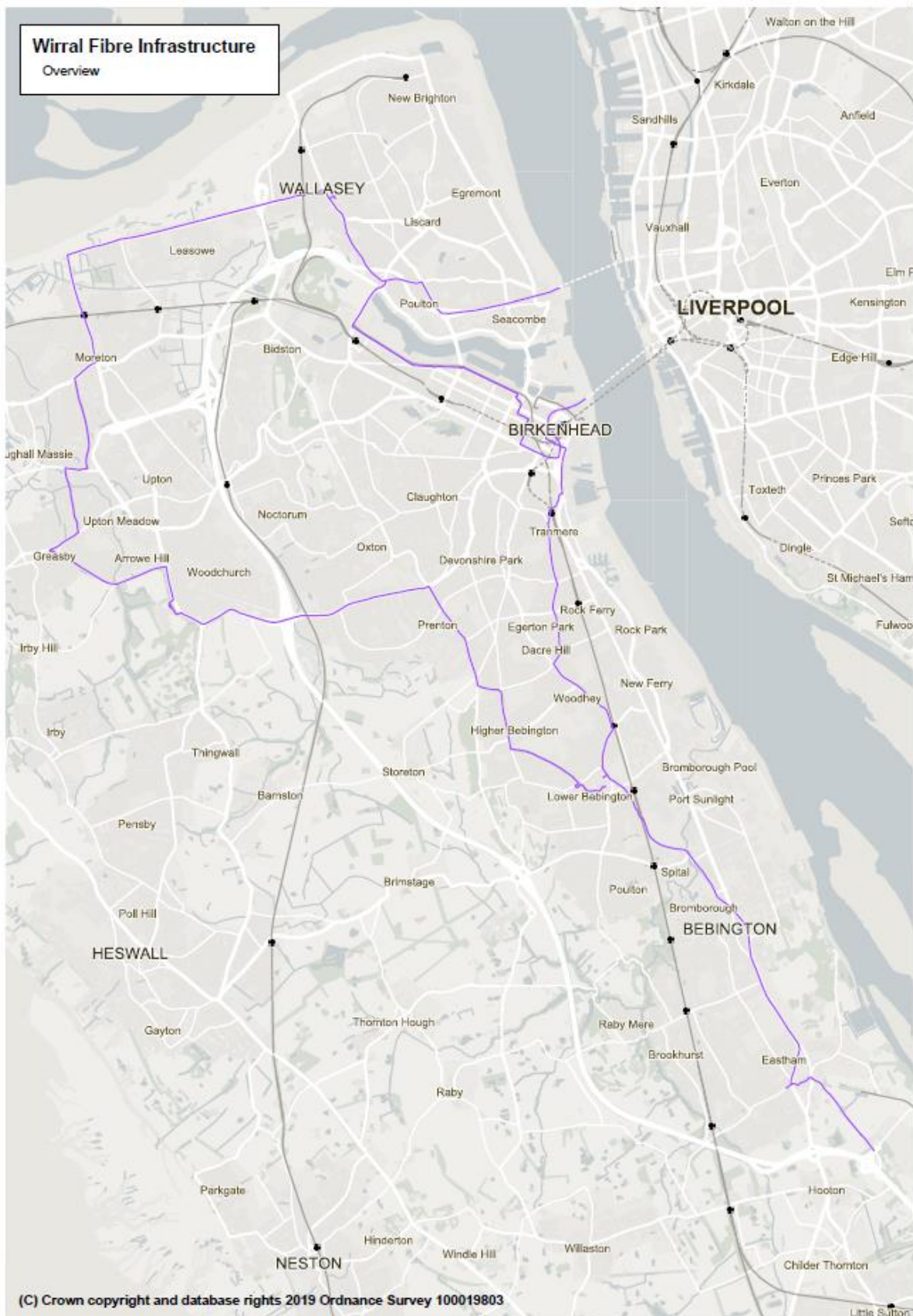
Source: thinkbroadband

Wirral already has access to Superfast Broadband, with Superfast Fibre connectivity (speeds of up to 100 meg) now available to 99% of residents and businesses. Ultrafast Broadband is the term given to a broadband product that has speeds in excess of 100Mbps, but more typically around 300Mbps.

Since 2018, Openreach has embarked on a Fibre First programme to deliver ultrafast broadband (speeds of up to 1000 mb direct to premises) across the borough, initially in Wallasey, but to cover the whole of the Borough as part of phase one of its deployment plan. To date 6000 properties have been connected. Virgin Media is a private closed network while the network installed by Openreach is an open network which can be used by other providers. As part of Virgin Media’s ‘Project Lighting’<sup>19</sup> investment, 2000 homes in the Wallasey area have been connected, with Leasowe the next area to benefit from installations. New Brighton is also being considered but has not yet been programmed. At the time of writing, there is currently no coverage by Virgin Media in many areas to the west of the Borough. Broadband coverage is shown in Figure 22 and Figure 23 above.

<sup>19</sup> <https://www.virginmedia.com/corporate/about-us/our-key-projects>

Figure 24 Liverpool City Region Draft Full Fibre Network



Wirral Council is also a strategic partner in a LCR initiative to develop a 250km high speed Local Full Fibre Network across the region by 2021.

Figure 24 shows the draft proposed route map for the LCR Local Full Fibre network.

### **3.5.2 Needs Arising From Growth**

Openreach connections are provided free of charge in developments for 30 dwellings or more. Both Openreach and Virgin Media prefer a 9-month lead in time (before commencement) to put plans in place for delivering cable services to new buildings.

### **3.5.3 Telecommunications**

Ofcom's Connected Nations update 2019<sup>20</sup> states that mobile coverage is very good in Wirral, with more than 99% of premises and roads having 2G (voice and low speed data rate), and 3G and 4G (high speed data) mobile network coverage.

5G is the fifth generation of mobile networks. It follows previous mobile generations 2G, 3G and 4G. 5G is set to be far faster and more reliable, with greater capacity and lower response times. A 5G service has already been launched in the UK and parts of Birkenhead including Park Road North, Duke Street, Price Street, and Beckwith Street are currently covered by the Vodafone 5G service as of 16<sup>th</sup> July 2019.

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<sup>20</sup><https://www.ofcom.org.uk/research-and-data/multi-sector-research/infrastructure-research/connected-nations-update-summer-2019>

## **3.6 WASTE**

### **3.6.1 Current Provision**

Current Waste facilities serving the Borough include:

- Materials Recovery Facilities (MRF) –Bidston
- 16 Household Waste Recycling Centres (HWRC) including 3 Wirral based sites at Bidston, Clatterbridge, and West Kirby.
- 4 Waste Transfer Stations including Bidston (only one transfer station serves Wirral although in an emergency waste could be directed to any on Merseyside)
- Energy from waste facility in Teeside.

The Council has an existing contract with Biffa for waste collection and street cleansing up until 2027. Overall, the amount of collected household waste per person reduced to 366.2kg per person in 2018/19, compared to 374.1kg in 2017/18. The average for England was 335kg per person in 2018/19<sup>21</sup>. 32% of the boroughs waste is recycled or composted.

The spatial strategy, criteria for development management and site allocations for new waste management development in Wirral, is set out in a separate, sub-regional Joint Waste Local Plan for Merseyside and Halton, which was adopted in July 2013. The Plan period is from 2013-2027.

The delivery of the Joint Waste Local Plan strategy relies upon improved facilities for the minimisation, collection, re-use and recycling of waste on site where waste is generated, as an integral part of new development or through improvements to the facilities available at existing sites. Other off-site facilities for new waste management development will normally be expected to be provided in industrial locations away from residential property and other environmentally sensitive land uses, with good access to the Strategic Route Network or water access to encourage transport by water.

### **3.6.2 Needs Arising from Growth**

Discussions with Merseyside Waste Disposal Authority suggest that there is capacity within existing facilities to accommodate planned growth across the city region. There would however be increased pressure on existing busy HWRCs where there are limited expansion opportunities. Additional new development would result in additional costs relating to Council contracts for waste collection and disposal and increased street cleansing requirements for new highways. Future government changes to Food Waste standards are likely to require weekly food waste collections.

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<sup>21</sup> <https://www.wirral.gov.uk/planning-and-building/local-plans-and-planning-policy/development-monitoring>

## 4. COMMUNITY INFRASTRUCTURE

### 4.1 HEALTH

#### 4.1.1 Primary Care

Wirral Clinical Commissioning Group (CCG) commissions services from the following providers:

- Primary Care: 58 GP practices;
- Secondary Care: Wirral University Teaching Hospital NHS Foundation Trust;
- Mental Health: Cheshire and Wirral Partnership NHS Foundation Trust;
- Community: Wirral Community Trust; and
- Social Care: Wirral Borough Council.

Other providers:

- 94 pharmacies;
- 45 dentists; and
- 33 opticians.

Figure 25 Hospitals, GPs, Dentists, Opticians and Pharmacies

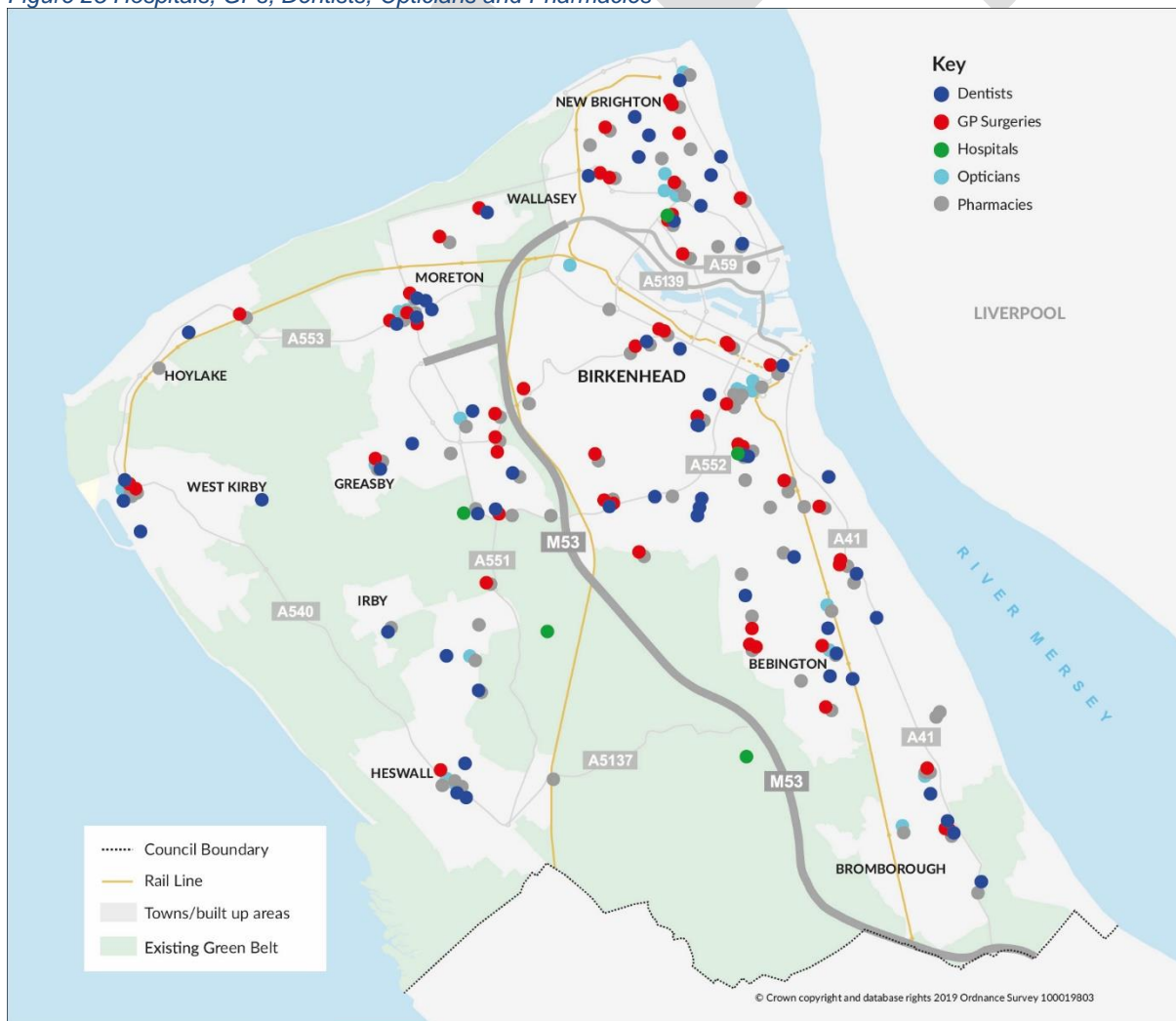


Figure 25 shows the Hospitals, GPs, Dentists, Opticians and pharmacies in Wirral. NHS Wirral has provided an assessment of the current capacity of GP surgeries across the borough provided in Appendix D.

#### **4.1.2 Secondary Care**

Wirral University Teaching Hospital (WUTH) NHS Foundation Trust operates from two main sites (Arrowe Park Hospital and Clatterbridge Hospital), while also providing a range of services in community settings as follows:

- Arrowe Park Hospital, Upton – delivering a full range of emergency and acute services for adults and children, plus maternity services;
- Clatterbridge Hospital, Bebington – undertaking the majority of planned surgical services and some specialist rehabilitation;
- St Catherine’s Community Hospital, Birkenhead – providing x-ray and some outpatient services; and
- Victoria Central Health Centre, Wallasey – providing x-ray and some outpatient services.

Residents are also able to access specialist treatment within the borough at Clatterbridge Cancer Centre and hospitals outside the Wirral e.g. Countess of Chester Hospital, Liverpool Women’s Hospital, Alder Hey Children’s Hospital.

#### **4.1.3 Pharmacies**

Wirral Pharmaceutical Needs Assessment 2018-2021<sup>22</sup> identifies that Wirral is generally very well served by community pharmacies. There is currently one pharmacy for every 3,402 residents, which in comparison to the national average of one pharmacy for every 5,000 resident population, is extremely favourable.

Wirral residents also have adequate access to ‘out of hours’ pharmacy services through the provision of ‘100 hour contracts’. There is also good weekend coverage for residents. Wallasey has the least pharmacies delivering 100-hour contracts but has good weekend coverage.

‘Locally Commissioned Services’ are delivered equitably throughout the borough with over two thirds of all community pharmacies providing alcohol and smoking misuse services (e.g. the Nicotine Replacement Therapy scheme). Geographical mapping of locally commissioned services show that more services are delivered in the most densely populated areas of the borough.

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<sup>22</sup> <https://www.wirralintelligenceservice.org/media/2319/wirral-pna-2018-to-2021-final.pdf>



#### **4.1.4 Planned Works**

NHS Wirral are currently updating their Estates Strategy which will take into account the level of growth planned as part of the Local Plan. A relocated and enhanced Marine Lake Medical Practice within a new health & wellbeing building is planned within the Local Plan period.

Similarly, WUHT are refreshing the plan for their Estate with plans to reduce pressure at the Arrowe Park Hospital site through the provision of increase car parking numbers and transferring a number of services to Clatterbridge Hospital.

#### **4.1.5 Needs Arising from Growth**

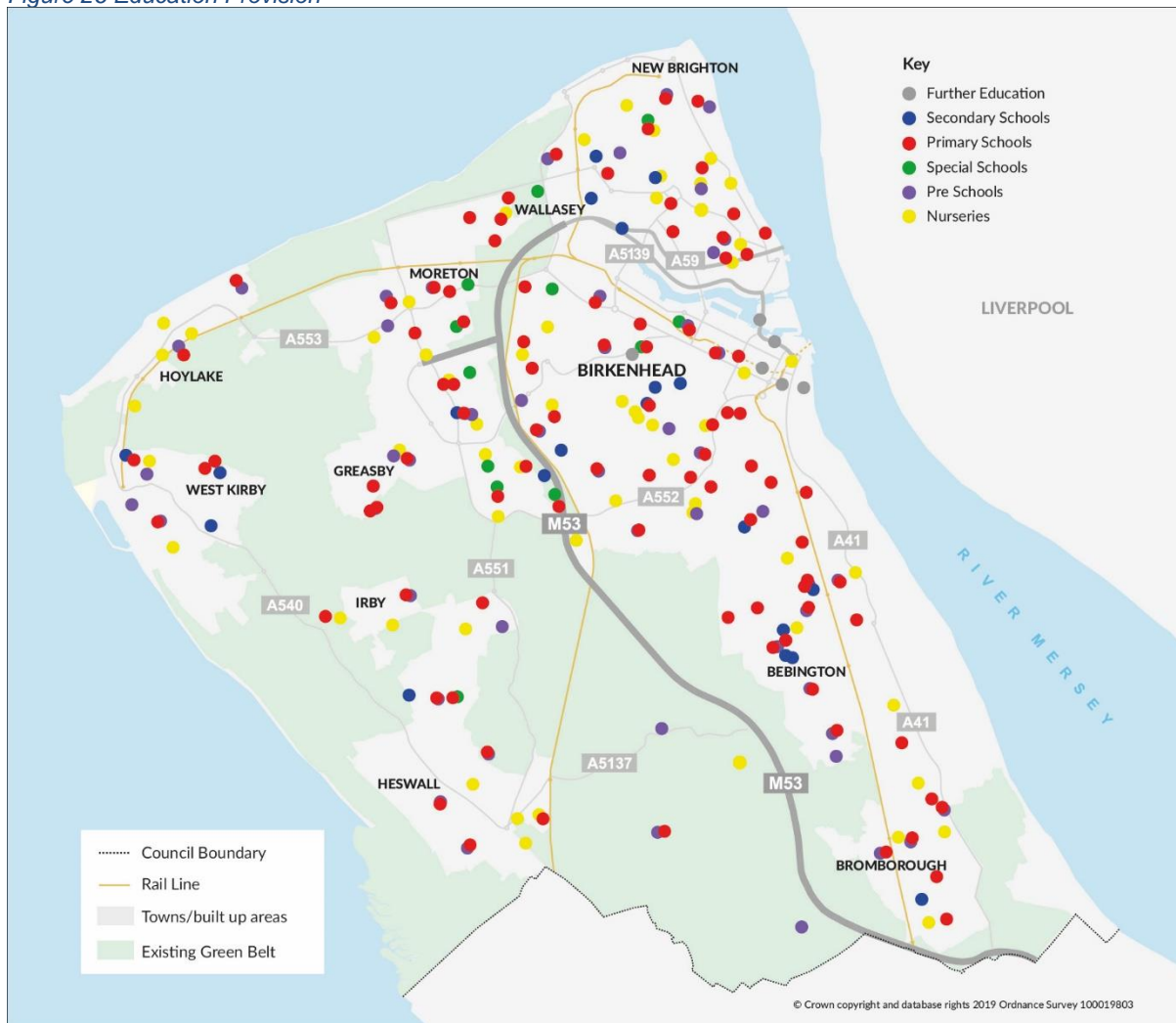
Using an average standard of 1 GP per 1800 patients and after discussions with NHS Wirral, it is expected that existing GP practices will accommodate the overall level of growth planned. However, sites will be considered on an individual and cumulative basis within the final IDP to identify areas where there may be increased pressure on existing services and if additional capacity is required. Any additional development within Heswall could increase pressure on GPs, with the area already nearing capacity.

The primary issue for WUHT is not overall capacity, but the demographics of householders that are attracted to new build housing, which may increase demand on particular services such as e.g. maternity or Department of Medicine for the Elderly.

## 4.2 EDUCATION

### 4.2.1 Education Provision

Figure 26 Education Provision



In Wirral Local Education Authority Area there are 3 Early Years Centres, 46 nursery classes attached to primary schools, 91 mainstream primary schools, 20 secondary schools and 11 special schools, as shown in Figure 26.

#### 4.2.1 Primary and Secondary

Wirral School's consist of:

- Community schools (50 primary schools, 2 secondary schools and 11 special schools);
- Foundation (2 secondary schools);
- Academies (13 primary schools and 16 secondary schools);
- Voluntary Controlled (4 primary schools); and
- Voluntary Aided (24 primary schools).

Governors are responsible for the conduct of the community schools, but admissions are the responsibility of the local authority. For foundation schools, governors are responsible for the admissions arrangements and academies receive their funding directly from central government. However, the Council remains responsible for identifying capacity and coordinating funding to ensure that the academies comply with statutory requirements. Voluntary controlled schools are partly controlled by a charity. The charity owns the land and buildings and appoints some of the governors. Funding and admissions are the responsibility of the Local Authority. Voluntary aided schools are usually known as church or faith schools. They are similar to Voluntary Controlled schools but have more independence from the Local Authority and controls admissions.

A large number of schools have received significant capital investment since 2001 to improve teaching, ancillary and activity spaces and to replace temporary mobile accommodation with new construction and refurbished buildings. A number of primary and secondary schools have been replaced with new premises under Government initiatives such as Building Schools for the Future (BSF) and Priority School Building Programme Phase 1 (PSBP1).

The School Capacity Survey (DfE, 2018) shows that in 2018, Wirral had 27,956 primary school places with 25,559 pupils on the role, and 2,557 unfilled places. The numbers of pupils of primary school age are forecast to fall to 25,753 by 2022/23.

Primary places are planned on the basis of 21 'primary planning areas', which can contain between 1 and 10 individual schools. The Council undertakes its own projections of likely demand for school places on an annual basis, covering a five-year period for primary school places. These projections are based on a combination of factors including; birth registrations, birth rate trends, the physical capacity of schools and parental preferences.

The current capacity and expansion potential of Wirral Schools is included as Appendix D. There are some 'pinch points' for school place demand with the following primary planning areas currently over capacity: North Wallasey, Greasby, and Heswall and Pensby/ Thingwall. All schools within Settlement Area 7 Heswall are over 90% capacity.

The School Capacity Survey (DfE, 2018) shows that in 2018, Wirral had 25,669 secondary school places with 20,997 pupils on the role, and 4677 unfilled places. Pupil numbers were forecast to increase to 23,183 by 2024/25, within the surplus capacity at a borough level.

Secondary school places are planned on a seven-year period, with an assumed uplift of between 1-2% to incorporate those pupils travelling from outside of the Borough to attend school. The projections are based on a combination of factors including birth registrations; birth rate trends; the physical capacity of schools and parental preferences. Population estimates and school projections indicate that by 2024 none of secondary schools in Wallasey and West Wirral will be over capacity.

Works planned during the Local Plan period is included within the Infrastructure Delivery Schedule.

#### 4.2.2 Further Education and Higher Education

Wirral Metropolitan College has 16,000 students (3,000 aged 16-18 and 12,000 aged 19-37) and has 3 campuses in and around Birkenhead including Conway Park, Twelve Quays and newest Wirral Waters facility which opened in 2015 and delivers training and education for Construction and the Built Environment.

Maritime and Engineering College North West is a centre of vocational excellence for the maritime, engineering, manufacturing and related sectors. Facilities include 6,500 sqm riverside premises next to the Cammell Laird Shipyard at Monks Ferry.

Birkenhead Sixth Form College is the leading provider of A Level and BTEC courses for 16-19 year olds in the area and was rated as 'Outstanding' by Ofsted in 2017. During the academic year 2017/18, 1313 sixth form students and 129 earners on post-19 funded programmes were enrolled.

University of Chester health and social care department opened a new facility in Marriss House in central Birkenhead in 2018 to train student nurses in practical clinical skills.

#### 4.2.3 Early Years and Childcare Provision

Table 4 below provides the numbers of early education and childcare providers of 3 and 4 year olds.

Types of Provision	Total
Child- minder	196
Day Nursery	76
Pre-school	43
Extended Care	41
School with F1 provision	60
School with F1 and 2 year provision	24

*Table 4: 3 and 4 year olds Early Education and Childcare Providers*

Funded places for 2 year olds are provided by 175 childcare providers, 2 maintained nursery schools and 19 schools.

#### 4.2.4 Needs Arising from Growth

Capacity assessments in education of all phases (age 0-19) and special educational needs will need to be undertaken to accommodate pupil requirements by site and the opportunity for potential expansion or new provision will need to be identified as appropriate.

### 4.3 LEISURE

#### 4.3.1 Current Provision

Figure 27 Leisure Provision

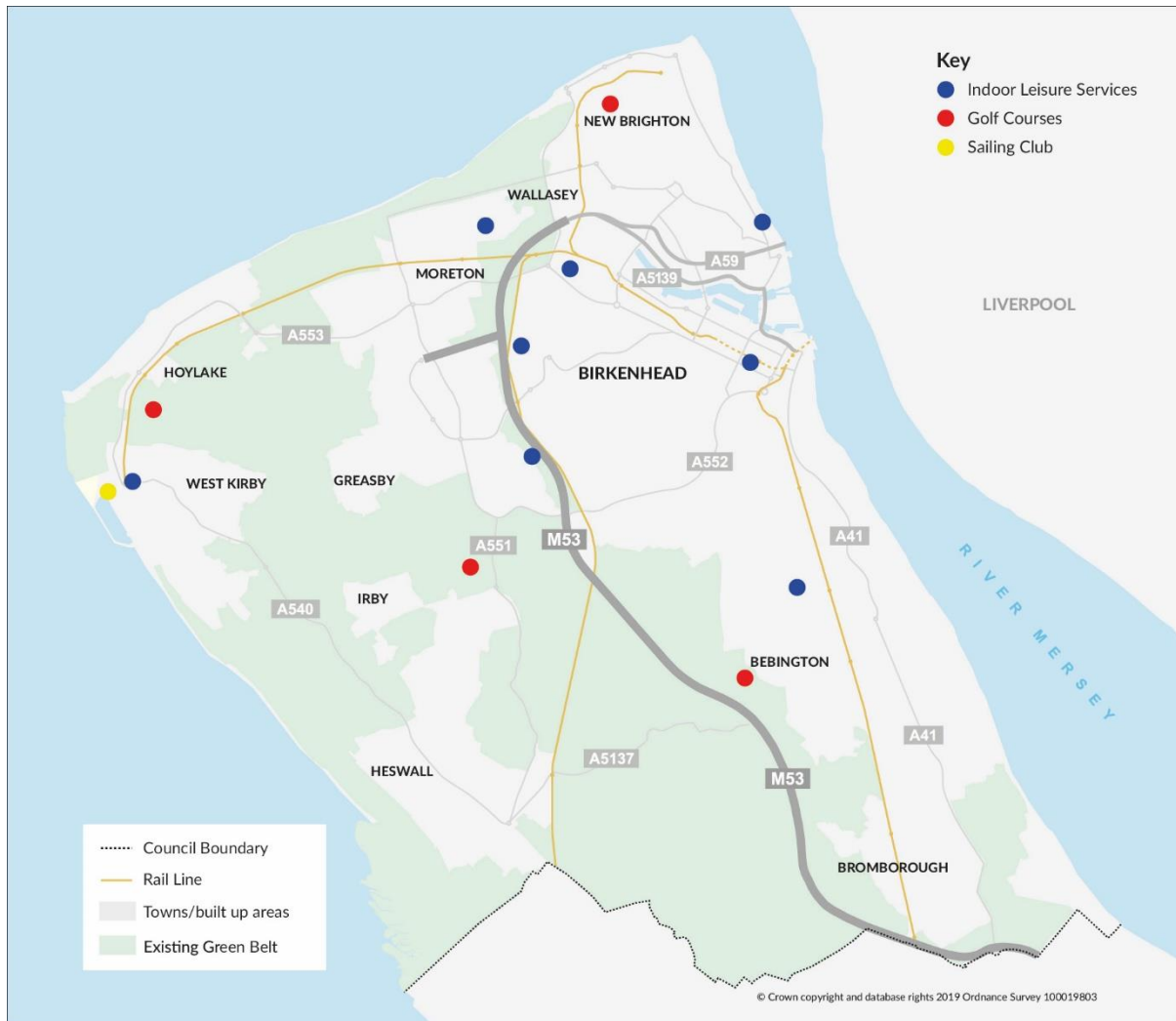


Figure 27 Leisure Provision shows the current indoor leisure provision within the borough. Wirral Council runs and maintains the following leisure centres and facilities:

- Europa Pools Leisure Centre
- Guinea Gap Leisure Centre
- Leasowe Leisure Centre
- The Oval Leisure Centre
- West Kirby Concourse Leisure Centre
- West Kirby Marine Lake - Sailing Centre
- Wirral Tennis and Leisure Centre
- Woodchurch Leisure Centre
- Municipal Golf Courses – three 18 holes golf courses and one 9-hole golf course

Numerous sports halls and some floodlit artificial turf pitches are also provided at secondary schools across the borough. There are private indoor soccer facilities at The Hive in Seacombe and at the Birkenhead and Shaftesbury Youth Clubs. Private health club facilities including a swimming pool and indoor running track are also available at Total Fitness in Prenton and the Village Hotel and DW Fitness in Bromborough. Grange Road West Recreation Centre has been transferred to community ownership to provide a dedicated gymnastics centre.

Improvement works planned during the Local Plan period are included within the Infrastructure Delivery Schedule.

There are a number of leisure centre sites located within areas identified for consideration for redevelopment as part of Wirral Growth Company (WGC) e.g. Birkenhead Town Centre redevelopment area. If affected by redevelopment proposals the Council would seek to provide alternative new leisure facilities.

### 4.3.2 Needs Arising from Growth

An Indoor Sports Facilities Needs Assessment<sup>23</sup> was carried out in 2019 summarising the provision and future requirements to accommodate growth. There are currently:

- 71 sports halls on 51 sites
- 21 swimming pools on 14 sites
- One indoor tennis centre
- One 6-lane floodlit athletics track
- 10 gymnastics and/or trampoline clubs (five are located in dedicated facilities and five in non-dedicated venues)
- One dry ski slope
- 7 sailing clubs
- 14 golf courses

The whole population of Wirral resides within 20 minutes' drive time of a sports hall and swimming pool. 80.3% of the population lives within one mile of a sports hall and just over two fifths within one mile of a pool. The study suggests that current swimming facilities are located in the correct locations to address demand.

The Indoor Sports Facilities Needs Assessment study made the following recommendations for the life and population projections during the local plan period, as detailed in Table 5 Indoor Sports Facilities Needs Assessment Recommendations.:

Settlement Area	Facility	Cost
Borough wide	Additional Sports Hall Facility with 2 courts	£1,005,750
Borough wide	Additional Pool Facility with 4 x 20m lanes	£1,087,000
Settlement Area 1 Wallasey Urban Area	Wirral Tennis Centre investment to maintain quality	Unknown
Settlement Area 3 Birkenhead Sub Urban Area	Oval Running Track Investment to maintain quality	Unknown

*Table 5 Indoor Sports Facilities Needs Assessment Recommendations*

<sup>23</sup> <https://www.wirral.gov.uk/planning-and-building/local-plans-and-planning-policy/local-planning-evidence-and-research-report-30>

### 4.3.3 Playing Pitch and Outdoor Sports Strategy 2016

A Playing Pitch and Outdoor Sports Strategy was produced on behalf of Wirral Council in 2016<sup>24</sup>. The study identified:

- 207 grass football pitches located across 82 sites;
- 3 full size 3G pitches in Wirral Tennis Centre, Woodchurch High School and Pensby High School;
- 65 grass rugby union pitches in Wirral located across 22 sites;
- 39 cricket pitches;
- 6 full-sized sand-based hockey pitches;
- 173 tennis courts; and
- 51 crown green bowling greens in Wirral across 35 sites.

The study identified that the existing position for all pitch sports is either; demand is being met or there is a shortfall. The future position shows that, in some instances, shortfalls were evident where current demand was met and that current shortfalls are exacerbated. The assessment shows that demand is not being met in the areas of Wallasey, Liscard, New Brighton and Wallasey covered by Settlement Area 1 and Hoylake, West Kirby and Thurstaston in Settlement Area 6.

The study suggests that there is a need to protect all existing provision, improve quality where possible to create additional capacity and, if viable, create access to school sites or bring some disused sites back into use. If pitch quality, overplay and teams needing to use the wrong pitch type is addressed, and if access to existing pitches is maximised, there would be no requirement for new grass football pitch provision (although pitch reconfiguration may be necessary).

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<sup>24</sup> Wirral Playing Pitch and Outdoor Sports Strategy, August 2016



Recommendations are as follows:

- Protect existing quantity of pitches (unless replacement provision is provided).
- Where pitches are overplayed or assessed as poor standard quality, prioritise investment and improve maintenance regimes. Given drainage is a specific issue explore opportunities to invest in a verti-drain machine;
- Ensure all teams are playing on the correct pitch sizes and explore pitch reconfiguration where possible;
- Seek to accommodate displaced, latent and future demand at sites which are not operating at capacity or at sites which are not currently available for community use;
- Increase provision of 3G pitches in Wirral to meet both training and competitive demand linked to creating more central venues and an aspiration for more sites;
- Explore options for World Rugby compliant 3G pitches in line with RFU investment plans;
- Further explore the role of increasing access to 3G pitches to cater for grass pitch shortfalls and work towards creating more strategic sites to operate as central venues;
- Seek to improve access to existing changing provision;
- Seek to improve changing provision at key sites and in particular ensure adequate provision; and
- Explore opportunities to improve bowling green quality at sites assessed as poor or standard.

#### 4.3.4 Local Football Facility Plan 2019

The Local Football Facility Plan<sup>25</sup> for Wirral, was commissioned and produced by the Football Association. The plan was produced to build on the information contained in the Playing Pitch Strategy and identify opportunities for grassroots football facility improvement/investment within the following categories:

- 3G Artificial Turf Pitches
- Improved Grass Pitches
- Changing Room Pavilion/Clubhouse
- Small Sided Facilities

The plan identifies priority areas for development within each of the above categories based on the information collected from wide selection of consultees including affiliated football clubs in Wirral.

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<sup>25</sup> <https://www.wirral.gov.uk/planning-and-building/local-plans-and-planning-policy/local-planning-evidence-and-research-report-16>

## 4.4 LIBRARIES

### 4.4.1 Current Provision

Figure 28 Wirral Libraries



There are currently 24 libraries in Wirral as shown in Figure 28.

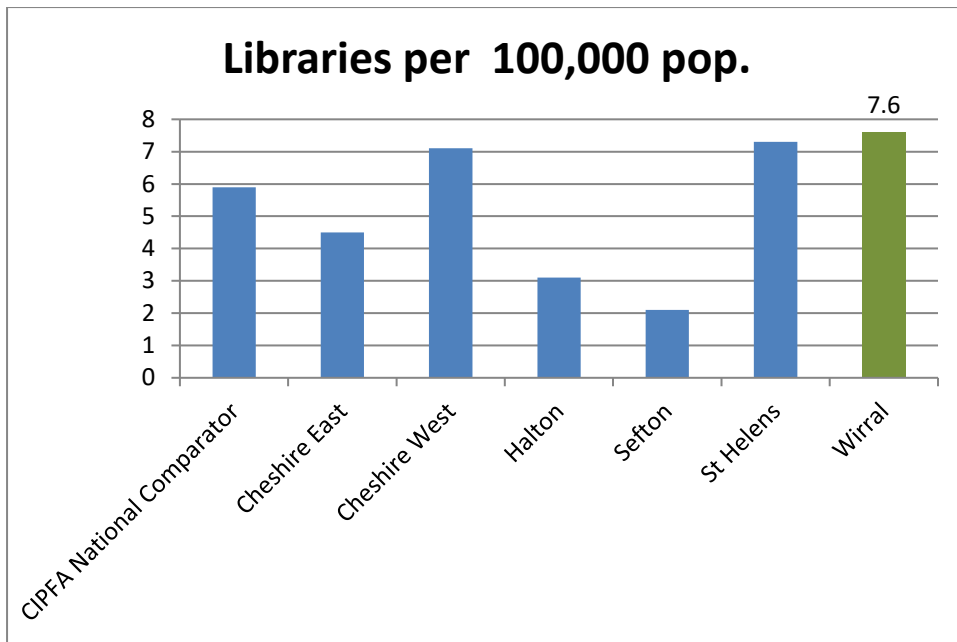


Figure 29 Libraries per 100,000.

Wirral has a high number of libraries in comparison to neighbouring authorities and national comparators as shown in Figure 29 below.

Following a Library Review there are plans to retain the overall numbers and introduce a programme of keep and enhance; relocate or move to a volunteer run model.

The Council's Library provision is based on national standards and guidance and needs analysis. Thematic areas include culture, health and well-being, reading, digital IT, information and education, community involvement and delivery, events and activities. Available facilities within a number of Wirral libraries include: public access computers, reading, writing. There are also a number of activities including craft groups, Councillor surgeries, lifelong learning, skills and language courses and access to other agencies including Reachout employment service, Warm Homes Discount Scheme, Police surgeries, Age UK and McMillan support.

#### 4.4.2 Needs Arising from Growth

In terms of catering for demand as arising from growth there are opportunities to introduce other agencies into libraries or either incorporate libraries into other facilities through outreach opportunities rather than new physical capacity.

## 4.5 COMMUNITY AND CULTURAL FACILITIES

### 4.5.1 Current Provision

Wirral boasts range of cultural opportunities. Fort Perch Rock in New Brighton (Settlement Area 1) hosts a museum, exhibitions, and tea-room. Williamson Art Gallery is located in Oxton in Settlement Area 3 Birkenhead suburban area. Assets in Port Sunlight Garden Village in Settlement Area 4 include the Lady Lever Art Gallery, Port Sunlight Museum and Gladstone Theatre. Birkenhead Priory is the oldest standing building on Merseyside located within the commercial core additional facilities in this settlement area include Wirral's space and science attraction Spaceport on Wirral's waterfront which is to be replaced by Eureka! the National Children's Museum, and the U Boat story at Woodside Ferry Terminal. Facilities in community ownership: Pacific Road Arts Centre, and Wirral Tramway Museum and Heritage tramway. West Kirby Arts Studio and Shore Cottage Arts Studio are located in Settlement Area 6.

There is an extensive network of community groups, activities and services operating from community centres, public halls and places of worship across the borough. Wirral has in excess of 1500 organisations in the Voluntary, Community, Faith and Social Economy (VCFSE) Sector. The data set that details these groups does not contain information about the capacity of these groups. There are numerous Community Centres, hubs and venues in Wirral, these centres offer a physical location for multiple organisations and groups that represent different communities. The ownership of the majority of Community Centres in Wirral have been transferred to community groups.

#### Children's Centres

These 10 centres offer specialist provision to both statutory services such as health visitors or midwifery as well as community services like story time, stay and play and support groups.

#### Provision for Older People

There are more than 300 organisations who offer activities or services for retired and older people in Wirral. These range from hobby and sports clubs through to befriending services and voluntary transport providers. Groups form and dissolve fairly frequently relative to the needs of the population that they serve.

#### Environmental Groups

Wirral has an active network of over 150 groups who meet to conserve and protect the environment. These groups are across all settlement areas and often take the structure of friends groups.

#### Mental Health

There has been a national shift in the awareness of mental health and an increase in people wanting to make positive differences to their own mental health. The VCFSE Sector has

responded in Wirral, there are over 300 groups and organisations that offer services to residents with improving mental health as an outcome.

#### Faith Sector

The faith sector in Wirral is varied and has options to cover most faiths, there are over 200 different groups, churches and religious organisations who are actively meeting.

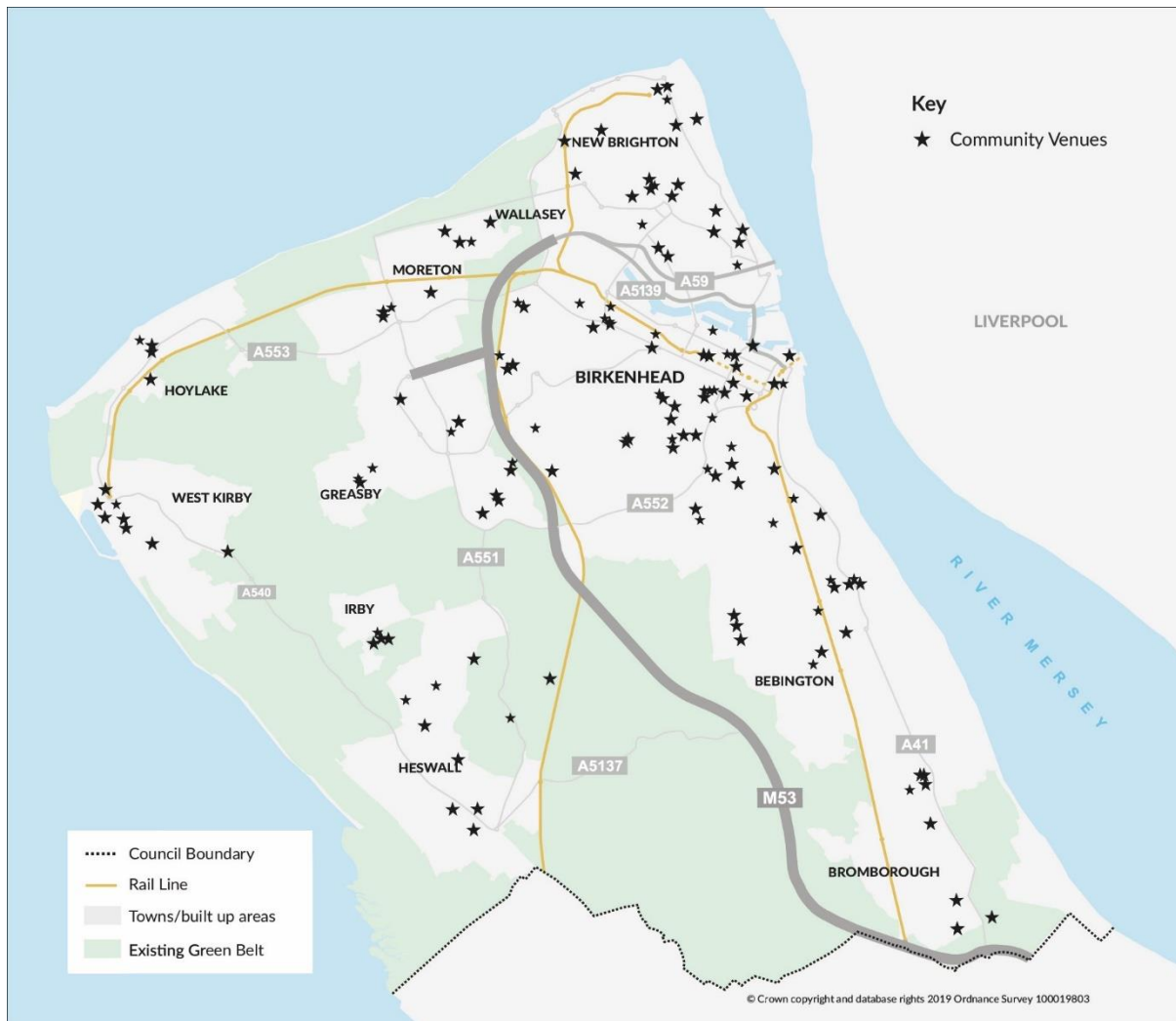
#### Uniformed Groups

There are 209 Uniformed Groups in Wirral, as shown in Table 6 below, that are volunteer led and allow young people to join to become part of a national movement. Uniformed groups give young people opportunities to gain skills and experiences that are outside of day-to-day life. They also allow adults to volunteer their time to help young people to raise their aspirations.

<b>Uniformed Group</b>	<b>Number of Groups in Wirral</b>
Scouts (Cubs, Beavers and Scouts)	89
Guides (Rainbows, Brownies and Guides)	100
Boys Brigade	3
Army Cadets	8
Air Force Cadets	7
Sea Cadets	2

*Table 6 Uniformed Groups*

Figure 30 Community Facilities



Community facilities are shown in Figure 30 above.

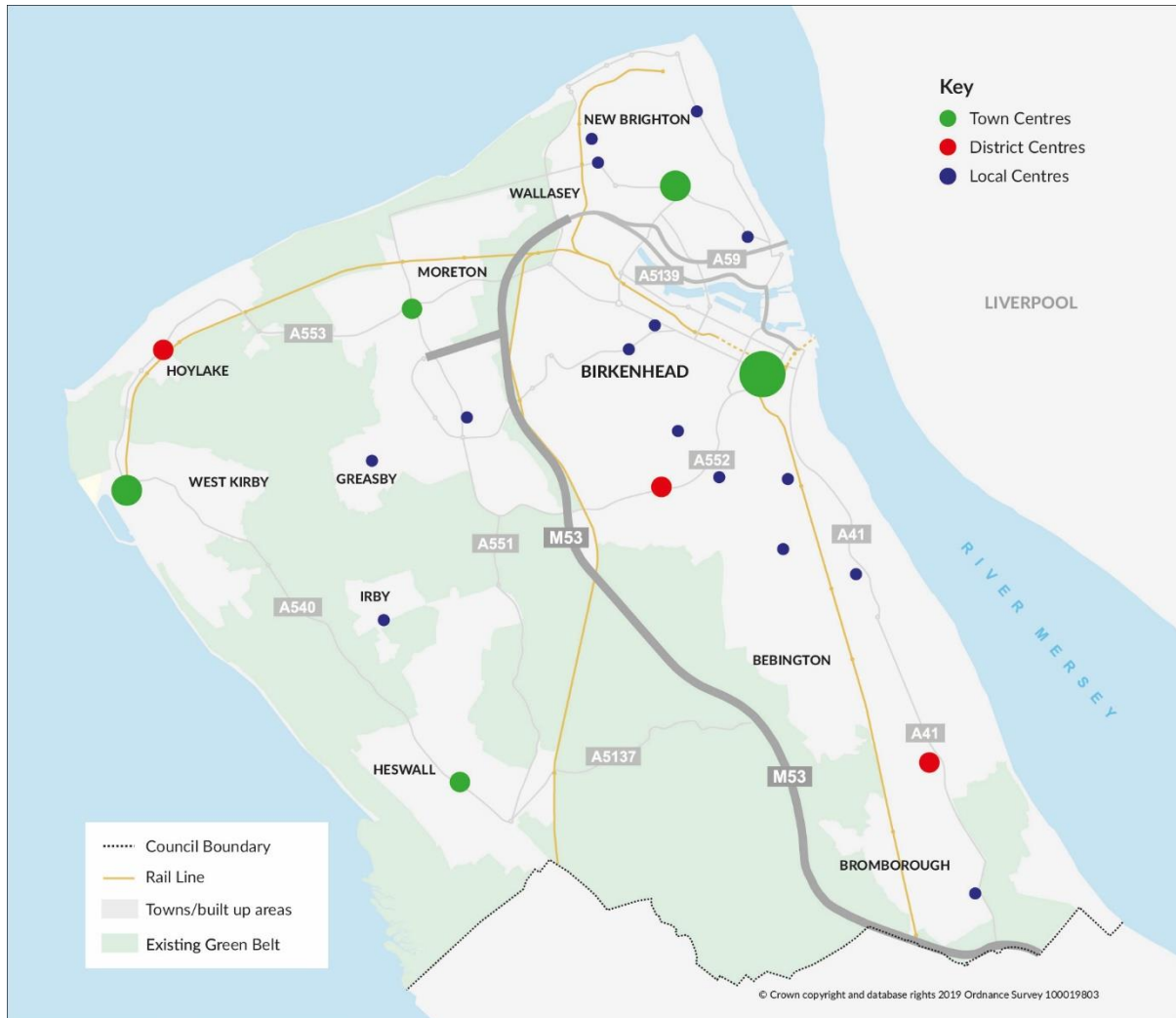
#### 4.5.2 Needs Arising from Growth

The Council is committed to working with groups and local people to transfer the remaining community centres in the long-term. Demand as arising from growth, is likely to be catered for within existing facilities.

#### 4.6 SHOPPING

A 2019 Retail Study<sup>26</sup> has identified and classified the borough's retail offer. The town, district and local centres as identified in the study are shown in Figure 31 and summarised below.

Figure 31 Retail Centres



<sup>26</sup> <https://www.wirral.gov.uk/planning-and-building/local-plans-and-planning-policy/local-planning-evidence-and-research-report-31>



#### 4.6.1 Town Centres

**Birkenhead** is the principal shopping and leisure location in Wirral. The town centre provides a mix of retail, service and leisure facilities.

**Liscard** Town Centre is part of the wider town of Wallasey along Seaview Road, Wallasey Road, Liscard Road and within the Cherry Tree Shopping Centre.

**Heswall** town centre is focussed along the Telegraph Road and extends along Pensby Road, The Mount, May Road and Pye Road.

**West Kirby** is located to the northwest of Wirral. The Town Centre extends along Banks Road, The Crescent, Dee Lane and Grange Road.

**Moreton** is the smallest of Wirral's town centres. Located in the central northern area of Wirral, it is well connected to surrounding areas.

#### 4.6.2 District Centres

There are three designated district centres in Wirral which provide important day-to-day shopping facilities and services to those in surrounding areas.

**Bromborough Village** District Centre accommodates 92 commercial units including a Matalan, Co-op Food and a Poundstretcher store as well as other facilities including public houses, cafes and financial and business services.

**Hoylake** District Centre is situated at the north western tip of Wirral Peninsula, approximately 2.5km north east of West Kirby. The centre accommodates 169 retail/service units including a Home Bargains store, Sainsbury's Local and Co-op convenience stores and Post Office.

**Woodchurch Road (Prenton)** District Centre is focussed along Woodchurch Road (A552) which links Junction 3 of the M53 with Birkenhead Town Centre. Accommodating 64 units, the centre contains a strong convenience goods offering, including a Sainsbury's food store, an Aldi and a Farmfoods frozen food store.

#### 4.6.3 Local Centres

In addition to the town and district centres listed above, there are 16 smaller designated local centres across Wirral, as shown in Table 7 below, which provide local shopping facilities to residential areas.

<b>Local Centre</b>	<b>Number of Units</b>
New Ferry	112
Claughton Village	38
Dacre Hill	21
Eastham	21
Greasby	38
Irby Village	37
Laird Street	54
Lower Bebington	34
New Brighton Seabank Road	40
New Brighton Victoria Road	39
Oxton Road	36
Borough Road/Prenton Park	36
Seacombe, Poulton Road	90
Tranmere Urban Village	21
Upton Village	70
Wallasey Village	100

*Table 7 Local Centres*

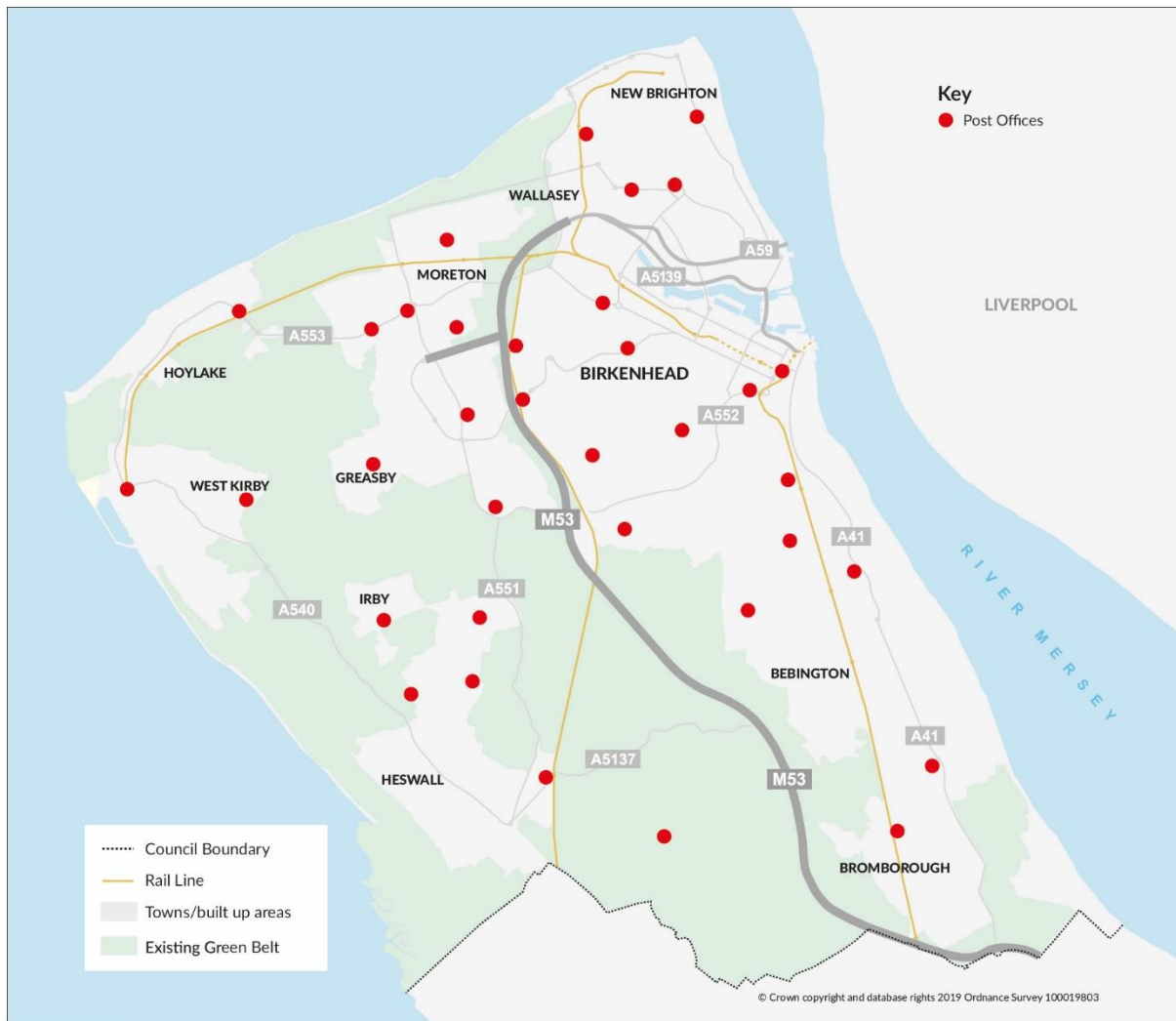
In terms of out-of-centre retail and leisure provision, there are several retail/leisure parks in Wirral, as shown in Table 8 below.

<b>Out of Centre Retail</b>	<b>Key Occupiers</b>
Junction One Retail Park (Bidston Moss)	Aldi, M&S Food hall, CarpetRight, Tapi Carpets, Halfords, B&Q, Home Bargains, Pets at Home, Pure Gym, Oak Furnitureland
The Rock Retail Park, Birkenhead	Wickes, B&M, Matalan, Food Warehouse, Home Bargains
Marine Point Retail & Leisure Park	Morrisons, Iceland, Home Bargains
Croft Retail and Leisure Park, Bromborough	Argos, Bensons for Beds, Boots, Card Factory, Carpet Right, Carphone Warehouse, Clarks, Currys PC World, Dreams, Dunelm, H&M, Halfords, JD Sports, M&S, Mothercare, Next, Outfit, Pets at Home, Poundland, SCS, Smyths, Sports Direct, Superdrug, The Range, The Works
Upton Retail Park	Sainsbury's, Argos, Homebase

*Table 8 Out of Town Retail and Leisure*

Accessibility to retail centres by public transport within recognised Department for Transport thresholds is considered in Appendix C.

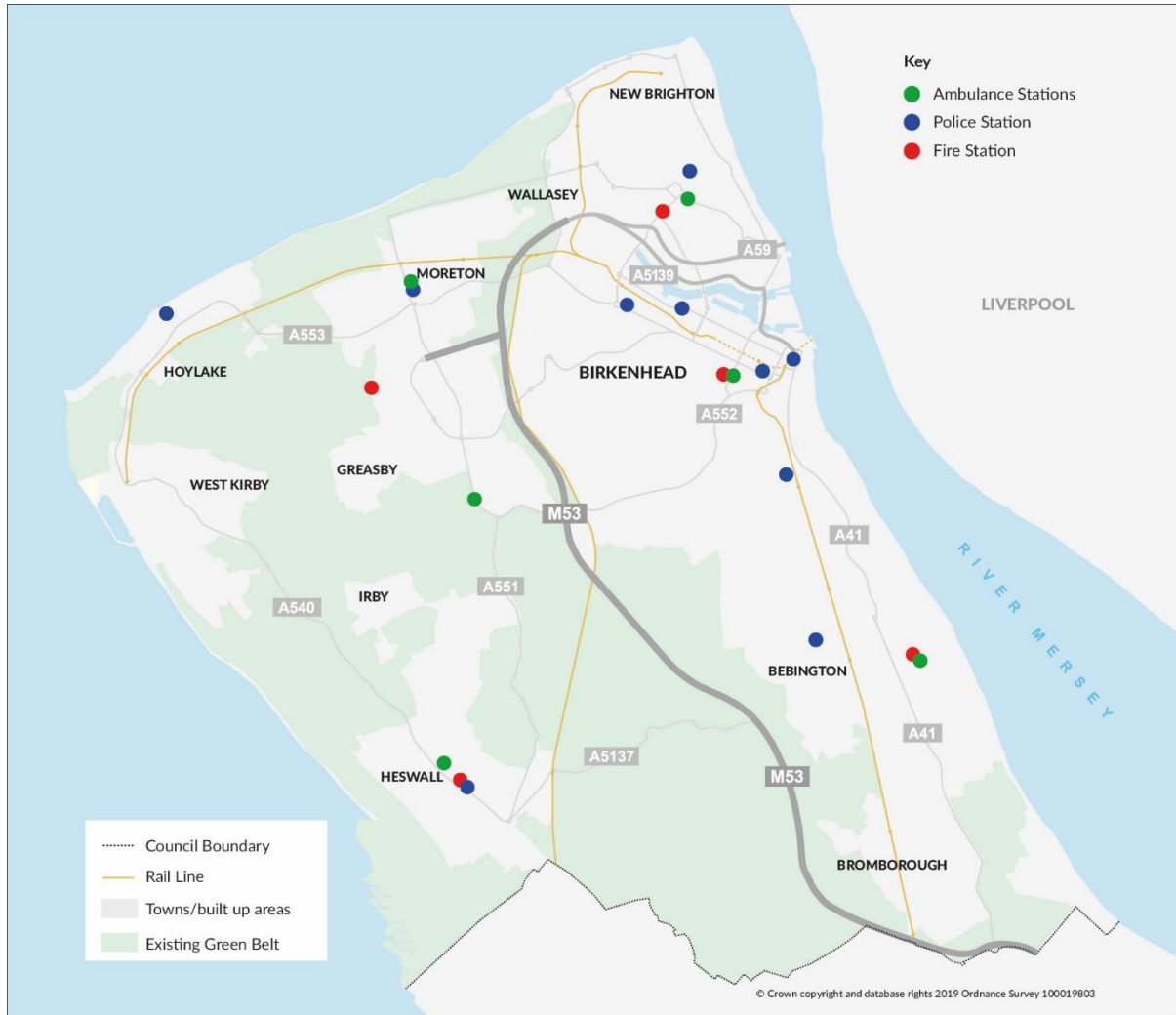
Figure 32 Post Offices



Wirral's post offices are mapped in Figure 32 above.

## 5. EMERGENCY SERVICES

Figure 33 Police, Fire and Ambulance Stations



## 5.1 MERSEYSIDE POLICE

For policing purposes, the Borough is split into 4 zones based on Parliamentary constituencies with approximately 80,000 residents per zone – Wallasey, Mid-Wirral, Central Birkenhead and south Wirral and Heswall.

As shown in Figure 33 Merseyside Police has Police Stations in Wallasey, Birkenhead and Bebington and Wirral Custody Suite in Birkenhead. Following a number of closures community police stations have been introduced at:

- Heswall Library
- Hoylake Community Hub
- Moreton Library and One Stop Shop
- Rock Ferry Centre
- St James Centre; and
- The Conway Centre Birkenhead.

A Resource Allocation Model is used to determine the allocation of police resources and considers demographics, crime, deprivation and calls for service. A higher concentration of development sites in a specific area would require a potential reallocation of resources to that area.

The long-term strategy for the Merseyside Police estate on Wirral remains one of consolidation and provision of services within the community.

## 5.2 FIRE AND RESCUE

There are Community Fire Stations located in:

- Birkenhead
- Bromborough
- Heswall
- Saughall Massie
- Wallasey

The two key Community Fire Stations for services in Wirral are Bromborough and Saughall Massie (opened in 2019). Saughall Massie Community Fire Station replaced facilities at Upton and West Kirby. Merseyside Fire and Rescue Service<sup>27</sup> operational response model is based around a 10-minute 'blue light' attendance time to any property. The majority of Wirral is now covered by a 10-minute response time with the exception of small parts of Hoylake.

## 5.3 AMBULANCE

The North West Ambulance Service (NWAS) stations are located at:

- Arrowe Park Hospital
- Bebington
- Birkenhead collocated with Merseyside Fire and Rescue
- Heswall
- Moreton

The NWAS Estates Strategy 2018-2023<sup>28</sup> sets out the capital investment for the next five years and the usage of its estate.

## 5.4 NEEDS ARISING FROM GROWTH

After consultation with the emergency services, further need for infrastructure as a result of the Local Plan is not necessary and therefore, no issues currently arise.

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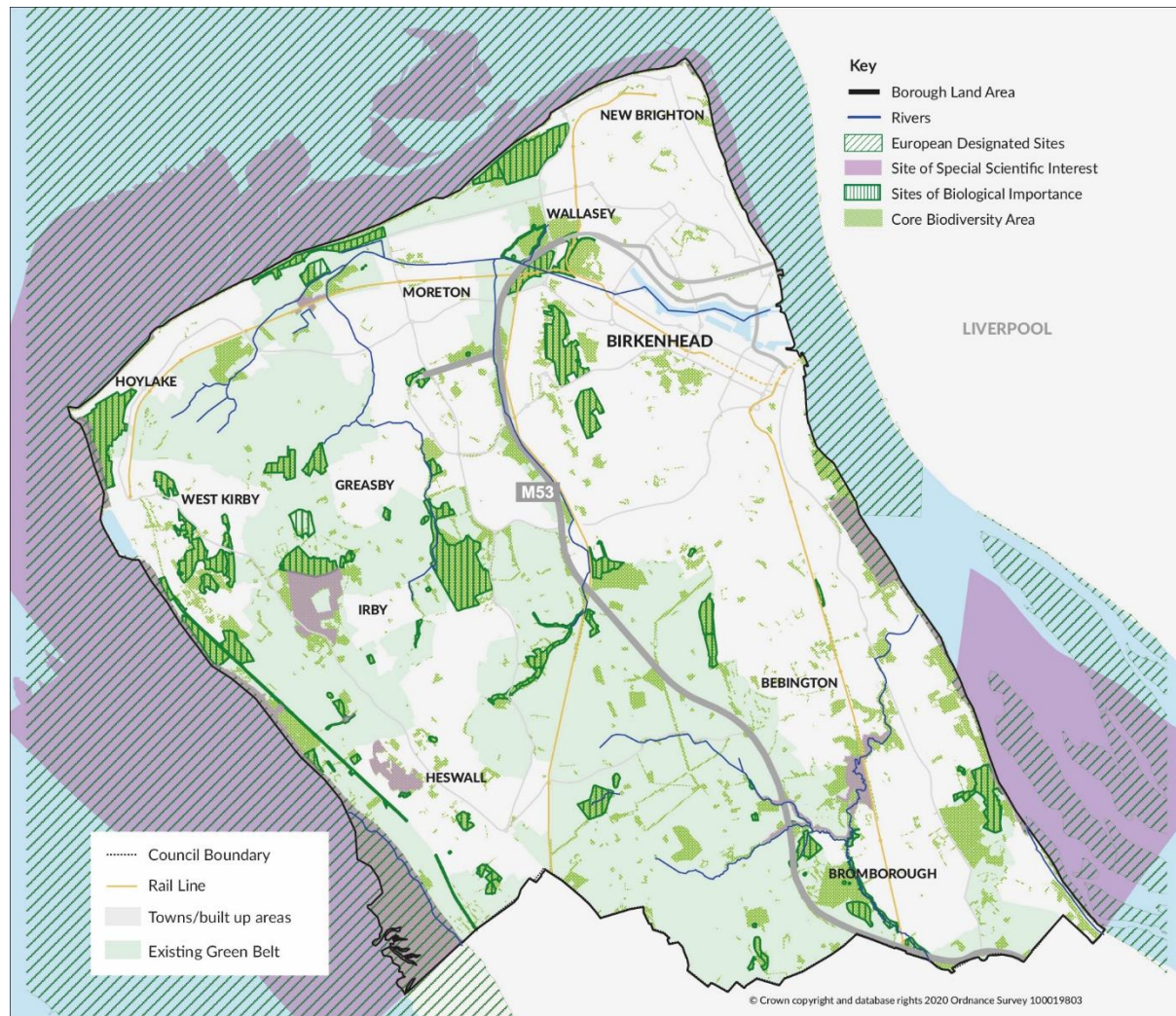
<sup>27</sup> <https://www.merseyfire.gov.uk/asp/Default2.aspx>

<sup>28</sup> <https://www.nwas.nhs.uk/content/uploads/2019/04/estates-strategy-2018-23-version-10.pdf>

## 6. GREEN INFRASTRUCTURE

### 6.1 CURRENT PROVISION

Figure 34 Nature Conservation



The majority of Wirral's coastline is of international importance for nature conservation. The Dee and Mersey Estuaries and the Mersey Narrows and North Wirral Foreshore are designated as Wetlands of International Importance under the Ramsar Convention and as Special Protection Areas under the EC Wild Birds Directive. The Dee Estuary including the North Wirral Foreshore is also designated as a European Special Area of Conservation. These sites form part of the wider network of Natura 2000 sites, where minimising the disturbance to bird species will be an important consideration for future development proposals.

The Merseyside authorities have commissioned a Recreation Mitigation and Avoidance Strategy (RMAS) for all European sites in the City Region in partnership with Natural England and the National Trust, which is intended to be completed by the end of 2020. This is aimed at enabling sustainable housing and tourism development across the City Region, whilst securing sustainable, long term protection of the internationally important wildlife on the

coast from recreation impacts. The strategy would be based on the provision and enhancement of Staffing, Access Management and Monitoring (SAMM) and Suitable Alternative Natural Greenspace (SANG), depending on the location of development, funded by a levy on new residential development. Pending the introduction of a Liverpool City Region-wide approach, Wirral Council is developing an interim position statement to identify an appropriate local per dwelling tariff and the Wirral-specific SAMM measures and SANG sites it would fund. Sites such as Arrowe Country Park and Bidston Moss are potential SANGs that could be promoted as alternative destinations to the coast.

A Site of Special Scientific Interest (SSSI) is a conservation designation denoting a protected area which is considered to be of special interest by virtue of its fauna, flora, geological or physiographical/geomorphological features. There are 12 SSSIs in Wirral:

- Dee Cliffs
- Dee Estuary
- Dibbinsdale
- Heswall Dales
- Meols Meadow
- Mersey Estuary
- Mersey Narrows
- New Ferry
- North Wirral Foreshore
- Red Rocks
- The Dungeon
- Thurstaston Common



The latest published information shows five of the Borough's twelve nationally designated Sites of Special Scientific Interest (SSSI), at Dee Cliffs; Dibbinsdale; Meols Meadows; Red Rocks; and the North Wirral Foreshore, are not currently considered to be meeting the Government's Public Service Agreement Target to have at least 95 percent of the SSSI in favourable or recovering condition.

Local Nature Reserves (LNR) are designated sites with wildlife or geological features that are of special interest locally. Wirral has 5 Local nature reserves located at:

- Bidston Moss
- Dibbinsdale
- Heswall Dales
- Hilbre Islands
- Thurstaston Common

Sites of Biological Importance (SBI) are non-statutory sites protected through the Local Plan process for their ecological attributes and nature conservation value.

The schedule of sites has continued to be surveyed on a rolling basis by the Cheshire Local Wildlife Sites Partnership and was last updated in January 2017. There are 69 SBIs in Wirral.

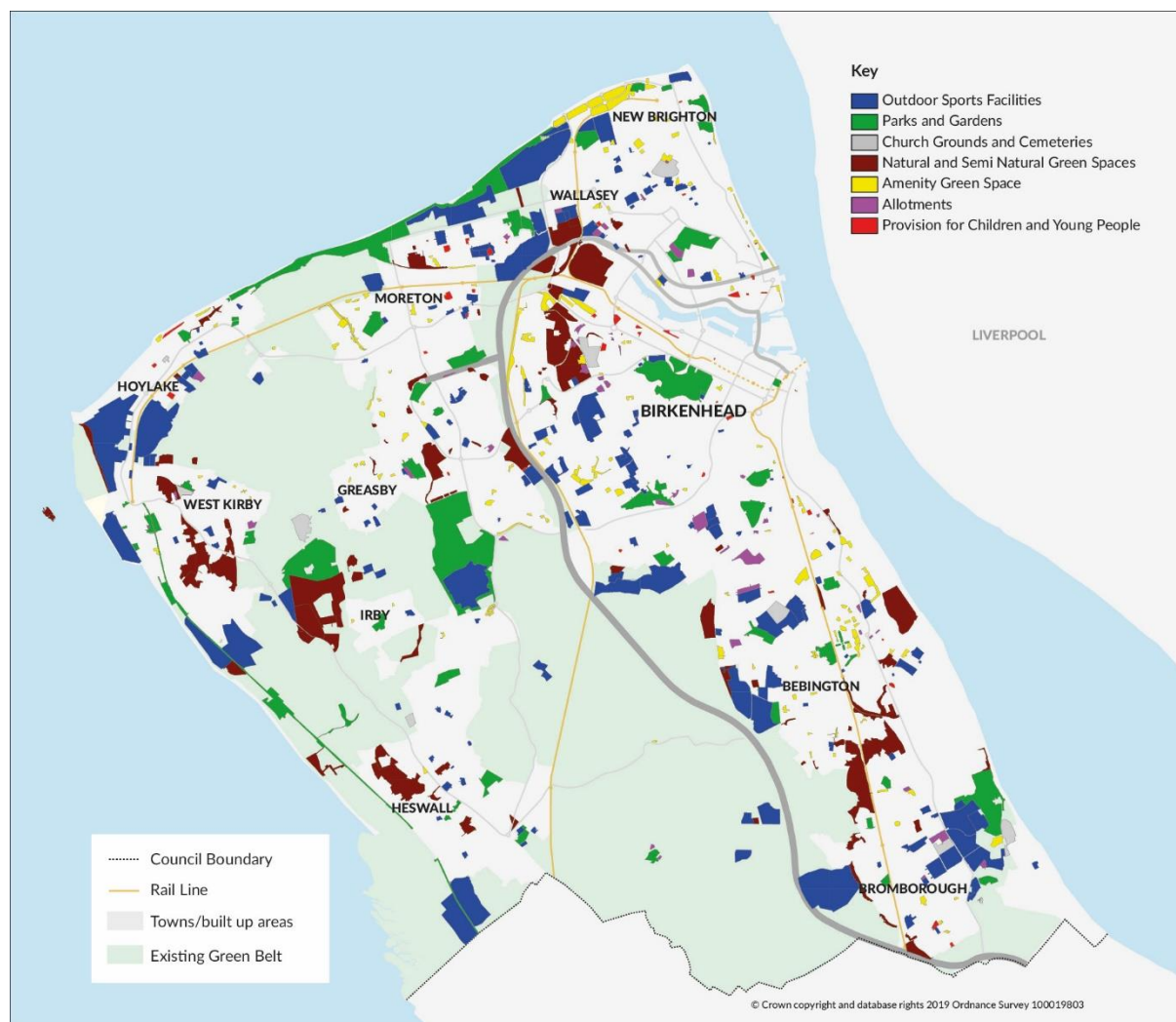
There are over 531 open space sites including parks, green space, provision for young people, allotments, and cemeteries, 27 of which achieved a green flag award in 2019. There are five County Parks at:

- Eastham
- Royden Park and Thurstaston Common
- North Wirral Coastal Park
- Arrowe Country Park
- Wirral Country Park

Eastham Country Park, Royden Park, Thurstaston Common and Wirral Country Park, with a popular twelve-mile multi-purpose footpath, cycleway and bridleway from West Kirby to Parkgate and Hooton, in particular, attract large numbers of visitors from wider Merseyside and beyond.

## 6.2 OPEN SPACE ASSESSMENT

Figure 35 Wirral Open Space



Wirral Open Space is shown in Figure 35 above. Wirral Open Space Assessment<sup>29</sup>, has reviewed the current and future open space requirements for the borough as a whole and for each settlement area. The number and size of sites is shown in Table 9 below. Of assessed sites, over three quarters (76%) rate above the quality threshold. The quality of provision is reflected in the high number of sites with a Green Flag Award.

<sup>29</sup> [www.wirral.gov.uk/planning-and-building/local-plans-and-planning-policy/local-planning-evidence-and-research-report-39](http://www.wirral.gov.uk/planning-and-building/local-plans-and-planning-policy/local-planning-evidence-and-research-report-39)

<b>Open space</b>	<b>Number of sites</b>	<b>Total amount (hectares)</b>
Park and gardens	51	578
Natural & semi-natural greenspace	90	562
Amenity greenspace	199	216
Provision for children & young people	111	10
Allotments	51	57
Cemeteries/churchyards	29	94
<b>TOTAL</b>	<b>531</b>	<b>1,517</b>

*Table 9 Wirral Open Space*

As shown in Table 10 there are 51 sites classified as parks and gardens totalling over 578 hectares. This is an equivalent to 1.79 ha per 1,000 population. Fields in Trust (FIT) suggests a standard of 0.80 ha per 1,000 population. Wirral meets this standard with 1.79 ha per 1,000 population.

<b>Settlement area</b>	<b>Parks and gardens</b>	
	<b>Size (ha)</b>	<b>Current provision (ha per 1,000 population)</b>
SA1 Wallasey Urban Area	48.90	0.80
SA2 Birkenhead Commercial	9.57	4.29
SA3 Birkenhead Sub Urban Area	104.37	1.17
SA4 Bromborough Eastham Urban Area	71.87	1.29
SA5 Mid Wirral Urban Area	135.97	2.54
SA6 West Kirby Hoylake Urban Area	19.11	0.76
SA7 Heswall Urban Area	52.07	1.83
SA8 Rural Area	362.63	51.19

*Table 10 Parks and Gardens by Settlement Area*

As shown in Table 11 there are 90 natural and semi-natural greenspace sites covering 562 hectares. FIT suggests a standard of 1.80 ha per 1,000 population. Wirral as a whole currently has 1.74 ha per 1,000 population. Some gaps in catchment mapping are identified in the Wallasey, Birkenhead and Mid Wirral areas. However, other forms of provision such as amenity greenspace and parks are likely to help serve these gaps.

Settlement area	Natural and semi-natural		
	Number	Size (ha)	Current provision (ha per 1,000 population)
SA1 Wallasey Urban Area	5	23.30	0.38
SA2 Birkenhead Commercial	2	40.84	18.31
SA3 Birkenhead Sub Urban Area	12	65.19	0.73
SA4 Bromborough Eastham Urban Area	17	70.54	1.26
SA5 Mid Wirral Urban Area	13	26.37	0.49
SA6 West Kirby Hoylake Urban Area	8	54.23	2.15
SA7 Heswall Urban Area	7	49.96	1.76
SA8 Rural Area	26	231.82	32.72
Wirral	90	562.27	1.74

*Table 11 Natural and Semi Natural Open Space*

As shown in Table 12 there are 199 amenity greenspace sites equating to over 216 hectares of provision.

FIT suggests a standard of 0.60 hectares per 1,000 population. Overall, Wirral (0.67 ha per 1,000 population) meets the FIT standard. The geographic layout of settlements means there are several amenity sites which are located adjacent to neighbouring settlement areas. These sites are recognised as having a role to help serve the urban populations within proximity. The more urban areas of Birkenhead Sub Urban, Heswall and West Kirby Hoylake areas could have potential quantity shortfalls.

Settlement area	Amenity Greenspace		
	Number	Size (ha)	Current provision (ha per 1,000 population)
SA1 Wallasey Urban Area	38	49.79	0.82
SA2 Birkenhead Commercial	1	0.75	0.34
SA3 Birkenhead Sub Urban Area	39	38.73	0.43
SA4 Bromborough Eastham Urban Area	48	73.16	1.31
SA5 Mid Wirral Urban Area	43	29.16	0.54
SA6 West Kirby Hoylake Urban Area	14	5.69	0.23
SA7 Heswall Urban Area	6	4.15	0.15
SA8 Rural Area	10	15.20	2.15
Wirral	199	216.64	0.67

*Table 12 Amenity Greenspace*

As shown in Table 13 there are 111 play sites identified: a total of 9.86 hectares. Wirral, with 0.03 ha per 1,000 population is short of the FIT suggested standard of 0.25 ha per 1,000 population. Potential gaps in catchment mapping are noted to the Birkenhead, Heswall and Bromborough Eastham areas.

Settlement area	Provision for children and young people		
	Number	Size (ha)	Current provision (ha per 1,000 population)
SA1 Wallasey Urban Area	21	2.24	0.04
SA2 Birkenhead Commercial	2	0.09	0.04
SA3 Birkenhead Sub Urban Area	27	2.06	0.02
SA4 Bromborough Eastham Urban Area	21	1.62	0.03
SA5 Mid Wirral Urban Area	17	1.52	0.03
SA6 West Kirby Hoylake Urban Area	10	0.85	0.03
SA7 Heswall Urban Area	4	0.26	0.01
SA8 Rural Area	9	1.22	0.17
Wirral	111	9.86	0.03

*Table 13 Provision for Children and Young People*

As shown in Table 14 here are 51 allotments sites: equating to more than 57 hectares. Current provision of 0.18 ha per 1,000 population is below the National Society of Allotment and Leisure Gardeners recommended amount (0.25 ha per 1000 people). Waiting lists exist for allotments across the area suggesting supply is not meeting demand. The value of allotments is widely recognised due to the associated social inclusion, health benefits and the sense of place they offer.

Settlement area	Allotments		
	Number	Size (ha)	Current provision (ha per 1,000 population)
SA1 Wallasey Urban Area	7	8.46	0.14
SA2 Birkenhead Commercial	-	-	-
SA3 Birkenhead Sub Urban Area	21	25.03	0.28
SA4 Bromborough Eastham Urban Area	9	11.14	0.20
SA5 Mid Wirral Urban Area	4	3.44	0.06
SA6 West Kirby Hoylake Urban Area	2	0.71	0.03
SA7 Heswall Urban Area	-	-	-
SA8 Rural Area	8	8.35	1.18
Wirral	51	57.14	0.18

*Table 14 Allotments*

The largest contributor to burial provision in the area is Landican Cemetery (24 hectares). This is followed by Flaybrick Memorial Gardens (10 hectares), Frankby Cemetery (10 hectares) and Rake Lane Cemetery (10 hectares).

There are currently three cemeteries with a Green Flag Award: Landican Cemetery, Frankby Cemetery and Rake Lane Cemetery. Table 15 shows the number of cemeteries/churchyards in each settlement area.

Settlement area	Cemeteries/churchyards	
	Number of sites	Size (ha)
SA1 Wallasey Urban Area	3	11.12
SA2 Birkenhead Commercial	0	-
SA3 Birkenhead Sub Urban Area	3	11.11
SA4 Bromborough Eastham Urban Area	6	17.97
SA5 Mid Wirral Urban Area	3	1.63
SA6 West Kirby Hoylake Urban Area	4	4.74
SA7 Heswall Urban Area	1	0.63
SA8 Rural Area	9	47.60
Wirral	29	94.80

*Table 15 Cemeteries*

### 6.3 PLANNED WORKS

Wirral's Parks and Open Spaces Strategy 2014 guides future parks and open space service planning, delivery and partnership working over the period 2014-2024. Parks and Open Spaces projects to be delivered during the Local Plan period are identified in the IDS.

### 6.4 NEEDS ARISING FROM GROWTH

Local Plan policy will define the requirements for green infrastructure provision. Strategic Spatial options will have a significant impact on open space requirement provisions. An assessment of individual site allocations will be undertaken to identify the appropriate new green infrastructure or enhancement to existing provision taking into account the open space standards.



**APPENDIX A**

**INFRASTRUCTURE DELIVERY SCHEDULE**

DRAFT

Category Heading	Settlement Area	Cost				Funding Source	Lead	Partners	Phasing		
		Lower Range Indicative cost	Upper Range Indicative cost	Funding Confirmed					0-5 years (2020 - 2025)	6-10 years (2026-2030)	11-15 years (2031-2035)
<b>Community Infrastructure e.g. education, leisure, libraries, youth provision, GPs, emergency services</b>											
Mersey Park Primary - remove 2 mobile classrooms and construct 2 classrooms	Settlement Area 3		£ 400,000.00	Yes	Schools Capital Programme	Wirral Council			x		
The Observatory School - installation of 2 double mobile classrooms	Settlement Area 1		£ 400,000.00	Yes	Schools Capital Programme	Wirral Council			x		
Greenleas Primary School - main entrance reconfiguration, Yr 5&6 classroom, library and toilet reconfiguration.	Settlement Area 1		£ 125,000.00	Yes	Schools Capital Programme	Wirral Council			x		
Kingway Primary School - additional toilets	Settlement Area 1		£ 25,000.00	Yes	Schools Capital Programme	Wirral Council			x		
New Brighton Primary - main entrance reconfiguration	Settlement Area 1		£ 100,000.00	Yes	Schools Capital Programme	Wirral Council			x		
Orrrets Meadow - classroom reconfiguration	Settlement Area 5		£ 25,000.00	Yes	Schools Capital Programme	Wirral Council			x		
Pensby High School - classroom conversion	Settlement Area 8		£ 50,000.00	Yes	Schools Capital Programme	Wirral Council			x		
Raeburn Primary School - reconfigure 2No. classrooms	Settlement Area 4		£ 30,000.00	Yes	Schools Capital Programme	Wirral Council			x		
Guinea Gap Leisure Centre Gym Upgrade	Settlement Area 1		£ 113,333.00	Yes	Council Capital Programme	Wirral Council			x		
West Kirby Gym Upgrade	Settlement Area 6		£ 113,333.00	Yes	Council Capital Programme	Wirral Council			x		
Evolution - Leasowe Leisure Centre - Alternative Provision	Settlement Area 4		£ 2,000,000.00	Yes	Council Capital Programme	Wirral Council			x		
Leasowe Leisure Centre – Development of Artificial Turf Pitch	Settlement Area 4		£ 1,118,000.00	No	Council Capital Programme	Wirral Council			x		
Wirral Tennis and Sports Centre – Redevelopment of the Fitness Suite and associated facilities	Settlement Area 1		£ 780,000.00	Yes	Council Capital Programme	Wirral Council			x		
West Kirby Concourse – Development of Soft Play Area	Settlement Area 6		£ 410,000.00	Yes	Council Capital Programme	Wirral Council			x		
Additional Sports Hall Facility with 2 courts	Unknown		£ 1,005,750.00	No	Unidentified	Wirral Council					x
Additional Pool Facility with 4 x 20m lanes	Unknown		£ 1,087,000.00	No	Unidentified	Wirral Council					x
Oval Running Track Investment	Settlement Area 3		Unknown	No	Unidentified	Wirral Council					x
Bebington Library Refurbishment	Settlement Area 4		£ 253,000.00	Yes	Council Capital Programme	Wirral Council			x		
Eastham Library Refurbishment	Settlement Area 4		£ 40,000.00	Yes	Council Capital Programme	Wirral Council			x		
Moreton Library Refurbishment	Settlement Area 5		£ 71,000.00	Yes	Council Capital Programme	Wirral Council			x		
Seacombe Library Refurbishment	Settlement Area 1		£ 66,000.00	Yes	Council Capital Programme	Wirral Council			x		
Wallasey Library Refurbishment	Settlement Area 1		£ 196,000.00	Yes	Council Capital Programme	Wirral Council			x		
Marine Lake Medical Practice	Settlement Area 6		£ 8,600,000.00	Awaiting project bid submission outcome	NHS Trust capital and NHS England capital contribution	Wirral Community Health & Care NHS Foundation Trust	Marine Lake Medical Practice GPs		x		
<b>Green infrastructure e.g. open spaces, cemeteries, allotments, playing pitches</b>											
Wild about Wirral project - A range of habitat creation, enhancement and maintenance schemes.	Borough Wide		£ 700,000.00	Yes	Unidentified	Wirral Council			x		
Parks infrastructure investment	Borough Wide		£ 500,000.00	Yes	Unidentified	Wirral Council			x		
Arrowe Park Regeneration	Settlement Area 8		£ 400,000.00	Yes	Unidentified	Wirral Council			x		
Football pitch improvements	Borough Wide		£ 350,000.00	Yes	Unidentified	Wirral Council			x		
Central Park regeneration	Settlement Area 1		£ 250,000.00	Yes	Unidentified	Wirral Council			x		
Allotments	Borough Wide		£ 250,000.00	Yes	Unidentified	Wirral Council			x		
Green Links	Borough Wide		£ 175,000.00	Yes	Unidentified	Wirral Council			x		
Maintenance and upgrade of play areas	Borough Wide		£ 150,000.00	Yes	Unidentified	Wirral Council			x		
Victoria Park regeneration	Settlement Area 3		£ 100,000.00	Yes	Unidentified	Wirral Council			x		
<b>Transport e.g. strategic and local road network, bridges, rail, bus, walking, cycling, port, electric vehicles</b>											
A533 Fender Lane to A553 / A554 roundabout cycle lane	Settlement Area 2	£3,000,000	£10,000,000	No	LGF / STEP	Wirral Council	Merseytravel, City Bike		x		
Wirral Circular Trail Improvements - Coastal Cycle Strategy	Borough Wide	£3,000,000	£10,000,000	No	LGF / STEP	Wirral Council	Merseytravel, City Bike		x		
Implementation of Birket Scheme - Pasture Road to Reeds Lane, Moreton	Settlement Area 5	£1,000,000	£3,000,000	No	LGF / STEP	Wirral Council	Merseytravel, City Bike		x		
Wirral CityBike Scheme	Borough Wide	£3,000,000	£10,000,000	No	LGF / STEP	Wirral Council	Merseytravel, City Bike		x		
Active Travel Routes across the M53	Settlement Area 3	£3,000,000	£10,000,000	No	LGF / STEP	Wirral Council	Merseytravel, City Bike		x		
Cycle Route to Arrowe Park and the Hospital	Settlement Area 3	£1,000,000	£3,000,000	No	LCWIP / TCF	Wirral Council	Merseytravel, City Bike		x		
Wirral Cycle Route Network - Connecting the Dots (previously SUDs)	Settlement Area 6	£1,000,000	£3,000,000	No	LCWIP / TCF	Wirral Council	Merseytravel, City Bike		x		
Active Travel Connectivity to Local Centres	Borough Wide	£1,000,000	£3,000,000	No	LGF / STEP	Wirral Council	Merseytravel, City Bike		x		
Residential Road Streetscape	Borough Wide	£1,000,000	£3,000,000	No	LGF / STEP	Wirral Council	Merseytravel, City Bike		x		
A540 Heswall Pinch Point Improvements	Settlement Area 7	£3,000,000	£10,000,000	No	LGF / Highways Challenge Fund	Wirral Council			x		

Category Heading	Settlement Area	Cost			Funding Source	Lead	Partners	Phasing		
		Lower Range Indicative cost	Upper Range Indicative cost	Funding Confirmed				0-5 years (2020 - 2025)	6-10 years (2026-2030)	11-15 years (2031-2035)
Clatterbridge to Mersey Waterfront Corridor Improvements (A5137/B5137)	Settlement Area 8	£3,000,000	£10,000,000	No	LGF / Highways Challenge Fund	Wirral Council			x	
Port Wirral Road Improvements and Signage Strategy	Settlement Area 4	£1,000,000	£3,000,000	No	LGF / Highways Challenge Fund	Wirral Council			x	
Airport Accessibility and Signage Strategy		£1,000,000	£3,000,000	No	LGF / Highways Challenge Fund	Wirral Council			x	
Station facilities and waiting environment enhancements	Borough Wide	£10,000,000	£20,000,000	No	LGF, Network Rail PSF4, LCR STEP	Merseytravel	Wirral Council, Network Rail, Merseyrail, bus operators	x		
Wirral Line Park and Ride Enhancements	Borough Wide	£1,000,000	£3,000,000	No	LGF, Network Rail PSF4, LCR STEP	Merseytravel	Wirral Council, Network Rail, Merseyrail, bus operators	x		
Town Meadow New Station	Settlement Area 5	£20,000,000	£50,000,000	No	LGF, Network Rail PSF4, LCR STEP	Merseytravel	Wirral Council, Network Rail, Merseyrail, bus operators		x	
Green Lane Station refurbishment	Settlement Area 2	£3,000,000	£10,000,000	No	LGF, Network Rail PSF4, LCR STEP	Merseytravel	Wirral Council, Network Rail, Merseyrail, bus operators	x		
Park and Ride at Birkenhead Central Station	Settlement Area 2	£3,000,000	£10,000,000	No	LGF, Network Rail PSF4, LCR STEP	Merseytravel	Wirral Council, Network Rail, Merseyrail, bus operators	x		
Meols Station Accessibility	Settlement Area 6	£3,000,000	£10,000,000	No	LGF, Network Rail PSF4, LCR STEP	Merseytravel	Wirral Council, Network Rail, Merseyrail, bus operators	x		
Improvements to Bus infrastructure at Birkenhead Park and Conway Park Stations	Settlement Area 3	£1,000,000	£3,000,000	No	LGF, Network Rail PSF4, LCR STEP	Merseytravel	Wirral Council, Network Rail, Merseyrail, bus operators	x		
Hamilton Square Station Bus/Rail Interchange Improvements	Settlement Area 2	£1,000,000	£3,000,000	No	LGF, Network Rail PSF4, LCR STEP	Merseytravel	Wirral Council, Network Rail, Merseyrail, bus operators	x		
Bus/Rail Interchange at Birkenhead North Station	Settlement Area 2	£1,000,000	£3,000,000	No	LGF, Network Rail PSF4, LCR STEP	Merseytravel	Wirral Council, Network Rail, Merseyrail, bus operators	x		
Bus/Rail Interchange at Birkenhead Central Station	Settlement Area 2	£1,000,000	£3,000,000	No	LGF, Network Rail PSF4, LCR STEP	Merseytravel	Wirral Council, Network Rail, Merseyrail, bus operators	x		
Bus/Rail Interchange at New Brighton Station	Settlement Area 1	£1,000,000	£3,000,000	No	LGF, Network Rail PSF4, LCR STEP	Merseytravel	Wirral Council, Network Rail, Merseyrail, bus operators	x		
Bus/Rail Interchange at West Kirby Station	Settlement Area 6	£1,000,000	£3,000,000	No	LGF, Network Rail PSF4, LCR STEP	Merseytravel	Wirral Council, Network Rail, Merseyrail, bus operators	x		
Introduce New Bidston - Wrexham Line Station	Settlement Area 3	£20,000,000	£50,000,000	No	LGF, Network Rail PSF4, LCR STEP	Network Rail / Merseytravel	Merseyrail, Wirral Council		x	
Extend Bidston - Wrexham Line to Birkenhead North	Settlement Area 3	£20,000,000	£50,000,000	No	LGF, Network Rail PSF4, LCR STEP	Network Rail / Merseytravel	Merseyrail, Wirral Council		x	
Bidston - Wrexham Line Frequency Increase		N/A	N/A	No	LGF, Network Rail PSF4, LCR STEP	Network Rail / Merseytravel	Merseyrail, Wirral Council	x		
New rail spur and station - Heswall	Settlement Area 7	£50,000,000	£100,000,000	No	LGF, Network Rail PSF4, LCR STEP	Network Rail / Merseytravel	Merseyrail, Wirral Council			x
Heswall Station Bus/Rail interchange, linkage and parking	Settlement Area 7	£3,000,000	£10,000,000	No	LGF, Network Rail PSF4, LCR STEP	Network Rail / Merseytravel	Merseyrail, Wirral Council	x		
Re-purposing of Queensway Tunnel for Public Transport only	Settlement Area 2			No	LGF, Large Local Majors Fund, Private Sector Investment (Barrage)	LCRCA	Merseytravel, Wirral Council, Liverpool City Council			x
Use of Queensway Service Tunnel for Rapid Transit	Settlement Area 2	£20,000,000	£50,000,000	No	LGF, Large Local Majors Fund, Private Sector Investment (Barrage)	LCRCA	Merseytravel, Wirral Council, Liverpool City Council			x
Queensway Tunnel Resilience Measures	Settlement Area 2			No	LGF, Large Local Majors Fund, Private Sector Investment (Barrage)	LCRCA	Merseytravel, Wirral Council, Liverpool City Council	x		
Kingsway Capacity Increase	Settlement Area 1			No	LGF, Large Local Majors Fund, Private Sector Investment (Barrage)	LCRCA	Merseytravel, Wirral Council, Liverpool City Council	x		
Kingsway Toll Plaza Remodelling / Removal	Settlement Area 1	£10,000,000	£20,000,000	No	LGF, Large Local Majors Fund, Private Sector Investment (Barrage)	LCRCA	Merseytravel, Wirral Council, Liverpool City Council	x		
Wirral Line Connectivity - Wirral Lane to Northern Line Link		£10,000,000	£20,000,000	No	LGF, Large Local Majors Fund, Private Sector Investment (Barrage)	LCRCA	Merseytravel, Wirral Council, Liverpool City Council			x
New Mersey Crossing e.g. Bromborough - Aigburth	Settlement Area 4	£500,000,000	£1,000,000,000	No	LGF, Large Local Majors Fund, Private Sector Investment (Barrage)	LCRCA	Merseytravel, Wirral Council, Liverpool City Council			x
New access link into WIBP from Liverpool	Settlement Area 4	£3,000,000	£10,000,000	No	LGF, Large Local Majors Fund, Private Sector Investment (Barrage)	LCRCA	Merseytravel, Wirral Council, Liverpool City Council			x
Mersey Tunnel Flood Resilience	Settlement Area 2	£10,000,000	£20,000,000	No	LGF, Large Local Majors Fund, Private Sector Investment (Barrage)	LCRCA	Merseytravel, Wirral Council, Liverpool City Council	x		

Category Heading	Settlement Area	Cost				Phasing					
		Lower Range Indicative cost	Upper Range Indicative cost	Funding Confirmed	Funding Source	Lead	Partners	0-5 years (2020 - 2025)	6-10 years (2026-2030)	11-15 years (2031-2035)	
A41 Chester Street highway alignment	Settlement Area 2	£10,000,000	£20,000,000	No	LGF, STEP	Wirral Council / Wirral Growth Company	Private Sector, Wirral Chamber of Commerce, Merseytravel	x			
Chester Street junction improvements	Settlement Area 2			No	LGF, STEP	Wirral Council / Wirral Growth Company	Private Sector, Wirral Chamber of Commerce, Merseytravel	x			
Signage improvement to Birkenhead Priory and Tranmere Docks	Settlement Area 2			No	LGF, STEP	Wirral Council / Wirral Growth Company	Private Sector, Wirral Chamber of Commerce, Merseytravel	x			
Electric charging points across borough	Borough Wide			No	LGF, STEP	Wirral Council / Wirral Growth Company	Private Sector, Wirral Chamber of Commerce, Merseytravel	x			
Signage/better entrance to retail core	Settlement Area 2			No	LGF, STEP	Wirral Council / Wirral Growth Company	Private Sector, Wirral Chamber of Commerce, Merseytravel	x			
Birkenhead - local access road improvements	Settlement Area 2			No	LGF, STEP	Wirral Council / Wirral Growth Company	Private Sector, Wirral Chamber of Commerce, Merseytravel	x			
Improved public realm in retail core	Settlement Area 2	£10,000,000	£20,000,000	No	LGF, STEP, Walking and Cycling Fund	Wirral Council / Wirral Growth Company	Private Sector, Wirral Chamber of Commerce, Merseytravel	x			
Improved public realm Argyle Street	Settlement Area 2			No	LGF, STEP, Walking and Cycling Fund	Wirral Council / Wirral Growth Company	Private Sector, Wirral Chamber of Commerce, Merseytravel	x			
Cleveland Street / Market Street / Price Street public realm	Settlement Area 2			No	LGF, STEP, Walking and Cycling Fund	Wirral Council / Wirral Growth Company	Private Sector, Wirral Chamber of Commerce, Merseytravel	x			
Public Realm Improvements: Conway Street	Settlement Area 2			No	LGF, STEP, Walking and Cycling Fund	Wirral Council / Wirral Growth Company	Private Sector, Wirral Chamber of Commerce, Merseytravel	x			
Improved pedestrian crossing facilities along Argyle Street	Settlement Area 2			No	LGF, STEP, Walking and Cycling Fund	Wirral Council / Wirral Growth Company	Private Sector, Wirral Chamber of Commerce, Merseytravel	x			
Pedestrian overbridge on Borough Road, Whetstone Lane	Settlement Area 2			No	LGF, STEP, Walking and Cycling Fund	Wirral Council / Wirral Growth Company	Private Sector, Wirral Chamber of Commerce, Merseytravel	x			
Conway Park - Market Improved Route	Settlement Area 2	£10,000,000	£20,000,000	No	LGF, STEP, Walking and Cycling Fund	Wirral Council / Wirral Growth Company	Private Sector, Wirral Chamber of Commerce, Merseytravel	x			
Remodelling and Public Realm Improvements: Conway Park and Europa Boulevard	Settlement Area 2			No	LGF, STEP, Walking and Cycling Fund	Wirral Council / Wirral Growth Company	Private Sector, Wirral Chamber of Commerce, Merseytravel	x			
Woodside Ferry Terminal Enhancements - new Pontoon	Settlement Area 2			£10,000,000	£20,000,000	No	LGF, STEP, Walking and Cycling Fund, Highways Challenge Fund	Wirral Council	Wirral Growth Company, The Peel Group, Merseytravel		x
Reconfigure / Redevelop Woodside Gyrotary roundabout	Settlement Area 2			No	LGF, STEP, Walking and Cycling Fund, Highways Challenge Fund	Wirral Council	Wirral Growth Company, The Peel Group, Merseytravel			x	
Reconfigure / Redevelop Woodside Bus Station and relocate Bus Terminus	Settlement Area 2			No	LGF, STEP, Walking and Cycling Fund, Highways Challenge Fund	Wirral Council	Wirral Growth Company, The Peel Group, Merseytravel			x	
Access Road to Rosebrae Development Site	Settlement Area 2			No	LGF, STEP, Walking and Cycling Fund, Highways Challenge Fund	Wirral Council	Wirral Growth Company, The Peel Group, Merseytravel			x	
Hamilton Square two-way outside station	Settlement Area 2	£10,000,000	£20,000,000	No	LGF, STEP, Walking and Cycling Fund, Highways Challenge Fund	Wirral Council	Wirral Growth Company, The Peel Group, Merseytravel	x			
Remove mini-roundabouts at Hamilton Square	Settlement Area 2			No	LGF, STEP, Walking and Cycling Fund, Highways Challenge Fund	Wirral Council	Wirral Growth Company, The Peel Group, Merseytravel	x			
Remove Hamilton Street / Duncan Street road closure	Settlement Area 2			No	LGF, STEP, Walking and Cycling Fund, Highways Challenge Fund	Wirral Council	Wirral Growth Company, The Peel Group, Merseytravel	x			
Improved public realm outside Hamilton Square rail station	Settlement Area 2			No	LGF, STEP, Walking and Cycling Fund, Highways Challenge Fund	Wirral Council	Wirral Growth Company, The Peel Group, Merseytravel	x			
Improved public realm at Hamilton Square	Settlement Area 2			No	LGF, STEP, Walking and Cycling Fund, Highways Challenge Fund	Wirral Council	Wirral Growth Company, The Peel Group, Merseytravel	x			
Improved walk route between Woodside and Hamilton Square	Settlement Area 2			No	LGF, STEP, Walking and Cycling Fund, Highways Challenge Fund	Wirral Council	Wirral Growth Company, The Peel Group, Merseytravel	x			
Improve Argyle Street south approach to Hamilton Square	Settlement Area 2			No	LGF, STEP, Walking and Cycling Fund, Highways Challenge Fund	Wirral Council	Wirral Growth Company, The Peel Group, Merseytravel	x			
A5139 Dock Road / A5088 Wallasey Bridge Road junction	Settlement Area 2			No	LGF, STEP	Wirral Council	The Peel Group	x			
Duke Street / Dock Road / Gorsey Lane junction	Settlement Area 2			No	LGF, STEP	Wirral Council	The Peel Group	x			

Category Heading	Settlement Area	Cost				Funding Source	Lead	Partners	Phasing		
		Lower Range Indicative cost	Upper Range Indicative cost	Funding Confirmed					0-5 years (2020 - 2025)	6-10 years (2026-2030)	11-15 years (2031-2035)
A5027 Dock Road / A554 Tower Road / A554 Birkenhead Road junction	Settlement Area 2	£10,000,000	£20,000,000	No	LGF, STEP	Wirral Council	The Peel Group	x			
Duke Street / Corporation Road junction	Settlement Area 2			No	LGF, STEP	Wirral Council	The Peel Group	x			
Relocate Wirral Waters Industrial Uses to remove severance	Settlement Area 2			No	LGF, STEP	Wirral Council	The Peel Group			x	
Rendel Street / Corporation Street	Settlement Area 2			No	LGF, STEP	Wirral Council	The Peel Group	x			
Replacement of Poulton Bridge with a fixed structure	Settlement Area 2	£20,000,000	£50,000,000	No	LGF	Wirral Council	The Peel Group			x	
Replacement of Duke Street bridge	Settlement Area 2			No	LGF	Wirral Council	The Peel Group		x		
New north-south link and bridge	Settlement Area 2			No	LGF	Wirral Council	The Peel Group			x	
Wallasey Bridge Road Improvements	Settlement Area 2			No	LGF, Highways Challenge Fund	Wirral Council	The Peel Group	x			
Beaufort Road and Wallasey Bridge Road (City Boulevard)	Settlement Area 2	£20,000,000	£50,000,000	No	LGF, Highways Challenge Fund	Wirral Council	The Peel Group		x		
A5030 Beaufort Road / A5088 Wallasey Bridge Road junction improvements	Settlement Area 2			No	LGF, Highways Challenge Fund	Wirral Council	The Peel Group			x	
Corporation Road / Cavendish Street / Cleveland Street junction improvements	Settlement Area 2			No	LGF, Highways Challenge Fund	Wirral Council	The Peel Group			x	
New development access from Beaufort Road and Wallasey Bridge Road	Settlement Area 2			No	LGF, Highways Challenge Fund	Wirral Council	The Peel Group			x	
A5027 Gorsey Lane / Kingsway Tunnel junction improvements	Settlement Area 2			No	LGF, Highways Challenge Fund	Wirral Council	The Peel Group	x			
City Boulevard (green transport corridor Corporation Road and Beaufort Road	Settlement Area 2			No	LGF, STEP, Walking and Cycling Fund	Wirral Council	The Peel Group			x	
Tower Road / Birkenhead Road pedestrian / cycle link	Settlement Area 2	£3,000,000	£10,000,000	No	LGF, STEP, Walking and Cycling Fund	Wirral Council	The Peel Group	x			
Footbridge on Dockside Route	Settlement Area 2			No	LGF, STEP, Walking and Cycling Fund	Wirral Council	The Peel Group		x		
A5027 Duke Street public realm	Settlement Area 2			No	LGF, STEP, Walking and Cycling Fund	Wirral Council	The Peel Group		x		
Wallasey Bridge Road cycle route	Settlement Area 2			No	LGF, STEP, Walking and Cycling Fund	Wirral Council	The Peel Group		x		
Dock Road cycle route	Settlement Area 2			No	LGF, STEP, Walking and Cycling Fund	Wirral Council	The Peel Group		x		
Pedestrian crossings on Tower Road	Settlement Area 2			No	LGF, STEP, Walking and Cycling Fund	Wirral Council	The Peel Group	x			
Toucan crossings on Wallasey Bridge Road	Settlement Area 2			No	LGF, STEP, Walking and Cycling Fund	Wirral Council	The Peel Group		x		
River Birket route into West Float	Settlement Area 2			Yes	SUD	Wirral Council	The Peel Group	x			
Cycle Route along Canning Street	Settlement Area 2			No	LGF, STEP, Walking and Cycling Fund	Wirral Council	The Peel Group	x			
Wirral Waters Pedestrian wayfinding strategy	Settlement Area 2			No	LGF, STEP, Walking and Cycling Fund	Wirral Council	The Peel Group	x			
Extend Victoria Park to Dock Road	Settlement Area 2			No	LGF, STEP, Walking and Cycling Fund	Wirral Council	The Peel Group		x		
Duke Street Active Travel Improvements	Settlement Area 2			No	LGF, STEP, Walking and Cycling Fund	Wirral Council	The Peel Group		x		
Green Link: Wirral Waters to Birkenhead Park	Settlement Area 2			No	LGF, STEP, Walking and Cycling Fund	Wirral Council	The Peel Group		x		
Integration of Merseyside ticketing with Deeside and Cheshire West	Borough Wide			£3,000,000	£10,000,000	No	LGF	Merseytravel	Wirral Council, Cheshire West and Chester Council, Bus Operators, The Peel Group	x	
Access to Deeside (PT)	Borough Wide	£100,000	£500,000	No	LGF	Merseytravel	Wirral Council, Cheshire West and Chester Council, Bus Operators, The Peel Group	x			
Relocation of Birkenhead Bus Station	Settlement Area 2	£10,000,000	£20,000,000	No	LGF	Merseytravel	Wirral Council, Cheshire West and Chester Council, Bus Operators, The Peel Group	x			
Rapid Transit - Wirral Waters to Liverpool	Settlement Area 2	£20,000,000	£50,000,000	No	LGF	Merseytravel	Wirral Council, Cheshire West and Chester Council, Bus Operators, The Peel Group			x	
Rapid Transit - New Brighton to Rock Ferry via Wirral Waters - Phase 1	Settlement Area 1	£3,000,000	£10,000,000	No	LGF	Merseytravel	Wirral Council, Cheshire West and Chester Council, Bus Operators, The Peel Group	x			
Rapid Transit - New Brighton to Rock Ferry via Wirral Waters - Phase 2	Settlement Area 1	£3,000,000	£10,000,000	No	LGF	Merseytravel	Wirral Council, Cheshire West and Chester Council, Bus Operators, The Peel Group		x		
Bus routes diverted via Wirral Waters (410, 411, 413, 414)	Settlement Area 2			No	LGF	Merseytravel	Wirral Council, Cheshire West and Chester Council, Bus Operators, The Peel Group	x			

Category Heading	Settlement Area	Cost			Funding Source	Lead	Partners	Phasing		
		Lower Range Indicative cost	Upper Range Indicative cost	Funding Confirmed				0-5 years (2020 - 2025)	6-10 years (2026-2030)	11-15 years (2031-2035)
New Brighton Accessibility Improvements (Parking Review/Land Train)	Settlement Area 1	£1,000,000	£3,000,000	No	LGF	Merseytravel	Wirral Council, Cheshire West and Chester Council, Bus Operators, The Peel Group	x		
Brimstage Bus Connectivity	Settlement Area 8	£1,000,000	£3,000,000	No	LGF	Merseytravel	Wirral Council, Cheshire West and Chester Council, Bus Operators, The Peel Group	x		
Improved and integrated Taxi and DRT Coverage	Borough Wide	£1,000,000	£3,000,000	No	LGF	Merseytravel	Wirral Council, Cheshire West and Chester Council, Bus Operators, The Peel Group	x		
Access to Hind Street - Mollington Link Road	Settlement Area 2	£10,000,000	£20,000,000	No	LGF	Wirral Council	Merseytravel	x		
Queensway Toll Plaza Re-modelling / Removal	Settlement Area 2	£10,000,000	£20,000,000	No	LGF	Wirral Council	Merseytravel	x		
Green Lane Roundabout capacity improvements	Settlement Area 2	£3,000,000	£10,000,000	No	LGF	Wirral Council	Merseytravel	x		
Ivy Street junction capacity improvements	Settlement Area 2	£1,000,000	£3,000,000	No	LGF	Wirral Council	Merseytravel	x		
Campbeltown Road capacity improvements	Settlement Area 2	£1,000,000	£3,000,000	No	LGF	Wirral Council	Merseytravel	x		
Improve pedestrian linkage to Birkenhead Town Centre from south	Settlement Area 2	£1,000,000	£3,000,000	No	LGF	Wirral Council	Merseytravel	x		
A41 / A552 / Flyover remodelling	Settlement Area 2	£10,000,000	£20,000,000	No	LGF	Wirral Council	Merseytravel	x		
A41 Southern Bus Access improvements	Settlement Area 2	£1,000,000	£3,000,000	No	LGF	Wirral Council	Merseytravel	x		
Green Link: Rock Ferry to Seacombe via Former Rail Corridor	Settlement Area 2	£3,000,000	£10,000,000	No	LGF	Wirral Council	Merseytravel		x	
Green Link: Woodside to Seacombe via waterfront	Settlement Area 2	£3,000,000	£10,000,000	No	LGF	Wirral Council	Merseytravel		x	
Use of former Dock Railway for Rapid Transit	Settlement Area 2	£10,000,000	£20,000,000	No	LGF	Wirral Council	Merseytravel		x	
Saughall Massie Link Road - New Infrastructure	Settlement Area 8	£3,000,000	£10,000,000	No	LGF	Wirral Council	Private Sector	x		
Saughall Massie Link Road - Infrastructure Upgrade	Settlement Area 8	£3,000,000	£10,000,000	No	LGF	Wirral Council	Private Sector	x		
Heron Road Improvements	Settlement Area 8	£3,000,000	£10,000,000	No	LGF	Wirral Council	Private Sector	x		
Other local access road improvements	Settlement Area 8	£3,000,000	£10,000,000	No	LGF	Wirral Council	Private Sector	x		
Downgrading New / Rock Ferry Bypass: Reconnecting communities	Settlement Areas 2, 3, and 4	£50,000,000	£100,000,000	No	LGF, STEP	Wirral Council	Merseytravel			x
<b>Utilities e.g. water supply and waste water, flood prevention, electricity, renewable, low carbon, decentralised energy, waste</b>										
Birkenhead Grid - replacement of 132kV Switchgear	Settlement Area 3		unknown	Yes	SPEN	SPEN		x		
Bromborough 2 Grid -Mobil Oil- Replacement of 33kV Switchgear due to fault level	Settlement Area 4		unknown	Yes	SPEN	SPEN		x		
Prenton - Rock Ferry Grid - Birkenhead Central Replacement of 33kV switchgear	Settlement Area 3		unknown	Yes	SPEN	SPEN		x		
Prenton - Rock Ferry Grid - BR Shore Road Replacement of 33/11kV Transformer	Settlement Area 3		unknown	Yes	SPEN	SPEN		x		
Prenton - Rock Ferry Grid - Cammel Laird North Replacement of 11kV switchgear	Settlement Area 2		unknown	Yes	SPEN	SPEN		x		
West Kirby - flood prevention measures - Provide improved secondary defence measures along South Parade	Settlement Area 6		£ 1,820,000.00	Yes	Flood Defence Grant-in-Aid contribution Flood Levy programme	Wirral Council		x		
Wirral Level 2 Surface Water Management Plans	Borough Wide			Yes	Flood Defence Grant-in-Aid contribution Flood Levy programme	Wirral Council		x		
Meols Parade - Provide new toe works to existing sea wall along Meols Parade	Settlement Area 6		£ 3,531,000.00	No	Flood Defence Grant-in-Aid contribution (if approved)	Wirral Council		x		
Wallasey Embankment - Extend linear rock toe to Wallasey embankment to mitigate against potential longshore meandering of the Meols channel threatening to undermine the embankment's foundations	Settlement Area 1		£ 707,000.00	No	Flood Defence Grant-in-Aid contribution (if approved)	Wirral Council			x	
Greasby SW improvements - Improvements identified in Greasby Surface Water Catchment modelling	Settlement Area 5			No	Flood Defence Grant-in-Aid contribution (if approved)	Wirral Council				
Bidston Stream Cross Lane Investigate & re-establish line of watercourse	Settlement Area 1			No	Flood Defence Grant-in-Aid contribution (if approved)	Wirral Council				
Moreton Sandbrook Drainage	Settlement Area 5		£ 500,000.00	Yes	Council Capital Programme	Wirral Council		x		
Woodchurch Rd Drainage	Settlement Area 3		£ 80,000.00	Yes	Council Capital Programme	Wirral Council		x		
Arrow Road & Rigby Drive Greasby Flood Relief	Settlement Area 5			No	Flood Defence Grant-in-Aid contribution Flood Levy programme	Wirral Council		x		

Category Heading	Settlement Area	Cost			Funding Source	Lead	Partners	Phasing		
		Lower Range Indicative cost	Upper Range Indicative cost	Funding Confirmed				0-5 years (2020 - 2025)	6-10 years (2026-2030)	11-15 years (2031-2035)
Coronation Park Greasby Flood Relief	Settlement Area 5			No	Flood Defence Grant-in-Aid contribution Flood Levy programme	Wirral Council		x		
Wirral Surface Water Management Scheme	Borough Wide			No	Flood Defence Grant-in-Aid contribution Flood Levy programme	Wirral Council		x		

## APPENDIX B

### INFORMATION SOURCES

Document	Author	Date
LCRCA Transport Plan	LCR	2019
LCR Transport Plan for Growth	LCR	2015
LCR Freight Strategy	LCR	2017
LCR PROWIP 2018-2028	LCR	2018
Draft LCR LCWIP	LCR	2019
LCR Long Term Rail Strategy	LCR	2014
LCR Road Safety Strategy 2017-2020	LCR	2017
LCR Bus Strategy	LCR	2016
LCR Ferries Long Term Strategy	LCR	2015
LCR Local Journeys Strategy	LCR	2017
Electric Vehicle Strategy for the Liverpool City Region	LCR	2014
LCR Statement of Common Ground	LCR	2019
Roads Investment Strategy 1 2015-2020	DfT	2014
Draft Roads Investment Strategy 2	DfT	TBC
Highways England Strategic Business Plan 2015-2020	HE	2014
Highways England Delivery Plan 2015-2020	HE	2015
The third Local Transport Plan for Merseyside	Merseyside Partners	2011
Transport for the North Strategic Transport Plan	TfN	2019
Liverpool City Region Combined Authority Sustainable Transport Enhancements Package 'A STEP Change for Growth' Major Scheme Business Case	LCR	2015
Mersey Ports Master Plan Consultation Draft	Peel Ports	2011
Wirral Climate Change Strategy 2014 – 2019	Wirral Council	2014
Wirral Network Management Plan	Wirral Council	2009
Wirral Council Water Cycle Study	Wirral Council	2013



Business Plan 2015-2020	United Utilities	2014
Proposed Business Plan 2020-2025	United Utilities	2018
Water Resources Management Plan 2015-2040	United Utilities	2015
Water Resources Management Plan 2020-2045	United Utilities	2019
Mersey Estuary Catchment Flood Management Plan	Environment Agency	2009
River Dee Catchment Flood Management Plan	Environment Agency	2010
Level 1 Strategic Flood Risk Assessment	JBA	2019
Wirral's Preliminary Flood Risk Assessment Report	Wirral Council	2017
Wirral's Local Flood Risk Management Strategy	Wirral Council	2017
North West England and North Wales Shoreline Management Plan SMP2	North West & North Wales Coastal Group	2012
Wirral Coastal Strategy	Wirral Council	2013
Environment Agency Grant Memorandum	Environment Agency	2013
2019 Gas Ten Year Statement	National Grid	2018
2019 Electricity Ten Year Statement	National Grid ESO	2018
Wirral Clinical Commissioning Group Strategic Plan 2014-2019	NHS Wirral CCG	2014
National Planning Policy Framework (NPPF)	MHCLG	2019
Joint Waste Local Plan	LCR	2013
Wirral Playing Pitch and Outdoor Sports Strategy	Wirral Council	2016
Local Football Facility Plan for Wirral	Wirral Council	2019
Wirral Retail & Centres Study	WYG	2019
Ofcom's Infrastructure Report	OFCOM	2018
Wirral Open Space Assessment	KKP	2019

## APPENDIX C

### ACCESSIBILITY

Accessibility software TRACC has been utilised to identify the percentage land area and estimate percentage population within walking and cycling/ public transport time thresholds for each of the boroughs Settlement Areas to key community services. The thresholds used are consistent or more robust than those used by Department for Transport when calculating accessibility statistics. The thresholds are shown in Table 16 below.

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	Threshold (mins)	Mode
Employment	20	Public transport
Primary School	10	Walk/cycle
Secondary School	20	Walk/cycle
Further Education	30	Public transport
GP	15	Walk/cycle
Hospital	30	Public transport
Food Store	15	Walk/cycle
Leisure	15	Walk/cycle
Liverpool	45	Public transport
Birkenhead	25	Public transport
Town Centre	15	Public transport
District Centre	10	Public transport
Local Centre	10	Public transport

*Table 16 Accessibility Mapping Thresholds*

Walking and cycling accessibility to key services including primary and secondary schools, GP practices, food stores and leisure has been assessed for all settlement areas. Results are shown in Table 17 below.

	Walk Percentage land of area	Cycling Percentage land of area	Percentage Population within walking threshold	Percentage Population within cycling threshold

Primary School (10-minute threshold)				
Settlement Area 1 Wallasey	68%	100%	74%	100%
Settlement Area 2 Commercial Core	21%	97%	30%	100%
Settlement Area 3 Suburban Birkenhead	63%	99%	73%	100%
Settlement Area 4 Bebington, Bromborough and Eastham	42%	93%	62%	100%
Settlement Area 5 Mid Wirral	58%	100%	68%	100%
Settlement Area 6 Hoylake and West Kirby	39%	99%	27%	100%
Settlement Area 7 Heswall	40%	100%	34%	100%
Settlement Area 8 Rural Area	9%	69%	25%	91%
Secondary School (20-minute threshold)				
Settlement Area 1 Wallasey	61%	100%	58%	100%
Settlement Area 2 Commercial Core	44%	100%	55%	100%
Settlement Area 3 Suburban Birkenhead	71%	100%	77%	100%
Settlement Area 4 Bebington, Bromborough and Eastham	39%	100%	57%	100%
Settlement Area 5 Mid Wirral	63%	100%	69%	100%
Settlement Area 6 Hoylake and West Kirby	69%	100%	69%	100%
Settlement Area 7 Heswall	18%	99%	35%	100%
Settlement Area 8 Rural Area	14%	85%	31%	100%
GP (15-minute threshold)				
Settlement Area 1 Wallasey	84%	100%	97%	100%
Settlement Area 2 Commercial Core	58%	100%	82%	100%

Settlement Area 3 Suburban Birkenhead	64%	100%	76%	100%
Settlement Area 4 Bebington, Bromborough and Eastham	46%	98%	56%	100%
Settlement Area 5 Mid Wirral	74%	100%	71%	100%
Settlement Area 6 Hoylake and West Kirby	36%	99%	36%	94%
Settlement Area 7 Heswall	26%	100%	25%	100%
Settlement Area 8 Rural Area	9%	74%	20%	96%
Food Store (15-minute threshold)				
Settlement Area 1 Wallasey	86%	100%	91%	100%
Settlement Area 2 Commercial Core	54%	100%	57%	100%
Settlement Area 3 Suburban Birkenhead	70%	100%	72%	100%
Settlement Area 4 Bebington, Bromborough and Eastham	73%	100%	82%	100%
Settlement Area 5 Mid Wirral	82%	100%	86%	100%
Settlement Area 6 Hoylake and West Kirby	45%	100%	44%	100%
Settlement Area 7 Heswall	53%	100%	52%	100%
Settlement Area 8 Rural Area	14%	81%	29%	96%
Leisure (15-minute threshold)				
Settlement Area 1 Wallasey	100%	100%	100%	100%
Settlement Area 2 Commercial Core	99%	100%	100%	100%
Settlement Area 3 Suburban Birkenhead	99%	100%	98%	100%
Settlement Area 4 Bebington, Bromborough and Eastham	95%	100%	97%	100%

Settlement Area 5 Mid Wirral	100%	100%	100%	100%
Settlement Area 6 Hoylake and West Kirby	97%	100%	100%	100%
Settlement Area 7 Heswall	98%	100%	100%	100%
Settlement Area 8 Rural Area	62%	98%	87%	100%

*Table 17 Walking and Cycling Accessibility Results*

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As can be seen from Table 17, facilities are within the accessible cycling distance of the entirety of almost all settlement areas except for Settlement Area 8 - Rural Area, as there are a limited number of facilities and centres of population within the green belt.

Between 60-70% of the population live within a 10-minute walk of a primary school within Settlement Areas 1 Wallasey, 3 Suburban Birkenhead, 4 Bebington, Bromborough and Eastham and 5 Mid Wirral. There are no schools within the commercial core (Settlement Area 2), reflected in the small proportion of land area (21%) and population (c30%) within the walking threshold. Approximately 40% of land area and 30% of population in Area 6 Hoylake and West Kirby and Area 7 Heswall are within 10 minutes walk of a primary school.

Secondary school provision in the borough serves a wider catchment which reflects the higher accessibility threshold of 20% and lower percentage of land area and population within this catchment. The highest walking accessibility is in Area 3 Suburban Birkenhead, 5 Mid Wirral and 6 which have the greatest concentration of secondary schools.

Settlement Area 1 - Wallasey has the highest walking accessibility to GP practices with 86% of land area and 97% of population within 15 minutes walk time of a GP practice. Settlement Area 7 - Heswall has the lowest walking accessibility to GP practices with 26% of land area and 25% of population within 15 minutes walk time. Followed by Settlement Area 6 - Hoylake and West Kirby with 36% of land area and 36% of population within 15 minutes walk time.

Walking accessibility to food stores is high, with up to 86% of the land area and 91% of, within 15 minutes in settlement area 1. Similar to the pattern for primary schools and GPs there is a lower percentage of the land area and population in Settlement Area 2 being the commercial core and Settlement Area 6 West Kirby and Hoylake and Settlement Area 7 Heswall.

Over 95% of all areas, except for Settlement Area Rural Area, are within 15 minutes walk of leisure facilities.

	Public Transport Percentage land of area	Percentage Population within public transport threshold
Employment (20-minute threshold)		
Settlement Area 1 Wallasey	92%	97%
Settlement Area 2 Commercial Core	99%	100%
Settlement Area 3 Suburban Birkenhead	96%	98%
Settlement Area 4 Bebington, Bromborough and Eastham	93%	94%
Settlement Area 5 Mid Wirral	99%	100%
Settlement Area 6 Hoylake and West Kirby	100%	100%
Settlement Area 7 Heswall	99%	100%
Settlement Area 8 Rural Area	68%	75%
Further Education (30-minute threshold)		
Settlement Area 1 Wallasey	97%	100%
Settlement Area 2 Commercial Core	100%	100%
Settlement Area 3 Suburban Birkenhead	100%	100%
Settlement Area 4 Bebington, Bromborough and Eastham	66%	69%
Settlement Area 5 Mid Wirral	91%	90%
Settlement Area 6 Hoylake and West Kirby	39%	50%
Settlement Area 7 Heswall	15%	9%
Settlement Area 8 Rural Area	21%	31%
Hospital (30-minute threshold)		



Settlement Area 1 Wallasey	100%	100%
Settlement Area 2 Commercial Core	97%	100%
Settlement Area 3 Suburban Birkenhead	100%	100%
Settlement Area 4 Bebington, Bromborough and Eastham	99%	100%
Settlement Area 5 Mid Wirral	100%	100%
Settlement Area 6 Hoylake and West Kirby	56%	52%
Settlement Area 7 Heswall	96%	92%
Settlement Area 8 Rural Area	77%	43%
Liverpool (45-minute threshold)		
Settlement Area 1 Wallasey	98%	100%
Settlement Area 2 Commercial Core	100%	100%
Settlement Area 3 Suburban Birkenhead	100%	100%
Settlement Area 4 Bebington, Bromborough and Eastham	91%	91%
Settlement Area 5 Mid Wirral	87%	87%
Settlement Area 6 Hoylake and West Kirby	40%	50%
Settlement Area 7 Heswall	8%	9%
Settlement Area 8 Rural Area	29%	48%
Birkenhead (25-minute threshold)		
Settlement Area 1 Wallasey	44%	44%
Settlement Area 2 Commercial Core	93%	100%
Settlement Area 3 Suburban Birkenhead	94%	98%
Settlement Area 4 Bebington, Bromborough and Eastham	52%	50%

Settlement Area 5 Mid Wirral	43%	40%
Settlement Area 6 Hoylake and West Kirby	1%	0%
Settlement Area 7 Heswall	0%	0%
Settlement Area 8 Rural Area Town Centre (15 minute threshold)	6%	11%
Settlement Area 1	92%	97%
Settlement Area 2	94%	100%
Settlement Area 3	73%	79%
Settlement Area 4	6%	6%
Settlement Area 5	77%	80%
Settlement Area 6	95%	94%
Settlement Area 7	96%	100%
Settlement Area 8	43%	47%
District Centre (10 minute threshold)		
Settlement Area 1	0%	0%
Settlement Area 2	0%	12%
Settlement Area 3	36%	79%
Settlement Area 4	37%	73%
Settlement Area 5	7%	49%
Settlement Area 6	37%	61%
Settlement Area 7	0%	0%
Settlement Area 8	5%	29%
Local Centre (10 minute threshold)		

Settlement Area 1	100%	100%
Settlement Area 2	36%	100%
Settlement Area 3	78%	94%
Settlement Area 4	48%	88%
Settlement Area 5	54%	87%
Settlement Area 6	6%	24%
Settlement Area 7	32%	60%
Settlement Area 8	13%	60%

*Table 18 Public Transport Accessibility*

DRAFT

Table 18 above shows public transport accessibility to key facilities from Wirral's 8 settlement areas.

At least 90% of all SA's except for Settlement Area 8 - Rural Area are within 20 minutes public transport journey time of an area of employment.

The location of further education facilities and limited east-west public transport connections means that settlement area 7 Heswall has only 15% of its land area and 9% of the population within 30 minutes of a further education facility. A similar pattern is shown for public transport accessibility from settlement areas to Liverpool within 45 minutes travel time and Birkenhead within a 25 minutes travel time where a low proportion of the land area and population in Settlement Areas 6 and 7 meet the threshold.

When considering access to town, district and local centres accessibility by public transport within 15 minutes to each settlement area reflects the presence of each type of centre within a settlement area. Where there is a town centre (Birkenhead, Heswall, Liscard, West Kirby and Moreton) within the settlement area accessibility by public transport is available in 15 minutes to over 90% of the population. Settlement Area 5, the location of Moreton the smallest town centre is the exception to this - 77% of the land area and 80% of the population can access a town centre within 15 minutes by public transport. There are only 3 district centres Bromborough Village, Prenton and Hoylake which is reflected in the low numbers able to access these centres outside of Settlement Areas 3, 4 and 6. Accessibility to local centres is 100% within 15 minutes by public transport in Settlement Areas 1 and 2, c90% in areas 3, 4 and 5. Only 13% of the land area and 60% of the population within Settlement Area 8 are within 15 minutes travel time of a local centre.

Over 90% of all settlement land area and population can access WUTH facilities within 30 minutes public transport journey time with the exception of the rural settlement Area 8 and Settlement Area 6 - Hoylake and West Kirby, where 50% of the land area and 50% of the population can access a hospital within 30 minutes public transport journey time.

## Appendix C

### SCHOOL AND GP CAPACITY

DRAFT

Primary Schools	Size			Capacity	Expansion potential
Egremont Primary School	399	2FE	82%	Limited	None
Kingsway Primary School	175	1FE	61%	Moderate	Difficult
Liscard Primary School	638	3FE	99%	At or near capacity	None
Mount Primary School	330	1.5FE	103%	At or near capacity	Difficult
New Brighton Primary School	594	3FE	101%	At or near capacity	None
Park Primary School	420	2FE	96%	At or near capacity	Difficult
Riverside Primary School	236	1FE	81%	Limited	Possible
St Alban's Catholic Primary School	392	2FE	101%	At or near capacity	None
St George's Primary School	869	4FE	93%	At or near capacity	None
St Joseph's Catholic Primary School Seacombe	304	1.5FE	68%	Moderate	None
St Peter & Paul Catholic Primary School	315	1.5FE	96%	At or near capacity	None
Somerville Primary School	525	3FE	95%	At or near capacity	None
Greenleas Primary School	315	1.5FE	101%	At or near capacity	None
Secondary Schools	Size			Capacity	Expansion potential
Mosslands School	1418		76%	Limited	Difficult
Weatherhead High School	1651		96%	At or near capacity	None
St Marys Catholic Aided College	1805		68%	Moderate	None
The Oldershaw Academy	1005		81%	Limited	Possible
GP	Size			Capacity	Expansion potential

Central Park Medical Centre	10468	Spare Capacity	Possible
Earlston & Seabank Medical Centre	N/A (List size part of Miriam Medical Centre)	At or Near Capacity	None
Egremont Medical Centre	4421	Moderate	Possible
Field Road Health Centre	3440	Spare Capacity	Possible
Grove Road Surgery	3223	At or Near Capacity	None
Liscard Group Practice	4414	Spare Capacity	Possible
Manor Health Centre	5936	At or Near Capacity	None
Somerville Medical Centre	8585	Spare Capacity	Possible
St. Georges Medical Centre	9611	Moderate	None
St. Hilary Group Practice	5763	Moderate	None
The Village Medical Centre	6693	At or Near Capacity	Possible

Settlement Area 1 Wallasey

Schools	No schools located within the commercial core settlement area		
GP	Size	Capacity	Expansion potential
Hamilton Medical Centre	2538	At or Near Capacity	None

Settlement Area 2 Commercial Core

Primary Schools	Size			Capacity	Expansion potential
Prenton Primary School	420	2FE	97%	At or Near Capacity	Difficult
St Annes Catholic Primary School	243	1FE	84%	Limited	Possible
St Joseph's Catholic Primary School Prenton	420	2FE	80%	Limited	Possible
Bidston Avenue Primary School	420	2FE	99%	At or Near Capacity	None
Cathcart Street Primary	210	1FE	89%	Limited	None
Christchurch CE Primary School Birkenhead	295	1.5FE	66%	Moderate	None
Devonshire Park Primary School	420	2FE	113%	At or Near Capacity	Possible
Holy Cross Catholic Primary School	210	1FE	63%	Moderate	Possible
Mersey Park Primary School	420	2FE	97%	At or Near Capacity	None
Our Lady & St Edwards Catholic Primary School	420	2FE	99%	At or Near Capacity	None
Oxton St Saviours CE Primary	245	1FE	101%	At or Near Capacity	None
Portland Primary School (Co-op Academy)	241	1FE	66%	Moderate	None
Rock Ferry Primary School	390	1.5FE	76%	Limited	Possible
St Werburg's Catholic Primary	210	1FE	90%	At or Near Capacity	None
The Priory Parish CE Primary School	202	1FE	103%	At or Near Capacity	None
Townfield Primary School	445	2FE	100%	At or Near Capacity	Difficult
Well Lane Primary School	210	1FE	87%	Limited	None



Woodchurch Road Primary School	527	2.5FE	76%	Limited	None
Woodlands Primary School	315	1.5FE	93%	At or Near Capacity	None
Bedford Drive Primary School	420	2FE	88%	Limited	Possible
Bidston Village CE Primary School	367	1.5FE	92%	At or Near Capacity	Difficult
Hillside Primary School	210	1FE	86%	Limited	Possible
Manor Primary School	210	1FE	70%	Moderate	Possible
St Paul's Catholic Primary School	150	1FE	57%	Moderate	None
St Peter's Catholic Primary School	210	1FE	54%	Moderate	None
Birkenhead High School Academy for Girls (Junior)	392	1.5FE	101%	At or Near Capacity	None
Secondary Schools	Size			Capacity	Expansion potential
St Anselms College	936		99%	At or Near Capacity	None
Prenton Academy (High School for Girls)	850		92%	At or Near Capacity	Difficult
Ridgeway High School	727		102%	At or Near Capacity	Possible
The Birkenhead Park School	1069		57%	Moderate	Difficult
Birkenhead High School Academy for Girls (Senior)	931		77%	Limited	None
GP	Size			Capacity	Expansion potential
Cavendish Medical Centre	5379			Spare Capacity	Possible

Cloughton Medical Centre (Paxton Medical Group)	14979	Spare Capacity	Possible
Devaney Medical Centre	8122	Spare Capacity	Possible
Fender Way Health Centre	N/A (List size part of Paxton Medical Centre)	Moderate	Possible
Gladstone Medical Centre	4118	At or Near Capacity	Possible
Holmlands Drive Medical Centre	2870	At or Near Capacity	None
Miriam Medical Centre	11007	Spare Capacity	Possible
Prenton Medical Centre	4094	At or Near Capacity	None
Riverside Surgery	7842	At or Near Capacity	Possible
St. Catherine's Surgery	15176	Spare Capacity	Possible
The Villa Medical Centre	6225	Moderate	Possible
Townfield Health Centre	5710	Spare Capacity	Possible
Vittoria Medical Centre	4787	At or Near Capacity	Possible
Vittoria Medical Centre (Dr. R. S. Karyampudi)	1580	At or Near Capacity	Possible
Whetstone Medical Centre	8584	Moderate	Possible

Settlement Area 3 Suburban Birkenhead

Primary Schools	Size			Capacity	Expansion potential
Brackenwood Junior School	240	2FE	102%	At or Near Capacity	Difficult
Christ the King Catholic Primary School	420	2FE	98%	At or Near Capacity	Difficult
Church Drive Primary School	315	1.5FE	97%	At or Near Capacity	None
Grove Street Primary School	420	2FE	75%	Moderate	None
Heygarth Primary School	315	2FE	106%	At or Near Capacity	None
Higher Bebington Junior School	388	3FE	89%	Limited	None
Mendell Primary School	210	1FE	79%	Limited	Possible
Millfields CE Primary School	210	1FE	70%	Moderate	Possible
Raeburn Primary School	420	2FE	100%	At or Near Capacity	Difficult
St Andrews CE Primary School	210	1FE	102%	At or Near Capacity	None
St John's Catholic Junior School	240	2FE	105%	At or Near Capacity	None
St John's Catholic Infant School	180	2FE	101%	At or Near Capacity	None
Stanton Road Primary School	315	1.5FE	98%	At or Near Capacity	Possible
Town Lane Infant School	293	3FE	92%	At or Near Capacity	No
Woodslee Primary School	322	1.5FE	71%	Moderate	Possible
Brookhurst Primary School	242	1FE	88%	Limited	Possible
Poulton Lancelyn Primary School	420	2FE	98%	At or Near Capacity	Possible
Brackenwood Infant School	208	2FE	87%	Limited	Difficult
Secondary Schools	Size			Capacity	Expansion potential

Bebington High Sports College (Co-op Academy Bebington)	1249		86%	Limited	Possible
Wirral Grammar School for Girls	1215		98%	At or Near Capacity	None
Wirral Grammar School for Boys	1062		100%	At or Near Capacity	None
South Wirral High School	1217		71%	Moderate	Possible
St John Plessington Catholic College	1629		97%	At or Near Capacity	None
GP	Size			Capacity	Expansion potential
Allport Medical Centre (Treetops & Eastham GP)	4472			Spare Capacity	Possible
Church Road Surgery	3710			Moderate	Possible
Civic Medical Centre	9846			At or Near Capacity	Possible
Eastham Group Practice	11568			Spare Capacity	Possible
Kings Lane Surgery	4835			Moderate	Possible
Parkfield Medical Centre (Dr. Oates & Partners)	5961			At or Near Capacity	Possible
Sunlight Group Practice	7121			At or Near Capacity	Possible
Teehey Lane Medical Centre	1971			At or Near Capacity	None
The Orchard Surgery	5779			Spare Capacity	Possible
The Spital Surgery	4587			At or Near Capacity	None

Settlement Area 4 Bebington, Bromborough and Eastham

Primary Schools	Size			Capacity	Expansion potential
Leasowe Primary School	210	1FE	106%	At or Near Capacity	None
Brookdale Primary School	210	1FE	100%	At or Near Capacity	Possible
Castleway Primary School	210	1FE	54%	Moderate	Possible
Christ Church CE Primary School Moreton	392	1.5FE	94%	At or Near Capacity	None
Eastway Primary School	238	1FE	86%	Limited	Possible
Fender Primary School	297	1.5FE	83%	Limited	Possible
Greasby Infant School	180	2FE	101%	At or Near Capacity	None
Lingham Primary School	403	1.5FE	87%	Limited	Possible
Overchurch Junior School	410	3FE	88%	Limited	Difficult
Overchurch Infant School	269	3FE	100%	At or Near Capacity	Difficult
St Joseph's Catholic Primary School Upton	315	1.5FE	90%	At or Near Capacity	None
Sacred Heart Catholic Primary School	420	2FE	94%	At or Near Capacity	Possible
Sandbrook Primary School	210	1FE	49%	Moderate	Possible
Woodchurch CE Aided Primary	210	1FE	98%	At or Near Capacity	None
Holy Spirit Catholic & CE Primary School	210	1FE	84%	Limited	Difficult
Greasby Junior School	240	2FE	101%	At or Near Capacity	Difficult
Our Lady of Pity Catholic Primary School	420	2FE	100%	At or Near Capacity	None

Secondary Schools	Size			Capacity	Expansion potential
Upton Hall School FCJ (Girls)	1045		93%	At or Near Capacity	None
GP	Size	Capacity		Expansion potential	
Blackheath Medical Centre	3351	Moderate		Possible	
Commonfield Road Surgery	5253	At or Near Capacity		None	
Greasby Group Practice	7235	Moderate		Possible	
Heatherlands Medical Centre	4563	Moderate		Possible	
Hoylake Road Medical Centre	4490	Spare Capacity		Possible	
Leasowe Medical Centre	2868	Moderate		Possible	
Moreton Cross Group Practice	7097	Moderate		Possible	
Moreton Health Clinic	6040	At or Near Capacity		None	
Moreton Medical Centre	5437	Moderate		None	
Upton Group Practice	8034	At or Near Capacity		Possible	
Woodchurch Medical Centre	1898	Moderate		None	

Settlement Area 5 Mid Wirral

Primary Schools		Size			Capacity	Expansion potential
St Bridgets CE Primary School	420	2FE	101%		At or Near Capacity	None
Black Horse Junior School	240	2FE	80%		Limited	Difficult
Black Horse Hill Infant School	180	2FE	89%		Limited	Difficult
Great Meols Primary School	420	2FE	103%		At or Near Capacity	None
Holy Trinity CE Primary School	315	1.5FE	79%		Limited	None
West Kirby Primary School	259	1.5FE	104%		At or Near Capacity	Difficult
Secondary Schools		Size			Capacity	Expansion potential
Calday Grange Grammar School (Boys)	1458		101%		At or Near Capacity	None
West Kirby Grammar School for Girls	1243		95%		At or Near Capacity	None
Hilbre High School Humanities College	1198		93%		At or Near Capacity	Difficult
GP	Size				Capacity	Expansion potential
Marine Lake Medical Practice	16622				At or Near Capacity	Possible
Estuary Medical Centre	2820 (No Longer a Separate Practice Site – Contained in Same building as Marine Lake Medical Centre)				At or Near Capacity	Possible
The Hoylake and Meols Medical Centre	7037				At or Near Capacity	No

Settlement Area 6 Hoylake and West Kirby

Primary Schools	Size			Capacity	Expansion potential
Pensby Primary School	210	1FE	100%	At or Near Capacity	Possible
St Peter's CE Primary School	315	1.5FE	96%	At or Near Capacity	Difficult
Thingwall Primary School	210	1FE	95%	At or Near Capacity	Difficult
Barnston Primary School	315	1.5FE	97%	At or Near Capacity	Difficult
Gayton Primary School	210	1FE	100%	At or Near Capacity	Difficult
Irby Primary School	210	1FE	105%	At or Near Capacity	Possible
Ladymount Catholic Primary School	315	1.5FE	91%	At or Near Capacity	None
GP	Size	Capacity		Expansion potential	
Heswall & Pensby Group Practice	16855	At or Near Capacity		Possible	

Settlement Area 7 Heswall



Primary Schools	Size			Capacity	Expansion potential
Thornton Hough Primary School	175	1FE	105%	At or Near Capacity	None
St Michael & All Angles Catholic Primary School	210	1FE	95%	At or Near Capacity	Possible
Dawpool CE Primary School	210	1FE	98%	At or Near Capacity	None
Heswall Primary School	210	1FE	105%	At or Near Capacity	Difficult
Secondary Schools	Size			Capacity	Expansion potential
Woodchurch High School Engineering College	1405		102%	At or Near Capacity	Difficult
Pensby High School	937		70%	At or Near Capacity	Possible

Settlement Area 8 Rural Area