

\$WIRRAL

Wirral Strategic Transport Framework

Scheme Identification and Action Plan

December 2018

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Executive summary

A Strategic Transport Framework Action Plan

In 2016, Mott MacDonald produced (on behalf of Merseytravel and the Liverpool City Region District Partners) the Liverpool City Region (LCR) Transport Investment Pipeline, which covered Halton, Knowsley, Liverpool, Sefton, St. Helens and Wirral as well as an overarching City Region level pipeline undertaken for Merseytravel. This project presented a 'pipeline' of transport investments for the next 20 years in the LCR, with one pipeline for each area. The pipelines were intended to act as the investment framework for transport schemes to be developed and delivered in support of the LCR's new strategic transport vision, *A Transport Plan for Growth*.

Since the development of the first Wirral Transport Pipeline in 2016 Wirral Council has produced a number of local policy documents which set transport in the borough in the context of significant economic growth. A Strategic Transport Framework Action Plan is therefore required to enable this growth and to ensure that the transport network is fully aligned with Wirral's regeneration plans / proposals.

Wirral's ambitious aspirations for growth are outlined within the Wirral Strategic Regeneration Framework (SRF) – part of Wirral's comprehensive '2020 Vision' - which sets out the priorities and challenges for economic growth in the borough, to help guide and proactively drive investment and development activity across Wirral. The SRF focuses on strategic themes and areas of significant growth potential, identified as the spatial priorities.

The Strategic Transport Framework Action Plan will structure schemes in terms of cost, timescale and priority for the borough. The highest priority and most advantageous schemes can then be further developed to establish their feasibility, and business cases produced in order to secure appropriate funding sources.

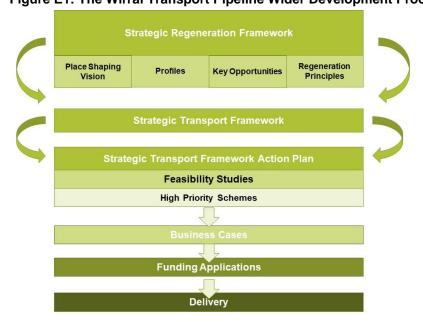


Figure E1: The Wirral Transport Pipeline Wider Development Process

An overview of the methodology used to develop the Action Plan is shown in the following figure and will be reflected within the structure of this report. This systematic approach ensures the overall strategy is cohesive and considers all previous work undertaken in the context of the Strategic Regeneration Framework.

Figure E2: Strategic Transport Framework Action Plan Methodology

Phase 1: Assess SRF and identify spatial priorities and requirements

Phase 2:

Review of current pipeline and identification of new schemes

Phase 3: Scheme prioritisation and shortlisting Phase 4: Recommendations and reporting

Source: Mott MacDonald

Strategic Regeneration Framework (SRF)

The ambitious vision for the future of Wirral anticipates large amounts of development across the borough. Such transformational changes across the borough undoubtedly present significant opportunities. However, in tandem, development on this scale also poses future challenges for the transport network in seeking to accommodate and facilitate the planned growth of Wirral. The SRF has therefore been developed to set out a clear framework to guide this regeneration and investment focusing on delivery of the above vision and how challenges may be overcome. The Growth Plan has been central to the development of the SRF providing a starting point for the SRF in defining spatial and strategic priorities.

The SRF defines the strategic context to do this and sets out the key strategies, principles and objectives across the range of inter-related economic, social and physical issues that impact on the borough. In doing this the SRF reflects relevant national, City Region and local strategies in order to maximise the opportunities to drive forward regeneration within key spatial development areas.

In order to achieve the overall vision for Wirral, the SRF identifies a number of spatial priorities to guide investment and deliver growth across the borough. These areas have been identified following analysis of employment land availability, business space and feedback from developers and investors. The spatial priorities for the SRF are:

- Birkenhead Town Centre
- Hamilton Square and Woodside
- Wirral Waters Enterprise Zone
- The A41 Corridor
- Wirral International Business Park
- New Brighton
- Local Town Centres

These are shown on the following borough-wide plan:

New Brighton Liscard Liverpool Wirral Waters Moreton Birkenhead Hamilton Square Hoylake BIRTown Centr & Woodside West Kirby New Ferry The A41Corridor Bebington Wirral International Heswall Business Park Key Bromborough Spatial Priority Area Eastham Local Town Centre Spatial Priority Area Motorway Strategic Road Railway

Figure E3: Wirral Spatial Priorities and Development Zones Plan

Source: Strategic Regeneration Framework - Wirral Council

A41 (North) Corridor and Wirral Waters Strategic Transport Feasibility Studies

Concurrently under development with the Strategic Transport Framework Action Plan (although reporting later) are the twin studies to develop transport strategies for the A41 (North) Corridor and Wirral Waters development areas. This work looks in more detail at the schemes identified and prioritised by this Strategic Transport Framework Action Plan, providing an evidenced account of the optioneering and preliminary design processes. Although now considered to be two components of the same study, the two areas are defined as follows:

- A41 (North) Corridor this refers to the northern-most section of the A41 in Birkenhead, stretching approximately from its junction with Green Lane at the Rock Retail Park to Woodside at the northern end of the site. In addition to the highways and junctions, the site includes the large-scale development areas of: Hind Street (site of the former M53 Ford garage behind Birkenhead Central rail station) and bounded by Argyle Street South to the west, the A41 to the east and the Queensway Tunnel toll plaza to the north; and Woodside including the existing bus station and ferry terminal, the adjacent commercial area, the large gyratory and its interface with Hamilton Square;
- Wirral Waters this refers to the enterprise zone and dockland area that forms the boundary between Birkenhead and Wallasey to the north of Birkenhead Town Centre. The area is owned by Peel Holdings and is the site for the flagship regeneration project which includes new residential, commercial and leisure uses on both the east and west floats of the dock. In highway terms, it is bounded by Corporation Road and Beaufort Road to the south, A5139 Dock Road to the north, A554 Tower Road to the east and A5088 Wallasey Bridge Road to the west.

These studies will present a more detailed set of schemes, packaged and phased as per the Strategic Transport Framework but with a more detailed commentary on optioneering and plans at a suitable scale.

Key Transport Issues in Wirral

A thorough appraisal of previously identified issues, supported by discussions with stakeholders and an assessment of additional updated sources of evidence has been undertaken to ensure that the emerging STF is fully cognisant of ongoing issues. Issue identification has provided the foundations for the development of the appropriate transport intervention schemes noted in the subsequent stages of this study, which ultimately seek to provide Wirral with a world class transport system.

Issues were identified from a number of sources including:

- The 2016 Wirral and City Region Pipeline studies;
- Baseline work for the A41 (North) and Wirral Waters Transport Feasibility Studies;
- Recent Analysis of the Wirral Transport Model (Saturn);

A list of 89 transport interventions was compiled from these sources and categorised into one of 15 groups.

Scheme Identification and Gap Analysis

Concurrently, potential improvement schemes from a variety of sources were identified. These sources included:

- The 2016 Wirral and City Region Pipeline studies;
- East Wirral Transport Study by Kellogg Brown and Root (2016).

The 69 schemes from these studies were subjected to a gap analysis to identify which spatial priorities, strategic themes and priorities from the SRF and draft Strategic Transport Framework had been satisfied by the schemes in the list and which required additional schemes. It was determined that, of the fifteen priorities and themes tested, the following nine ranked the lowest in terms of coverage from the previous pipeline of schemes:

- Wirral Waters EZ
- Hamilton Square

- Birkenhead Town Centre
- Woodside
- Wirral International Business Park
- Encourage healthy active travel
- A41 Corridor
- New Brighton
- High Quality Housing

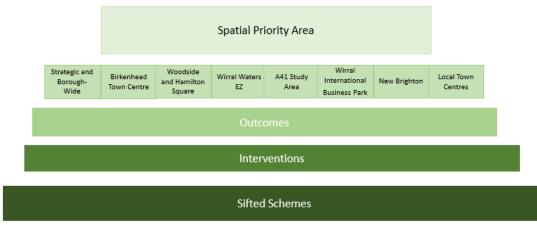
This corresponds to most of the SRF's spatial priorities (all aside from the Local Town Centres priority), and also highlights a deficiency in schemes that help to improve healthy active travel, and housing quality.

To address these gaps, additional schemes were conceived and added to the list. Further schemes were also added as a result of internal workshops and meetings, and from the ongoing scheme development work from the A41 (North) and Wirral Waters Feasibility Study work. In total a long list of 155 schemes was compiled and taken forward to the appraisal stage of the study.

Scheme Sifting and Appraisal

To further develop the Action Plan and aid the appraisal process, the sifted schemes were organised into themes which can be packaged together for use in the final strategy. All schemes were placed within a hierarchy as demonstrated in the image below.

Figure E4: Long List Structure



Source: Mott MacDonald

Distinct appraisal criteria were developed to ensure the schemes which were best positioned to enable growth were taken forward into the Strategic Transport Framework Action Plan. Therefore, policy context, ability to address key issues and deliverability were key to the development of criteria. The three main goals of the Liverpool City Region *'A Transport Plan for Growth'* form the overarching themes through which the various criteria were developed. These are:

• **Growth** – supporting economic growth through increasing employment, levels of productivity and investment;

- Low Carbon using a range of sustainable energy sources, having the option to use vehicles powered by alternatives to fossil fuels, and having increased levels of walking and cycling;
- Access to opportunity improving access to employment, training and education and wider opportunities such as healthcare, leisure and recreation.

A number of sub-themes were developed under each of these which take into account the priorities and themes of the Strategic Regeneration Framework and the key actions that Wirral want to deliver through the Strategic Transport Framework Action Plan as identified within the initial brief and rationale of this work.

Table E1: Assessment Criteria- Theme 1: Growth

| Assessment Criteria | Description | Sub-criteria | Source/Key Issue |
|----------------------------------|---|--|--|
| Economic Growth | The extent to which the scheme supports economic growth through job | Supporting Access to Regeneration and Development | Ambition in SRF to deliver 5,000 new jobs, 250 new |
| | creation and GVA uplift. | Supporting Birkenhead Town Centre | businesses and £250m of new inward investment by |
| | | Opening up new land for development | 2020. |
| | | Improving investment and job creation | Birkenhead Town Centre identified in SRF as spatial priority area for delivering growth. |
| Supporting Visitor Economy | The extent to which the scheme promotes the key attractions in the | Improving facilities and services at Woodside Ferry Terminal | Tourism and Cultural offera key strategic theme of |
| | borough and enhances accessibility for visitors. | Improved wayfinding and legibility | the SRF for driving growth. |
| | violitoro. | Building on key assets | |

Source: Mott MacDonald

Table E2: Assessment Criteria- Theme 2: Low Carbon

| Assessment Criteria | Description | Sub-criteria | Source/Key Issue |
|------------------------|---|--|---|
| Environmental | The extent to which the scheme creates high quality environments with | Maintain low levels of noise and pollution | STF Strategic theme: High quality environment |
| | minimal environmental impacts. | Protecting or enhancing landscapes | STF Environmental Pledge |
| | | Creating new green spaces | |
| | | Enhancing townscapes | |
| Local access and | The extent to which the scheme improves access by sustainable modes | Increased attractiveness of walking and cycling routes | Wirral Transport Strategy: Connecting Wirral- Key |
| connectivity | and reduces the dominance of vehicles on the local highway network. | Reducing the number of vehicles | priorities: Reliable and affordable public transport, |
| | on the local highway hetwork. | Making better use of the highway network | encourage healthy active travel, Inclusive integrated |
| | | Making better use of public transport | transport that supports our resident's needs. |
| | | Improved transport interchange | Tesidetit s fieeds. |
| | | Removing barriers to movement | |

Source: Mott MacDonald

Table E3: Assessment Criteria- Theme 3: Access to opportunity

| Assessment Criteria | Description | Sub-criteria | Source/Key Issue |
|------------------------|---|--|--|
| Social Impacts | The extent to which the scheme | Better connected communities | Wirral Waters Supporting |
| | improves quality of life creating attractive places to live and work. | Increased access to jobs / opportunities/ training | Road Infrastructure Feasibility Study and A41 Corridor Study |
| | | Reducing the number of accidents | specification/ STF |
| | | Enhanced pedestrian / cycle safety | Business and People Pledge |
| Deliverability | The extent to which the scheme will be | Public Approval | Department for Transport |
| | socially accepted and delivered within realistic financial and logistical | Stakeholder Approval | analysis guidance: WebTAG |
| | boundaries. | Barriers / Constraints | — WCDIAO |
| | | Land ownership / acquisition | |
| | | Relative difficulty / cost | |

The total score for each of the six assessment criteria was added together to produce an overall score that enabled schemes to be ranked. Each scheme was assigned a rank position between 1 and 155 where 1 was the highest scoring intervention. The approximate top 80% (122 schemes) were then taken forward into the short list of schemes to be packaged and phased into the final action plan.

Phasing and Packaging

A total of 17 packages have been put together, based on the previously noted interventions, which each contain a number of the 122 short listed schemes alongside indicative order of magnitude costs and timescales.

Schemes have been phased according to timescale with 3 key phases for each package as defined below:

- Phase 1: Short Term up to 2025
- Phase 2: Medium Term 2025-2030
- Phase 2: Long Term beyond 2030

The structure of packages and phasing of schemes is set out in Table E4, full details of schemes and packages can be found in Appendix D.

Table E4: Scheme Packages and Phasing

| Package Number | Package Name | Ref | Scheme | Phase | Cost | Owner |
|-------------------|---------------------------------|---------|--|-------|-----------|----------------|
| 1 | Expanding Active Travel | 1.2.1.3 | A553 Fender Lane to A553 / A554 roundabout cycle lane | 1 | £3m-£10m | Wirral Council |
| | | 1.4.1.1 | Wirral Circular Trail improvements - Coastal Cycle Strategy | 1 | £3m-£10m | |
| | | 1.4.1.2 | Implementation of Birket Scheme - Pasture Road to Reeds Lane, Moreton | 1 | £1m-£3m | |
| | | 1.4.1.3 | Wirral CityBike Scheme | 1 | £3m-£10m | |
| | | 1.4.1.4 | Active Travel Routes across the M53 | 1 | £3m-£10m | |
| | | 1.4.1.5 | Cycle Route to Arrowe Park and the Hospital | 1 | £1m-£3m | |
| | | 1.4.1.6 | Wirral Cycle Route Network - Connecting the Dots (previously SUDs) | 1 | £1m-£3m | |
| | | 8.3.2.1 | Active Travel Connectivity to Local Centres | 1 | £1m-£3m | |
| | | 8.3.2.2 | Residential Road Streetscape | 1 | £1m-£3m | |
| Total Cost | | | | | £20m-£50m | |
| 2 | Removing Highway Constraints | 1.3.1.1 | A540 Heswall Pinch Point Improvements | 1 | £3m-£10m | Wirral Council |
| | | 1.4.2.2 | Clatterbridge to Mersey Waterfront Corridor Improvements (A5137/B5137) | 2 | £3m-£10m | |
| | | 1.6.2.1 | Port Wirral Road Improvements and Signage Strategy | 2 | £1m-3m | |
| | | 1.6.3.1 | Airport Accessibility and Signage Strategy | 2 | £1m-£3m | |
| Total Cost | | | | | £10m-£20m | |
| 3 | Wirral Line Enhancements | 1.5.1.1 | Station facilities and waiting environment enhancements | 1 | £10m-£20m | Merseytravel |
| | | 1.5.1.2 | Wirral Line Park and Ride Enhancements | 1 | £1m-£3m | _ |
| | | 1.5.1.3 | Town Meadow/Ledsham New Stations | 2 | £3m-£10m | |
| | | 1.5.1.4 | Green Lane Station Refurbishment | 1 | £3m-£10m | |
| | | 1.5.1.5 | Park and Ride at Birkenhead Central (inc new forecourt and access route from east) | 1 | £3m-£10m | |
| | | 1.5.1.6 | Meols Station Accessibility | 1 | £3m-£10m | |
| | | 2.1.3.1 | Improvements to Bus Infrastructure at Birkenhead Park and Conway Park | 1 | £1m-£3m | |
| | | 2.1.3.3 | Hamilton Square-Bus/Rail Interchange Improvements | 1 | £1m-£3m | |
| | | 2.1.3.4 | Bus / Rail Interchange at Birkenhead North | 1 | £1m-£3m | |
| | | 2.1.3.5 | Bus / Rail Interchange at Birkenhead Central | 1 | £1m-£3m | |
| | | 7.1.1.1 | Bus / Rail Interchange at New Brighton | 1 | £1m-£3m | |
| | | 8.3.1.1 | Bus / Rail Interchange at West Kirby | 1 | £1m-£3m | |
| Total Cost | | | | | £20m-£50m | |
| 4 | Borderlands Line | 1.5.2.1 | Introduce New Borderlands (Wrexham - Bidston) Line Stations | 2 | £20m-£50m | |
| | Transformation | 1.5.2.2 | Extend Borderlands (Wrexham - Bidston) Line to Birkenhead North | 2 | £20m-£50m | |

| Package Number | Package Name | Ref | Scheme | Phase | Cost | Owner |
|-------------------|------------------------|----------|--|-------|-------------------|--|
| | | 1.5.2.3 | Borderlands (Wrexham-Bidston) Line Frequency Increase | 1 | n/a | Network Rail / |
| | | 1.5.2.4 | Borderlands (Wrexham - Bidston) Line Electrification (Extension of Merseyrail) | 2 | n/a | Merseytravel / |
| | | 8.3.1.4 | New rail spur and station – Heswall | 3 | £50m-£100m | Merseyrail |
| | | 8.3.1.2 | Heswall Station Bus / Rail Interchange, Linkage and Parking | 1 | £3m-£10m | |
| Total Cost | | | | | £100m-£500m | |
| 5 | Cross-River Strategy | 1.6.1.1 | Queensway Tunnel closure to general traffic | 3 | £20m-£50m | Liverpool City |
| | | 1.6.1.6 | Use of Queensway Service Tunnel for Rapid Transit | 3 | | Region CA |
| | | 1.6.1.12 | Queensway Tunnel Resilience Measures | 1 | | |
| | | 1.6.1.2 | Re-purposing of Queensway Tunnel for Public Transport Only | 3 | | |
| | | 1.6.1.3 | Kingsway Capacity Increase | 1 | £10m-£20m | |
| | | 1.6.1.4 | Kingsway Toll Plaza Re-modelling / Removal | 1 | | |
| | | 1.6.1.9 | Wirral Line Connectivity - Wirral Line to Northern Line Link | 3 | £10m-£20m | |
| | | 1.6.1.10 | New Mersey Crossing e.g. Bromborough – Aigburth | 3 | £500m-£1bn | |
| | | 6.1.1.1 | New access link into WIBP from Liverpool | 3 | £3m-£10m | |
| | | 1.6.1.13 | Mersey Tunnel Flood Resilience | 1 | £10m-£20m | |
| Total Cost | | | | | £600m- £1.1bn+ | |
| 6 | Birkenhead Town Centre | 2.1.1.1 | A41 Chester Street highway realignment | 1 | £10m-£20m | Wirral Council / Wirral Growth Company |
| | Gateways | 2.1.1.5 | Chester Street Junction Improvements | 1 | | |
| | | 2.1.1.6 | Signage improvement to Birkenhead Priory and Tranmere Docks | 1 | | Company |
| | | 2.1.1.7 | Electric charging points across borough | 1 | | |
| | | 2.1.1.8 | Signage/ better entrance to retail core | 1 | | |
| | | 2.1.1.9 | Birkenhead - local access road improvements | 1 | | |
| Total Cost | | | | | £10m-£20m | |
| 7 | Birkenhead Town Centre | 2.1.2.1 | Improved Public Realm in retail core | 1 | £10m-£20m | Wirral Council / |
| | Streetscape | 2.1.2.2 | Improved Public Realm Argyle Street | 1 | | Wirral Growth Company |
| | | 2.1.2.3 | Cleveland Street / Market Street / Price Street Public Realm | 1 | | Company |
| | | 2.1.2.4 | Public Realm improvements: Conway Street | 1 | | |
| | | 2.1.2.5 | Improved pedestrian crossing facilities along Argyle Street | 1 | | |
| | | 2.1.2.6 | Pedestrian overbridge of Borough Road, Whetstone Lane | 2 | | |
| | | 2.1.2.7 | Conway Park - Market Improved route | 1 | | |

| Package Number | Package Name | Ref | Scheme | Phase | Cost | Owner |
|-------------------|------------------------------|---------|--|-------|-------------|-----------------------------------|
| | | 1.5.1.7 | Re-modelling and Public Realm Improvements: Conway Park and Europa Boulevard | 1 | | |
| Total Cost | | | | | £10m-£20m | |
| 8 | Regenerating Woodside | 3.1.1.1 | Woodside Ferry Terminal Enhancements - new Pontoon | 2 | £10m-£20m | Wirral Council / |
| | and Hamilton Square | 3.1.1.2 | Reconfigure / Redevelop Woodside Gyratory roundabout | 2 | £10m-£20m | Wirral Growth Company / |
| | | 3.1.1.3 | Reconfigure / Redevelop Woodside Bus Station and relocate Bus Terminus | 2 | | Peel Holdings |
| | | 3.1.1.4 | Access Road to Rosebrae Development Site | 2 | | |
| | | 3.1.2.1 | Hamilton Street two-way outside Station | 1 | | |
| | | 3.1.2.2 | Remove mini-roundabouts at Hamilton Square | 1 | | |
| | | 3.1.2.3 | Remove Hamilton Street / Duncan Street road closure | 1 | | |
| | | 3.1.2.4 | Improved Public Realm outside Hamilton Square rail station | 1 | | |
| | | 3.1.2.6 | Improved Public Realm at Hamilton Square | 1 | | |
| | | 3.1.2.7 | Improved walk route between Woodside and Hamilton Square | 1 | | |
| | | 3.1.2.8 | Improve Argyle Street south approach to Hamilton Square | 1 | | |
| Total Cost | | | | | £20-£50m | |
| 9 | Gateways to Wirral Waters | 4.1.2.1 | A5139 Dock Road / A5088 Wallasey Bridge Road junction | 1 | £10m-£20m | Wirral Council / Peel Holdings |
| | | 4.1.2.3 | Duke St / Dock Road / Gorsey Lane junction | 1 | | |
| | | 4.1.2.4 | A5027 Dock Road / A554 Tower Road / A554 Birkenhead Road junction | 1 | | |
| | | 4.1.2.5 | Duke St / Corporation Road junction | 1 | | |
| | | 4.1.2.6 | Relocate Wirral Waters Industrial Uses to remove severance | 3 | | |
| | | 4.1.2.8 | Rendel Street / Corporation Road junction | 1 | | |
| | | 4.1.2.9 | Duke Street / Corporation Road junction | 1 | | |
| Total Cost | | | | | £10m-£20m | |
| 10 | Wirral Waters Cross- | 4.1.1.1 | Replacement of Poulton Bridge with a Fixed Structure | 3 | £20m-£50m | Wirral Council / |
| | Dock Connectivity | 4.1.1.2 | Replacement of Duke Street Bridge | 2 | | Peel Holdings |
| | | 4.1.1.4 | New north-south link and bridge | 3 | | |
| Total Cost | | | | | £20m-£50m | |
| 11 | Wirral Waters Supporting | 4.1.3.1 | Wallasey Bridge Road Improvements | 1 | £20m-£50m | Wirral Council / |
| | Highways | 4.1.3.2 | Beaufort Road and Wallasey Bridge Road (City Boulevard) | 2 | | Peel Holdings |
| | | 4.1.3.3 | A5030 Beaufort Road / A5088 Wallasey Bridge Road junction improvements | 3 | | |
| | | 4.1.3.4 | Corporation Road / Cavendish Street / Cleveland Street junction improvements | 3 | | |
| | | 4.1.3.7 | New development access from Beaufort Road and Wallasey Bridge Road | 3 | _ | |

| Package Number | Package Name | Ref | Scheme | Phase | Cost | Owner |
|-------------------|-----------------------|----------|--|-------|------------|---------------------|
| | | 4.1.3.8 | A5027 Gorsey Lane / Kingsway Tunnel junction improvements | 1 | | |
| Total Cost | | | | | £20m-£50m | |
| 12 | Wirral Waters Active | 4.1.4.1 | City Boulevard (green transport corridor Corporation Road and Beaufort Road) | 2 | £3m-£10m | Wirral Council / |
| | Travel | 4.1.4.2 | Tower Road / Birkenhead Road pedestrian / cycle link | 1 | | Peel Holdings |
| | | 4.1.4.3 | Footbridge on Dockside Route 3 | | | |
| | | 4.1.4.4 | A5027 Duke Street Public Realm | 2 | | |
| | | 4.1.4.5 | Wallasey Bridge Road cycle route | 2 | | |
| | | 4.1.4.6 | Dock Road cycle route | 2 | | |
| | | 4.1.4.7 | Pedestrian crossings on Tower Road | 1 | | |
| | | 4.1.4.8 | Toucan crossings on Wallasey Bridge Road | 3 | | |
| | | 4.1.4.9 | River Birket route into West Float | 3 | | |
| | | 4.1.4.10 | Cycle Route along Canning Street | 1 | | |
| | | 4.1.4.11 | Wirral Waters Pedestrian wayfinding strategy | 1 | | |
| | | 4.1.4.13 | Extend Victoria Park to Dock Road | 2 | | |
| | | 4.1.4.14 | Duke Street Active Travel Improvements | 2 | _ | |
| | | 4.1.4.15 | Green Link: Wirral Waters to Birkenhead Park | 2 | | |
| Total Cost | | | | | £3m-£10m | |
| 13 | World-Class Public | 1.5.4.1 | Integration of Merseyside ticketing with Deeside and Cheshire West | 1 | £3m-£10m | Merseytravel / |
| | Transport | 1.6.3.2 | Access to Deeside (PT) | 1 | £100-500k | Mersey Dee Alliance |
| | | 2.1.3.2 | Relocation of Birkenhead Bus Station | 1 | £10m-£20m | / illiarioc |
| | | 4.1.5.1 | Rapid Transit - Wirral Waters to Liverpool | 3 | £20m-£50m | |
| | | 4.1.5.2a | Rapid Transit - New Brighton to Rock Ferry via Wirral Waters - Phase 1 | 1 | £3m-£10m | |
| | | 4.1.5.2b | Rapid Transit - New Brighton to Rock Ferry via Wirral Waters - Phase 2 | 2 | £3m-£10m | |
| | | 4.1.5.3 | Bus routes diverted via Wirral Waters (410, 411, 413, 414) | 1 | n/a | |
| | | 7.1.1.2 | New Brighton Accessibility Improvements (Parking Review/Land Train) | 1 | £1m-£3m | |
| | | 8.3.1.3 | Brimstage Bus Connectivity | 1 | £1m-£3m | |
| | | 8.3.2.3 | Improved and integrated Taxi and DRT Coverage | 1 | £1m-£3m | |
| Total Cost | | | | | £50m-£100m | |
| 14 | A41 North Site Access | 5.1.1.1 | Access to Hind Street - Mollington Link Road | 2 | £10m-£20m | Wirral Council |
| | Improvements | 1.6.1.7 | Queensway Toll Plaza Re-modelling / Removal | 1 | £10m-£20m | _ |
| | | 5.2.2.2 | Green Lane Roundabout capacity improvements | 1 | £3m-£10m | |

| Package Number | Package Name | Ref | Scheme | Phase | Cost | Owner |
|-------------------|------------------------|---------|---|-------|------------|----------------|
| | | 5.2.2.4 | Ivy Street jnc capacity improvements | 1 | £1m-£3m | |
| | | 5.2.2.5 | Campbeltown Road capacity improvements | 1 | £1m-£3m | |
| | | 5.2.2.6 | Improve ped linkage to B'head town centre from south | 1 | £1m-£3m | |
| | | 5.2.2.7 | A41 / A552 / flyover area re-modelling | 1 | £10m-£20m | |
| | | 5.2.2.9 | A41 Southern Bus Access Improvements | 1 | £1m-£3m | |
| Total Cost | | | | | £50m-£100m | |
| 15 | A41 North Sustainable | 5.2.3.1 | Green link: Rock Ferry to Seacombe via Former Rail Corridor | 2 | £3m-£10m | Wirral Council |
| | Connectivity | 5.2.3.2 | Green Link: Woodside to Seacombe via waterfront | 2 | £3m-£10m | |
| | | 5.2.3.3 | Use of former Dock Railway for Rapid Transit | 2 | £10m-£20m | |
| Total Cost | | | | | £20m-£50m | |
| 16 | Hoylake Golf Tourism | 8.2.1.1 | Saughall Massie Link Road - New Infrastructure | 1 | £3m-£10m | Wirral Council |
| | Access | 8.2.1.2 | Saughall Massie Road- Infrastructure Upgrade | 1 | £3m-£10m | |
| | | 8.2.1.3 | Heron Road Improvements | 1 | £3m-£10m | |
| | | 8.2.1.4 | Other local access road improvements | 2 | £3m-£10m | |
| Total Cost | | | | | £20m-£50m | |
| 17 | Regenerating New Ferry | 8.1.1.1 | Downgrading New / Rock Ferry Bypass | 3 | £50m-£100m | Wirral Council |
| Total Cost | | | | | £50m-£100m | |

Towards a Transport Strategy

Wirral is demonstrating leadership in the Liverpool City Region through developing their Strategic Transport Framework of which this Action Plan is a key component. It is doing so ahead of Merseytravel's ongoing refresh of the City Region pipeline of schemes. As a result, the ongoing work being undertaken for Wirral Council presents a significant opportunity to influence the direction of the future strategy for City Region-wide investment. As is becoming clear, several of the schemes that are likely to be required in the SRF to better connect and support the development of the spatial priority areas identified in 2.2, are transformational on a City Region level too and could form the basis of a new Spatial Framework and Transport Strategy for the whole Combined Authority.

As noted earlier in the document, Liverpool City Region's overarching spatial framework guiding future development is under development, and a complimentary Transport Strategy is required to provide a challenging but achievable future endpoint. It is considered that the emerging concepts discussed in this document could provide the basis for such a Transport Strategy, tying in neatly with aspirations for Liverpool and other City Region partners.

A41 North - Phase 1 (to 2025)

The strategy for the A41 North area is based around the comprehensive re-modelling of both the Queensway Tunnel Toll Plaza and the network of flyovers. The opportunity afforded by Automatic Number Plate Recognition (ANPR) and other technologies could potentially allow the total removal of the toll plaza (or significant reduction in size), and it is further recommended that the flyovers are removed completely and replaced with an at-grade highway layout (largely remaining from prior to the construction of the flyovers). This would open up the Hind Street site as a major development opportunity, with at-grade access provided from the remodelled highway network, and a new eastern entrance at Birkenhead Central Station which would also provide a major enabling scheme for the Hind Street development.

In parallel, many of the highway dominated roads in the area would be substantially improved for pedestrians and cycles. These include Argyle Street, Conway Street and Europa Boulevard which would become key links in a new walkable Birkenhead Town Centre. The scheme for Europa Boulevard would also aid the opening up of a large development site to the north and west of Conway Park station being taken forward by the Wirral Growth Company as the Civic Campus development. The large gyratory between Argyle Street and the A552 Borough Road would be totally remodelled after the removal of the flyovers with a focus on accessibility for active travel modes into the town centre.

Connected with this is the improved Birkenhead Central Station. The redevelopment of Hind Street could allow the station to be accessed from the east and it is recommended that a new eastern forecourt be created to facilitate this, alongside enhanced public transport linkage.

The first phase of a new 'transit' system could also be implemented during Phase 1 which would coincide with Peel Holdings' aspirations for a 'Street-Car' system to enhance accessibility to Wirral Waters. Although envisaged as a 'feeder' system to connect key new destinations within the study areas, there is also a clear need for the network to fill in the gaps in the existing transport network and to connect new areas of demand together.

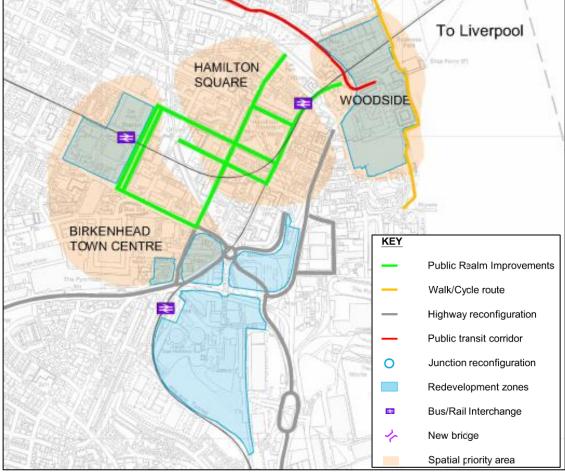


Figure E5: A41 North Strategy - Phase 1

A41 North Corridor - Phase 2 (2025 - 2030)

Phase 2 of the strategy constructs a new link road to connect the A41 directly with the Borough Road / Argyle Street junction. This would further open up the Hind Street area for development and enhance access to and from Birkenhead Central station. The site could then be directly connected to the town centre and ultimately Wirral Waters via re-use of the former Dock Railway alignment to provide a dedicated walking, cycling and transit corridor from Birkenhead Central (and potentially beyond to Rock Ferry) to Corporation Road at the north of the town centre.

Concurrently, Phase 2 proposes significant regeneration of the Woodside area of the town. Remodelling of the large-scale gyratory and redevelopment of the bus interchange (in favour of the enhanced bus-rail interchange now provided at Hamilton Square) would significantly aid in opening up the adjacent Woodside Business Park and commercial area to the south (with a new link road to Rose Brae).

Further access improvements to the town centre from the south could be achieved by substantial improvements at the junction of Borough Road and Whetstone Lane.

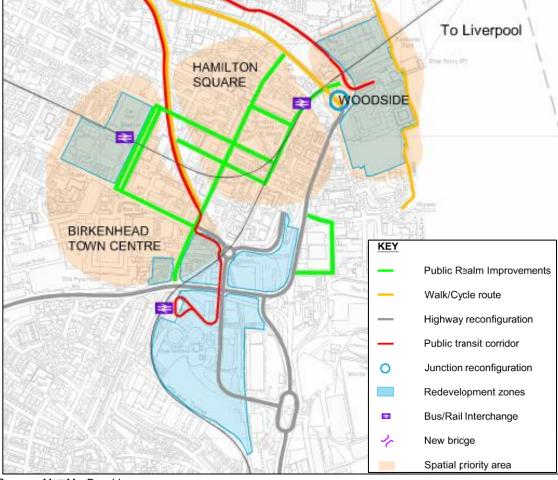


Figure E6: A41 North Strategy - Phase 2

A41 North Corridor - Phase 3 (2030 - 2040)

Phase 3 involves a further major change to movement in the area made possible by a major scheme to be described later. The main change affecting the A41 is the removal of general traffic from the Queensway Tunnel, reserving it for public transport (both regular buses and the enhanced transit concept discussed previously). The removal of traffic would significantly reduce the amount of through-traffic in this part of the town centre and would allow appreciably more space for enhanced Public Realm and public transport accessibility.

In a further potential innovation, the former Queensway service tunnel from Rendel Street in the north of the town centre could provide a dedicated transit access corridor allowing the mode to access the tunnel directly from Wirral Waters and link into schemes on the Liverpool side of the Mersey (this will be discussed further in subsequent sub-sections). This would represent a significant new use of an existing underused asset and help to further cement the Queensway Tunnel as a public transport conduit. Depending on the mode chosen for transit system, this could integrate directly with systems on the Liverpool side of the river or could at least provide highly efficient interchange with potential future networks.

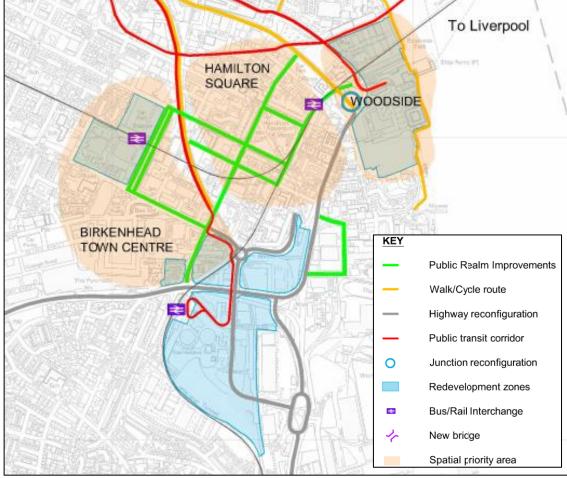


Figure E7: A41 North Strategy - Phase 3

Wirral Waters - Phase 1 (to 2025)

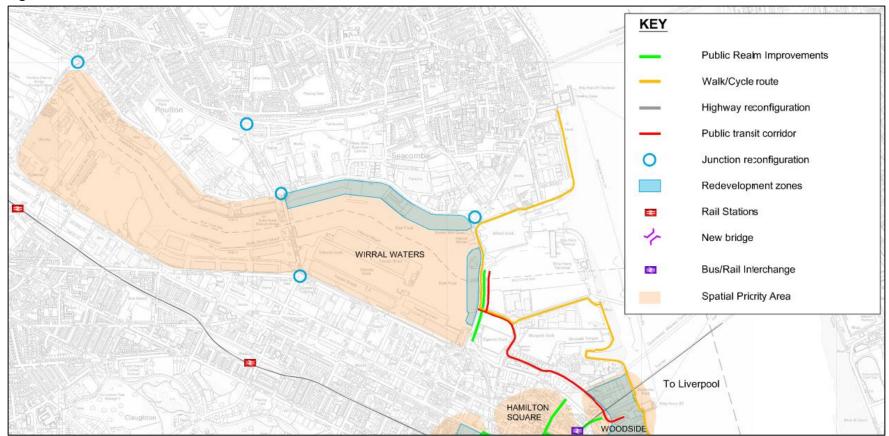
Phase 1 of Peel's Wirral Waters development is focussed on the north east and east of the site on Dock Road and Tower Road. To facilitate this immediately, the majority of the proposed effort is required to bring the existing network up to required standards of capacity and accessibility. In this way road and junction improvements are required at the junctions of:

- Dock Road / Gorsey Lane;
- Dock Road / Birkenhead Road;
- Duke Street / Corporation Road;
- Wallasey Bridge Road / Dock Road

Peel's aspiration is to construct a light rail 'Street-Car' system between Woodside Ferry Terminal and Tower Road using much of the heritage tram alignment. This route is therefore proposed as the first phase of the enhanced transit network serving Wirral Waters, however the system may ultimately need to be higher capacity than is possible using the heritage tram alignment and it is recommended that Wirral Council and Growth Company work co-operatively with Peel to identify the optimal solution for this system.

In addition, walking and cycling routes to access Wirral Waters from the south are required. As part of this, significant route improvements on Tower Road itself extending northwards along Birkenhead Road are proposed, connecting into Wirral Circular Trail.

Figure E8: Wirral Waters - Phase 1



Source: Mott MacDonald

Wirral Waters - Phase 2 (2025-2030)

In Phase 2, the major proposal is a significant expansion of the transit network around the East Float of the docklands making use of the preserved dock railway alignment on the south side of the dock and potentially running on-street on the northern (Dock Road) side. The transit network would be accompanied as elsewhere by adjacent walking and cycling routes (and the width is clearly available for this on the former rail alignment). This would also incorporate the replacement of the Duke Street bridge (which is approaching life expiry and is likely to need replacing in the medium term) and could be replaced with a more suitable structure to cater for multiple modes of transport.

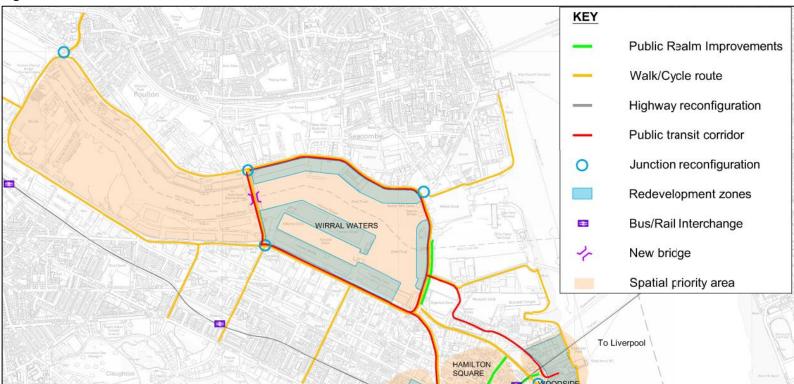


Figure E9: Wirral Waters - Phase 2

Source: Mott MacDonald

Enhanced public realm and walking and cycling routes are proposed to tie the area better into the residential areas to the south of the site as well as Birkenhead Park. As part of this, an improved bus-rail interchange at Birkenhead Park station is recommended alongside an increased number of bus services penetrating further into the Wirral Waters site via Duke Street.

Wirral Waters - Phase 3 (2030-2040)

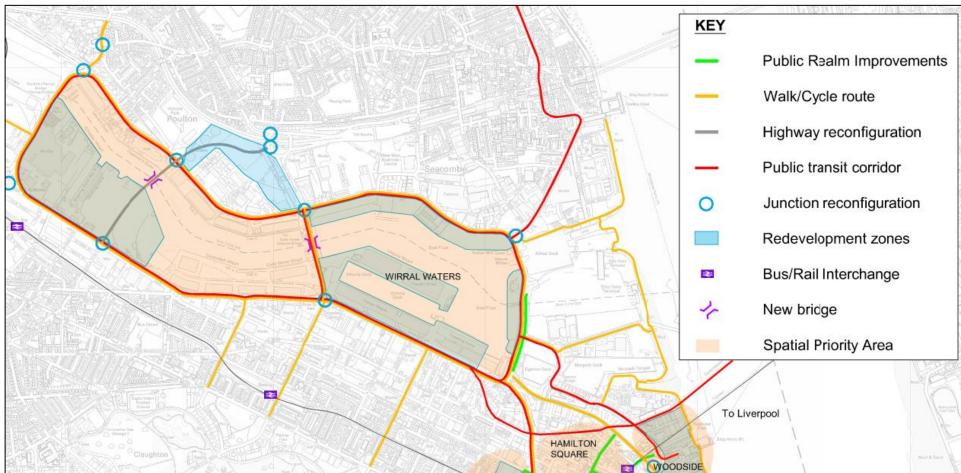
With the third phase of the strategy for Wirral Waters comes the proposed extension of the transit system in three parts. Firstly, the system is extended around West Float to open up this part of the site for development, secondly the system is extended to the north serving Seacombe and New Brighton via the A554, and thirdly the system is extended to Liverpool via the Queensway service tunnel and the newly public-transport-only Queensway tunnel. It is envisaged that the Liverpool-bound route would leave the dockside route via Corporation Road and Rendel Street, accessing the service tunnel and travelling to Liverpool via Queensway.

This route runs alongside an improved City Boulevard corridor (Corporation Road / Beaufort Road) which provides highway access but with significantly enhanced Public Realm. In addition, Wallasey Bridge Road will require significant Public Realm improvements and the replacement of the existing bridge with a new fixed structure.

To further improve accessibility to the east of the site, a new multi-modal link (walking, cycling, highway) is created to connect the Wallasey Tunnel Approach junction with the new City Boulevard via a new bridge over the dock. This link further opens development land in the West Float area and ensures that the site is fully accessible by all modes.

Finally, the waterfront active mode route could be extended into Seacombe by providing access across the Ro-Ro terminal avoiding the longer route around via the roads. This would significantly enhance the attractiveness of walking and cycling as a means of accessing Seacombe from the south.

Figure E10: Wirral Waters - Phase 3



Emerging City Region Transport Strategy

The following components form the basis of the proposed longer-term transport strategy for Wirral and could form key elements of an overarching transport strategy for the City Region:

- Queensway Tunnel for Public Transport Only As part of the third phase of the A41
 North and Wirral Waters transport strategies, it is proposed to close the Queensway Tunnel
 to general traffic and retain it for public transport only (bus and new transit);
- 2. Kingsway Tunnel Capacity Upgrade As a part mitigation to the closure of Queensway to general traffic, it is proposed that the Kingsway Tunnel be upgraded in capacity. The first and potentially easiest phase of this would be replacing the toll plaza with a technological tolling solution e.g. utilising ANPR which would dramatically speed up traffic accessing and egressing the tunnel;
- 3. **New Transit Routes Introduced** By phase 3 of the A41 North and Wirral Waters strategies, the transit network would extend from New Brighton in the north to Birkenhead Central and potentially extending to Rock Ferry in the south. It would serve Wirral Waters comprehensively and provide direct links to Woodside and across the river to Liverpool via Queensway tunnel. Given noted aspirations on the Liverpool side of the Mersey to create transit across the City Centre, eastwards to the Knowledge Quarter via Brownlow Hill, and north to Liverpool Waters via the waterfront¹, there is the potential to tie the Wirral transit network into a wider City Region network operating on both sides of the river and allowing the costs, benefits and risks to be better distributed between City Region partners;
- 4. Borderlands Line and Links to Heswall There are long-standing proposals to increase the level of service on the Borderlands (Wrexham Bidston) line and to incorporate it into the Merseyrail network to run trains direct from Wrexham to Liverpool business case work for this is already under development. With the latest franchise commitments from Abellio (the new Wales and borders franchisee) and Merseyrail, it seems likely that this could be achieved without expensive electrification but instead utilising battery power (with recharging at either end). Significant benefit could be gained, however, by creating a better connection to Heswall town centre potentially even providing a new rail spur and interchange close to the retail centre.
- 5. A41 Downgraded North of Bromborough The closure of Queensway to general traffic would significantly reduce the amount of through-traffic on the A41 north of Bromborough. Select Link Analysis from the Liverpool City Region Transport Model highlight that much of Queensway's traffic is not heading for either Birkenhead or Liverpool City Centres but is instead travelling between Wirral and the M62 / South Liverpool from a wide catchment area including Chester, Ellesmere Port and North Wales. As such there would be less reason to travel on the A41 to complete these journeys and the route could be downgraded. Nowhere would this be more beneficial than at New Ferry and Rock Ferry whose town centres were effectively severed from their residential populations when the bypass was constructed.
- 6. New Cross-Mersey Link and Tidal Barrage In order to facilitate the above components, there will need to be a major alternative route for traffic accessing Liverpool from Wirral, but which avoids the city centre and links better to the motorway and South Liverpool networks. The Mayor of Liverpool City Region has strong aspirations for a tidal barrage on the Mersey estuary to generate power and provide a degree of sustainable energy independence. The proposal is to link these two projects and create a new bridge and tidal barrage across the Mersey, potentially from the Bromborough area to Otterspool in Liverpool. This would tie in with the South Liverpool corridor improvement which is currently ongoing and which could potentially be linked into the Queens Drive ring road route to the M62. The bridge would

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See Knowledge Quarter Vision Document for details of the Lime Line concept at https://www.kqliverpool.co.uk/wp-content/uploads/2017/10/7203_KQ_Transport_Vision-AW_WEB.pdf

provide a high capacity route which effectively bypasses much of the most sensitive parts of the network whilst facilitating the changes described earlier in this section. By linking the scheme with the tidal barrage, deliverability could be increased albeit requiring a solution which allows the Mersey to remain navigable. If rail were also to make use of the new structure, new route potential could be opened up between South Wirral and Liverpool Airport, and between the Northern Line and the Wirral Line destinations with direct journeys possible from Southport to Chester via Liverpool City Centre.

The strategic components of the strategy are shown in the plan overleaf: In addition to these more strategic components of the strategy, a number of additional interventions are proposed throughout the borough to address other key transport shortfalls and to complete the Strategic Transport Framework Action Plan. These include:

- A new access to Wirral International Business Park this could potentially be delivered directly from the proposed New Cross-Mersey Link;
- Saughall Massie Link Road new infrastructure to support the development of golf tourism in the Hoylake area;
- Heron Road improvements further improvements to the accessibility of Hoylake and West Wirral;
- Bus / Rail interchange improvements at New Brighton and West Kirby stations to improve accessibility and integration; and
- A new transport hub in Heswall town centre providing multi-modal interchange and integration.

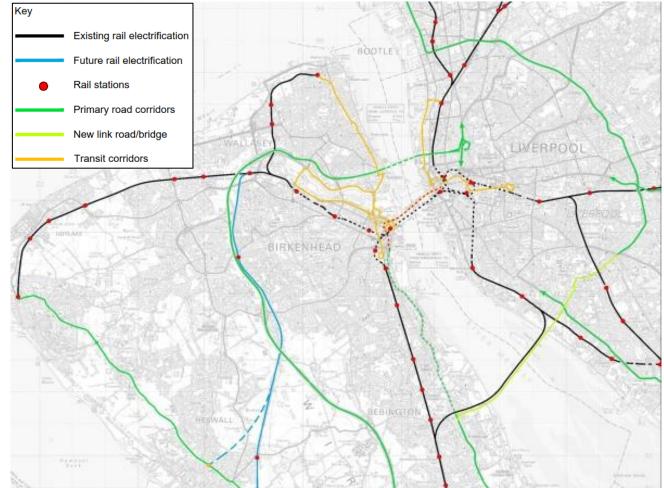


Figure 1: Wirral Strategic Transport Framework - Strategic Interventions

Next Steps

The Action Plan of schemes identified during this work is based upon the schemes put forward in 2016 for the Wirral Transport Pipeline but goes much further than this previous document in ensuring the schemes are consistent with:

- The priorities of Wirral Council and Wirral Growth Company through the Strategic Regeneration Framework;
- The emerging strategies for the A41 North and Wirral Waters development areas;
- The refreshed list of issues that the action plan must tackle in terms of transport provision across the borough; and
- Further work undertaken since the publication of the previous pipeline including the East Wirral Transport Study (by KBR) and the latest information on Wirral Waters, Woodside and Hind Street developments.

As noted earlier, this Strategic Transport Framework Action Plan is just one component of the suite of work currently being undertaken on behalf of Wirral Council and Wirral Growth Company. Concurrently work is being undertaken on the business case for Saughall Massie

Road improvements, and the transport strategies for the A41 North and Wirral Waters development zones. Further to these, modelling work is also being undertaken to understand the impacts of the schemes proposed within this and the other noted studies.

More immediately, the packages and schemes contained within this document will need to be fed into the ongoing City Region Pipeline Refresh being undertaken by Merseytravel, particularly the more strategic schemes which will require multiple partner organisations to support and deliver. The structures to ensure this happens are already in place through existing City Region governance (and the Transport Advisory Group – TAG) and should therefore be readily achievable.

In time there will be a need for more detailed design of the measures proposed in this action plan. Alongside this is the need to identify future funding sources and to apply for this via the traditional business case process. This will be an important next step but it should also be noted that significant amounts of the proposed workload will be of great importance and significance to key third parties such as Peel Holdings, Ion Developments and the Wirral Growth Company partners and there may, therefore, be a substantial amount of third party funding available to help to deliver these schemes. Early engagement with these parties is considered to be crucial to ensure a beneficial outcome for all concerned.



1 Purpose of this report

1.1 Introduction

Mott MacDonald has been commissioned by Wirral Council to develop Stage 2 (the Action Plan) of a Strategic Transport Framework (STF) for Wirral, with Stage 1 of this process (undertaken by Wirral Council) being the development of the strategic narrative for the framework.

Stage 2 is a critical refresh of the current Wirral Transport Investment Pipeline, including a high-level options appraisal of the infrastructure required to support the Council's regeneration proposals. As well as refreshing the existing/current schemes, there is an opportunity to identify any additional or new schemes which could be considered within the final Framework. The outcome of this stage of work is this Action Plan of future schemes to support the implementation of the Framework. Figure 2 shows how these elements relate to one another.

Strategic Regeneration Framework

Place Shaping Vision Profiles Key Opportunities Regeneration Principles

Strategic Transport Framework

Strategic Transport Framework Action Plan

Feasibility Studies

High Priority Schemes

Business Cases

Funding Applications

Delivery

Figure 2: The Wirral Transport Pipeline Wider Development Process

Source: Mott MacDonald

In 2016, Mott MacDonald produced (on behalf of Merseytravel) the Liverpool City Region (LCR) Transport Investment Pipeline, which covered Halton, Knowsley, Liverpool, Sefton, St. Helens and Wirral as well as an overarching City Region level pipeline undertaken for Merseytravel. This project presented a 'pipeline' of transport investments for the next 20 years in the LCR, with one pipeline for each area. The pipeline was intended to act as the investment framework

for transport schemes to be developed and delivered in support of the LCR's new strategic transport vision, *A Transport Plan for Growth*.

1.2 Why is a refresh needed?

Since the development of the first Wirral Transport Pipeline in 2016 Wirral Council has produced a number of local policy documents which set the borough in the context of significant economic growth. The Strategic Transport Framework Action Plan is therefore required to enable this growth and will ensure that the transport network is fully aligned with Wirral's regeneration plans / proposals.

Wirral's ambitious aspirations for growth are outlined within the Wirral Strategic Regeneration Framework (SRF) – part of Wirral's comprehensive '2020 Vision' - which sets out the priorities and challenges for economic growth in the borough, to help guide and proactively drive investment and development activity across Wirral. The SRF focuses on strategic themes and areas of significant growth potential, identified as the spatial priorities. These are discussed further in Section 2 which introduces the SRF and outlines the key components that feed into the Strategic Transport Framework. The Wirral Strategic Regeneration Framework provides the context for delivering the outcomes of the Wirral's Growth Plan including existing and new initiatives that will accelerate delivery of physical, economic and social change in a co-ordinated way.

To aid this acceleration in economic growth Wirral Council has created a joint venture partnership with Muse Developments forming the Wirral Growth Company. This 10-year investment deal aims to fast track economic growth in Wirral through 'new expertise, new ideas and new investment in Wirral. It will allow the Council to share in the risks but reap the rewards of the regeneration of key sites across the whole borough.' Amongst other projects being progressed by the Growth Company is a new Commercial District in Birkenhead centred around Europa Boulevard and Conway Park, and a new Market and leisure development in the town centre.

Wirral Council has also produced a draft Strategic Transport Framework which defines what the transport network must offer to enable the aspirations identified within the SRF with a vision to improve transport for all residents, businesses and visitors; creating a joined up and efficient transport system. This Action Plan of transport schemes will support the development of the STF, as a means to achieve its ambitions and therefore enable the overarching aims of the SRF.

The Strategic Transport Framework Action Plan will structure schemes in terms of cost, timescale and priority for the borough. The highest priority and most advantageous schemes can then be further developed to establish their feasibility and business cases produced in order to secure appropriate funding sources.

The Strategic Transport Framework Action Plan will therefore be central to allowing Wirral to achieve the aims of the Strategic Transport Framework and fast track the growth set out in the SRF.

1.3 Methodology

This report primarily describes the process undertaken to develop the Strategic Transport Framework Action Plan. An overview of the methodology is demonstrated in the following figure and will be reflected within the structure of this report. This systematic approach ensures the

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² Cllr Phil Davies, Leader of Wirral Council.

overall strategy is cohesive and considers all previous work undertaken in the context of the Strategic Regeneration Framework.

Figure 3: Strategic Transport Framework Action Plan Methodology

Phase 1:
Assess SRF and identify spatial priorities and requirements

Phase 2:
Review of current
pipeline and identification
of new schemes

Phase 3:
Scheme prioritisation and shortlisting

Phase 4: Recommendations and reporting

Source: Mott MacDonald

The methodology undertaken is summarised as follows:

- Phase 1: The Strategic Regeneration Framework and draft Strategic Transport Framework document were reviewed to identify key spatial priorities, development aspirations and objectives, and to provide guidance over the Council's vision for the future of Wirral;
- Phase 2: The priorities identified in the previous phase were used to test the alignment of the previous 'pipeline' of transport schemes with the vision for Wirral. This provided an understanding of the suitability of the previous schemes and helped to determine gaps in its coverage which required filling. In parallel, a full list of transport, access and movement issues for Wirral was identified from a variety of sources including previous reports, stakeholder workshops and baseline work for the A41 North and Wirral Waters feasibility studies. This facilitated the emergence of new schemes for consideration for addition to the long list;
- Phase 3: The new long list of schemes was initially sifted to remove scheme duplication, schemes already being progressed, and schemes poorly aligned with the Strategic Regeneration Framework's priorities. Following this a fuller INSET³ appraisal was undertaken to score each scheme according to a set of agreed criteria. This reduced the list of schemes considered for progression to a more manageable level and ensured the quality and efficacy of the progressing schemes;
- Phase 4: In the final phase of the study, the shortlisted schemes were packaged and phased into 'bundles' to be developed further, the components within each of these bundles following a common theme. This resulted in a total of 17 packages for Wirral Council to consider further and progress; these were summarised in proforma form. The process and results of the study were then comprehensively described in this final report.

1.4 Report Structure

This report sets the Strategic Transport Framework Action Plan in the context of regeneration across the borough and demonstrates how the list of schemes has been developed, appraised and structured. The remainder of this report is structured as follows:

³ To be described in more detail later in the document – a sifting and appraisal tool for strategic transport work.

- Section 2: Strategic Regeneration Framework- this section reviews the Strategic Regeneration Framework demonstrating how its key components feed into the Strategic Transport Framework and its Action Plan to enable its aspirations.
- Section 3: Concurrent Wirral Transport Projects- this section outlines how this piece of work fits in with other ongoing transport studies across Wirral.
- Section 4: Towards a Transport Strategy- this section sets out how this piece of work will
 progress into the final transport strategy and discusses the next stages for Wirral towards
 implementation of transport schemes.
- Section 5: Identification of Key Transport Issues- this section describes how the list of key issues were developed and categorised in order to generate ideas for potential schemes.
- Section 6: Review of Previous Wirral Transport Pipeline- this section focuses on the schemes listed in the previous transport pipeline in order to identify gaps where new schemes may be required due to the changing context across the borough and to reflect the latest development ambitions.
- Section 7: Recommendations for New Wirral Strategic Transport Framework
 Schemes- this section highlights the new schemes which have emerged during the refresh of the pipeline as a result of the gap analysis and consultation with key stakeholders. The new long list is then presented at the end of this section.
- Section 8: First Sift and Structuring of Long List- section 8 outlines the steps taken to
 organise schemes for appraisal and then carry out a high-level initial sift.
- Section 9: Appraisal of Long List- this section provides detail on how the long list of schemes has been appraised including the specific criteria used and the appraisal results.
- Section 10: Packaging and Phasing of Schemes- this section illustrates the various ways in which appraised schemes have been packaged together and how they will be phased throughout the pipeline period.
- Section 11: Innovation
- Section 12: Conclusions and Next Steps the final section provides an overview of the
 outcomes of this piece of work and discusses the next steps involved in delivering them.

2 Strategic Regeneration Framework

The Strategic Regeneration Framework (SRF) has been produced by Wirral Council to identify the priorities and challenges for economic growth in the borough and drive investment across Wirral. It focuses on the areas of significant growth potential identified and agreed in the Wirral Plan- A 2020 Vision; these are Birkenhead Town Centre (including Woodside and Hind Street), Birkenhead Hinterland, Wirral Waters Enterprise Zone (EZ) and the A41 North corridor.

2.1 Strategic Regeneration Framework Context

A combination of the Northern Powerhouse agenda, the historic devolution agreement and the development of a world class business offer will create significant change across Wirral transforming its economy for its current and future residents.

In addition, Wirral is home to nationally significant economic development projects such as Wirral Waters EZ and key growth sectors including advanced manufacturing, maritime, visitor economy and the opportunity to generate sustained renewable energy. Wirral are now in a position to accelerate the delivery of development opportunities across the borough in order to drive forward the Growth Plan vision of sustainable growth where:

"Wirral will be a place where employers want to invest, business thrives, and high-quality jobs are provided and where all our residents are able to contribute to and benefit from sustained prosperity and a good quality of life in a high-quality environment."

This ambitious vision for the future of Wirral anticipates substantial amounts of development across the borough. Such transformational changes undoubtedly present significant opportunities. However, in tandem, development on this scale also poses future challenges for the transport network in seeking to accommodate and facilitate the planned growth of Wirral.

The SRF has therefore been developed to set out a clear framework to guide this regeneration and investment focusing on delivery of the above vision and how challenges may be overcome. The Growth Plan has been central to the development of the SRF providing a starting point for the SRF in defining spatial and strategic priorities.

Figure 4: Strategic Regeneration Framework Development



The SRF defines the strategic context to do this and sets out the key strategies, principles and objectives across the range of inter-related economic, social and physical issues that impact on the borough. In doing this the SRF reflects relevant national, City Region and local strategies in order to maximise the opportunities to drive forward regeneration within key spatial development areas. Key strategies and other documents include:

- The Government's Industrial Strategy Green Paper – HM Government – Jan 2017⁴
- Liverpool City Region Growth Strategy -Liverpool City Region LEP and Combined Authority - 2016⁵
- Liverpool City Region Devolution Deal HM Treasury and Liverpool City Region Combined Authority – November 2015⁶
- The Northern Powerhouse Strategy HM Government – November 2016⁷

- Mersey Dee Alliance: Unlocking our true potential – Mersey Dee Alliance – March 2017⁸
- The Wirral Plan A 2020 Vision Wirral Council – June 2015⁹
- Wirral Core Strategy Local Plan Wirral Council – Wirral Council - Forthcoming¹⁰
- The Wirral Growth Plan The Wirral Partnership¹¹
- Atlantic Gateway Strategic Plan Atlantic Gateway Partnership – January 2018¹²

A review of key policies has shown that there is a robust higher-level framework in place within which the opportunities and needs of Wirral can be considered and which has informed the development of the SRF.

2.2 Emerging Spatial Priorities

In order to achieve the overall vision for Wirral, the SRF identifies a number of spatial priorities to guide investment and deliver growth across the borough. These areas have been identified following analysis of employment land availability, business space and feedback from developers and investors. The spatial priorities for the SRF are:

- Birkenhead Town Centre
- Hamilton Square and Woodside
- Wirral Waters Enterprise Zone
- The A41 Corridor
- Wirral International Business Park
- New Brighton
- Local Town Centres

⁴ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/611705/building-our-industrial-strategy-green-paper.pdf

⁵ https://www.liverpoollep.org/wp-content/uploads/2016/06/SGS-Final-main-lowres.compressed.pdf

⁶https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/477385/Liverpool_devolution_deal_unsigned.pdf

⁷ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/571562/NPH_strategy_web.pdf

⁸ http://www.merseydeealliance.org.uk/wp-content/uploads/Unlocking-Our-True-Potential/Final%20Doc%201617-01408%20MDA%20-%20Unlocking%20Our%20True%20Potential%20-%2016.03.17.pdf

https://www.wirral.gov.uk/sites/default/files/all/About%20the%20council/Wirral%20Council%20Plan%20-%20a%202020%20Vision.pdf

¹⁰ https://www.wirral.gov.uk/planning-and-building/local-plans-and-planning-policy/local-plans/core-strategy-local-plan

¹¹ https://www.wirral.gov.uk/sites/default/files/all/About%20the%20council/Wirral%20Plan/Wirral%20Growth%20Plan.pdf

¹²https://static1.squarespace.com/static/5b6afb252971149434f91ae5/t/5b6d88b90e2e723be240365e/1533905086018/Atlantic+Gateway +Strategy+2018.pdf

The first three of these are shown on the following plan which highlights how the spatial priority areas in Birkenhead relate to each other spatially. The remaining spatial priorities are shown within Figure 5.

Seacombe

Seacom

Figure 5: Central Spatial Priority Areas

Source: Strategic Regeneration Framework – Wirral Council

When the strategic borough-wide area is added to this list, we arrive at a total of 8 spatial priorities for the Strategic Transport Framework to focus on. The identification of these spatial priorities has directly informed the development and appraisal of transport schemes in order to ensure they are the most appropriate solution to help deliver growth across the borough.

Note that the A41 Corridor is not to be confused with the A41 North Strategic Transport Feasibility Study Area referred to within this document as A41 (North) which is centred on the section of Birkenhead at the northern end of the A41 and includes Woodside and Hind Street development areas.

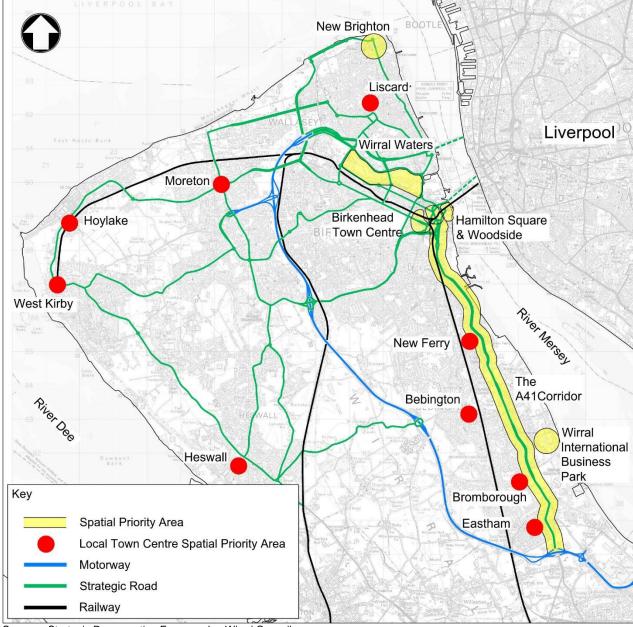


Figure 6: Wirral Spatial Priorities and Development Zones Plan

Source: Strategic Regeneration Framework – Wirral Council

2.3 Emerging Themes

In addition to identifying spatial priorities the SRF also sets out as number of key strategic themes which will support the delivery of physical, economic, social and environmental change in a co-ordinated and cohesive way and deliver wider regeneration. These are:

- High Quality Housing
- Employment, Skills and Economic Development
- Excellent Connectivity transport and digital
- The Tourism and Culture offer
- Sustainable development and a high-quality environment
- A great place to live and work healthier lifestyles and safer neighbourhoods

These themes have been considered at all stages during the option development process to examine where the previous pipeline needs updating and to identify the need for any new schemes required to support the Strategic Regeneration Framework objectives and was therefore a key component in the gap selection process.

These emerging themes are directly aligned with the wider aims of the Liverpool City Region. The Liverpool City Region Growth Strategy sets out the strategy for growth for the City Region and identifies key priority sectors for growth – Low Carbon Energy, Advanced Manufacturing, Digital and Creative, Finance and Professional Services, Health and Life Sciences, Maritime and Logistics and the Visitor Economy. Focussing on these growth sectors will maximise the impact of investment and opportunities over the coming years.

Wirral's growth sectors of advanced manufacturing, energy, maritime and visitor economy have been identified by City Region research as underpinning these key priority sectors.

The Strategic Transport Framework has been produced to identify how transport improvements can enable the growth set out within the SRF. This document has been developed in line with the transport priorities of the Combined Authority which are set out in the Liverpool City Region Transport Plan for Growth. These include:

- Growth supporting economic growth through increasing employment, levels of productivity and investment;
- Low Carbon using a range of sustainable energy sources, having the option to use vehicles powered by alternatives to fossil fuels, and having increased levels of walking and cycling;
- Access to opportunity improving access to employment, training and education and wider opportunities such as healthcare, leisure and recreation.

The delivery of the Strategic Transport Framework will therefore support the Transport Plan for Growth (LCR CA – March 2015)¹³ and aim to deliver a co-ordinated and efficient transport network.

https://www.merseytravel.gov.uk/about-us/local-transport-delivery/Documents/8375%20Plan%20for%20growth%20WEB%20FINAL.pdf

3 Concurrent Wirral Transport Projects

Wirral's Strategic Transport Framework (STF) Action Plan is the first of a suite of documents being produced by Mott MacDonald on behalf of Wirral Council. It outlines why investment in transport infrastructure and enhanced accessibility is vital to deliver the aims and aspirations of the Council, as expressed within the Strategic Regeneration Framework. It then presents a set of defined packages to be considered for further development and progression within the borough over the coming years. In this section, the other Wirral-commissioned work that is ongoing will be briefly discussed, providing a fuller picture of the Council's wider work programme for transport as progress is made towards achieving the strategic vision.

3.1 A41 North Corridor and Wirral Waters Strategic Transport Feasibility Studies

Concurrently under development with the Strategic Transport Framework Action Plan (although reporting later) are the twin studies to develop transport strategies for the A41 (North) Corridor and Wirral Waters development areas. This work looks in more detail at the schemes identified and prioritised by this Strategic Transport Framework Action Plan, providing an evidenced account of the optioneering and preliminary design processes. Although now considered to be two components of the same study, the two areas may be defined as follows:

- A41 (North) Corridor this refers to the northern-most section of the A41 in Birkenhead, stretching approximately from its junction with Green Lane at the Rock Retail Park to Woodside at the northern end of the site. In addition to the highways and junctions, the site includes the large-scale development areas of: Hind Street (site of the former M53 Ford garage behind Birkenhead Central rail station) and bounded by Argyle Street South to the west, the A41 to the east and the Queensway Tunnel toll plaza to the north; and Woodside including the existing bus station and ferry terminal, the adjacent commercial area, the large gyratory and its interface with Hamilton Square;
- Wirral Waters this refers to the enterprise zone and former dockland area that forms the boundary between Birkenhead and Wallasey to the north of Birkenhead Town Centre. The area is owned by Peel Holdings and is the site for the flagship regeneration project which includes new residential, commercial and leisure uses on both the east and west floats of the dock. In highway terms, it is bounded by Corporation Road and Beaufort Road to the south, A5139 Dock Road to the north, A554 Tower Road to the east and A5088 Wallasey Bridge Road to the west.

These studies will present a more detailed set of schemes, packaged and phased as per the Strategic Transport Framework but with a more detailed commentary on optioneering and plans at a suitable scale. They are expected to report over the coming weeks during late 2018.

3.2 Wirral Transport Modelling and Benefits Calculation

To support the above commissions, Mott MacDonald have embarked on a process of modelling the changes recommended by the suite of studies. In particular, the modelling focusses on the two core areas of A41 North and Wirral Waters and studies the impact on the highway network that the schemes will engender in the short (prior to 2025), medium (2025 to 2030) and longer terms (2030+). The modelling will also take a more strategic look at the entire Wirral transport network with all recommended schemes in place to provide a long term understanding of

network operation with the most strategically important elements of the Strategic Transport Framework implemented.

The impact on the highway network is, of course, not the whole story in establishing the impact and value of the recommended schemes. Of great importance are the schemes that will benefit the public by transforming public spaces and creating a more pleasant, healthy and accessible place to live by transferring highway space to more active and sustainable modes of transport. In addition, the economic benefit of opening up developable land as a result of transport schemes will need to be understood. These benefits are difficult to capture with a traditional highway model and instead, require the input of our Economic and Social Development team. Using their expertise in captured land value and valuing schemes from a societal perspective, the true benefit of the recommended work in Wirral can and will be fully understood and assessed.

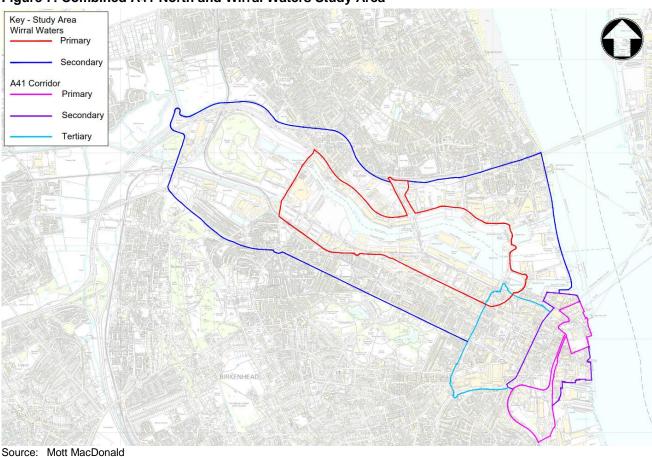


Figure 7: Combined A41 North and Wirral Waters Study Area

4 Towards a Transport Strategy

Sections 5 onwards present the process by which the Wirral Strategic Trabsport Framework Action Plan schemes have been identified, prioritised and pacaked. Prior to that, this section explores the ultimate end-point of this work – namely a comprehensive Transport Strategy for Wirral which ties into a wider strategy for the entire City Region to guide development and investment over the coming years.

4.1 Introduction

The development of the previous investment pipeline was undertaken as part of a wider strategy to develop pipelines for all six districts in the Liverpool City Region, and for the City Region itself. This time around, Wirral is one of the leading authorities in developing their transport framework and is doing so ahead of Merseytravel's ongoing refresh of their City Region pipeline of schemes.

As a result, the ongoing work being undertaken for Wirral Council presents a significant opportunity to influence the direction of the future strategy for City Region-wide investment. As is becoming clear, several of the schemes that are likely to be required in the SRF to better connect and support the development of the spatial priority areas identified in Section 2.2, are transformational on a City Region level too and could form the basis of a new Spatial Framework and Transport Strategy for the Combined Authority area. As such a whole range of additional schemes may be added to the previous pipeline list that address these strategic considerations and shortfalls, as well as those which address more localised and less strategic considerations.

In this section, the most strategically important of the shortlisted schemes identified and developed in the following sections, are described in the context of a comprehensive Transport Strategy for Wirral and, ultimately, the wider Liverpool City Region. As noted earlier in the document, Liverpool City Region's overarching spatial framework guiding future development is under development, and a complimentary Transport Strategy is required to provide a challenging but achievable future endpoint. It is considered that the emerging concepts discussed in this document and placed in context within this section could provide the basis for such a Transport Strategy, tying in neatly with aspirations for Liverpool and other City Region partners.

The emerging phased strategy for the A41 North and Wirral Waters areas are discussed first to provide background for the wider proposals which could have an impact at a City Region level, with the major schemes examined following this. Finally, areas of interface with major schemes being progressed in other City Region authorities are discussed, linking the STF for Wirral into a potential wider City Region Transport Framework.

Whilst this section essentially 'jumps the gun' in terms of presenting the schemes prior to discussing their identification and shortlisting, it is considered necessary to fully understand the context and emerging strategy associated with the suite of Wirral work currently underway so as to appreciate the holistic thinking behind the emerging STF Action Plan.

4.2 A41 (North) Corridor Strategy

4.2.1 Issues to overcome

Key localised issues in the Hind Street / Woodside area are discussed in more detail in following sections, however the main issues that will need to be addressed by the STF are summarised as follows:

- Significant severance is present throughout the A41 (North) area. This is caused by a number of factors including:
 - The flyovers located around the Queensway Tunnel entrance;
 - Historic rail corridors including the former Dock Railway;
 - The Tunnel Toll Plaza and the large land-take this requires;
 - The large number of A-roads; and
 - A generally complicated highway layout in the area.
- Public transport access issues due to limited bus-rail interchange at stations (notably Birkenhead Central and Hamilton Square but with Conway Park only slightly outside of the primary study area and offering very little direct interchange);
- Over-provision of space for bus termination and layover at Woodside given the demand, ageing ferry terminal infrastructure, and limited interchange with active modes;
- Ferry access and accessibility issues due to the age and condition of the Woodside Ferry pontoon; and
- Active mode access issues due to limited infrastructure, poor quality routes, severance particularly from the south, and unattractive Public Realm.

As has been noted previously, there is also a need to create better linkages and integration to, from and between the spatial priority areas of most importance to the A41 (North). These include Birkenhead Town Centre, Hamilton Square and Woodside and the A41 Corridor itself.

4.2.2 Emerging Solutions

The solutions to these issues will need to include a significant change to the priority and feel of the streetscape within the area. If we are to encourage significant and sustainable mode shift, currently highway dominated streets (which are overdesigned given the relatively light volumes of traffic using them) should be replaced by multi-modal corridors capable of better catering for pedestrians, cyclists and high quality public transport. Examples below highlight from continental Europe in which a road can be made much less car focussed whilst still providing capacity for vehicles, and a street adapted to provide a significantly enhanced experience for pedestrians and cyclists with green infrastructure.

In addition, the solutions will need to provide a sustainable forward vision for the Hamilton Square and Woodside area and will include improvements to the Ferry offer (including the pontoon) and the area immediately adjacent.

Figure 8: Streetscape examples from Continental Europe





Source: Mott MacDonald Library

Enhanced public transport may also form a significant part of the solution as long as it is integrated into the existing network. Whilst no preference is expressed for mode at this stage in its development, the new 'transit' system should ideally run fully or partially segregated to ensure reliable journey times and could run alongside other modal corridors such as a converted Dock Railway alignment raised to street level and dedicated for walking, cycling and transit use:

Figure 9: Future Transit Corridor running alongside walking and cycling modes



Source: Mott MacDonald Library

4.2.3 A41 North - Phase 1 (to 2025)

The strategy for the A41 North area is based around the comprehensive re-modelling of both the Queensway Tunnel Toll Plaza and the network of flyovers. The opportunity afforded by Automatic Number Plate Recognition (ANPR) and other technologies could potentially allow the total removal (or significant reduction in size) of the toll plaza, and it is further recommended that the flyovers are removed completely and replaced with an at-grade highway layout (largely remaining from prior to the construction of the flyovers). The access route to the tunnel from the south would be altered to create a uniform access route for all routes from the south simplifying the network substantially. The benefit of this would be in the opening up of the Hind Street site as a major development opportunity, with at-grade access provided from the remodelled highway network, and a new eastern entrance at Birkenhead Central Station which would also provide a major enabling scheme for the Hind Street development.

In parallel, many of the highway dominated roads in the area would be substantially improved for pedestrians and cycles. These include Argyle Street, Conway Street and Europa Boulevard which would become key links in a new walkable Birkenhead Town Centre. The scheme for Europa Boulevard would also aid the opening up of a large development site to the north and west of Conway Park station being taken forward by the Growth Company. The large gyratory between Argyle Street and the A552 Borough Road would be totally remodelled after the removal of the flyovers with a focus on accessibility for active travel modes into the town centre – this remodelled junction could become the centrepiece for the area and dramatically improve the accessibility of the town centre from the south.

Connected with this is the improved Birkenhead Central Station. The redevelopment of Hind Street could allow the station to be accessed from the east and it is recommended that a new eastern forecourt be created to facilitate this, alongside enhanced public transport linkage. Improved bus-rail interchange areas are also proposed at Hamilton Square (on Hamilton Street which could be made two-way for buses only) as part of a comprehensive package of measures designed to improve access and connectivity to this important station, and at Conway Park on Europa Boulevard as part of a major Public Realm improvement. The later reflects the aspirations to incorporate Conway Park and surrounds into the wider the civic campus development, potentially closing one side of Europa Blvd and opening it up to public realm.

Finally, it is suggested that the first phase of a new 'transit' system be implemented during Phase 1 which would coincide with Peel Holdings' aspirations for a 'Street-Car' system to enhance accessibility to Wirral Waters. Although envisaged as a 'feeder' system to connect key new destinations within the study areas, there is also a clear need for the network to fill in the gaps in the existing transport network and to connect new areas of demand together.

In common with Streetcar aspirations, Phase 1 could include the section between Woodside Ferry Terminal and Tower Road via the route currently followed by the heritage tram. However, to be meaningful in generating mode shift, it is recommended that this system employ several vehicles and run at a frequency high enough to make it an attractive alternative to the private car. This may make use of the heritage tram line unfeasible (since this is single track throughout much of its length) however it is recommended that the Council and Growth Company work co-operatively with Peel to provide a solution which works for all parties.

It is worth mentioning that Demand Responsive Transport (DRT) such as the Arriva Click service in Liverpool providing real-time tailored public transport journeys based on demand, may have a role in the ultimate solution for the A41 North study area. These services could provide penetration to regions that are not otherwise serviceable by conventional public transport.

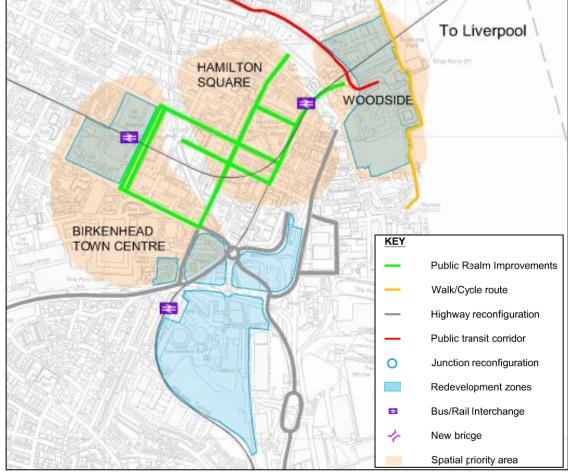


Figure 10: A41 North Strategy - Phase 1

4.2.4 A41 North Corridor - Phase 2 (2025 – 2030)

Phase 2 of the strategy would expand on the major changes in Phase 1 by constructing a new link road to connect the A41 directly with the Borough Road / Argyle Street junction. This would further open up the Hind Street area for development and enhance access to and from Birkenhead Central station. The site could then be directly connected to the town centre and ultimately Wirral Waters via re-use of the former Dock Railway alignment to provide a dedicated walking, cycling and transit corridor from Birkenhead Central (and potentially beyond to Rock Ferry) to Corporation Road at the north of the town centre. This link could be transformational in providing sustainable access to the Hind Street site and would help to boost the accessibility into the town centre and Wirral Waters from the south.

Concurrently, Phase 2 proposed significant regeneration of the Woodside area of the town. Remodelling of the large-scale gyratory and redevelopment of the bus interchange (in favour of the enhanced bus-rail interchange now provided at Hamilton Square) would significantly aid in opening up the adjacent Woodside Business Park and commercial area to the south (with a new link road to Rose Brae).

Finally, further access improvements to the town centre from the south could be achieved by substantial improvements at the junction of Borough Road and Whetstone Lane.

To Liverpool HAMILTON SQUARE WOODSIDE BIRKENHEAD TOWN CENTRE **KEY** Public Realm Improvements Walk/Cycle route Highway reconfiguration Public transit corridor Junction reconfiguration 0 Redevelopment zones Bus/Rail Interchange New bridge Spatial priority area

Figure 11: A41 North Strategy - Phase 2

Source: Mott MacDonald

4.2.5 A41 North Corridor - Phase 3 (2030 – 2040)

Phase 3 involves a further major change to movement in the area made possible by a major scheme to be described later in this section. The main change affecting the A41 is the removal of general traffic from the Queensway Tunnel, reserving it for public transport (both regular buses and the enhanced transit concept discussed previously). The removal of traffic would significantly reduce the amount of through-traffic in this part of the town centre and would allow significantly more space for enhanced Public Realm and public transport accessibility.

In a further potential innovation, the former Queensway service tunnel from Rendel Street in the north of the town centre could provide a dedicated transit access corridor allowing the mode to access the tunnel directly from Wirral Waters and link into schemes on the Liverpool side of the Mersey (this will be discussed further in subsequent sub-sections). This would represent a significant new use of an existing underused asset and help to further cement the Queensway Tunnel as a public transport conduit. Depending on the mode chosen for transit system, this

could integrate directly with systems on the Liverpool side of the river or could at least provide highly efficient interchange with potential future networks.

To Liverpool HAMILTON SQUARE WOODSIDE BIRKENHEAD KEY TOWN CENTRE Public Realm Improvements Walk/Cycle route Highway reconfiguration Public transit corridor 0 Junction reconfiguration Redevelopment zones Bus/Rail Interchange New bridge Spatial priority area

Figure 12: A41 North Strategy - Phase 3

Source: Mott MacDonald

4.3 Wirral Waters Transport Strategy

4.3.1 Issues to overcome

Wirral Waters is a very different prospect from the A41 North area in terms of addressing its transport shortfalls. Most of these come from lack of accessibility and low capacity routes rather than the severance caused by overdesigned infrastructure. In particular, the following overarching issues specific to Wirral Waters will need to be considered:

- Poor quality and low capacity highway and junctions particularly the main junctions surrounding the site itself on Dock Road, Tower Road, Corporation Road and Wallasey Bridge Road;
- Localised congestion during times of delay such as when the bridges are raised or when Ro-Ro ships are discharging;
- Severance from Kingsway Tunnel Approach Road which cuts a swathe into the landscape particularly between Seacombe and the study area;

- Limited public transport penetration (particularly from north) as a result of buses mainly using the Tower Road bridge on the extreme east of the site;
- Poor walking and cycling connectivity and facilities due to limited existing attraction in the area; and
- High volume of HGV movements moving to and from the roll-on roll-off ferry terminal (Ro-Ro).

In addition, as has been noted previously, there is a need to create better linkages and integration to, from and between the spatial priority areas of most importance to Wirral Waters, including Birkenhead Town Centre, Hamilton Square and Woodside and New Brighton.

4.3.2 Emerging Solutions

The solutions to these will necessarily consist of a significant improvement in junction and highway capacity, however with congestion observed locally and with an obligation incumbent on the Council to improve air quality and to generate sustainable transport solutions, this cannot form the main aspect of the strategy. Instead the site must be opened up on a multi-modal basis with strong walking and cycling links from both north and south complimented by high quality public transport. The images below show examples from continental Europe of successfully regenerated dockland areas integrated with transport and accessibility improvements:

Figure 13: Dockside Transit and Pedestrian Infrastructure Examples





Source: Mott MacDonald Library

The public transport 'transit' solution will need to be fully integrated with the proposals for the A41. As such it is proposed that a new transit network be created that addresses the needs of Wirral Waters, links into Birkenhead Town Centre and the A41 North study area, reduces severance to the north and provides direct access to Wirral Waters from Seacombe and ultimately New Brighton, and eventually links over the water to schemes in Liverpool. Merseytravel, as passenger transport arm of the Liverpool City Region, will have a significant role to play in the identification and specification of this network but we introduce the concept and potential routeing within this document.

As noted previously, this strategy remains non-committal over the ultimate mode for this service. It is worth noting that many existing transit systems have been successful at incorporating

multiple modes. The below image highlights a bus transit vehicle running on a dedicated alignment suitable for tram and bus, as could be utilised on Wirral to integrate the system with Peel Holdings' Street-Car aspirations.



Figure 14: Bus running on tram alignment - Germany

Source: Mott MacDonald Library

4.3.3 Wirral Waters - Phase 1 (to 2025)

Phase 1 of the Wirral Waters development is focussed on the north east and east of the site on Dock Road and Tower Road. To facilitate this immediately, the majority of the proposed effort is required to bring the existing network up to required standards of capacity. In this way road and junction improvements are required at the junctions of:

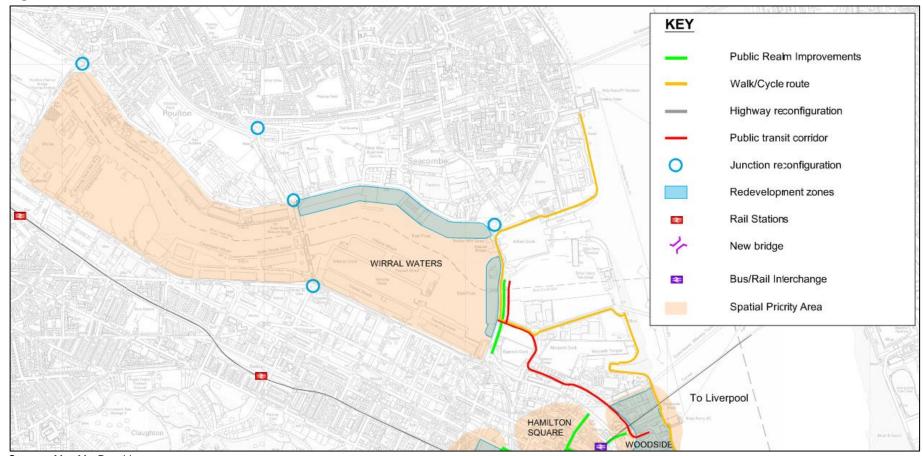
- Dock Road / Gorsey Lane;
- Dock Road / Birkenhead Road;
- Duke Street / Corporation Road; and
- Wallasey Bridge Road / Dock Road.

The Wirral Waters aspiration is to construct a light rail 'Street-Car' system between Woodside Ferry Terminal and Tower Road using much of the heritage tram alignment. This route is therefore proposed as the first phase of the enhanced transit network serving Wirral Waters, however the system may ultimately need to be higher capacity than is possible using the heritage tram alignment and it is recommended that Wirral Council and Growth Company work co-operatively with Peel to identify the optimal solution for this system. It should be noted that part of the solution may incorporate a Demand Responsive Transport system such as Arriva

Click or similar to provide a tailored public transport offer for the 'last mile' component of the journey.

In addition, walking and cycling routes to access Wirral Waters from the south are required. As part of this, significant route improvements on Tower Road itself extending northwards along Birkenhead Road are proposed, connecting into Wirral Circular Trail.

Figure 15: Wirral Waters - Phase 1



Source: Mott MacDonald

4.3.4 Wirral Waters - Phase 2 (2025-2030)

In Phase 2, the major proposal is a significant expansion of the transit network around the East Float of the docklands making use of the preserved dock railway alignment on the south side of the dock and potentially running on-street on the northern (Dock Road) side. The transit would be accompanied as elsewhere by adjacent walking and cycling routes (and the width is clearly available for this on the former rail alignment). This would also incorporate the replacement of the Duke Street bridge (which is believed to be approaching life expiry and is likely to need replacing in the medium term in any case) and could be replaced with a more suitable structure to cater for multiple modes of transport.

Enhanced Public Realm and walking and cycling routes are proposed to tie the area better into the residential areas to the south of the site as well as Birkenhead Park. As part of this, an improved bus-rail interchange at Birkenhead Park station is recommended alongside an increased number of bus services penetrating further into the Wirral Waters site via Duke Street (including the 408, 409, and 423 services that currently use Tower Road). This would better connect the northern areas of Seacombe and Liscard into the Wirral Waters area.

Finally, the waterfront active mode route could be extended into Seacombe by providing access across the Ro-Ro terminal avoiding the longer route around via the roads. This would significantly enhance the attractiveness of walking and cycling as a means of accessing Seacombe from the south.

KEY Public Realm Improvements Walk/Cycle route Highway reconfiguration Public transit corridor 0 Junction reconfiguration Redevelopment zones * Bus/Rail Interchange WIRRAL WATERS New bridge Spatial priority area To Liverpool HAMILTON SQUARE WOODSIDE

Figure 16: Wirral Waters - Phase 2

4.3.5 Wirral Waters - Phase 3 (2030-2040)

With the third phase of the strategy for Wirral Waters comes the proposed extension of the transit system in three axes. Firstly, the system is extended around West Float to help open up this part of the site for development, secondly the system is extended to the north serving Seacombe and New Brighton via the A554, and thirdly the system is extended to Liverpool via the Queensway service tunnel and the newly public-transport-only Queensway tunnel. On the south side of the dock, the transit system makes use of the former rail alignment and incorporates an adjacent walking and cycling route as previously. It is envisaged that the Liverpool-bound route would leave the dockside route via Corporation Road and Rendel Street, accessing the service tunnel and travelling to Liverpool via Queensway.

This route runs alongside an improved City Boulevard corridor (Corporation Road / Beaufort Road) which provides highway access but with significantly enhanced Public Realm. In addition, Wallasey Bridge Road will require significant Public Realm improvements and the replacement of the existing bridge with a new fixed structure.

To further improve accessibility to the east of the site, a new multi-modal link (walking, cycling, highway) is created to connect the Wallasey Tunnel Approach junction with the new City Boulevard via a new bridge over the dock. This link further opens development land in the West Float area and ensures that the site is fully accessible by all modes.

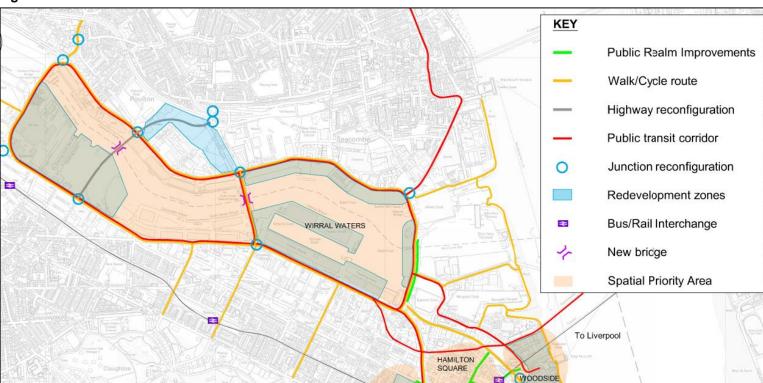


Figure 17: Wirral Waters - Phase 3

Source: Mott MacDonald

4.4 Strategic Transport Framework Action Plan

4.4.1 Issues to overcome

Having outlined the main overarching proposals for the A41 North and Wirral Waters study areas, attention must now be turned to the major schemes shortlisted for the wider Wirral borough and its place within the wider City Region. The Strategic Transport Framework Action Plan provides a blueprint for scheme investment across the whole borough and includes a number of schemes that will be of enormous benefit not just to Wirral but to the wider City Region.

As with the smaller scale strategies, the key issues to overcome on a borough-wide level are presented first followed by the means by which these are proposed to be overcome:

- Congestion and high traffic flows on the A41 particularly north of Bromborough where population densities become higher;
- Limited accessibility to Wirral Waters by any mode as discussed in the previous sub-section;
- Poor public transport connectivity to sectors of the borough including Seacombe and the rural communities in the west and south-west of Wirral;
- Limited capacity of the Mersey Tunnels for general traffic (particularly Queensway);
- Conflict between industrial and leisure uses on the east of the borough e.g. traffic to the Ro-Ro terminal competing with leisure users on the Wirral Circular Trail;
- Lack of sustainable accessibility to central and south western areas of borough with limited bus services and a limited Wrexham-Bidston rail service.

These problems are not easy to resolve and will require significant commitment and resources but, as is shown in the strategy put forward below, several key innovations have already been proposed as part of the individual strategies for A41 North and Wirral Waters.

4.4.2 Towards a City Region Transport Strategy

The following components form the basis of the proposed longer-term transport strategy for Wirral and could form key elements of an overarching transport strategy for the City Region:

- 1. Queensway Tunnel for Public Transport Only As part of the third phase of the A41 North and Wirral Waters transport strategies, it is proposed to close the Queensway Tunnel to general traffic and retain it for public transport only (bus and new transit). The lifespan of the tunnel is likely to be limited, however by removing what would amount to more than 90% of vehicle crossings this lifespan could be greatly increased adding decades to the programme of replacement;
- 2. Kingsway Tunnel Capacity Upgrade As a part mitigation to the closure of Queensway to general traffic, it is proposed that the Kingsway Tunnel be upgraded in capacity. The first and potentially simplest phase of this would be replacing the toll plaza with a technological tolling solution e.g. utilising ANPR which would dramatically speed up traffic accessing and egressing the tunnel;
- 3. New Transit Routes Introduced By Phase 3 of the A41 North and Wirral Waters strategies, the transit network would extend from New Brighton in the north to Birkenhead Central and potentially extending to Rock Ferry in the south. It would serve Wirral Waters comprehensively and provide direct links to Woodside and across the river to Liverpool via Queensway tunnel. Given noted aspirations on the Liverpool side of the Mersey to create transit across the City Centre, eastwards to the Knowledge Quarter via Brownlow Hill, and

- north to Liverpool Waters via the waterfront¹⁴, there is the potential to tie the Wirral transit network into a wider City Region network operating on both sides of the river and allowing the costs, benefits and risks to be better distributed between City Region partners. As noted previously, a rollout of Demand Responsive Transport could also potentially form a part of the solution here;
- 4. Borderlands Line and Links to Heswall There are long-standing proposals to increase the level of service on the Borderlands (Wrexham Bidston) line and to incorporate it into the Merseyrail network to run trains direct from Wrexham to Liverpool business case work for this is already under development. With the latest franchise commitments from Abellio (the new Wales and borders franchisee) and Merseyrail, it seems likely that this could be achieved without expensive electrification but instead utilising battery power (with recharging at either end). Significant benefit could be gained, however, by creating a better connection to Heswall town centre potentially even providing a new rail spur and interchange close to the retail centre.
- 5. A41 Downgraded North of Bromborough The closure of Queensway to general traffic would significantly reduce the amount of through-traffic on the A41 north of Bromborough. Select Link Analysis from the Liverpool City Region Transport Model highlight that much of Queensway's traffic is not heading for either Birkenhead or Liverpool City Centres but is instead travelling between Wirral and the M62 / South Liverpool from a wide catchment area including Chester, Ellesmere Port and North Wales. As such there would be less reason to travel on the A41 to complete these journeys and the route could be downgraded. Nowhere would this be more beneficial than at New Ferry and Rock Ferry whose town centres were effectively severed from their residential populations when the bypass was constructed. The downgrading of this link and the reinstatement of at-grade junctions and crossings could provide significant regeneration in both towns, particularly New Ferry which continues to recover from the recent gas explosion.
- New Cross-Mersey Link and Tidal Barrage In order to facilitate the above components, there will need to be a major alternative route for traffic accessing Liverpool from Wirral, but which avoids the city centre and links better to the motorway and South Liverpool networks. In addition, the Mayor of Liverpool City Region has strong aspirations for a tidal barrage on the Mersey estuary to generate power and provide a degree of sustainable energy independence. The proposal is to link these two projects and create a new bridge and tidal barrage across the Mersey, potentially from the Bromborough area to Otterspool in Liverpool. This would tie in with the South Liverpool corridor improvement which is currently ongoing and could potentially be linked into the Queens Drive ring road route to the M62. The bridge would provide a high capacity route which effectively bypasses much of the most sensitive parts of the network whilst facilitating the changes described earlier in this section. By linking the scheme with the tidal barrage, deliverability could be increased albeit requiring a solution which allows the Mersey to remain navigable. If rail were also to make use of the new structure, new route potential could be opened up between South Wirral and Liverpool Airport, and between the Northern Line and the Wirral Line destinations with direct journeys possible from Southport to Chester via Liverpool City Centre.

The strategic components of the strategy are shown in **Figure 18.** In addition to these more strategic components of the strategy, a number of additional interventions are proposed throughout the borough to address other key transport shortfalls and to complete the Strategic Transport Framework Action Plan. These include:

¹⁴ See Knowledge Quarter Vision Document for details of the Lime Line concept at https://www.kqliverpool.co.uk/wp-content/uploads/2017/10/7203_KQ_Transport_Vision-AW_WEB.pdf

- A new access to Wirral International Business Park this could potentially be delivered directly from the proposed New Cross-Mersey Link;
- Saughall Massie Link Road new infrastructure to support the development of golf tourism in the Hoylake area;
- Heron Road improvements further improvements to the accessibility of Hoylake and West Wirral:
- Bus / Rail interchange improvements at New Brighton and West Kirby stations to improve accessibility and integration; and
- A new transport hub in Heswall town centre providing multi-modal interchange and integration.

The origin of these and all the other schemes that are proposed to form the ultimate transport strategy for Wirral is explained in more detail in the following sections as noted below.

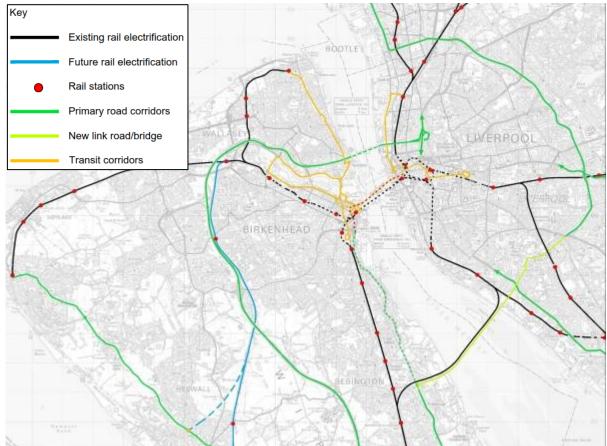


Figure 18: Wirral Strategic Transport Framework - Strategic Interventions

Source: Mott MacDonald

4.5 Remaining Sections

Now that the strategic vision for the STF Action Plan is fully understood, we devote the remaining sections of the document to establishing how the schemes discussed above were identified and developed, starting with issue identification and culminating in packaging and phasing. In this way, the following sections explain how the schemes forming the above strategy were identified.

5 Identification of key transport issues

This chapter outlines how the current transport issues which exist across Wirral were identified noting their pragmatic importance for the future growth of Wirral and its overarching regeneration aims.

5.1 Introduction

This section reviews and updates the key transport access and movement issues affecting Wirral which the STF must address. A thorough appraisal of previously identified issues, supported by discussions with stakeholders and an assessment of additional updated sources of evidence has been undertaken to ensure that the emerging STF is fully cognisant of ongoing issues.

Issue identification provided the foundations for the development of the appropriate transport intervention schemes noted in the subsequent stages of this report, which ultimately seek to provide Wirral with a world class transport system.

5.2 Issue Identification

5.2.1 Previous 2016 Issues List

Prior to the production of the previous Wirral Pipeline in 2016, a comprehensive list of issues was identified to inform the development of appropriate transport schemes. These issues are set out in the table below.

Table 1: Wirral Transport Pipeline 2016 Identified Issues

| Key Issues | Transport Mode | Spatial Location |
|---|----------------------------|---|
| Poor links to Port infrastructure across the LCR. Needed to enhance 'Superport' growth and opportunities in key growth sectors | Road/ Rail/Port | Wirral Waters EZ |
| Access to and within the Wirral Waters Enterprise Zone from across the LCR | All | Wirral Waters EZ |
| Access to employment opportunities | All | Borough Wide |
| Access to both Liverpool and Manchester Airports for business access and logistics | Road | Borough Wide |
| Capacity and connectivity of the rail network | Rail | Borough Wide |
| Fragmented LCR cycle network | Active Travel | Borough Wide |
| Lack of a well-functioning strategic highway network including cross river traffic which can support growth and opportunities in the LCR | Road/Ferry | Wirral Waters, Hamilton Square and Woodside |
| Supporting housing and employment growth by establishing well-functioning, accessible and sustainable transport links | Active Travel, Bus, Rail | Borough Wide |
| Access to existing and future visitor attractions | Active Travel, Ferry, Rail | Borough Wide |
| Improving bus networks to enhance bus stations and interchange facilities | Bus | Borough Wide |

| Key Issues | Transport Mode | Spatial Location |
|--|--------------------------------|--------------------------------------|
| Improving cross boundary travel for public transport journeys in and out of the borough to the wider LCR and to opportunities in Chester, Ellesmere Port and North Wales | Road, Ferry, Rail | Borough Wide |
| Creating a transport network which supports the delivery of the Growth Plan by supporting Wirral's major development areas | Road, Bus, Ferry, Rail | Wirral Waters EZ, A41 Corridor |
| Levels of accessibility by sustainable transport modes | Active Travel, Bus, Rail | Borough Wide |
| Improving access to key town centres to support economic growth and improve the vitality of district and local centres | Bus, Rail, Road | Local Town Centres |
| Integration of all transport modes so that seamless door to door journeys can take place within Wirral | Road, Rail, Bus | Borough Wide |
| Raising the awareness of and facilitate an increase in levels of safe and sustainable travel through programmes such as travel training, travel solutions and business/school travel support | Smart Choices | Borough Wide |
| Provision of low emission public transport systems and high quality active travel infrastructure | Active Travel | Borough Wide |
| Capacity, flow and connectivity of the A41 and A552 Corridors | Road and Bus | A41 Corridor |
| Enhancing the M53 junctions to improve capacity and access to the strategic and local highway network | Road | Birkenhead Town Centre |
| Network improvements and maintenance of assets to support the development of the Enterprise Zone and Wirral Waters to increase capacity and enable efficient and sustainable access | Road, Rail, Active Travel, Bus | Wirral Waters EZ, A41 Corridor |
| Key 'gateway' junctions to Birkenhead | Road | Birkenhead Town Centre |
| New and improved road infrastructure to support development of Hoylake Golf Resort | Road | Local Town Centres |
| Efficient traffic management | Traffic Management | Borough Wide |
| Off and on street car parking management enforcement | Road | Borough Wide |
| Infrastructure improvements and maintenance to support a resilient network, addressing pinch points and hotspots | Road | Birkenhead Town Centre, A41 Corridor |
| Provision of high quality public transport and cycle/pedestrian alternatives to car based journeys | Bus, Rail, Active Travel | Borough Wide |
| Lack of Park and Ride provision at rail stations throughout the entire borough | Road | Borough Wide |
| Current perception of walking and cycling as an unattractive option | Active Travel | Borough Wide |
| Future capacity issues on the Merseyrail Wirral Line | Rail | Borough Wide |
| Improving the rail network to enhance capacity and connectivity to key LCR and Wirral employment and housing | Rail | Borough Wide |

| Key Issues | Transport Mode | Spatial Location |
|--|------------------------|---|
| locations, as well as opportunities in North Wales and Cheshire | | |
| Frequency of current Borderlands (Wrexham-Bidston) Rail Line services | Rail | Birkenhead Town Centre |
| Provision and connectivity of rail services | Rail | Borough Wide |
| Non-electrification of Borderlands (Wrexham-Bidston) Rail line- Does not join up with progression of Merseyrail Network | Rail | Birkenhead Town Centre |
| Lack of facilities for disabled passengers at rail stations | Rail | Borough Wide |
| Infrastructure does not support an increased use of rail freight | Rail | Wirral Waters EZ, A41 Corridor |
| Safety and attractiveness of cycle and pedestrian facilities | Active Travel | A41 Corridor, Wirral Waters EZ , New Brighton |
| Bus routes do not have sufficient coverage. Particularly to key destinations such as the Enterprise Zones and key employment and housing sites | Bus | Birkenhead Town Centre, A41 Corridor |
| Improving the image of bus travel | Bus | Borough Wide |
| Facilitating the use of taxis as part of an integrated transport system | Road | Borough Wide |
| Lack of electric charging point infrastructure to facilitate the use of electric taxis ¹⁵ | Road | Borough Wide |
| Urban centres lack coherent connections to route 56 | Cycling | New Brighton |
| Lack of public transport links to Deeside and North Wales | Rail | Local Town Centres |
| Excessive pressure on Mersey Tunnels as a result of developments | Road | Birkenhead Town Centre, Wirral Waters EZ |
| Information about local cycle routes is minimal | Active Travel | Borough Wide |
| No flexible ticketing options to make savings on bus passes for people who want to use the bus 2 or 3 days a week | Public Transport (Bus) | Borough Wide |
| Journeys by public transport can in some cases take over double, and nearly triple the length of time of the same journey by car | Public Transport | Borough Wide |

New Issues from Wirral Waters and A41 North Baseline Work 5.2.2

Issues from the previous pipeline set out above have been reviewed and the need to update the list has been recognised. Issues have been reconsidered in line with the spatial priorities identified within the Strategic Regeneration Framework and further work has been carried out to develop a robust evidence base for two of these areas; the A41 North Study Area and Wirral Waters Enterprise Zone.

¹⁵ Also relates to other forms of electric transport.

Issues within the A41 North and Wirral Waters study areas were identified through discussions with various stakeholder, site observations and data analysis. These additional issues are set out in Table 2 and Table 3.

Table 2: Issues identified in the A41 (North) Corridor Baseline Work

| Key Issues | Transport Mode | Source |
|--|----------------|--|
| The location of historic rail corridors creates barriers to vehicle and pedestrian movement | Rail | Site Visit |
| Land targeted for development is isolated creating the need for new transport links | All | Site Visit |
| The potential of Hamilton Square as an attractive area is not realised as the quality of the buildings fabric is gradually declining | Active Travel | Site Visit |
| Multiple land owners within the study area may influence the types of transport schemes in the short to medium term | All | Landownership Plan (Wirral Council) |
| Aside from Hamilton Square, there is a lack of green space in the study area limiting opportunities for leisure and recreation | Active Travel | Site Visit |
| A number of environmental constraints have been identified within the study area and within 500m of the study boundary which may restrict options for transport improvements | All | A41/Wirral Waters Environmental Constraints Report |
| Key roads within the study area create barriers to movement including a number of A roads through town centre areas | Active Travel | Site Visit |
| Surplus of cheap long stay commuter car parking increases the number of vehicles in the area and discourages walking and cycling from local areas | Road | Site Visit |
| Current car parking provision is of a low grade with poor lighting and surfacing | Road | Site Visit |
| Inconsistent on-street parking tariffs causes confusion for visitors | Road | Site Visit |
| Complicated road layout to the south of the study area creates confusion for visitors | Road | Site Visit |
| Large number of one way and closed off roads within the study area, making it harder to navigate and reducing activity and footfall on these streets | Road | Site Visit |
| Proximity of Wirral Waters and the potential to 'drag' significant volumes of traffic through the A41 North study area | Road | Wirral Waters |
| Over provision of bus infrastructure at Hamilton Square and Woodside | Bus | Discussions with Merseytravel |
| Restricted access for buses outside of Hamilton Square and Birkenhead Central stations | Bus | Discussions with Merseytravel |
| Lack of interchange from rail stations including poor walking and cycling links | Active Travel | Site Visit/Discussions with Merseytravel |
| Woodside ferry terminal is served by ageing infrastructure putting the future of services at risk | Ferry | Site Visit/Discussions with Merseytravel |
| The majority of waking and cycling routes are in poor condition decreasing the attractiveness of active modes | Active Travel | Site Visit |
| The biggest opportunity for pedestrian movements to the town centre is from residential areas to the south. However, this is | Active Travel | Site Visit |

| Key Issues | Transport Mode | Source |
|--|----------------|---------------------------------|
| where major A roads create barriers to movement | | |
| East-west pedestrian and cyclist movements are restricted by barriers to movement, including high volume roads and rail corridors | Active Travel | Site Visit |
| Limited infrastructure for pedestrians and cyclists including crossings, cycle lanes and secure cycle parking | Active Travel | Site Visit |
| Disconnect, particularly for pedestrians, between key areas in and around the study area – Woodside, Hamilton Square, Birkenhead town centre, Birkenhead Priory | Active Travel | Site Visit |
| Clusters of accidents occur along key pedestrian desire lines | Safety | Collision Data (Wirral Council) |
| The majority of accidents involving pedestrians occur in areas with the most pedestrian movements | Safety | Collision Data (Wirral Council) |
| Anti-social behaviour in Hamilton Square, poorly lit and poorly overlooked streets and footpaths creates intimidating environments for pedestrians | Safety | Site Visit |
| Large extents of brownfield land exist next to existing transport hubs i.e. Hind Street. | All | Stakeholder Workshop |

Table 3: Issues identified in the Wirral Waters Baseline Work

| Key Issues | Transport Mode | Source |
|--|-----------------------|--|
| Some of the key Wirral Waters development land is occupied by existing businesses and maritime operations which will reduce the short-term deliverability of some key parcels of land. | All | Site Visit |
| Existing development is of relatively low density across the study area, reducing the overall efficiency of space. | All | Site Visit |
| A number of environmental constraints have been identified within the study area and within 500m of the study boundary which may restrict options for transport improvements. | All | A41/Wirral Waters Environmental Constraints Report |
| The Wirral Waters development will see an increasing number of vehicles and HGVs through the area creating a need to ensure the highway network remains suitable and appropriate | Road | Wirral Waters Plans |
| Key junctions within the study area are of poor quality and present unattractive gateways into development areas. | Road | Site Visit |
| Occurrences such as the dock bridges lifting and Ro-Ro ferries disembarking cause localised congestion. | Road | Site Visit |
| Rail access is generally limited with no stations to the north of the site and poor walking and cycling links from other stations in proximity to the study area | Rail | Workshop |
| Infrequent bus services at Birkenhead North provides limited interchange facilities | Bus | Site Visit/Stakeholder Workshop |
| Bus penetration through the Wirral Waters area is limited | Bus | Site Visit/Stakeholder Workshop |

| Key Issues | Transport Mode | Source |
|--|----------------|---------------------------------|
| The north east of the study area is poorly served by cross-river services with neither bus or rail services available | Bus | Site Visit |
| Poor walking and cycling connectivity with few areas accessible from rail stations within 15 minutes walking time and limited infrastructure | Active Travel | Site Visit |
| A number of the key junctions within the study area have poor or no pedestrian and cyclist facilities, reducing the overall attractiveness of the environment for active travel. | Active Travel | Site Visit |
| Clusters of accidents exist at key junctions within the study area presenting issues of road safety | Active Travel | Collision Data (Wirral Council) |

5.2.3 New Issues from Traffic Model Analysis

In addition to site visits and data analysis, modelling work has been undertaken to identify the capacity constraints on the highway network and highlight junctions which may need to be addressed in the STF.

The Wirral Traffic Model (WTM) has been used to review the operational performance of the local highway network with reference to the volume over capacity (v/c) relationships for turning movements at junctions. Junctions on the network were classified according to the following capacity bands:

- 85% v/c to 100% v/c: This junction is operating with at least one turning movement that is approaching capacity and as a result there are increased queue lengths and delays.
- >100% v/c: This junction is operating over capacity for at least one turning movement.
 Queues and delays at this location are likely to grow exponentially.

The junctions which have been identified as problematic on the basis that they operate at or over capacity in one or more peak periods are listed in the table below.

Table 4: Priority Junction Capacity Modelling

| Junction | Number of times the junction exceeds capacity in 1 day | Time of day the junction exceeds capacity |
|---|--|---|
| A552 Woodchurch Road / Holm Lane | 2 | AM and PM Peak |
| A553 Hoylake Road / Tollmache Road | 2 | IP and PM Peak |
| A552 Borough Road / A5029 Exmouth Street | 2 | AM and PM Peak |
| Borough Road / Thornton Road | 2 | AM and PM Peak |
| Borough Road / The Wiend | 2 | AM and PM Peak |
| A552 Woodchurch Road / Prenton Hall Road | 2 | AM and PM Peak |
| B5151 Storeton Road / Prenton Lane | 2 | AM and PM Peak |
| A553 Hoylake Road / B5151 Bidston Village Road | 3 | IP AM and PM Peak |
| B5148 Bebington Road / B5149 Old Chester Road | 3 | IP AM and PM Peak |
| B5136 Bebington Road / B5149 Old Chester Road | 3 | IP AM and PM Peak |
| B5137 Brimstage Road / B5136 Church Road | 3 | IP AM and PM Peak |
| A41 New Chester Road / Croft Avenue East | 2 | AM and PM Peak |
| A41 New Chester Road / Bromborough Village Road | 3 | IP AM and PM Peak |
| A5088 Poulton Bridge Road / B5145 Breck Road | 3 | IP AM and PM Peak |
| A5088 Mill Lane / A5027 Woodstock Road | 3 | IP AM and PM Peak |
| A551 Liscard Crescent / A551 Liscard Road | 3 | IP AM and PM Peak |

| Junction | Number of times the junction exceeds capacity in 1 day | Time of day the junction exceeds capacity |
|---|--|---|
| A551 Leasowe Road / Castleway North | 2 | AM and PM Peak |
| A540 Hillbre View / B5139 Black Horse Hill | 2 | AM and PM Peak |
| A5027 Upton Bypass / B5192 Saughall Massie Road | 3 | IP AM and PM Peak |
| A5027 Upton Road / Ford Road | 2 | AM and PM Peak |
| A551 Arrowe Park Road / Ford Road | 2 | IP and PM Peak |
| A551 Arrowe Park Road / A552 Woodchurch Road | 3 | IP AM and PM Peak |
| A540 Telegraph Road / B5138 Pensby Road | 2 | IP and PM Peak |
| A553 Hoylake Road / A554 / Supermarket Entrance | 2 | AM and PM Peak |
| A5027 Upton Road / Salacre Lane | 2 | AM and PM Peak |
| A552 Woodchurch Road / Ackers Road | 2 | AM and PM Peak |
| B5139 Frankby Road / Greasby Road | 2 | IP and PM Peak |
| B5192 Saughall Massie Road / Brookside Crescent | 2 | AM and PM Peak |
| A551 Arrowe Park Road / Arrowe Park Hospital | 3 | IP AM and PM Peak |
| A551 Leasowe Road / Greenleas Road | 3 | IP AM and PM Peak |
| A553 Conway Street / Adelphi Street | 3 | IP AM and PM Peak |
| A5027 Upton Road / Noctorum Avenue | 2 | AM and PM Peak |
| B5151 Mount Road / Lever Causeway | 2 | AM and PM Peak |
| B5151 Mount Road / Thornton Road | 2 | AM and PM Peak |
| A551 Arrowe Park Road / Arrowe Brook Road | 2 | AM and PM Peak |
| A554 King's Parade / Atherton Street | 2 | AM and PM Peak |
| A41 New Chester Road / Torr Drive | 3 | IP AM and PM Peak |
| A540 Telegraph Road / Dawstone Road | 2 | AM and IP Peak |
| A553 Hoylake Road / Millhouse Lane | 2 | AM and PM Peak |
| A553 Hoylake Road / Digg Lane | 2 | AM and PM Peak |
| B5192 Saughall Massie Road / Girtrell Road | 2 | AM and PM Peak |
| A552 Woodchurch Road / ASDA | 2 | AM and PM Peak |
| A551 Barnston Road / The Warrens Medical Centre | 2 | AM and PM Peak |
| A551 Arrowe Park Road / Arrowe Park Hospital | 2 | AM and PM Peak |

These are highlighted on the plan overleaf which identifies the key capacity hotspot junctions across Wirral. These junctions were therefore added to the list of identified issues to ensure capacity constraints are addressed within the Strategic Transport Framework Action Plan, and that the network is able to remain resilient and supportive of growth across the borough.

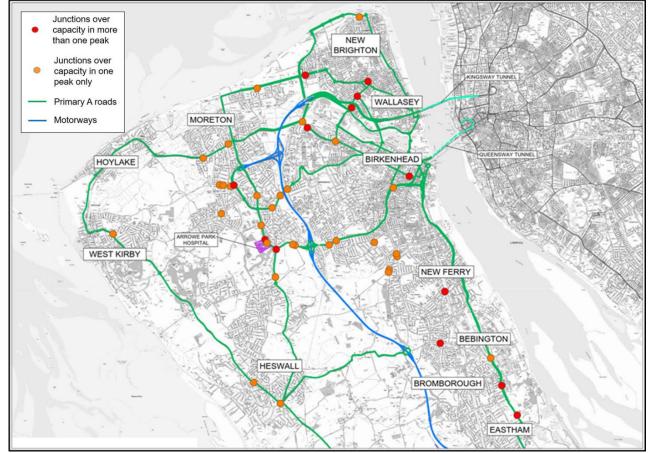


Figure 19: Junction Capacity Hotspots

5.2.4 Categorisation of Issues

As can be seen from the sections above, issues have been identified from various sources of data and previous evidential work. Therefore, issues have been combined and organised into categories to ensure comprehensive solutions can be derived.

Table 5 presents the final list of issues in 15 categories, derived from the sources described above, some of which are borough wide and some which are specific to the previously defined spatial priority areas. These have each been ascribed a unique identifying reference for use in matching with existing schemes in the following section.

This section has demonstrated the key transport issues facing Wirral which will be used to inform the development of transport schemes. Pipeline schemes will be later assessed against these issues to ensure that all issues are addressed and the transport network in Wirral is able to facilitate the ambitious growth plans in the borough.

Table 5: Final Issues List

| Category | Ref | Issue | Description | Mode | Spatial Location |
|------------|------|-------------------------------------|--|-------------------------------------|----------------------------|
| Mode-based | TR1 | High PT journey time | Journeys by public transport can in some cases take over double, and nearly triple the length of time of the same journey by car | Public Transport | Strategic & Borough Wide |
| | TR2 | Poor integration | Limited integration of all transport modes. Ultimately means that seamless door to door journeys cannot consistently take place within Wirral | All | Strategic and Borough Wide |
| | TR3 | Poor quality sustainable travel | Poor provision of high quality public transport and cycle/pedestrian alternatives to car based journeys | Public Transport / Active Travel | Strategic and Borough Wide |
| | TR4 | Walking and cycling unattractive | Current perception of walking and cycling as an unattractive option | Active Travel | Strategic and Borough Wide |
| | TR5 | Poor public perception of bus | Poor public image and subsequent public perception of bus travel | Bus | Strategic and Borough Wide |
| | TR6 | Disconnected use of taxis | Poor integration of taxis with the rest of the transport network | Taxis | Strategic and Borough Wide |
| | TR7 | Lack of flexible ticketing | No flexible ticketing options to make savings on passes for people who want to use the bus 2 or 3 days a week | Public Transport | Strategic and Borough Wide |
| | TR8 | Minimal cycle route information | Information about the local cycle routes is not widely advertised | Cycling | Strategic and Borough Wide |
| | TR9 | Bus routing Birkenhead- centric | Most bus services, particularly between East and West Wirral, are routed via Birkenhead rather than providing direct point to point journeys | Bus | Strategic and Borough Wide |
| | TR10 | Poor PT outside core hours | Buses typically run to standard working times that do not reflect shift patterns - Trains from West Wirral do | Public Transport | Strategic and Borough Wide |

| Category | Ref | Issue | Description | Mode | Spatial Location |
|----------|------|---|---|--------------------------------------|----------------------------|
| | | | not start early enough to facilitate connections into LCR to align with the commuter work patterns | | |
| | TR11 | Insufficient capacity on rail network in future | Capacity and connectivity of the rail network | Rail | Strategic and Borough Wide |
| | TR12 | Poor PT coverage in some areas | Insufficient bus networks and interchange facilities | Public Transport | Strategic and Borough Wide |
| | TR13 | Limited low emission PT and active travel infrastructure | Limited provision of low emission public transport systems and high quality active travel infrastructure | Public Transport / Active Travel | Strategic and Borough Wide |
| | TR14 | Low frequencies on Borderlands line | Frequency of current Borderlands (Wrexham- Bidston) Rail Line services especially on Sundays | Rail | Strategic and Borough Wide |
| Access | AC1 | Poor access to/around Wirral Waters | Poor access to and within the Wirral Waters Enterprise Zone from across the LCR | All | Wirral Waters EZ |
| | AC2 | Limited access to Liverpool and Manchester Airports | Poor access to both Liverpool and Manchester Airports for business access and logistics | Road / Public Transport | Strategic and Borough Wide |
| | AC3 | Limited access to existing and future visitor attractions | Limited access to existing and future visitor attractions | Active Travel / Ferry / Rail | Strategic and Borough Wide |
| | AC4 | Limited access to local town centres | Poor access to local town centres, limiting support of economic growth and the vitality of district and local centres | Bus / Rail / Road / Active Travel | Local Town Centres |
| | AC5 | Congestion at Birkenhead gateway junctions | Key 'gateway' junctions to Birkenhead | Road | Birkenhead Town Centre |
| | AC6 | Limited accessibility by sustainable modes | Limited levels of accessibility by sustainable transport modes. | Active Travel / Bus / Rail | Strategic and Borough Wide |
| | AC7 | Lack of facilities for disabled passengers at rail stations | Lack of facilities for disabled passengers at rail stations | Rail | Strategic and Borough Wide |
| | AC8 | Poor access to Hoylake Town Centre from Municipal Golf Club | Carr Lane rail crossing acts as a pinch point | Active Travel | Local Town Centres |

| Category | Ref | Issue | Description | Mode | Spatial Location |
|----------------|------|--|--|---------------------------|--|
| Infrastructure | IN1 | Poor connections to NCN Route 56 | Urban centres lack coherent connections to route 56 | Active Travel | New Brighton |
| | IN2 | Poor connections to Port infrastructure | Poor links to Port infrastructure across the LCR. Compromising 'Superport' growth and opportunities in key growth sectors | Road / Rail / Port | Wirral Waters EZ |
| | IN3 | Limited infrastructure to major growth areas | Creating a transport network which supports the delivery of the Growth Plan by supporting Wirral's major development areas | Road / Bus / Ferry / Rail | A41 Corridor, Wirral Waters EZ |
| | IN4 | Limited rail freight infrastructure | Infrastructure does not support an increased use of rail freight | Rail | A41 Corridor, Wirral Waters EZ |
| | IN5 | Safety of cycle and pedestrian facilities | Cycle and pedestrian facilities could be made more safe and attractive for use. | Active Travel | A41 Corridor, Wirral Waters EZ, New Brighton, Local Town Centres |
| | IN6 | Inadequate road infrastructure to Hoylake | Inadequate road infrastructure to support development of Hoylake Golf Resort - Need for better access to Hoylake in the context of the Golf Resort plans | Road | Local Town Centres |
| | IN7 | Lack of Park and Ride provision | Lack of Park and Ride provision at rail stations throughout the entire borough | Road | Strategic and Borough Wide |
| | IN8 | Lack of rail electrification of Borderlands | Non-electrification of Borderlands (Wrexham- Bidston) Rail line- Does not join up with progression of Merseyrail Network | Rail | Local Town Centres |
| | IN9 | Excessive pressure on Mersey Tunnels | Excessive pressure on Mersey Tunnels as a result of increased demand associated with developments | Road | Birkenhead Town Centre, Wirral Waters EZ |
| | IN10 | Lack of electric charging infrastructure | Lack of electric charging point infrastructure to | Road / Bus / Taxi | Strategic and Borough Wide |

| Category | Ref | Issue | Description | Mode | Spatial Location |
|--------------|-----|---|--|-------------------------|---|
| | | | facilitate the use of electric vehicles (cars, buses, taxis) | | |
| Connectivity | CO1 | Fragmentation of LCR cycle network | Fragmentation of LCR cycle network - The cycling infrastructure within Wirral's urban centres is often fragmented and unconnected to the regional cycling routes such as Route 56 | Active Travel (Cycling) | Strategic and Borough Wide |
| | CO2 | Lack of direct rail connectivity | Capacity and connectivity of the rail network - Connections between different branches in the Wirral require a change of service at Hamilton Square. This subsequently increases journey times thereby reducing the attractiveness of using public transport | Rail | Strategic and Borough Wide |
| | CO3 | Difficult cross-boundary PT journeys | Inadequate cross boundary travel for public transport journeys in and out of the borough to the wider LCR and to opportunities in Chester, Ellesmere Port and North Wales - Lack of public transport links to Deeside and North Wales | Public Transport | Strategic and Borough Wide |
| | CO4 | Connectivity of A41 and A552 corridors | Capacity, flow and connectivity of the A41 and A552 Corridors are all challenging (although bus priority on A552 has improved the situation) | Road and Bus | A41 Corridor |
| | CO5 | Limited strategic highway network | Strategic highway network, including cross river traffic, is limited in extent, capacity and connectivity, compromising growth and opportunities in the LCR | Road / Ferry | Wirral Waters EZ, Hamilton Square and Woodside |
| | CO6 | Poor rail network connectivity to major development | Rail network capacity and connectivity to key LCR and Wirral employment and | Rail | Strategic and Borough Wide |

| Category | Ref | Issue | Description | Mode | Spatial Location |
|-------------------|----------|---|--|------------------------------------|--|
| | | | housing locations, as well as opportunities in North Wales and Cheshire | | |
| | C07 | Poor rail network connectivity to Heswall | Heswall is poorly served by rail compared to other urban areas across the Wirral | Rail | Local Town Centres |
| | CO8 | Inefficient traffic management | Inefficient traffic management - much of the UTMC and CCTV equipment is obsolete | Traffic Management / Road / Bus | Strategic and Borough Wide |
| Highway | HI1 | Challenges with highway infrastructure and maintenance | Limited resources create challenges for highways infrastructure and maintenance to support a resilient network, exacerbating pinch points and hotspots | Road | Strategic and Borough Wide |
| | HI2 | Inadequate capacity and access to M53 junctions | Capacity and access to various M53 junctions is inadequate, compromising the strategic and local highway network | Road | Strategic and Borough Wide |
| | HI3 | Illegal parking and difficulties in enforcing restrictions | Illegal parking observed in several restricted locations across the borough | Road | Strategic and Borough Wide |
| | HI4 | Congestion through Kingsway Tunnel | Potential future congestion through the Kingsway Tunnel as a result of new development | Road | Strategic and Borough Wide |
| | HI5 | Congestion at Woodside and on Queensway approach | Tunnel approach and network around Woodside is operating close to capacity in the AM peak | Road | Hamilton Square and Woodside |
| | HI6 | Congestion on town centre approaches (A552) | Current congestion on approaches into the town centre, particularly the A552 | Road | Birkenhead Town Centre |
| Junction Capacity | JU1-JU44 | Capacity constraints at junctions Identified in Table 4 | Junction capacity issues | Road | Birkenhead Town Centre, New Brighton, Local Town Centres |
| Sustainability | SU1 | Limited availability of sustainable travel programmes | Limited awareness and availability of safe and sustainable travel through | Smart Choices | Strategic and Borough Wide |

| Category | Ref | Issue | Description | Mode | Spatial Location |
|-------------------|------|---|--|----------------------------|--|
| | | | programmes such as travel training, travel solutions and business/school travel support | | |
| | SU2 | Lack of sustainable transport links to support growth | Sustainable transport links do not support housing and employment growth | Active Travel / Bus / Rail | Strategic and Borough Wide |
| | SU3 | Poor public environment and Public Realm in East Wirral | Urban centres in East Wirral require rejuvenation, including improved retail and leisure offers and better Public Realm | Active Travel | Birkenhead Town Centre, New Brighton, Local Town Centres |
| | SU4 | High cost and complex pricing of bus use | Bus fares have increased more than motoring costs over the same period, and can be confusing to new customers | Bus | Strategic and Borough Wide |
| A41 North Context | CTX1 | Historic Rail Corridors | The location of historic rail corridors creates barriers to vehicle and pedestrian movement | Rail | A41 Corridor |
| | CTX2 | Isolated development land | Land targeted for development is isolated creating the need for new transport links | All | A41 Corridor |
| | CTX3 | Public Realm at Hamilton Square | The potential of Hamilton Square as an attractive area is not realised as the quality of buildings are gradually declining and the perception of crime is prevalent. | Active Travel | A41 Corridor |
| | CTX4 | Multiple land owners | Multiple land owners add challenges to the planning and implementation of transport schemes in the short to medium term | All | A41 Corridor |
| | CTX5 | Lack of green space | Aside from Hamilton Square, there is a lack of green space in the study area limiting opportunities for leisure and recreation | Active Travel | A41 Corridor |
| | CTX6 | Environmental constraints | A number of environmental constraints have been | All | A41 Corridor |

| Category | Ref | Issue | Description | Mode | Spatial Location |
|-------------------------------|-----|---|---|---------------|-------------------------|
| | | | identified within the study area and within 500m of the study boundary which may restrict options for transport improvements | | |
| A41 North Vehicle Access | VA1 | Road severance | Key roads within the study area create barriers to movement including a number of A roads through town centre areas | Active Travel | A41 Corridor |
| | VA2 | Surplus of cheap long stay car parking | Surplus of cheap long stay car parking increases the number of vehicles in the area and discourages walking and cycling from local areas | Road | A41 Corridor |
| | VA3 | Car parking quality | Current car parking provision is of a low grade with poor lighting and surfacing | Road | A41 Corridor |
| | VA4 | Inconsistent on-street parking tariffs | Inconsistent on-street parking tariffs causes confusion for visitors | Road | A41 Corridor |
| | VA5 | Complicated highway layout | Complicated road layout to the south of the study area creates confusion for visitors | Road | A41 Corridor |
| | VA6 | Excessive traffic management | Large number of one way and closed off roads within the study area, making it harder to navigate and reducing activity | Road | A41 Corridor |
| | VA7 | Proximity of Wirral Waters | Proximity of Wirral Waters and the potential to 'drag' significant volumes of traffic through the A41 study area | Road | A41 Corridor |
| A41 North Public Transport | PT1 | Over provision of bus infrastructure | Over provision of bus infrastructure at Hamilton Square and Woodside | Bus | A41 Corridor |
| | PT2 | Poor bus/rail interchange at Hamilton Square and Birkenhead Central | Restricted access for buses outside of Hamilton Square and Birkenhead Central stations | Bus | A41 Corridor |

| Category | Ref | Issue | Description | Mode | Spatial Location |
|-------------------------|------|---|--|---------------|-------------------------|
| | PT3 | Poor interchange at rail stations for active modes | Lack of interchange from rail stations including poor walking and cycling links | Active Travel | A41 Corridor |
| | PT4 | Age of Woodside Ferry Terminal | Woodside ferry terminal is served by ageing infrastructure risking future operations | Ferry | A41 Corridor |
| A41 North Active Travel | ACT1 | Poor quality sustainable travel routes | Some walking and cycling routes are in poor condition decreasing the attractiveness of active modes | Active Travel | A41 Corridor |
| | ACT2 | Severance to movement from the south | The biggest opportunity for pedestrian movements to the town centre is from residential areas to the south. However, this is where major A roads create barriers to movement | Active Travel | A41 Corridor |
| | ACT3 | Some unsafe and unattractive footways | East-west pedestrian and cyclist movements are restricted by unsafe and unattractive footways | Active Travel | A41 Corridor |
| | ACT4 | Limited infrastructure for pedestrians and cyclists | Limited infrastructure for pedestrians and cyclists including crossings, cycle lanes and secure cycle parking | Active Travel | A41 Corridor |
| | ACT5 | Disconnected infrastructure for Active Travel | Disconnect, particularly for pedestrians, between key areas in and around the study area – Woodside, Hamilton Square, Birkenhead town centre | Active Travel | A41 Corridor |
| A41 North Safety | SAF1 | Accident clusters | Clusters of accidents occur along key pedestrian desire lines | Safety | A41 Corridor |
| | SAF2 | High proportional pedestrian accident rate | The majority of accidents involving pedestrians occur in areas with the most pedestrian movements | Safety | A41 Corridor |
| | SAF3 | Anti-social behaviour | Anti-social behaviour in Hamilton Square, poorly lit | Safety | A41 Corridor |

| Category | Ref | Issue | Description | Mode | Spatial Location |
|-------------------|------|---------------------------------|---|------|-------------------------|
| | | | and poorly overlooked streets and footpaths creates intimidating environments for pedestrians – need to better integrate all members of community by providing better public realm and linkage. | | |
| WW Context | WWC1 | Development land occupation | Some of the key Wirral Waters development land is occupied by existing businesses and maritime operations which will reduce the short-term deliverability of some key parcels of land | All | Wirral Waters EZ |
| | WWC2 | Low density of development land | Existing development is of relatively low density across the study area, reducing the overall efficiency of space | All | Wirral Waters EZ |
| | WWC3 | Environmental constraints | A number of environmental constraints have been identified within the study area and within 500m of the study boundary which may restrict options for transport improvements | All | Wirral Waters EZ |
| WW Vehicle Access | WWV1 | Generation of HGV movements | The Wirral Waters development will see an increasing number of vehicles and HGVs through the area creating a need to ensure the highway network remains suitable and appropriate | Road | Wirral Waters EZ |
| | WWV2 | Quality of junctions | Key junctions within the study area present unattractive gateways into development areas | Road | Wirral Waters EZ |
| | WWV3 | Localised congestion | Occurrences such as the dock bridges lifting and ferries disembarking cause localised congestion | Road | Wirral Waters EZ |

| Category | Ref | Issue | Description | Mode | Spatial Location |
|--|------|--|---|---------------|-------------------------|
| WW Public Transport | WWP1 | Limited rail access | Rail access is generally limited with no stations to the north of the site and poor walking and cycling links from other stations in proximity to the study area | Rail | Wirral Waters EZ |
| | WWP2 | Limited interchange at Birkenhead North | Infrequent bus services at Birkenhead North provides limited interchange facilities | Bus | Wirral Waters EZ |
| | WWP3 | Limited bus penetration | Bus penetration through the Wirral Waters area is limited | Bus | Wirral Waters EZ |
| | WWP4 | Limited cross-river public transport to north east | The north east of the study area is poorly served by cross-river services with neither bus or rail services available | Bus | Wirral Waters EZ |
| WW Active Travel | WWA1 | Poor walking and cycling connectivity | Poor walking and cycling connectivity with few areas accessible from rail stations within 15 minutes walking time | Active Travel | Wirral Waters EZ |
| | WWA2 | Limited pedestrian and cycle facilities | A number of the key junctions within the study area have poor or no pedestrian and cyclist facilities, reducing the overall attractiveness of the environment for active travel | Active Travel | Wirral Waters EZ |
| WW Safety Source: <insert notes="" or="" source=""></insert> | WWS1 | Accident clusters | Clusters of accidents exist at key junctions within the study area, presenting issues of road safety | Active Travel | Wirral Waters EZ |

Source: <Insert Notes or Source>

6 Review of Previous Wirral Transport Pipeline

6.1 Introduction

As part of the LCR Transport Investment Pipeline, Mott MacDonald produced the Wirral Transport Investment Pipeline (2016). The output of this commission produced a long list of 60 intervention ideas developing on the issues and opportunities identified in the baseline work.

The Merseytravel Transport Investment Pipeline was also produced as part of the LCR Transport Investment Pipeline which address current and future issues across Merseytravel's five core delivery areas (Rail, Bus, Ferries, Tunnels and Smarter Choices). Merseytravel's pipeline sits alongside the pipelines of the six local authorities in LCR, Liverpool, Halton, Sefton, Knowsley, St. Helens and Wirral. Of this, seven schemes on the Merseytravel Transport Investment Pipeline are directly relevant to Wirral.

In November 2016, Kellogg Brown & Root were commissioned by Wirral Council to produce an East Wirral Options and Feasibility Study. From the final deliverable of this commission, four schemes were identified for Wirral.

This section will introduce and review:

- The 60 schemes included in the original Wirral Transport Pipeline.
- The 7 schemes included in the original Merseytravel Pipeline that are relevant to Wirral.
- The 4 schemes identified by KBR in the East Wirral Study.

This will include exploring if any of the identified interventions have been taken forward for development since 2016.

6.2 Scheme Pool from Previous Work

Table 6 to Table 8 below set out the long list of schemes produced for the previous Wirral Pipeline including indicative costs and timescales. This review of previously identified schemes shows that little, or no, progress has been made since 2016.

6.2.1 Previous Wirral Transport Pipeline Schemes

Schemes aimed at facilitating the Wirral Waters development have made the most progress with various funding sources identified or secured, designs developed for road infrastructure improvements and construction of identified active travel improvements. Details of progress to date for each scheme as provided by officers at Wirral Council is also set out in the table below.

Table 6: Schemes listed in the 2016 Wirral Pipeline

| | | • | | | |
|-----|---|------------------------------------|--------------------------------|-----------|---|
| No. | Scheme Description | Mode | Cost | Timescale | Progress to Date |
| 1 | A41 Corridor (Capacity) | Road | £10m-£20m | 2019-2024 | TAG feasibility study undertaken |
| 2 | A41 Rail Freight Link | Rail | £3m-£10m | 2024-2034 | |
| 3 | A41 Cycle and Pedestrian Connectivity | Cycling, Public Transport, Road | £3m-£10m | 2019-2024 | Funding has been secured under STEP and is due to be completed by 2020 |
| 4 | A41 Bus Connectivity and Improvements | Public Transport | £1m-£3m | 2019-2021 | |
| 5 | Port Wirral | Road | £1m-3m | 2019-2024 | |
| 6 | Mersey Tunnels | Road/Public Transport | £10m-£20m | 2019-2024 | |
| 7 | Water Taxis | Public Transport | £3m-£10m | post-2034 | |
| 8 | Wirral Waters Cross Dock Connectivity | Road, Active Transport | £20m-£50m | 2024-2034 | |
| 9 | Gateways to Wirral Waters | Road | £10m-£20m | 2024-2034 | TAG Feasibility Fund money has been awarded to Wirral Council to undertake some preliminary feasibility work to take the project towards OBC including A and C bridge replacement. |
| 10 | Wirral Waters Supporting Road Infrastructure | Road | £20m-£50m | 2024-2034 | Supporting road infrastructure is included in the TAG Feasibility funding award. Design for Tower Road Civilised Street has been progressed and an NPIF bid has been successful (this will only complete a phase 1 from Canning Street roundabout to the Ro-Ro roundabout). |
| 11 | Wirral Waters Active Travel Connectivity | Road, Active Transport | £3m-£10m | 2019-2024 | Funding has been secured through STEP for elements of the scheme. Work has been undertaken on Beaufort Road phase 1, Duke Street phase 1, Rendel Street. Work on Northbank East is about to go to tender. |
| 12 | Wirral Waters Streetcar (Mass Transit) | Rail | £50m-£150m | 2024-2034 | Trampower have produced a feasibility report for phase 1a and Vectos have produced a capital expenditure report. |
| 13 | Rail Freight Links -Wirral Waters | Rail | £10m-£20m | 2024-2034 | |
| 14 | Birkenhead Town Centre Gateways | Road | £10m-£20m | 2024-2034 | Included within TAG feasibility study work. |
| 15 | Birkenhead Town Centre Streetscape | Active Travel | £3m-£10m | 2019-2024 | Included within TAG feasibility study work. |
| 16 | Wirral Waters Public Transport Accessibility | Public Transport | £1m-£3m (£100K-500K p.a) | 2019-2021 | Merseytravel have been working to improve bus access to Wirral Waters, specifically around the Tower Road / Tower Wharf sites but this has been delayed due to the bridge work on Tower Road |
| 17 | A553/A554 Improvements | Road/Cycling | £3m-£10m | 2019-202 | |
| 18 | Wirral Line Stations Master Plan | Rail | £20m-£50m | 2019-2024 | |
| 19 | Wirral Line Park and Ride | Rail | £1m-£3m | 2019-2021 | Merseytravel are currently working towards the target of, site purchase and design completion for the upgrade for Spital Park and Ride car park. |

| No. | Scheme Description | Mode | Cost | Timescale | Progress to Date |
|-----|---|------------------------------------|-------------|-----------|---|
| 20 | Improvements to Bus Infrastructure at Birkenhead Park and Conway Park | Public Transport | £10m-£20m | 2019-2024 | |
| 21 | Birkenhead North-Bus/Rail Interchange Improvements | Public Transport | £3m-£10m | 2019-2021 | |
| 22 | New Brighton- Bus/Rail Interchange Improvements | Public Transport | £1m-£3m | 2019-2021 | |
| 23 | West Kirby- Bus/Rail Interchange Improvements | Public Transport | £1m-£3m | 2019-2021 | |
| 24 | Heswall Public Transport Connectivity | Public Transport | £3m-£10m | 2019-2024 | |
| 25 | Coastal Cycling Strategy | Active Travel | £3m-£10m | 2019-2021 | |
| 26 | Wirral Line Connectivity | Public Transport | £10m-£20m | 2019-2024 | |
| 27 | Smart/Integrated Ticketing | Public Transport | <£10m | 2019-2021 | |
| 28 | Community Road Safety Promotion | All | £100-500k | 2019-2021 | Wirral Council has undertaken wider engagement, through businesses under the Mind Your Business programme. |
| 29 | Airport Accessibility (Signage) | Road | £1m-£3m | 2019-2024 | |
| 30 | Capacity Improvements to M53 | Road | £10m-£20m | 2019-2024 | |
| 31 | M53 Junction Approaches Improvements | Road | £1-3m | 2019-2024 | |
| 32 | M53 Smart Motorways between Junction 5 and 11 | Road | £3m-£10m | 2019-2021 | This scheme has been discontinued by the HE. |
| 33 | New and Upgraded UTMC and CCTV | Traffic Management | £10m-£20m | 2019-2024 | The Urban Traffic Management and Control (UTMC) upgrade has been awarded funding via LGF3 Key Route Network (KRN). |
| 34 | Active Travel Route Across M53 | Active Travel | £3m-£10m | 2019-2021 | |
| 35 | Active Travel Connectivity to Local Centres | Active Travel | £1m-£3m | 2019-2024 | |
| 36 | Residential Road Streetscape | Road | £1m-£3m | 2019-2021 | |
| 37 | Travel Solutions | Active Travel, Public Transport | £100-500k | 2019-2021 | Received Public Health funding for 2 years post LSTF, which finished in March 2017. There is funding for a smaller scale City Region scheme for 12 months utilising the Cycling and Walking to Work Pilot fund money. |
| 38 | Business Travel Support | Smarter Choices | £100k-£500k | 2019-2021 | |
| 39 | Wirral Active Travel Campaign | Active Travel | £100k-£500k | 2019-2021 | The scheme links to LCWIP and Sustrans Bike Life. |
| 40 | Wirral-Maintain our Assets | Road | £20-£50m | 2024-2034 | Funding has been awarded via LGF3 KRN to resurface the A41 Rock Ferry Bypass |
| 41 | LED Phase 2 | Road | £10m-£20m | 2019-2024 | Awarded - funding secured through Council Capital for LED and Salix for column replacement. |
| 42 | Access to Deeside | Public Transport | £100-500k | 2019-2021 | |

| No. | Scheme Description | Mode | Cost | Timescale | Progress to Date |
|-----|--|------------------------|------------|-----------|---|
| 43 | Introduce New Borderlands (Wrexham-Bidston) Line Stations | Rail | £20m-£50m | 2024-2034 | |
| 44 | Extend Borderland (Wrexham- Bidston) Line | Rail | £50m-£150m | 2024-2034 | |
| 45 | New Brighton Accessibility Improvements | Road | £1m-£3m | 2019-2021 | |
| 46 | Town Meadow/Ledsham New Stations | Rail | £3m-£10m | 2024-2034 | |
| 47 | Wirral SUD Schemes | Active Travel | £1m-£3m | 2019-2021 | There is scheme under development with a route identified along the Birkett to Wirral Waters, awaiting funding confirmation. |
| 48 | Saughall Massie Link Road- New Infrastructure | Road | £3m-£10m | 2019-2024 | TAG Feasibility Fund money has been awarded to Wirral Council to undertake some preliminary feasibility work to take the project towards OBC. |
| 49 | Saughall Massie Road- Infrastructure Upgrade | Road | £3m-£10m | 2019-2024 | TAG Feasibility Fund money has been awarded to Wirral Council to undertake some preliminary feasibility work to take the project towards OBC. |
| 50 | Heron Road Improvements | Road | £3m-£10m | 2019-2024 | |
| 51 | Cycle Route to Arrowe Park and the Hospital | Cycle | £1m-£3m | 2017-2021 | |
| 52 | A552 Corridor Capacity Improvements | Road and Pedestrian | £3m-£10m | 2019-2024 | |
| 53 | A540 Heswall Pinch Point Improvements | Road | £3m-£10m | 2019-2021 | |
| 54 | Brimstage Bus Connectivity | Public Transport | £1m-£3m | 2024-2034 | |
| 55 | Clatterbridge to Mersey Waterfront Corridor Improvements | Road/Active travel | £3m-£10m | 2019-2024 | |
| 56 | Green Lane Station Refurbishment | Rail | £3m-£10m | 2019-2024 | |
| 57 | Park and Ride at Birkenhead Central | Public Transport | £3m-£10m | 2019-2024 | |
| 58 | Meols Station Accessibility | Rail | £3m-£10m | 2019-2021 | |
| _ | Matt MaaDanald | | | | |

6.2.2 East Wirral Transport Study (Kellogg-Brown Report) Schemes

Table 7: Schemes listed in the East Wirral Transport Study

| No. | Scheme Description | Mode | Cost | Timescale | Progress to Date |
|-----|---|------------------|-------------------|-------------------|------------------|
| 59 | Woodside Ferry Travel | Public Transport | None specified | None specified | - |
| 60 | Europa Boulevard/Conway Park Station Re-modelling | Public Transport | None specified | None specified | - |
| 61 | Birkenhead Town Station | Public Transport | None specified | None specified | - |
| 62 | Relocation of Birkenhead Bus Station | Public Transport | None specified | None specified | - |

Source: Mott MacDonald

6.2.3 City Region Pipeline Schemes Relevant to Wirral

Table 8: Schemes listed in the Merseytravel Pipeline

| 63 Mersey Tunnel Toll Plaza Congestion Management 64 Queensway Tunnel Toll Plaza Road £20m-£50m 2019-2024 - 65 Queensway Tunnel Resilience Measures 66 Bidston Moss Viaduct Major Maintenance 67 Mersey Tunnel Flood Resilience Road £10m-£20m 2019-2024 - 80 £20m-£50m 2019-2024 - 80 £20m-£50m 2024-2034 - 80 £20m-£50m 2024-2034 - 80 £20m-£50m 2024-2034 - 80 £150m 2019-2024 - | No. | Scheme Description | Mode | Cost | Timescale | Progress to Date |
|--|-----|--------------------------------|------------------|----------------|-----------|---|
| Re-Modelling 65 Queensway Tunnel Resilience Road £20m-£50m 2019-2024 - Measures 66 Bidston Moss Viaduct Major Road £50m- 2024-2034 - Maintenance £150m | 63 | • | Road | £10m-£20m | 2016-2019 | - |
| Measures 66 Bidston Moss Viaduct Major Road £50m- 2024-2034 - Maintenance £150m | 64 | • | Road | £20m-£50m | 2019-2024 | - |
| Maintenance £150m | 65 | | Road | £20m-£50m | 2019-2024 | - |
| 67 Mersey Tunnel Flood Resilience Road £10m-£20m 2019-2024 - | 66 | • | Road | | 2024-2034 | - |
| | 67 | Mersey Tunnel Flood Resilience | Road | £10m-£20m | 2019-2024 | • |
| 68 Behaviour Change Measures Smarter Choices £500k-£1m p.a. 2019-2024 - | 68 | Behaviour Change Measures | Smarter Choices | £500k-£1m p.a. | 2019-2024 | • |
| Employment Travel Solutions Smarter Choices £500k-£1m p.a. 2019-2024 - | | Employment Travel Solutions | Smarter Choices | £500k-£1m p.a. | 2019-2024 | • |
| E-Mobility and Low Emission Smarter Choices £10m-£20m 2019-2024 Under development. Vehicle Infrastructure | | • | Smarter Choices | £10m-£20m | 2019-2024 | Under development. |
| Smart Ticketing Smarter Choices >£150m 2019-2024 To be updated following the Transforming Cities Fund award. | | Smart Ticketing | Smarter Choices | >£150m | 2019-2024 | To be updated following the Transforming Cities Fund award. |
| 69 Improved Ferry Service Public Transport To be updated following the Transforming Cities Fund award. | 69 | Improved Ferry Service | Public Transport | - | - | To be updated following the Transforming Cities Fund award. |

When reviewing the 71 schemes from various previous studies listed above it became clear that the Wirral Transport Pipeline requires a more radical refresh in order to support the Strategic Regeneration Framework and focus interventions in certain areas of development. There is also a clear need to identify the schemes which may be considered to be enabling schemes from one or more of the other interventions. The subsequent section describes the process undertaken to identify gaps in the Strategic Transport Framework Action Plan in terms of achieving the aims and objectives outlined in the SRF.

6.3 Gap Analysis

The schemes outlined in the above sections identified through previous studies provided the basis for option development. However, these schemes have been reviewed to identify gaps in order to ensure all key issues are addressed and the pipeline is fully aligned with the SRF.

6.3.1 Matching of Issues and Previous Schemes

Chapter 3 of this document sets out a list of the key transport issues across Wirral which was compiled following extensive evidence base research and discussions with key stakeholders.

The final list of key issues has been examined against the schemes identified in previous pipeline work. These issues were matched with a scheme or number of schemes that would address it. This led to the identification of issues with no or few schemes to address them therefore informing areas where option development should be focused.

Prior to the development of new schemes, the following issues were not addressed within STF Action Plan:

- Fragmented use of taxis- fragmentation of the use of taxis as part of an integrated transport system.
- Bus routing Birkenhead-centric-most bus services, particularly between East and West Wirral, are routed via Birkenhead rather than providing direct point to point journeys.
- Poor PT outside core hours- buses typically run to standard working times that do not reflect shift patterns - trains from West Wirral do not start early enough to facilitate connections into LCR to align with the commuter work patterns.

New schemes were developed to address these issues during the next stage of work which is discussed in the following Section.

6.3.2 Alignment of Previous Schemes with SRF objectives

As highlighted in Chapter 2, the Wirral Strategic Regeneration Framework (SRF) sets out the spatial priorities and challenges for economic growth in the borough. This has a focus on the areas of significant growth potential, identified as the spatial priorities which are:

- Birkenhead Town Centre
- Hamilton Square and Woodside.
- Wirral Waters Enterprise Zone.
- The A41 Corridor
- Wirral International Business Park
- New Brighton
- Local Town Centres

When considered alongside the strategic borough-wide geography, there are eight spatial priorities to be considered.

Six strategic themes have also been identified under the SRF to drive economic growth which include:

- High Quality Housing.
- · Employment, Skills and Economic Development.
- Excellent Connectivity transport and digital.
- The Tourism and Culture offer.
- Sustainable development and a high-quality environment.
- A great place to live and work healthier lifestyles and safer neighbourhoods.

Another key component of the strategic vision of the SRF is policy context, namely the Wirral Transport Strategy: Connecting Wirral (2015) which sets four priorities:

- Priority 1: Keep traffic moving safely and efficiently.
- Priority 2: Reliable and affordable public transport.
- Priority 3: Encourage healthy active travel.
- Priority 4: Inclusive integrated transport that supports our resident's needs.

In total, there are therefore 18 spatial priorities and strategic themes to consider in relation to the schemes/

Aligning with spatial priorities and strategic themes and priorities outlined in the SRF and local policy will be key to ensuring growth across the borough is deliverable and sustainable. Therefore, all of the above components have been considered when reviewing the previous schemes in the context of current growth and identifying gaps.

Each of the previous 71 schemes was given a score between 0 and 2 against the spatial priorities and strategic themes identified in the SRF and the priorities outlined within the Wirral Transport Strategy (0 being the least aligned to that component).

This produced an overall score for each scheme which translated to one of five categories as illustrated below:



Figure 20 provides a snapshot of this stage in the gap analysis process with comments of the SRF and Wirral Transport Strategy across the top and the overall score for each scheme to the right. The full table of results is provided in Appendix A.

Figure 20: Previous Scheme Alignment with SRF and Wirral Priorities (Incomplete Table – see Appendix A for full table)

| Fig | Figure 20: Previous Scheme Alignment with SRF and Wirral Priorities (In | | | | | | | | ncomplete Table – see Appendix A for full table) | | | | | | | | | | | |
|---------------|---|---------------------------|--|----------|------------------|--------------|--|--|--|-------|---|------------------------------------|--------------|--|---|--|--|---------------------------------|---|-------|
| | | | | | Spatial P | riority | | | | | | Str | ategic Theme | | • | | Wirral Tran | sport Strategy | | 1 |
| Scheme No. | Scheme Description | Birkenhead Town Centre | | Woodside | Wirral Waters EZ | A41 Corridor | Wirral International Business Park | | Local Town Centres | IHigh | Employment, Skills, Economic Development | Connectivity - Transport/Digita | | | Healthier lifestyles and safer neighbourhoods | Keep traffic moving safely and efficiently | Reliable and affordable public transport | Encourage healthy active travel | Inclusive integrated transport that supports our residents needs | Score |
| 4: | LLED Phase 2 | | | | | | | | | | | | | | | | | | | 34 |
| | Wirral Line Stations Master Plan | | | | | | | | | | | | | | | | | | | 32 |
| | Wirral Line Connectivity | | | | | | | | | | | | | | | | | | | 32 |
| | A41 Cycle and Pedestrian Connectivity | | | | | | | | | | | | | | | | | | | 31 |
| 27 | Smart/Integrated Ticketing | | | | | | | | | | | | | | | | | | | 31 |
| 35 | Active Travel Connectivity to Local Centre | | | | | | | | | | | | | | | | | | | 31 |
| 17 | 7 A553/A554 Improvements | | | | | | | | | | | | | | | | | | | 30 |
| 19 | Wirral Line Park and Ride | | | | | | | | | | | | | | | | | | | 30 |
| 25 | Coastal Cycling Strategy | | | | | | | | | | | | | | | | | | | 30 |
| - | A41 Bus Connectivity and Improvements | | | | | | | | | | | | | | | | | | | 29 |
| 34 | Active Travel Routes Across the M53 | | | | | | | | | | | | | | | | | | | 29 |
| 1 | A41 Corridor (Capacity) | | | | | | | | | | | | | | | | | | | 28 |
| 28 | Community Road Safety Promotion | | | | | | | | | | | | | | | | | | | 28 |
| 47 | Wirral SUD Schemes | | | | | | | | | | | | | | | | | | | 27 |
| 52 | A552 Corridor Capacity Improvements | | | | | | | | | | | | | | | | | | | 27 |
| 57 | Park and Ride at Birkenhead Central | | | | | | | | | | | | | | | | | | | 27 |
| 10 | Wirral Waters Supporting Road Infrastr | l | | | | | | | | | | | | | | | | | | 26 |
| 1 | Wirral Waters Active Travel Connectivity | | | | | | | | | | | | | | | | | | | 26 |
| 12 | Wirral Waters Streetcar (Mass Transit) | | | | | | | | | | | | | | | | | | | 26 |
| 14 | Birkenhead Town Centre Gateways | | | | | | | | | | | | | | | | | | | 25 |
| 15 | Birkenhead Town Centre Streetscape | | | | | | | | | | | | | | | | | | | 25 |
| | Wirral Waters Public Transport Accessib | | | | | | | | | | | | | | | | | | | 25 |
| 30 | Capacity Improvements to the M53 | | | | | | | | | | | | | | | | | | | 25 |
| (| Mersey Tunnels | | | | | | | | | | | | | | | | | | | 24 |
| | Gateways to Wirral Waters | | | | | | | | | | | | | | | | | | | 24 |
| 31 | M53 Junction Approaches Improvement | | | | | | | | | | | | | | | | | | | 24 |
| 4 | Extend Borderland (Wrexham-Bisdston) | | | | | | | | | | | | | | | | | | | 24 |
| 20 | Improvements to Bus Infrastructure at E | | | | | | | | | | | | | | | | | | | 23 |
| | Business Travel Support | | | | | | | | | | | | | | | | | | | 23 |
| 39 | Wirral Active Travel Campaign | | | | | | | | | | | | | | | | | | | 23 |

39|Wirral Active Travel Campaign
Source: Mott MacDonald

Scores for each spatial priority and strategic themes were combined together taking into account all schemes. This produced an overall score for each theme which was ranked from the highest to the lowest.

Of the eighteen priorities and themes tested, the nine which ranked the lowest in terms of coverage from the previous pipeline of schemes are shown in the list below

- Wirral Waters EZ
- Hamilton Square
- Birkenhead Town Centre
- Woodside
- Wirral International Business Park
- Encourage healthy active travel
- A41 Corridor
- New Brighton
- High Quality Housing

It was therefore concluded that additional schemes were required to be added to the long list for Wirral Strategic Transport Framework Action Plan that address the lowest scoring themes noted above. The compilation of the full scheme long list is the subject of the next Chapter.

7 Recommendations for new Wirral Strategic Transport Framework schemes

Following the identification of gaps within the previous Transport Pipeline there is a need to consider new schemes to account for all spatial priority areas and themes outlined in the SRF and all key issues. This section outlines the additional schemes have been identified and how these fit within the updated long list.

7.1 Introduction

In this section, the new schemes that will be considered as part of the long list for the Strategic Transport Framework Action Plan are identified. These have emerged from a variety of sources including:

- The Issue and SRF gap analysis described in the previous Chapter;
- A strategic internal workshop held amongst Mott MacDonald employees with a strong working or residential knowledge of the borough; and
- Emerging schemes from the ongoing A41 North and Wirral Waters Strategic Transport
 Feasibility Study work to address the more detailed issues and opportunities identified in
 these locations and discussed in the previous section.

7.2 New Scheme Identification

A number of new schemes have been identified in addition to those listed in the previous pipeline and previous studies. New schemes have emerged through identifying the gaps where key issues are not addressed by schemes and through discussions with stakeholders and the project team following detailed analysis of transport conditions across Wirral.

7.2.1 New schemes as a result of Issues and SRF Gap Analysis

Following a review of the key transport issues and aims of the SRF, a number of gaps were identified in the previous pipeline of schemes. The following issues were identified, which were not addressed by schemes in the previous pipeline:

- Fragmentation of the use of taxis as part of an integrated transport system.
- Most bus services, particularly between East and West Wirral, are routed via Birkenhead rather than providing direct point to point journeys.
- Buses typically run to standard working times that do not reflect shift patterns Trains from West Wirral do not start early enough to facilitate connections into LCR to align with the commuter work patterns.

These issues were addressed by the addition of the following scheme to the long list:

Improved and Integrated Taxi and Demand Responsive Transport (DRT) Coverage- working
with operators and using technology such as Uber and Arriva Click to ensure that bus and
taxi services cover areas which conventional public transport cannot provide for.

7.2.2 New schemes as a result of Internal Workshop

An additional workshop was held within the Mott MacDonald Integrated Transport team on the 11th April 2018 to present emerging issues and opportunities. The workshop consisted of a team with local knowledge and transport planning expertise who were asked to present feedback on the issues and opportunities and highlight any additional schemes or issues not accounted for.

A number of schemes were suggested at the workshop – these were as follows:

- Closure of Queensway Tunnel.
- Repurposing of Queensway Tunnel for Public Transport only.
- Kingsway Capacity Increase.
- New Cross-River Link e.g. Eastham Aighurth or Bromborough to Otterspool.
- Redevelopment of Woodside Bus Station for alternative public use.
- Improved bus interchange at Hamilton Square.
- Reconfiguration of Woodside Gyratory roundabout.
- Dedication of Woodside area for leisure, heritage and tourism use.
- Use of old rail line corridors to create green link between Seacombe, Wirral Waters, Woodside and Rock Ferry.
- Promote student market in Birkenhead Town Centre to encourage greater levels of active mode activity at evenings and weekends.
- Create a direct public transport service between Seacombe and Liverpool via Wirral Waters.
- Create a dedicated transit link from New Brighton to Liverpool via the Promenade serving Seacombe, Wirral Waters, Duke Street (Birkenhead Park), Corporation Road, and entering the Queensway Tunnel via the service tunnel access on Rendel Street. The transit link could use Queensway tunnel to access Liverpool.
- Restrict navigable waterway to the west of Duke Street to allow the bridge to be replaced and fixed (non-lifting) – this will allow additional bridges including footbridges.
- Create a pedestrian / cycle link along the waterfront from Woodside to Seacombe (and continuing via the Promenade).
- Cover the Wallasey Tunnel Approach cutting to overcome severance between Seacombe and Wirral Waters.
- Remove redundant industrial infrastructure adjacent to Wirral Waters to reduce severance.
- Relocate Birkenhead RO-RO to an alternative location on the Mersey.

These 17 schemes were added to the long list which is set out in the following section.

7.2.3 New schemes as a result of ongoing A41 North and Wirral Waters feasibility studies

Alongside the development of this action plan a number of schemes have been identified as part of the ongoing transport feasibility studies for the Wirral Waters EZ and A41 North corridor. Schemes suggested as part of this work are listed below:

- Access Road to Rosebrae Development Site
- Access into Hind Street (Mollington Link Road);
- Realignment/removal of the A41 Chester Street underpass, A5227 Town Link Viaduct, and Queensway Toll plaza.
- Active travel routes

- Woodside Ferry Terminal
- Reconfigure Woodside Bus Station
- Reconfigure Woodside Gyratory Bus stops
- Hamilton Street two-way outside Station
- Relocate Bus Terminus at Woodside
- Car park facility for Birkenhead Police Station
- Remove mini-roundabouts at Hamilton Square
- Remove Hamilton Street / Duncan Street road closure
- Improved walk route between Woodside and Hamilton Square
- Improved Public Realm outside Hamilton Square rail station
- Improved Public Realm Argyle Street
- Off-street car parking at Birkenhead Central
- Improved bus / rail interchange at Birkenhead Central
- De-traffic / Public Realm improvements Conway Street
- Improved pedestrian crossing facilities along Argyle Street
- Improved access to Birkenhead Priory
- Conway Park Public Realm improvements
- Pedestrian wayfinding strategy
- Improve Argyle Street south approach to Hamilton Square
- Green walk / cycle route on dis-used railway
- Transit route on dis-used railway
- Close Queensway Tunnel to general traffic and build new link elsewhere
- Queensway Tunnel public transport only
- Improve pedestrian and cycle crossings of Borough Road
- Improve pedestrian linkage to Birkenhead town centre from south
- Improved crossing facilities/road safety improvements at Whetstone Lane/Borough Road Junction
- Pedestrian overbridge of Borough Road, Whetstone Lane
- Signage/ better entrance to retail core

7.3 New Long List

Table 9 sets out the full list of options developed as part of the Strategic Transport Framework Action Plan before any form of appraisal. This list has been compiled through the processes described in the previous sub-sections.

The long list is made up of a combination of new schemes and schemes presented in the previous pipeline. Previous schemes that have been taken forward to this stage have been assessed in terms of their contribution to the SRF and their ability to address the key transport issues identified.

The long list in Table 9 is therefore a comprehensive list of schemes which covers all the spatial priorities and themes in the SRF and addresses the gaps identified in the previous pipeline to overcome an updated list of key issues. However, as a result of combining a number of previous studies and sources, there is significant duplication of schemes within the new long list. This

was addressed during the initial sift where schemes were merged or removed. This is noted in Chapter 8 but for completeness all schemes are shown here in the first instance.

Schemes presented in the table below are grouped together by their source (i.e. Previous Piepline, KBR Report, Merseytravel Pipeline and New Schemes) and each have an indicative timescale over which they may be expected to be delivered. Timescales have been assigned to each scheme based on discussions held during workshops and within the project team and will inform the phasing of schemes during the final strategy. Timescales identified in three categories as follows:

- Short Term up to 2025
- Medium Term 2025-2030
- Long Term beyond 2030

Table 9: Long List of Schemes

| Ref: | Scheme | Timescale |
|------|---|-----------|
| | Previous Pipeline | |
| 1 | A41 Corridor (Capacity) | Short |
| 2 | A41 Rail Freight Link | Medium |
| 3 | A41 Cycle and Pedestrian Connectivity | Short |
| 4 | A41 Bus Connectivity and Improvements | Short |
| 5 | Port Wirral | Medium |
| 6 | Mersey Tunnels | Short |
| 7 | Water Taxis | Long |
| 8 | Wirral Waters Cross Dock Connectivity | Long |
| 9 | Gateways to Wirral Waters | Medium |
| 10 | Wirral Waters Supporting Road Infrastructure | Long |
| 11 | Wirral Waters Active Travel Connectivity | Medium |
| 12 | Wirral Waters Streetcar (Mass Transit) | Long |
| 13 | Rail Freight Links to Wirral Waters | Medium |
| 14 | Birkenhead Town Centre Gateways | Short |
| 15 | Birkenhead Town Centre Streetscape | Short |
| 16 | Wirral Waters Public Transport Accessibility | Short |
| 17 | A553/A554 Improvements | Short |
| 18 | Wirral Line Stations Master Plan | Short |
| 19 | Wirral Line Park and Ride | Short |
| 20 | Improvements to Bus Infrastructure at Birkenhead Park and Conway Park | Short |
| 21 | Birkenhead North-Bus/Rail Interchange Improvements | Short |
| 22 | New Brighton- Bus/Rail Interchange Improvements | Short |
| 23 | West Kirby- Bus/Rail Interchange Improvements | Short |
| 24 | Heswall Public Transport Connectivity | Short |
| 25 | Coastal Cycling Strategy | Short |
| 26 | Wirral Line Connectivity | Short |
| 27 | Smart/Integrated Ticketing | Short |
| 28 | Community Road Safety Promotion | Short |
| 29 | Airport Accessibility (Improved Signage) | Medium |
| 30 | Capacity Improvements to the M53 | Short |
| 31 | M53 Junction Approaches Improvements | Short |
| 32 | M53 Smart Motorways between Junction 5 and 11 | Short |

| Ref: | Scheme | Timescale |
|------|---|-----------|
| 33 | New and Upgraded UTMC and CCTV | Short |
| 34 | Active Travel Routes Across the M53 | Short |
| 35 | Active Travel Connectivity to Local Centres | Short |
| 36 | Residential Road Streetscape | Short |
| 37 | Travel Solutions | Short |
| 38 | Business Travel Support | Short |
| 39 | Wirral Active Travel Campaign | Short |
| 40 | Wirral-Maintain our Assets | Medium |
| 41 | LED Phase 2 | Short |
| 42 | Access to Deeside | Short |
| 43 | Introduce New Borderlands (Wrexham-Bidston) Line Stations | Medium |
| 44 | Extend Borderland (Wrexham-Bidston) Line | Medium |
| 44a | Extend Borderlands (Wrexham-Bidston) Line | Medium |
| 44b | Borderlands (Wrexham-Bidston) Line Frequency Increase | Short |
| 45 | New Brighton Accessibility Improvements (Parking Review/Land Train) | Short |
| 46 | Town Meadow/Ledsham New Stations | Medium |
| 47 | Wirral SUD Schemes | Short |
| 48 | Saughall Massie Link Road- New Infrastructure | Short |
| 49 | Saughall Massie Road- Infrastructure Upgrade | Short |
| 50 | Heron Road Improvements | Short |
| 51 | Cycle Route to Arrowe Park and the Hospital | Short |
| 52 | A552 Corridor Capacity Improvements | Short |
| 53 | A540 Heswall Pinch Point Improvements | Short |
| 54 | Brimstage Bus Connectivity | Short |
| 55 | Clatterbridge to Mersey Waterfront Corridor Improvements | Medium |
| 56 | Green Lane Station Refurbishment | Short |
| 57 | Park and Ride at Birkenhead Central | Short |
| 58 | Meols Station Accessibility | Short |
| | Kellogg Brown and Root Post 2016 Interventions | |
| 59 | Woodside Ferry Travel | Short |
| 60 | Europa Boulevard/Conway Park Station Re-modelling | Short |
| 61 | Birkenhead Town Station | Medium |
| 62 | Relocation of Birkenhead Bus Station | Short |
| | Merseytravel Pipeline | |
| 63 | Mersey Tunnel Toll Plaza Congestion Management | Short |
| 64 | Queensway Tunnel Toll Plaza Re-Modelling | Medium |
| 65 | Queensway Tunnel Resilience Measures | Short |
| 66 | Bidston Moss Viaduct Major Maintenance | Medium |
| 67 | Mersey Tunnel Flood Resilience | Short |
| 68 | Smarter Choice Interventions | Short |
| 69 | Improved Ferry Service | Short |
| | New Schemes | |
| 70 | Closure of Queensway Tunnel | Long |
| 71 | Repurposing of Queensway Tunnel for Public Transport only | Long |
| 72 | Kingsway Capacity Increase | Short |
| 73 | Kingsway Toll Plaza Re-modelling / Removal | Short |
| 74 | Kingsway Public Transport Priority | Short |

| Ref: | Scheme | Timescale |
|------|---|-----------|
| 75 | New Mersey Crossing e.g. Eastham - Aigburth | Long |
| 76 | Reconfigure / Redevelop Woodside Bus Station and relocate Bus Terminus | Medium |
| 77 | Hamilton Square-Bus/Rail Interchange Improvements | Short |
| 78 | Reconfigure / Redevelop Woodside Gyratory roundabout | Medium |
| 80 | Green link: Rock Ferry to Seacombe via Former Rail Corridor | Medium |
| 82 | New Brighton / Seacombe / Wirral Waters - Liverpool Rapid Transit | Medium |
| 84 | Wirral Cross-Dock Connectivity - Revised | Long |
| 85 | Green Link: Woodside to Seacombe via waterfront | Medium |
| 86 | Cover the Wallasey Tunnel Approach | Medium |
| 87 | Relocate Wirral Waters Industrial Uses to remove severance | Long |
| 88 | Relocate Birkenhead RO-RO | Long |
| 89 | Access Road to Rosebrae Development Site | Short |
| 90 | Access into Hind Street, Mollington Link road; | Medium |
| 91 | Queensway Toll Plaza Re-modelling / Removal | Long |
| 93 | Woodside Ferry Terminal Enhancements | Medium |
| 96 | Hamilton Street two-way outside Station | Short |
| 98 | Car park facility for Birkenhead Police Station | Short |
| 99 | Remove mini-roundabouts at Hamilton Square | Short |
| 100 | Remove Hamilton Street / Duncan Street road closure | Short |
| 101 | Improved walk route between Woodside and Hamilton Square | Short |
| 102 | Improved Public Realm outside Hamilton Square rail station | Short |
| 103 | Improved Public Realm Argyle Street | Short |
| 104 | Off-street car parking at Birkenhead Central | Short |
| 105 | Improvements to Bus Infrastructure at Birkenhead Park and Conway Park | Short |
| 106 | Public Realm improvements: Conway Street | Short |
| 107 | Improved pedestrian crossing facilities along Argyle Street | Short |
| 108 | Improved access to Birkenhead Priory | Short |
| 109 | Re-modelling and Public Realm Improvements: Conway Park and Europa Boulevard | Short |
| 110 | Pedestrian wayfinding strategy | Short |
| 111 | Improve Argyle Street south approach to Hamilton Square | Short |
| 116 | Improve pedestrian and cycle crossings of Borough Road | Short |
| 117 | Improve pedestrian linkage to Birkenhead town centre from south | Short |
| 118 | Improved crossing facilities/road safety improvements at Whetstone Lane/Borough Road Junction | Short |
| 119 | Pedestrian overbridge of Borough Road, Whetstone Lane | Medium |
| 120 | Signage/ better entrance to retail core | Short |
| 121 | Rail Electrification - Wrexham-Bidston | Medium |
| 122 | New rail spur and station - Heswall | Long |
| 123 | New Mersey Crossing e.g. Bromborough to Aigburth | Long |
| 123a | New access link into WIBP from Liverpool | Long |
| 124 | Rapid Transit - Wirral Waters to Liverpool | Long |
| 125 | Rapid Transit - New Brighton to Rock Ferry | Medium |
| 126 | Kingsway Tunnel Capacity Improvements | Short |
| 127 | M53 to M62 Linkage (Waterloo Tunnel) | Long |
| 128 | Queensway Tunnel closure to general traffic | Long |
| 129 | A41 / A552 / flyover area re-modelling | Short |
| 130 | Birkenhead - local access road improvements | Short |

| Ref: | Scheme | Timescale |
|------|---|-----------|
| 130a | Downgrading New / Rock Ferry Bypass | Long |
| 131 | Queensway Tunnel for Public Transport Only | Long |
| 132 | Woodside Bus Station redevelopment | Short |
| 133 | Hamilton Square - Bus / Rail Interchange | Short |
| 134 | Use of Queensway Service Tunnel for Rapid Transit | Medium |
| 135 | Use of former Dock Railway for Rapid Transit | Medium |
| 136 | Birkenhead North - Bus / Rail Interchange | Short |
| 136a | Birkenhead Central- Bus / Rail Interchange | Short |
| 137 | Green Link: Woodside to Seacombe via waterfront | Medium |
| 138 | Green link: Rock Ferry to Seacombe via Former Rail Corridor | Medium |
| 139 | Argyle Street Public Realm Improvements | Short |
| 140 | Hamilton Square - Woodside Improved route | Short |
| 141 | Conway Park - Market Improved route | Short |
| 142 | Cross Wirral Waters Routes | Medium |
| 143 | Borough Road / Whetstone Lane Enhanced Crossing | Short |
| 144 | New Duke Street Bridge | Medium |
| 145 | Extend Victoria Park to Dock Road | Medium |
| 146 | Green Link: Wirral Waters to Birkenhead Park | Medium |
| 147 | New north-south link and bridge | Medium |
| 148 | Two-lane dual carriageway between Poulton Bridge Road and grain warehouse | Medium |
| 149 | Duke Street Active Travel Improvements | Short |
| 150 | Dock Road to Corporation Road Dual Carriageway link (Duke St) | Medium |
| 151 | Improved and integrated Taxi and DRT Coverage | Short |
| 152 | Other local access road improvements | Medium |
| 153 | Removal of cheap long stay parking in Birkenhead TC | Short |

This list of 153 schemes was then taken forward to the next stage of option development where schemes were sifted, structured and appraised against specific criteria.

8 Initial Sifting and Structuring of Long List

This section describes how the long list of schemes in Section 7 was initially sifted to remove any schemes which may no longer be relevant to improving transport across Wirral. After removing a number of schemes, the long list was structured to group schemes together for appraisal and packaging within the final strategy.

8.1 Initial Sift

The initial sift of the long list of schemes was an exercise where each scheme was assessed at a high level to ensure all schemes were up to date and relevant within the context of the Strategic Regeneration Framework. Schemes were removed from the long list if:

- They were already being progressed;
- They may be merged or amalgamated into another scheme;
- They were direct duplicates of previously listed schemes;
- They had poor alignment with SRF; or
- It was a non-capital scheme or has no detail or spatial definition.

The following table outlines the schemes which were not progressed to the next stage of appraisal and the rationale as to why they were removed.

Table 10: Schemes Removed from the Long List as Result of First Sift

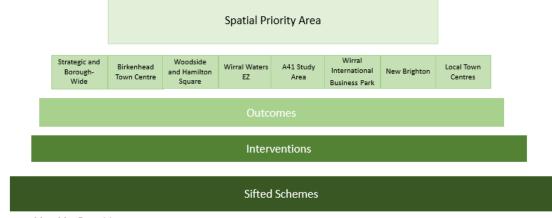
| Ref | Scheme Removed from Long List | Rationale |
|-----|---|--|
| 3 | A41 Cycle and Pedestrian Connectivity | To be progressed within Tranche 1 of LCWIP (Local Cycling and Walking Infrastructure Plan). |
| 6 | Mersey Tunnels | Merged with new schemes 70-74 which comprise the closure of Queensway Tunnel, repurposing for public transport, Kingsway Tunnel capacity increase, Toll Plaza re-modelling and Kingsway Public Transport Priority. |
| 12 | Wirral Waters Streetcar (Mass Transit) | Merged with new schemes 124 and 125 which suggest rapid transit from Liverpool to Wirral Waters and New Brighton to Rock Ferry. |
| 28 | Community Road Safety Promotion | Already progressed and non-capital scheme. Wirral Council has undertaken wider engagement, through businesses under the Mind Your Business programme. |
| 33 | New and Upgraded UTMC and CCTV | Already progressed. The UTC upgrade is on the list for LGF3 KRN funding. |
| 37 | Travel Solutions | Non-capital scheme. |
| 38 | Business Travel Support | Non-capital scheme. |
| 39 | Wirral Active Travel Campaign | Non-capital scheme. This was envisaged as a LCR campaign - There is funding for the Cycling and Walking to Work Pilot fund. |
| 40 | Wirral-Maintaining our Assets | Already progressed. A bid for funding was submitted to and is on the list for the LGF3 KRN pot to resurface the A41 Rock Ferry Bypass. |
| 41 | LED Phase 2 | Already progressed with local funding to complete phase 2. |
| 59 | Woodside Ferry Travel | Merged with new scheme 93 – Woodside Ferry Terminal. |
| 60 | Europa Boulevard/Conway Park Station Re-modelling | Merged with scheme 109- Re-modelling and Public Realm Improvements: Conway Park and Europa Boulevard. |
| 63 | Mersey Tunnel Toll Plaza Congestion Management | Merged with new scheme 64 - Queensway Tunnel Toll Plaza Re- Modelling. |
| 66 | Bidston Moss Viaduct Major Maintenance | To be progressed via maintenance budgets within Wirral Council and Highways England. |

| Ref | Scheme Removed from Long List | Rationale |
|-----|--|---|
| 68 | Smarter Choice Interventions | Non-capital scheme |
| 69 | Improved Ferry Service | Non-capital scheme |
| 82 | New Brighton / Seacombe / Wirral Waters - Liverpool Rapid Transit | Merged with scheme 124– Rapid Transit: Wirral Waters to Liverpool |
| 91 | Queensway Toll Plaza Re-modelling / Removal | Merged with new scheme 64- Queensway Tunnel Toll Plaza Re- Modelling |
| 104 | Off-street car parking at Birkenhead Central | Merged with previous pipeline scheme 57- Park and Ride at Birkenhead Central |
| 121 | Rail Electrification - Wrexham-Bidston | Merged with previous pipeline scheme 44- Extend Borderland (Wrexham-Bidston) Line |
| 123 | New Mersey Crossing e.g. Bromborough to Aigburth | Merged with previous pipeline scheme 75- New Mersey Crossing e.g. Eastham - Aigburth |
| 126 | Kingsway Tunnel Capacity Improvements | Merged with new scheme 72- Kingsway Capacity Increase |
| 131 | Queensway Tunnel for Public Transport Only | Merged with new scheme 71- Repurposing of Queensway Tunnel for Public Transport Only |
| 132 | Woodside Bus Station redevelopment | Merged with new scheme 76- Reconfigure / Redevelop Woodside Bus Station and relocate Bus Terminus |
| 133 | Hamilton Square - Bus / Rail Interchange | Merged with new scheme 77- Hamilton Square-Bus/Rail Interchange Improvements |
| 136 | Birkenhead North - Bus / Rail Interchange | Merged with previous pipeline scheme 21- Birkenhead North-Bus/Rail Interchange Improvements |
| 139 | Argyle Street Public Realm Improvements | Merged with new scheme 103- Improved Public Realm Argyle Street |
| 140 | Hamilton Square - Woodside Improved route | Merged with new scheme 101- Improved walk route between Woodside and Hamilton Square |
| 142 | Cross Wirral Waters Routes | Merged with new scheme 84- Wirral Cross-Dock Connectivity - Revised |
| 143 | Borough Road / Whetstone Lane Enhanced Crossing | Merged with new scheme 119- Pedestrian overbridge of Borough Road, Whetstone Lane |

Structuring of Schemes 8.2

To further develop the Action Plan and aid the appraisal process, the sifted schemes were organised into themes which can be packaged together for use in the final strategy. All schemes were placed within a hierarchy as demonstrated in the image below.

Figure 21: Long List Structure



This shows how schemes were sorted into the 8 spatial priority areas to ensure direct alignment with the SRF. Strategic outcomes have been identified for each priority area with a number of distinct interventions set out to achieve each outcome as shown in the below Table 11.

Table 11: Spatial Priorities, Outcomes and Interventions

| S | patial Priorities | 0 | utcomes | In | terventions |
|---|---------------------------------------|---|--|----|---|
| 1 | Strategic and Borough- | 1 | A41 Corridor | 1 | A41 Corridor Capacity Improvements |
| | Wide | 2 | M53 Corridor | 1 | M53 Junction 1 Improvements |
| | | | | 2 | M53 Capacity Improvements |
| | | 3 | A540 Corridor | 1 | A540 Capacity Improvements |
| | | 4 | East-west linkage | 1 | Active Travel Links |
| | | | | 2 | Access Improvements |
| | | 5 | Rail Connectivity | 1 | Wirral Line Stations Enhancements |
| | | | | 2 | Borderlands Line Enhancements |
| | | | | 3 | Enhanced Rail Freight Access |
| | | | | 4 | Smart Integrated Ticketing |
| | | 6 | Wider Connections | 1 | Cross-River |
| | | | | 2 | Port Wirral |
| | | | | 3 | Beyond Wirral |
| 2 | Birkenhead Town Centre | 1 | Support Birkenhead Town Centre Regeneration | 1 | Birkenhead Town Centre Gateways |
| | | | | 2 | Birkenhead Town Centre Streetscape |
| | | | | | Bus / Rail Interchange Enhancements |
| 3 | Woodside and | 1 | Support Woodside and | 1 | Woodside Regeneration |
| | Hamilton Square | | Hamilton Square Regeneration | 2 | Hamilton Square Regeneration |
| 4 | Wirral Waters EZ | 1 | Support Growth at Wirral | 1 | Wirral Waters Cross Dock Connectivity |
| | | | Waters | 2 | Gateways to Wirral Waters |
| | | | | 3 | Wirral Waters Supporting Road Infrastructure |
| | | | | 4 | Wirral Waters Active Travel Connectivity |
| | | | | 5 | Wirral Waters Public Transport Connectivity |
| 5 | A41 North Study Area | 1 | Support Hind Street Regeneration | 1 | Hind Street Access Improvements |
| | | 2 | A41 North Study Area Access Improvements | 1 | A41 North Southern Access Improvements |
| | | | | 2 | A41 North Sustainable Connectivity |
| 6 | Wirral International Business Park | 1 | Support Economic Growth of Business Park | 1 | Access to Wirral International Business Park |
| 7 | New Brighton | 1 | Support Regeneration in New Brighton | 1 | New Brighton Public Transport Enhancements |
| 8 | Local Town Centres | 1 | Support Regeneration in New Ferry | 1 | Removing Severance |
| | | 2 | Support growth of golf tourism in Hoylake | 1 | Access Improvements |
| | | 3 | Support growth in other town | 1 | Other Public Transport Enhancements |
| | | | centres | 2 | Other Schemes |

Source: Mott MacDonald

The sifted schemes form the specific components which will enable the interventions and strategic outcomes. There are between 1 and 15 schemes for each intervention. The interventions and schemes are listed below in Table 12. The full structure can be found in Appendix B.

Table 12: Interventions and Sifted Schemes for Appraisal

| Interventions | Sifte | ed Schemes | Prev No/s | Source |
|-------------------------------|-------|--|--------------|----------------------|
| A41 Corridor | 1 | Bridle Road junction capacity improvements | 1 | Prev Wirral Pipeline |
| Capacity | 2 | Eastham Village Road junction capacity improvements | 1 | Prev Wirral Pipeline |
| Improvements | 3 | Stanley Lane junction capacity improvements | 1 | Prev Wirral Pipeline |
| | 4 | Port Causeway junction capacity improvements | 1 | Prev Wirral Pipeline |
| | 5 | Croft Avenue / Caldbeck Road junction capacity improvements | 1 | Prev Wirral Pipeline |
| | 6 | New signal junction on Rock Ferry Bypass (Esplanade) | 1 | Prev Wirral Pipeline |
| M53 Junction 1 | 1 | A554 Capacity Increase | 10 | Prev Wirral Pipeline |
| Improvements | 2 | A553 / A554 junction improvements | 17 | Prev Wirral Pipeline |
| | 3 | A553 Fender Lane to A553 / A554 roundabout cycle lane | 17 | Prev Wirral Pipeline |
| | 4 | Bidston Moss Viaduct Major Maintenance | 66 | Prev LCR Pipeline |
| M53 Capacity | 1 | Conversion of M53 to Smart Motorway Junctions 5-11 | 30, 32 | Prev Wirral Pipeline |
| Improvements | 2 | M53 Junctions 5 and 6 approach improvements | 30, 31 | Prev Wirral Pipeline |
| A540 Capacity Improvements | 1 | A540 Heswall Pinch Point Improvements | 53 | Prev Wirral Pipeline |
| Active Travel | 1 | Wirral Circular Trail improvements - Coastal Cycle Strategy | 25 | Prev Wirral Pipeline |
| Links | 2 | Implementation of Birket Scheme - Pasture Road to Reeds Lane, Moreton | 25 | Prev Wirral Pipeline |
| | 3 | Wirral CityBike Scheme | 25 | Prev Wirral Pipeline |
| | 4 | Active Travel Routes across the M53 | 34 | Prev Wirral Pipeline |
| | 5 | Cycle Route to Arrowe Park and the Hospital | 51 | Prev Wirral Pipeline |
| | 6 | Wirral Cycle Route Network - Connecting the Dots (previously SUDs) | 47 | Prev Wirral Pipeline |
| Access | 1 | A552 Corridor Capacity Improvements | 52 | Prev Wirral Pipeline |
| Improvements | 2 | Clatterbridge to Mersey Waterfront Corridor Improvements | 55 | Prev Wirral Pipeline |
| Wirral Line | 1 | Station facilities and waiting environment enhancements | 18 | Prev Wirral Pipeline |
| Stations Enhancements | 2 | Wirral Line Park and Ride Enhancements | 19 | Prev Wirral Pipeline |
| Limancements | 3 | Town Meadow/Ledsham New Stations | 46 | Prev Wirral Pipeline |
| | 4 | Green Lane Station Refurbishment | 56 | Prev Wirral Pipeline |
| | 5 | Park and Ride at Birkenhead Central | 57 | Prev Wirral Pipeline |
| | 6 | Meols Station Accessibility | 58 | Prev Wirral Pipeline |
| | 7 | Re-modelling and Public Realm Improvements: Conway Park & Europa Boulevard | 109 | New Scheme |
| | 8 | Improvements to Bus Infrastructure at Birkenhead Park & Conway Park | 20,105 | Prev Wirral Pipeline |
| | 9 | Birkenhead Town Station | 59 | KBR Report |
| Borderlands Line | 1 | Introduce New Borderlands (Wrexham - Bidston) Line Stations | 43 | Prev Wirral Pipeline |
| Enhancements | 2 | Extend Borderlands (Wrexham - Bidston) Line to Birkenhead North | 44 | Prev Wirral Pipeline |
| | 3 | Borderlands (Wrexham-Bidston) Line Frequency Increase | 44b | Prev Wirral Pipeline |
| | 4 | Borderlands (Wrexham - Bidston) Line Electrification | 44a | Prev Wirral Pipeline |
| Enhanced Rail | 1 | A41 Rail Freight Link at Port Sunlight | 2 | Prev Wirral Pipeline |
| Freight Access | 2 | Rail freight Links to Wirral Waters | 13 | Prev Wirral Pipeline |
| Smart Integrated Ticketing | 1 | Integration of Merseyside ticketing with Deeside and Cheshire West | 27 | Prev Wirral Pipeline |
| Cross-River | 1 | Queensway Tunnel closure to general traffic | 128 | New Scheme |
| | 2 | Re-purposing of Queensway Tunnel for Public Transport Only | 71 | New Scheme |
| | 3 | Kingsway Capacity Increase | 72 | New Scheme |
| | 4 | Kingsway Toll Plaza Re-modelling / Removal | 73 | New Scheme |
| | 5 | Kingsway Public Transport Priority | 74 | New Scheme |

| Interventions | Sifte | ed Schemes | Prev No/s | Source |
|---------------------------|-------|---|--------------|---------------------------------------|
| | 6 | Use of Queensway Service Tunnel for Rapid Transit | 134 | New Scheme |
| | 7 | Queensway Toll Plaza Re-modelling / Removal | 64 | Prev LCR Pipeline |
| | 8 | Water Taxis | 7 | Prev Wirral Pipeline |
| | 9 | Wirral Line Connectivity - Wirral Line to Northern Line Link | 26 | Prev Wirral Pipeline |
| | 10 | New Mersey Crossing e.g. Bromborough - Aigburth | 75 | New Scheme |
| | 11 | M53 to M62 Linkage (Waterloo Tunnel) | 127 | New Scheme |
| | 12 | Queensway Tunnel Resilience Measures | 65 | Prev LCR Pipeline |
| | 13 | Mersey Tunnel Flood Resilience | 67 | Prev LCR Pipeline |
| Port Wirral | 1 | Port Wirral Road Improvements and Signage Strategy | 5 | Prev Wirral Pipeline |
| Beyond Wirral | 1 | Airport Accessibility and Signage Strategy | 29 | Prev Wirral Pipeline |
| | 2 | Access to Deeside | 42 | Prev Wirral Pipeline |
| Birkenhead | 1 | A41 Chester Street highway realignment | 14 | Prev Wirral Pipeline |
| Town Centre | 2 | Capacity and flow improvements on Borough Road / Singleton Avenue | 14 | Prev Wirral Pipeline |
| Gateways | 3 | A553 / Park Road East junction improvements | 14 | Prev Wirral Pipeline |
| | 4 | A553 capacity improvements | 14 | Prev Wirral Pipeline |
| | 5 | Chester Street junction improvements | 14 | Prev Wirral Pipeline |
| | 6 | Signage improvement to Birkenhead Priory and Tranmere Docks | 14 | Prev Wirral Pipeline |
| | 7 | Electric charging points in Birkenhead Town Centre | 14 | Prev Wirral Pipeline |
| | 8 | Signage/ better entrance to retail core | 14,120 | Prev Wirral Pipeline |
| | 9 | Birkenhead - local access road improvements | 14,130 | Prev Wirral Pipeline |
| Birkenhead | 1 | Improved Public Realm in retail core | 15 | Prev Wirral Pipeline |
| Town Centre | 2 | Improved Public Realm Argyle Street | 15,103 | Prev Wirral Pipeline |
| Streetscape | 3 | Cleveland Street / Market Street / Price Street Public Realm | 15 | Prev Wirral Pipeline |
| | 4 | Public Realm improvements: Conway Street | 15,106 | Prev Wirral Pipeline |
| | 5 | Improved pedestrian crossing facilities along Argyle Street | 15,107 | Prev Wirral Pipeline |
| | 6 | Pedestrian overbridge of Borough Road, Whetstone Lane | 15,107 | Prev Wirral Pipeline |
| | | · | • | · · · · · · · · · · · · · · · · · · · |
| | 7 | Improve ped linkage to B'head town centre from south | 15,116 | Prev Wirral Pipeline |
| | 8 | Conway Park - Market Improved route | 15,141 | Prev Wirral Pipeline |
| Dur / Dail | 9 | Removal of cheap long stay parking in Birkenhead TC | 153 | New Scheme |
| Bus / Rail Interchange | 1 | Improvements to Bus Infrastructure at Birkenhead Park & Conway Park | 105 | New Scheme |
| Enhancements | 2 | Relocation of Birkenhead Bus Station | 62 | KBR Report |
| | 3 | Hamilton Square-Bus/Rail Interchange Improvements | 77 | New Scheme |
| | 4 | Bus / Rail Interchange at Birkenhead North and Birkenhead Park | 21 | Prev Wirral Pipeline |
| | 5 | Bus Rail Interchange at Birkenhead Central | 136a | New Scheme |
| Woodside Regeneration | 1 | Woodside Ferry Terminal Enhancements | 93 | New Scheme |
| . togonoration | 2 | Reconfigure / Redevelop Woodside Gyratory roundabout | 78 | New Scheme |
| | 3 | Redevelop Woodside Bus Station and relocate Bus Terminus | 76 | New Scheme |
| | 4 | Access Road to Rosebrae Development Site | 89 | New Scheme |
| Hamilton Square | 1 | Hamilton Street two-way outside Station | 93 | New Scheme |
| Regeneration | 2 | Remove mini-roundabouts at Hamilton Square | 99 | New Scheme |
| | 4 | Remove Hamilton Street / Duncan Street road closure | 100 | New Scheme |
| | 5 | Improved Public Realm outside Hamilton Square rail station | 102 | New Scheme |
| | 6 | Car park facility for Birkenhead Police Station | 98 | New Scheme |
| | 7 | Improved Public Realm at Hamilton Square | 102 | New Scheme |
| | 8 | Improved walk route between Woodside and Hamilton Square | 101 | New Scheme |
| | 9 | Improve Argyle Street south approach to Hamilton Square | 111 | New Scheme |

| Interventions | Sifte | d Schemes | Prev No/s | Source |
|-----------------------------------|-------|--|--------------|--------------------------|
| Wirral Waters | 1 | Replacement of Poulton Bridge with a Fixed Structure | 8 | Prev Wirral Pipeline |
| Cross Dock Connectivity | 2 | Replacement of Duke Street Bridge | 144 | New Scheme |
| Somectivity | 3 | Wirral Cross-Dock Connectivity - Revised | 8, 84 | Prev Wirral Pipeline |
| | 4 | New north-south link and bridge | 147 | New Scheme |
| | 5 | Relocate Birkenhead RO-RO | 8, 88 | Prev Wirral Pipeline |
| Gateways to | 1 | A5139 Dock Road / A5088 Wallasey Bridge Road junction | 9 | Prev Wirral Pipeline |
| Wirral Waters | 2 | Duke St / Dock Road / Gorsey Lane junction | 9 | Prev Wirral Pipeline |
| | 3 | A5027 Dock Road/A554 Tower Road / A554 Birkenhead Road junction | 9 | Prev Wirral Pipeline |
| | 4 | Duke St / Corporation Road junction | 9 | Prev Wirral Pipeline |
| | 5 | Relocate Wirral Waters Industrial Uses to remove severance | 9, 87 | Prev Wirral Pipeline |
| | 6 | A554 Tower Road / Rendel Street junction | 9 | Prev Wirral Pipeline |
| | 7 | Rendel Street / Corporation Road junction | 9 | Prev Wirral Pipeline |
| | 8 | Duke Street / Corporation Road junction | 9 | Prev Wirral Pipeline |
| Wirral Waters | 1 | Wallasey Bridge Road Improvements | 10 | Prev Wirral Pipeline |
| Supporting Road | 2 | Widening of Beaufort Road and Wallasey Bridge Road (City Boulevard) | 10 | Prev Wirral Pipeline |
| Infrastructure | 3 | A5030 Beaufort Road/A5088 Wallasey Bridge Road junction improvements | 10 | Prev Wirral Pipeline |
| | 4 | Corporation Road / Cavendish Street / Cleveland Street junction improvements | 10 | Prev Wirral Pipeline |
| | 5 | A554 Tower Road / Canning Street Capacity Improvements | 10 | Prev Wirral Pipeline |
| | 6 | Canning Street / Lord Street Capacity Improvements | 10 | Prev Wirral Pipeline |
| | 7 | New development access from Beaufort Road & Wallasey Bridge Road | 10 | Prev Wirral Pipeline |
| | 8 | A5027 Gorsey Lane / Kingsway Tunnel junction improvements | 10 | Prev Wirral Pipeline |
| | 9 | Dock Road Link widening | 10 | Prev Wirral Pipeline |
| | 10 | Tower Road Link widening | 10 | Prev Wirral Pipeline |
| | 11 | Two-lane dual carriageway from Poulton Bridge Rd to grain warehouse | 148 | Saville Bird and Axon |
| | 12 | Dock Road to Corporation Road Dual Carriageway link (Duke St) | 150 | Saville Bird and Axon |
| Wirral Waters Active Travel | 1 | City Boulevard (green transport corridor Corporation Road and Beaufort Road) | 11 | Prev Wirral Pipeline |
| Connectivity | 2 | Tower Road / Birkenhead Road ped / cycle link | 11 | Prev Wirral Pipeline |
| | 3 | Footbridge on Dockside Route | 11 | Prev Wirral Pipeline |
| | 4 | A5027 Duke Street Public Realm | 11 | Prev Wirral Pipeline |
| | 5 | Wallasey Bridge Road cycle route | 11 | Prev Wirral Pipeline |
| | 6 | Dock Road cycle route | 11 | Prev Wirral Pipeline |
| | 7 | Pedestrian crossings on Tower Road | 11 | Prev Wirral Pipeline |
| | 8 | Toucan crossings on Wallasey Bridge Road | 11 | Prev Wirral Pipeline |
| | 9 | River Birket route into West Float | 11 | Prev Wirral Pipeline |
| | 10 | Cycle Route along Canning Street | 11 | Prev Wirral Pipeline |
| | 11 | Wirral Waters Pedestrian wayfinding strategy | 11,110 | Prev Wirral Pipeline |
| | 12 | Cover the Wallasey Tunnel Approach | 86 | New Scheme |
| | 13 | Extend Victoria Park to Dock Road | 145 | New Scheme |
| | 14 | Green Link: Wirral Waters to Birkenhead Park | 146 | New Scheme |
| | 15 | Duke St Active Travel Improvements | 149 | New Scheme |
| Wirral Waters Public Transport | 1 | Rapid Transit - Wirral Waters to Liverpool | 16, 124 | Prev Wirral Pipeline |
| Connectivity . | 2 | Rapid Transit - New Brighton to Rock Ferry via Wirral Waters | 16,125 | Prev Wirral Pipeline |

| Interventions | Sifte | ed Schemes | Prev No/s | Source |
|--|-------|---|--------------|----------------------|
| | 3 | Bus routes diverted via Wirral Waters (410, 411, 413, 414) | 16 | Prev Wirral Pipeline |
| Hind Street Access Improvements | 1 | Access to Hind Street - Mollington Link Road | 90 | New Scheme |
| Southern Access | 1 | Green Lane Roundabout capacity improvements | 1 | Prev Wirral Pipeline |
| Improvements | 2 | Duncan Street jnc capacity improvements | 1 | Prev Wirral Pipeline |
| | 3 | Ivy Street jnc capacity improvements | 1 | Prev Wirral Pipeline |
| | 4 | Campbeltown Road capacity improvements | 1 | Prev Wirral Pipeline |
| | 5 | Improve ped linkage to B'head town centre from south | 117 | New Scheme |
| | 6 | A41 / A552 / flyover area re-modelling | 129 | New Scheme |
| | 7 | Improved access to Birkenhead Priory | 108 | New Scheme |
| | 8 | A41 North Southern Bus Access Improvements | 4 | Prev Wirral Pipeline |
| A41 North | 1 | Green link: Rock Ferry to Seacombe via Former Rail Corridor | 80,137 | New Scheme |
| Sustainable Connectivity | 2 | Green Link: Woodside to Seacombe via waterfront | 85,138 | New Scheme |
| Commoditing | 3 | Use of former Dock Railway for Rapid Transit | 135 | New Scheme |
| Access to Wirral International Business Park | 1 | New access link into WIBP from Liverpool | 123a | New Scheme |
| New Brighton | 1 | Bus / Rail Interchange at New Brighton | 22 | Prev Wirral Pipeline |
| Public Transport Enhancements | 2 | New Brighton Accessibility Improvements (Parking Review/Land Train) | 45 | Prev Wirral Pipeline |
| Removing Severance | 1 | Downgrading New / Rock Ferry Bypass | 130a | New Scheme |
| Access | 1 | Saughall Massie Link Road - New Infrastructure | 48 | Prev Wirral Pipeline |
| Improvements | 2 | Saughall Massie Road- Infrastructure Upgrade | 49 | Prev Wirral Pipeline |
| | 3 | Heron Road Improvements | 50 | Prev Wirral Pipeline |
| | 4 | Other local access road improvements | 152 | New Scheme |
| Other Public | 1 | Bus / Rail Interchange at West Kirby | 23 | Prev Wirral Pipeline |
| Transport Enhancements | 2 | Heswall Station Bus / Rail Interchange, Linkage and Parking | 24 | Prev Wirral Pipeline |
| | 3 | Brimstage Bus Connectivity | 54 | Prev Wirral Pipeline |
| | 4 | New rail spur and station - Heswall | 122 | New Scheme |
| Other Schemes | 1 | Active Travel Connectivity to Local Centres | 35 | Prev Wirral Pipeline |
| | 2 | Residential Road Streetscape | 36 | Prev Wirral Pipeline |
| | 3 | Improved and integrated Taxi and DRT Coverage | 151 | New Scheme |

It should be noted that the schemes in the table above may now be described by their reference number which is formed of four digits indicating their: Spatial Priority; Outcome; Intervention and Scheme Number.

Using Tables 11 and 12 to derive these it may be seen that, as an example, the 'Bus Rail Interchange at West Kirby' scheme is in the:

- 'Local Town Centres' spatial priority;
- 'Support Growth in Local Town Centres' outcome;
- 'Other Public Transport Enhancements' intervention; and
- 'Bus Rail Interchange at West Kirby' scheme

It may therefore be identified by the reference number 8.3.1.1

9 Appraisal of Long List

Following an initial sift to remove schemes which are no longer relevant to the framework and structuring schemes into spatial priority areas and key outcomes, schemes were appraised using Mott MacDonald's in-house Investment Sifting and Evaluation Tool (INSET). This tool applies weighted scoring to each option based on how well an option meets identified criteria.

This assessed how well they align with local and sub regional policy and their ability to deliver effective solutions to key transport issues. This section details the process through which the criteria was developed and how INSET was used to appraise schemes.

9.1 INSET

INSET is a decision support toolkit developed in-house by Mott MacDonald which draws upon standard tools for comparing scheme options, primarily DfT's EAST (Early Assessment and Sifting Tool).

Multi-Criteria Assessment

Weighting / Sensitivity Testing

Prioritisation & Packaging

Figure 22: Mott MacDonald's Investment Sifting and Evaluation Tool (INSET)

Source: Mott MacDonald

The purpose of INSET in the development of the Strategic Transport Framework Action Plan was to narrow the 'pool' of options and ensure the schemes with the greatest benefits were taken forward. INSET utilises overarching themes and assessment criteria under these themes to systematically test and appraise options appropriate for the required level of sifting or assessment. The criteria developed for use in this appraisal is described in the following section.

9.2 Appraisal against City Region Criteria

Distinct appraisal criteria were developed to ensure the schemes which were best positioned to enable growth were taken forward into the Strategic Transport Framework Action Plan.

Therefore, policy context, ability to address key issues and deliverability were key to the development of criteria. The three main goals of the Liverpool City Region 'A Transport Plan for Growth' form the overarching themes through which the various criteria were developed. These are:

- **Growth** supporting economic growth through increasing employment, levels of productivity and investment:
- Low Carbon using a range of sustainable energy sources, having the option to use vehicles powered by alternatives to fossil fuels, and having increased levels of walking and cycling;
- Access to opportunity improving access to employment, training and education and wider opportunities such as healthcare, leisure and recreation.

A number of sub-themes were developed under each of these which take into account the priorities and themes of the Strategic Regeneration Framework and the key things that Wirral want to deliver through the Strategic Transport Framework Action Plan as identified within the initial brief and rationale of this work.

Weighting was assigned based on the relative importance of themes set in the context of local policy and wider strategic aspirations, where transport can be a key enabler. The three themes at the highest level (Growth, Low Carbon and Access to opportunity) were given equal weighting to reflect their equal importance in the Growth Plan, as were the six assessment criteria listed in tables 13, 14 and 15. The weighting of the sub-criteria varied slightly as there were more criteria for some themes than others, this ensured the weighting remined equal at the highest level and at the assessment criteria level. The different criteria for each theme is shown in the tables below alongside the source from which they were derived.

Table 13: Assessment Criteria- Theme 1: Growth

| Assessment Criteria | Description | Sub-criteria | Source/Key Issue |
|------------------------|---|--|--|
| Economic Growth | The extent to which the scheme supports economic growth through job | Supporting Access to Regeneration and Development | Ambition in SRF to deliver 5,000 new jobs, 250 new |
| | The extent to which the scheme promotes the key attractions in the borough and enhances accessibility for visitors. | Supporting Birkenhead Town Centre | businesses and £250m of new inward investment by |
| | | Opening up new land for development | 2020. |
| | | Improving investment and job creation | Birkenhead Town Centre identified in SRF as spatial priority area for delivering growth. |
| Supporting Visitor | | Improving facilities and services at Woodside Ferry Terminal | Tourism and Cultural offera key strategic theme of |
| Economy | | Improved wayfinding and legibility | the SRF for driving growth. |
| | | Building on key assets | |

Table 14: Assessment Criteria- Theme 2: Low Carbon

| Assessment Criteria | Description | Sub-criteria | Source/Key Issue |
|---------------------|---|--|---|
| Environmental | The extent to which the scheme creates high quality environments with | Maintain low levels of noise and pollution | STF Strategic theme: High quality environment |
| | minimal environmental impacts. | Protecting or enhancing landscapes | STF Environmental Pledge |
| | | Creating new green spaces | |
| | | Enhancing townscapes | |

| Assessment Criteria | Description | Sub-criteria | Source/Key Issue |
|---------------------|---|--|---|
| Local access and | The extent to which the scheme improves access by sustainable modes and reduces the dominance of vehicles on the local highway network. | Increased attractiveness of walking and cycling routes | Wirral Transport Strategy: Connecting Wirral- Key |
| connectivity | | Reducing the number of vehicles | priorities: Reliable and affordable public transport, |
| | | Making better use of the highway network | encourage healthy active travel, Inclusive integrated |
| | | Making better use of public transport | transport that supports our resident's needs. |
| | | Improved transport interchange | — Tesident's fieeds. |
| | | Removing barriers to movement | |

Table 15: Assessment Criteria- Theme 3: Access to opportunity

| Assessment Criteria | Description | Sub-criteria | Source/Key Issue |
|------------------------|--|--|--|
| Social Impacts | The extent to which the scheme improves quality of life creating attractive places to live and work. | Better connected communities | Wirral Waters Supporting |
| | | Increased access to jobs / opportunities/ training | Road Infrastructure Feasibility Study and A41 North Corridor Study |
| | | Reducing the number of accidents | specification/ STF |
| | | Enhanced pedestrian / cycle safety | Business and People Pledge |
| Deliverability | The extent to which the scheme will be socially accepted and delivered within realistic financial and logistical boundaries. | Public Approval | Department for Transport |
| | | Stakeholder Approval | analysis guidance: WebTAG |
| | | Barriers / Constraints | WebTAG |
| | | Land ownership / acquisition | |
| | | Relative difficulty / cost | |

Source: Mott MacDonald

9.3 Appraisal Results

A 5-point scoring system was used to score how well each scheme was likely to deliver benefits against each of the sub-criteria. Scores ranged from -2 to +2 with -2 being highly negative or detrimental to the meeting the criteria and +2 being highly positive or being able to meet the criteria very well.

The scoring process was undertaken and checked by members of the consultant team with significant technical expertise. Although efforts have been made to ensure this appraisal was robust it is recognised that the appraisal remains fairly subjective and more detailed modelling and appraisal will be required before schemes can be taken forward to the business case stage.

The number of issues addressed by each scheme was also counted within the appraisal. However, this was a quantitative analysis with no account for the severity of the issues addressed. For example, a scheme that addressed one major issue may be more beneficial to meeting criteria than a scheme appearing to address multiple smaller issues. Therefore, this was not included within the calculations of the total score for each scheme but was noted for illustrative purposes only.

The total score for each of the six assessment criteria was added together to produce an overall score that enabled schemes to be ranked. Each scheme was assigned a rank position between 1 and 155 where 1 was the highest scoring intervention. The approximate top 80% (122 schemes) were then taken forward into the short list of schemes to be packaged and phased into the final action plan. This cut-off point was agreed with the client and reflects the point at which schemes below this threshold were judged to offer too little overall benefit to progress. It

should be noted that all of the schemes on the long list clearly have some level of merit and therefore should be retained in a 'development pool' for further consideration at a point in the future. Many may score more highly once they have been developed further and it is important to note that none are being discounted permanently as part of this process.

Table 16 summarises the scores of each intervention while the full appraisal results can be found in Appendix C.

Table 16: Appraisal Results Summary

| Scheme | Score | Rank | Shortlisted? |
|--|-------|------|--------------|
| New Mersey Crossing e.g. Bromborough - Aigburth | 8.43 | 1 | YES |
| A41 / A552 / flyover area re-modelling | 8.38 | 2 | |
| Rapid Transit - Wirral Waters to Liverpool | 7.52 | 3 | |
| Green Link: Woodside to Seacombe via waterfront | 7.43 | 4 | |
| Bus routes diverted via Wirral Waters (410, 411, 413, 414) | 7.32 | 5 | |
| Use of Queensway Service Tunnel for Rapid Transit | 7.18 | 6 | |
| Improve pedestrian linkage to B'head town centre from south | 7.08 | 7 | |
| Improved pedestrian crossing facilities along Argyle Street | 7.05 | 8 | |
| Pedestrian overbridge of Borough Road, Whetstone Lane | 7.02 | 9 | |
| Signage/ better entrance to retail core | 7.00 | 10 | |
| Queensway Tunnel closure to general traffic | 6.95 | 11 | |
| Green link: Rock Ferry to Seacombe via Former Rail Corridor | 6.95 | 11 | |
| Use of former Dock Railway for Rapid Transit | 6.85 | 13 | |
| Rapid Transit - New Brighton to Rock Ferry via Wirral Waters | 6.77 | 14 | |
| Access to Hind Street - Mollington Link Road | 6.75 | 15 | |
| Wirral Waters Pedestrian wayfinding strategy | 6.63 | 16 | |
| Active Travel Connectivity to Local Centres | 6.63 | 16 | |
| Re-purposing of Queensway Tunnel for Public Transport Only | 6.55 | 18 | |
| Queensway Toll Plaza Re-modelling / Removal | 6.55 | 18 | |
| Green Link: Wirral Waters to Birkenhead Park | 6.55 | 18 | |
| Bus / Rail Interchange at New Brighton | 6.55 | 18 | |
| Woodside Ferry Terminal Enhancements | 6.52 | 22 | |
| Conway Park - Market Improved route | 6.42 | 23 | |
| Improved Public Realm outside Hamilton Square rail station | 6.30 | 24 | |
| Residential Road Streetscape | 6.30 | 24 | |
| Hamilton Square-Bus/Rail Interchange Improvements | 6.27 | 26 | |
| Bus / Rail Interchange at West Kirby | 6.27 | 26 | |
| Heswall Station Bus / Rail Interchange, Linkage and Parking | 6.27 | 26 | |
| Improved walk route between Woodside and Hamilton Square | 6.22 | 29 | |
| Footbridge on Dockside Route | 6.22 | 30 | |

| Scheme | Score | Rank | Shortlisted? |
|--|-------|------|--------------|
| Wallasey Bridge Road cycle route | 6.22 | 30 | |
| Dock Road cycle route | 6.22 | 30 | |
| Duke Street Active Travel Improvements | 6.22 | 30 | |
| Improved Public Realm in retail core | 6.05 | 34 | |
| Improved Public Realm Argyle Street | 6.05 | 34 | |
| Cleveland Street / Market Street / Price Street Public Realm | 6.05 | 34 | |
| Public Realm improvements: Conway Street | 6.05 | 34 | |
| Improved Public Realm at Hamilton Square | 6.05 | 34 | |
| New Brighton Accessibility Improvements (Parking Review/Land Train) | 6.05 | 34 | |
| Tower Road / Birkenhead Road ped / cycle link | 5.97 | 40 | |
| A5027 Duke Street Public Realm | 5.97 | 40 | |
| Pedestrian crossings on Tower Road | 5.97 | 40 | |
| Toucan crossings on Wallasey Bridge Road | 5.97 | 40 | |
| Bus / Rail Interchange at Birkenhead North and Birkenhead Park | 5.93 | 44 | |
| Bus Rail Interchange at Birkenhead Central | 5.93 | 44 | |
| Improve Argyle Street south approach to Hamilton Square | 5.85 | 46 | |
| A41 North Southern Bus Access Improvements | 5.85 | 46 | |
| Improvements to Bus Infrastructure at Birkenhead Park and Conway Park | 5.77 | 48 | |
| City Boulevard (green transport corridor Corporation Road and Beaufort Road) | 5.77 | 48 | |
| River Birket route into West Float | 5.77 | 48 | |
| Cycle Route along Canning Street | 5.77 | 48 | |
| Downgrading New / Rock Ferry Bypass | 5.77 | 48 | |
| Birkenhead - local access road improvements | 5.73 | 53 | |
| Wirral Cycle Route Network - Connecting the Dots (previously SUDs) | 5.70 | 54 | |
| Relocation of Birkenhead Bus Station | 5.68 | 55 | |
| Replacement of Duke Street Bridge | 5.68 | 56 | |
| New access link into WIBP from Liverpool | 5.67 | 57 | |
| Brimstage Bus Connectivity | 5.63 | 58 | |
| Improved and integrated Taxi and DRT Coverage | 5.60 | 59 | |
| Saughall Massie Road- Infrastructure Upgrade | 5.48 | 60 | |
| Wirral Circular Trail improvements - Coastal Cycle Strategy | 5.43 | 61 | |
| Port Wirral Road Improvements and Signage Strategy | 5.43 | 61 | |

| Scheme | Score | Rank | Shortlisted? |
|--|-------|------|--------------|
| New north-south link and bridge | 5.43 | 63 | |
| Extend Victoria Park to Dock Road | 5.40 | 64 | |
| Remove mini-roundabouts at Hamilton Square | 5.23 | 65 | |
| Active Travel Routes across the M53 | 5.23 | 66 | |
| Cycle Route to Arrowe Park and the Hospital | 5.23 | 66 | |
| Hamilton Street two-way outside Station | 5.18 | 68 | |
| Access to Deeside | 5.15 | 69 | |
| Remove Hamilton Street / Duncan Street road closure | 5.15 | 69 | |
| Wirral Line Park and Ride Enhancements | 5.12 | 71 | |
| New rail spur and station - Heswall | 5.07 | 72 | |
| Town Meadow/Ledsham New Stations | 4.83 | 73 | |
| A5139 Dock Road / A5088 Wallasey Bridge Road junction | 4.83 | 73 | |
| Duke St / Dock Road / Gorsey Lane junction | 4.83 | 73 | |
| A5027 Dock Road / A554 Tower Road / A554 Birkenhead Road junction | 4.83 | 73 | |
| Duke St / Corporation Road junction | 4.83 | 73 | |
| Rendel Street / Corporation Road junction | 4.83 | 73 | |
| Duke Street / Corporation Road junction | 4.83 | 73 | |
| Wallasey Bridge Road Improvements | 4.83 | 73 | |
| A5030 Beaufort Road / A5088 Wallasey Bridge Road junction improvements | 4.83 | 73 | |
| Corporation Road / Cavendish Street / Cleveland Street junction improvements | 4.83 | 73 | |
| A5027 Gorsey Lane / Kingsway Tunnel junction improvements | 4.83 | 73 | |
| Implementation of Birket Scheme - Pasture Road to Reeds Lane, Moreton | 4.82 | 84 | |
| Station facilities and waiting environment enhancements | 4.73 | 85 | |
| Access Road to Rosebrae Development Site | 4.70 | 86 | |
| Integration of Merseyside ticketing with Deeside and Cheshire West | 4.68 | 87 | |
| Signage improvement to Birkenhead Priory and Tranmere Docks | 4.68 | 87 | |
| Wirral Line Connectivity - Wirral Line to Northern Line Link | 4.68 | 89 | |
| Introduce New Borderlands (Wrexham - Bidston) Line Stations | 4.67 | 90 | |
| Widening of Beaufort Road and Wallasey Bridge Road (City Boulevard) | 4.63 | 91 | |
| Re-modelling and Public Realm Improvements: Conway Park and Europa Boulevard | 4.60 | 92 | |
| Airport Accessibility and Signage Strategy | 4.60 | 92 | |
| Replacement of Poulton Bridge with a Fixed Structure | 4.60 | 92 | |

| Scheme | Score | Rank | Shortlisted? |
|--|-------|------|--------------|
| Electric charging points in Birkenhead Town Centre | 4.55 | 95 | |
| Reconfigure / Redevelop Woodside Bus Station and relocate Bus Terminus | 4.50 | 96 | |
| Meols Station Accessibility | 4.43 | 97 | |
| Heron Road Improvements | 4.40 | 98 | |
| Other local access road improvements | 4.40 | 98 | |
| Green Lane Station Refurbishment | 4.35 | 100 | |
| Extend Borderlands (Wrexham - Bidston) Line to Birkenhead North | 4.30 | 101 | |
| New development access from Beaufort Road and Wallasey Bridge Road | 4.30 | 101 | |
| Saughall Massie Link Road - New Infrastructure | 4.30 | 101 | |
| A553 Fender Lane to A553 / A554 roundabout cycle lane | 4.28 | 104 | |
| Borderlands (Wrexham-Bidston) Line Frequency Increase | 4.28 | 104 | |
| Kingsway Toll Plaza Re-modelling / Removal | 4.27 | 106 | |
| Relocate Wirral Waters Industrial Uses to remove severance | 4.25 | 107 | |
| A41 Chester Street highway realignment | 4.20 | 108 | |
| Borderlands (Wrexham - Bidston) Line Electrification (Extension of Merseyrail) | 4.18 | 109 | |
| A540 Heswall Pinch Point Improvements | 4.13 | 110 | |
| Wirral CityBike Scheme | 4.12 | 111 | |
| Park and Ride at Birkenhead Central | 4.10 | 112 | |
| Reconfigure / Redevelop Woodside Gyratory roundabout | 4.08 | 113 | |
| Kingsway Capacity Increase | 4.07 | 114 | |
| Queensway Tunnel Resilience Measures | 3.98 | 115 | |
| Mersey Tunnel Flood Resilience | 3.98 | 115 | _ |
| Clatterbridge to Mersey Waterfront Corridor Improvements | 3.97 | 117 | |
| Chester Street junction improvements | 3.95 | 118 | |
| Green Lane Roundabout capacity improvements | 3.73 | 119 | |
| Ivy Street jnc capacity improvements | 3.73 | 119 | |
| Campbeltown Road capacity improvements | 3.73 | 119 | |
| A554 Tower Road / Canning Street Capacity Improvements | 3.53 | 122 | NO |
| Canning Street / Lord Street Capacity Improvements | 3.53 | 122 | |
| M53 to M62 Linkage (Waterloo Tunnel) | 3.52 | 124 | |
| A553 / Park Road East junction improvements | 2.45 | 125 | |
| | 3.45 | 123 | |

| ASSA Tower Road / Rendel Street junction 3.38 127 | Scheme | Score | Rank | Shortlisted? |
|--|---|-------|------|--------------|
| Cover the Wallasey Tunnel Approach 3.35 129 Wirral Cross-Dock Connectivity - Revised 3.30 130 Dock Road to Corporation Road Dual Carriageway link (Duke St) 3.30 130 Removal of cheap long stay parking in Birkenhead TC 3.27 132 Two-lane dual carriageway between Poulton Bridge Road and grain warehouse 3.27 133 Rall freight Links to Wirral Waters 3.17 134 Kingswaye Public Transport Priority 3.17 134 A41 Rail Freight Link at Port Sunlight 2.92 136 Duncan Street inc capacity improvements 2.88 137 A552 Corridor Capacity Improvements 2.88 137 A552 Corridor Capacity Improvements on Borough Road / Singleton Avenue 2.88 137 Tower Road Link widening 2.87 140 Improved access to Birkenhead Priory 2.85 141 A553 capacity improvements 2.86 141 A654 Capacity Increase 2.43 144 A553 / A554 Junction Improvements 2.43 144 A553 / A554 Junction Improvements 2.43 144 | A554 Tower Road / Rendel Street junction | 3.38 | 127 | |
| Wirral Cross-Dock Connectivity - Revised 3.30 130 Dock Road to Corporation Road Dual Carriageway link (Duke St) 3.30 130 Removal of cheap long stay parking in Birkenhead TC 3.27 132 Two-lane dual carriageway between Poulton Bridge Road and grain warehouse 3.27 133 Rail freight Links to Wirral Waters 3.17 134 Kingsway Public Transport Priority 3.17 134 A41 Rail Freight Link at Port Sunlight 2.92 136 Duncan Street (inc capacity improvements 2.88 137 A552 Corridor Capacity Improvements 2.88 137 A552 Corridor Capacity Improvements 2.88 137 Capacity and flow improvements on Borough Road / Singleton Avenue 2.88 137 Tower Road Link widening 2.87 140 Improved access to Birkenhead Priory 2.85 141 A553 capacity improvements 2.80 142 Dock Road Link widening 2.70 143 A554 Capacity Increase 2.43 144 A553 / A554 Junction Improvements 2.43 144 | Water Taxis | 3.37 | 128 | |
| Dock Road to Corporation Road Dual Carriageway link (Duke St) 3.30 130 Removal of cheap long stay parking in Birkenhead TC 3.27 132 Two-lane dual carriageway between Poulton Bridge Road and grain warehouse 3.27 133 Rail freight Links to Wirral Waters 3.17 134 Kingsway Public Transport Priority 3.17 134 A41 Rail Freight Link at Port Sunlight 2.92 136 Duncan Street jnc capacity improvements 2.88 137 A552 Corridor Capacity Improvements 2.88 137 Capacity and flow improvements on Borough Road / Singleton Avenue 2.88 137 Tower Road Link widening 2.87 140 Improved access to Birkenhead Priory 2.85 141 A553 capacity improvements 2.80 142 Dock Road Link widening 2.70 143 A554 Capacity increase 2.43 144 A553 / A554 Junction Improvements 2.43 144 A553 / A554 Junction Improvements 2.43 144 Car park facility for Birkenhead Police Station 2.42 146 | Cover the Wallasey Tunnel Approach | 3.35 | 129 | |
| Removal of cheap long stay parking in Birkenhead TC 3.27 132 Two-lane dual carriageway between Poulton Bridge Road and grain warehouse 3.27 133 Rail freight Links to Wirral Waters 3.17 134 Kingsway Public Transport Priority 3.17 134 A41 Rail Freight Link at Port Sunlight 2.92 136 Duncan Street inc capacity improvements 2.88 137 A552 Corridor Capacity Improvements 2.88 137 Capacity and flow improvements on Borough Road / Singleton Avenue 2.88 137 Tower Road Link widening 2.87 140 Improved access to Birkenhead Priory 2.85 141 A553 capacity improvements 2.80 142 Dock Road Link widening 2.70 143 A554 Capacity increase 2.43 144 A553 / A554 Junction Improvements 2.43 144 Car park facility for Birkenhead Police Station 2.42 146 Relocate Birkenhead RO-RO 2.23 147 M53 Junctions 5 and 6 approach improvements 2.15 148 Bridle Road jn | Wirral Cross-Dock Connectivity - Revised | 3.30 | 130 | |
| Two-lane dual carriageway between Poulton Bridge Road and grain warehouse 3.27 133 Rail freight Links to Wirral Waters 3.17 134 Kingsway Public Transport Priority 3.17 134 A41 Rail Freight Link at Port Sunlight 2.92 136 Duncan Street jnc capacity improvements 2.88 137 A552 Corridor Capacity Improvements 2.88 137 Capacity and flow improvements on Borough Road / Singleton Avenue 2.88 137 Tower Road Link widening 2.87 140 Improved access to Birkenhead Priory 2.85 141 A553 capacity improvements 2.80 142 Dock Road Link widening 2.70 143 A554 Capacity Increase 2.43 144 A553 / A554 Junction Improvements 2.43 144 Car park facility for Birkenhead Police Station 2.43 144 Car park facility for Birkenhead Police Station 2.42 146 Relocate Birkenhead RO-RO 2.23 147 M53 Junctions 5 and 6 approach improvements 2.02 149 Bridle Road jnc ca | Dock Road to Corporation Road Dual Carriageway link (Duke St) | 3.30 | 130 | |
| Rail freight Links to Wirral Waters 3.17 134 Kingsway Public Transport Priority 3.17 134 A41 Rail Freight Link at Port Sunlight 2.92 136 Duncan Street inc capacity improvements 2.88 137 A552 Corridor Capacity Improvements 2.88 137 Capacity and flow improvements on Borough Road / Singleton Avenue 2.88 137 Tower Road Link widening 2.87 140 Improved access to Birkenhead Priory 2.85 141 A553 capacity improvements 2.80 142 Dock Road Link widening 2.70 143 A554 Capacity Increase 2.43 144 A553 / A554 Junction Improvements 2.43 144 A653 / A554 Junction Improvements 2.43 144 Car park facility for Birkenhead Police Station 2.42 146 Relocate Birkenhead RO-RO 2.23 147 M53 Junctions 5 and 6 approach improvements 2.01 149 Bridle Road jnc capacity improvements 2.02 149 Eastham Willage Road jnc capacity improvements 2.02 | Removal of cheap long stay parking in Birkenhead TC | 3.27 | 132 | |
| Kingsway Public Transport Priority 3.17 134 A41 Rail Freight Link at Port Sunlight 2.92 136 Duncan Street inc capacity improvements 2.88 137 A552 Corridor Capacity Improvements 2.88 137 Capacity and flow improvements on Borough Road / Singleton Avenue 2.88 137 Tower Road Link widening 2.87 140 Improved access to Birkenhead Priory 2.85 141 A553 capacity improvements 2.80 142 Dock Road Link widening 2.70 143 A554 Capacity Increase 2.43 144 A553 / A554 Junction Improvements 2.43 144 Car park facility for Birkenhead Police Station 2.42 146 Relocate Birkenhead RO-RO 2.23 147 M63 Junctions 5 and 6 approach improvements 2.15 148 Bridle Road jnc capacity improvements 2.02 149 Eastham Village Road jnc capacity improvements 2.02 149 Stanley Lane jnc capacity improvements 2.02 149 Port Causeway jnc capacity improvements | Two-lane dual carriageway between Poulton Bridge Road and grain warehouse | 3.27 | 133 | |
| A41 Rail Freight Link at Port Sunlight 2.92 136 Duncan Street jnc capacity improvements 2.88 137 A552 Corridor Capacity Improvements 2.88 137 Capacity and flow improvements on Borough Road / Singleton Avenue 2.88 137 Tower Road Link widening 2.87 140 Improved access to Birkenhead Priory 2.85 141 A553 capacity improvements 2.80 142 Dock Road Link widening 2.70 143 A554 Capacity Increase 2.43 144 A553 / A554 Junction Improvements 2.43 144 Car park facility for Birkenhead Police Station 2.42 146 Relocate Birkenhead RO-RO 2.23 147 M63 Junctions 5 and 6 approach improvements 2.15 148 Bridle Road jnc capacity improvements 2.02 149 Stanley Lane inc capacity improvements 2.02 149 Stanley Lane inc capacity improvements 2.02 149 Croft Avenue / Caldbeck Road jnc capacity improvements 2.02 149 New signal junction on Rock Ferry Bypass (Esplanade) 2.02 149 | Rail freight Links to Wirral Waters | 3.17 | 134 | |
| Duncan Street jnc capacity improvements 2.88 137 A552 Corridor Capacity Improvements 2.88 137 Capacity and flow improvements on Borough Road / Singleton Avenue 2.88 137 Tower Road Link widening 2.87 140 Improved access to Birkenhead Priory 2.85 141 A553 capacity improvements 2.80 142 Dock Road Link widening 2.70 143 A554 Capacity Increase 2.43 144 A553 / A554 Junction Improvements 2.43 144 Car park facility for Birkenhead Police Station 2.42 146 Relocate Birkenhead RO-RO 2.23 147 M53 Junctions 5 and 6 approach improvements 2.15 148 Bridle Road jnc capacity improvements 2.02 149 Eastham Village Road jnc capacity improvements 2.02 149 Stanley Lane jnc capacity improvements 2.02 149 Port Causeway jnc capacity improvements 2.02 149 Croft Avenue / Caldbeck Road jnc capacity improvements 2.02 149 New signal junction on Rock Fer | Kingsway Public Transport Priority | 3.17 | 134 | |
| A552 Corridor Capacity Improvements 2.88 137 Capacity and flow improvements on Borough Road / Singleton Avenue 2.88 137 Tower Road Link widening 2.87 140 Improved access to Birkenhead Priory 2.85 141 A553 capacity improvements 2.80 142 Dock Road Link widening 2.70 143 A554 Capacity Increase 2.43 144 A553 / A554 Junction Improvements 2.43 144 Car park facility for Birkenhead Police Station 2.42 146 Relocate Birkenhead RO-RO 2.23 147 M53 Junctions 5 and 6 approach improvements 2.15 148 Bridle Road inc capacity improvements 2.02 149 Eastham Village Road inc capacity improvements 2.02 149 Stanley Lane inc capacity improvements 2.02 149 Port Causeway jnc capacity improvements 2.02 149 Croft Avenue / Caldbeck Road jnc capacity improvements 2.02 149 New signal junction on Rock Ferry Bypass (Esplanade) 2.02 149 | A41 Rail Freight Link at Port Sunlight | 2.92 | 136 | |
| Capacity and flow improvements on Borough Road / Singleton Avenue 2.88 137 Tower Road Link widening 2.87 140 Improved access to Birkenhead Priory 2.85 141 A553 capacity improvements 2.80 142 Dock Road Link widening 2.70 143 A554 Capacity Increase 2.43 144 A553 / A554 Junction Improvements 2.43 144 Car park facility for Birkenhead Police Station 2.42 146 Relocate Birkenhead RO-RO 2.23 147 M53 Junctions 5 and 6 approach improvements 2.15 148 Bridle Road jnc capacity improvements 2.02 149 Eastham Village Road jnc capacity improvements 2.02 149 Stanley Lane jnc capacity improvements 2.02 149 Port Causeway jnc capacity improvements 2.02 149 Croft Avenue / Caldbeck Road jnc capacity improvements 2.02 149 New signal junction on Rock Ferry Bypass (Esplanade) 2.02 149 | Duncan Street jnc capacity improvements | 2.88 | 137 | |
| Tower Road Link widening 2.87 140 Improved access to Birkenhead Priory 2.85 141 A553 capacity improvements 2.80 142 Dock Road Link widening 2.70 143 A554 Capacity Increase 2.43 144 A553 / A554 Junction Improvements 2.43 144 Car park facility for Birkenhead Police Station 2.42 146 Relocate Birkenhead RO-RO 2.23 147 M53 Junctions 5 and 6 approach improvements 2.15 148 Bridle Road jnc capacity improvements 2.02 149 Eastham Village Road jnc capacity improvements 2.02 149 Stanley Lane jnc capacity improvements 2.02 149 Port Causeway jnc capacity improvements 2.02 149 Croft Avenue / Caldbeck Road jnc capacity improvements 2.02 149 New signal junction on Rock Ferry Bypass (Esplanade) 2.02 149 | A552 Corridor Capacity Improvements | 2.88 | 137 | |
| Improved access to Birkenhead Priory 2.85 141 A553 capacity improvements 2.80 142 Dock Road Link widening 2.70 143 A554 Capacity Increase 2.43 144 A553 / A554 Junction Improvements 2.43 144 Car park facility for Birkenhead Police Station 2.42 146 Relocate Birkenhead RO-RO 2.23 147 M53 Junctions 5 and 6 approach improvements 2.15 148 Bridle Road jnc capacity improvements 2.02 149 Eastham Village Road jnc capacity improvements 2.02 149 Stanley Lane jnc capacity improvements 2.02 149 Port Causeway jnc capacity improvements 2.02 149 Croft Avenue / Caldbeck Road jnc capacity improvements 2.02 149 New signal junction on Rock Ferry Bypass (Esplanade) 2.02 149 | Capacity and flow improvements on Borough Road / Singleton Avenue | 2.88 | 137 | |
| A553 capacity improvements 2.80 142 Dock Road Link widening 2.70 143 A554 Capacity Increase 2.43 144 A553 / A554 Junction Improvements 2.43 144 Car park facility for Birkenhead Police Station 2.42 146 Relocate Birkenhead RO-RO 2.23 147 M53 Junctions 5 and 6 approach improvements 2.15 148 Bridle Road jnc capacity improvements 2.02 149 Eastham Village Road jnc capacity improvements 2.02 149 Stanley Lane jnc capacity improvements 2.02 149 Port Causeway jnc capacity improvements 2.02 149 Croft Avenue / Caldbeck Road jnc capacity improvements 2.02 149 New signal junction on Rock Ferry Bypass (Esplanade) 2.02 149 | Tower Road Link widening | 2.87 | 140 | |
| Dock Road Link widening 2.70 143 A554 Capacity Increase 2.43 144 A553 / A554 Junction Improvements 2.43 144 Car park facility for Birkenhead Police Station 2.42 146 Relocate Birkenhead RO-RO 2.23 147 M53 Junctions 5 and 6 approach improvements 2.15 148 Bridle Road jnc capacity improvements 2.02 149 Eastham Village Road jnc capacity improvements 2.02 149 Stanley Lane jnc capacity improvements 2.02 149 Port Causeway jnc capacity improvements 2.02 149 Croft Avenue / Caldbeck Road jnc capacity improvements 2.02 149 New signal junction on Rock Ferry Bypass (Esplanade) 2.02 149 | Improved access to Birkenhead Priory | 2.85 | 141 | |
| A554 Capacity Increase 2.43 A553 / A554 Junction Improvements 2.43 144 Car park facility for Birkenhead Police Station 2.42 146 Relocate Birkenhead RO-RO 2.23 147 M53 Junctions 5 and 6 approach improvements 2.15 Bridle Road jnc capacity improvements 2.02 149 Eastham Village Road jnc capacity improvements 2.02 149 Stanley Lane jnc capacity improvements 2.02 149 Port Causeway jnc capacity improvements 2.02 149 Croft Avenue / Caldbeck Road jnc capacity improvements 2.02 149 New signal junction on Rock Ferry Bypass (Esplanade) 2.02 149 | A553 capacity improvements | 2.80 | 142 | |
| A553 / A554 Junction Improvements 2.43 Car park facility for Birkenhead Police Station 2.42 Relocate Birkenhead RO-RO 2.23 147 M53 Junctions 5 and 6 approach improvements 2.15 Bridle Road jnc capacity improvements 2.02 149 Eastham Village Road jnc capacity improvements 2.02 149 Stanley Lane jnc capacity improvements 2.02 149 Port Causeway jnc capacity improvements 2.02 149 Croft Avenue / Caldbeck Road jnc capacity improvements 2.02 149 New signal junction on Rock Ferry Bypass (Esplanade) 2.02 149 | Dock Road Link widening | 2.70 | 143 | |
| Car park facility for Birkenhead Police Station 2.42 146 Relocate Birkenhead RO-RO 2.23 147 M53 Junctions 5 and 6 approach improvements 2.15 148 Bridle Road jnc capacity improvements 2.02 149 Eastham Village Road jnc capacity improvements 2.02 149 Stanley Lane jnc capacity improvements 2.02 149 Port Causeway jnc capacity improvements 2.02 149 Croft Avenue / Caldbeck Road jnc capacity improvements 2.02 149 New signal junction on Rock Ferry Bypass (Esplanade) 2.02 149 | A554 Capacity Increase | 2.43 | 144 | |
| Relocate Birkenhead RO-RO2.23147M53 Junctions 5 and 6 approach improvements2.15148Bridle Road jnc capacity improvements2.02149Eastham Village Road jnc capacity improvements2.02149Stanley Lane jnc capacity improvements2.02149Port Causeway jnc capacity improvements2.02149Croft Avenue / Caldbeck Road jnc capacity improvements2.02149New signal junction on Rock Ferry Bypass (Esplanade)2.02149 | A553 / A554 Junction Improvements | 2.43 | 144 | |
| M53 Junctions 5 and 6 approach improvements 2.15 Bridle Road jnc capacity improvements 2.02 149 Eastham Village Road jnc capacity improvements 2.02 149 Stanley Lane jnc capacity improvements 2.02 149 Port Causeway jnc capacity improvements 2.02 149 Croft Avenue / Caldbeck Road jnc capacity improvements 2.02 149 New signal junction on Rock Ferry Bypass (Esplanade) 2.15 148 2.02 149 149 149 | Car park facility for Birkenhead Police Station | 2.42 | 146 | |
| Bridle Road jnc capacity improvements 2.02 149 Eastham Village Road jnc capacity improvements 2.02 149 Stanley Lane jnc capacity improvements 2.02 149 Port Causeway jnc capacity improvements 2.02 149 Croft Avenue / Caldbeck Road jnc capacity improvements 2.02 149 New signal junction on Rock Ferry Bypass (Esplanade) 2.02 149 | Relocate Birkenhead RO-RO | 2.23 | 147 | |
| Eastham Village Road jnc capacity improvements 2.02 149 Stanley Lane jnc capacity improvements 2.02 149 Port Causeway jnc capacity improvements 2.02 149 Croft Avenue / Caldbeck Road jnc capacity improvements 2.02 149 New signal junction on Rock Ferry Bypass (Esplanade) 2.02 149 | M53 Junctions 5 and 6 approach improvements | 2.15 | 148 | |
| Stanley Lane jnc capacity improvements 2.02 149 Port Causeway jnc capacity improvements 2.02 149 Croft Avenue / Caldbeck Road jnc capacity improvements 2.02 149 New signal junction on Rock Ferry Bypass (Esplanade) 2.02 149 | Bridle Road jnc capacity improvements | 2.02 | 149 | |
| Port Causeway jnc capacity improvements 2.02 149 Croft Avenue / Caldbeck Road jnc capacity improvements 2.02 149 New signal junction on Rock Ferry Bypass (Esplanade) 2.02 149 | Eastham Village Road jnc capacity improvements | 2.02 | 149 | |
| Croft Avenue / Caldbeck Road inc capacity improvements2.02149New signal junction on Rock Ferry Bypass (Esplanade)2.02149 | Stanley Lane jnc capacity improvements | 2.02 | 149 | |
| New signal junction on Rock Ferry Bypass (Esplanade) 2.02 149 | Port Causeway jnc capacity improvements | 2.02 | 149 | |
| | Croft Avenue / Caldbeck Road jnc capacity improvements | 2.02 | 149 | |
| Conversion of M53 to Smart Motorway Junctions 5-11 1.33 155 | New signal junction on Rock Ferry Bypass (Esplanade) | 2.02 | 149 | |
| | Conversion of M53 to Smart Motorway Junctions 5-11 | 1.33 | 155 | |

10 Action Plan of Schemes – Forward Investment Plan for Wirral

Following the identification of a shortlist through the INSET appraisal process, schemes were organised into packages with identified costs and timescales to guide the delivery of transport improvements. This section therefore presents the final proposed transport investment pipeline for Wirral.

A total of 17 packages are proposed, based on the previously noted interventions, which each contain a number of the 122 short listed schemes alongside indicative costs and timescales.

Schemes have been phased according to timescale with 3 key phases for each package as defined below:

- Phase 1: Short Term up to 2025
- Phase 2: Medium Term 2025-2030
- Phase 2: Long Term beyond 2030

Costing of schemes has been undertaken at high level order of magnitude level only at this stage and true costing will clearly require significant additional development work on each scheme. Costs have either been attributed to single schemes or, where more appropriate, to larger groups of multiple schemes. These should be treated as indicative only based on benchmarks, local knowledge and high-level estimation.

Table 17 below presents the proposed Wirral Transport Investment 'Pipeline' Programme. This also shows the structure of packages and phasing of schemes; full details of schemes and packages can be found in Appendix D.

Table 17: Scheme Packages and Phasing

| Package Number | Package Name | Ref | Scheme | Phase | Cost | Owner |
|-------------------|------------------------------------|---------|--|-------|------------|----------------|
| 1 | Expanding Active Travel | 1.2.1.3 | A553 Fender Lane to A553 / A554 roundabout cycle lane | 1 | £3m-£10m | Wirral Council |
| | | 1.4.1.1 | Wirral Circular Trail improvements - Coastal Cycle Strategy | 1 | £3m-£10m | |
| | | 1.4.1.2 | Implementation of Birket Scheme - Pasture Road to Reeds Lane, Moreton | 1 | £1m-£3m | |
| | | 1.4.1.3 | Wirral CityBike Scheme | 1 | £3m-£10m | |
| | | 1.4.1.4 | Active Travel Routes across the M53 | 1 | £3m-£10m | |
| | | 1.4.1.5 | Cycle Route to Arrowe Park and the Hospital | 1 | £1m-£3m | |
| | | 1.4.1.6 | Wirral Cycle Route Network - Connecting the Dots (previously SUDs) | 1 | £1m-£3m | |
| | | 8.3.2.1 | Active Travel Connectivity to Local Centres | 1 | £1m-£3m | |
| | | 8.3.2.2 | Residential Road Streetscape | 1 | £1m-£3m | |
| Total Cost | | | | | £20m-£50m | |
| 2 | Removing Highway Constraints | 1.3.1.1 | A540 Heswall Pinch Point Improvements | 1 | £3m-£10m | Wirral Council |
| | | 1.4.2.2 | Clatterbridge to Mersey Waterfront Corridor Improvements (A5137/B5137) | 2 | £3m-£10m | |
| | | 1.6.2.1 | Port Wirral Road Improvements and Signage Strategy | 2 | £1m-3m | |
| | | 1.6.3.1 | Airport Accessibility and Signage Strategy | 2 | £1m-£3m | |
| Total Cost | | | | | £10m-£20m | |
| 3 | Wirral Line Enhancements | 1.5.1.1 | Station facilities and waiting environment enhancements | 1 | £10m-£20m | Merseytravel |
| | | 1.5.1.2 | Wirral Line Park and Ride Enhancements | 1 | £1m-£3m | |
| | | 1.5.1.3 | Town Meadow/Ledsham New Stations | 2 | £20m-£50m | |
| | | 1.5.1.4 | Green Lane Station Refurbishment | 1 | £3m-£10m | |
| | | 1.5.1.5 | Park and Ride at Birkenhead Central (inc new forecourt and access route from east) | 1 | £3m-£10m | |
| | | 1.5.1.6 | Meols Station Accessibility | 1 | £3m-£10m | |
| | | 2.1.3.1 | Improvements to Bus Infrastructure at Birkenhead Park and Conway Park | 1 | £1m-£3m | |
| | | 2.1.3.3 | Hamilton Square-Bus/Rail Interchange Improvements | 1 | £1m-£3m | |
| | | 2.1.3.4 | Bus / Rail Interchange at Birkenhead North | 1 | £1m-£3m | _ |
| | | 2.1.3.5 | Bus / Rail Interchange at Birkenhead Central | 1 | £1m-£3m | |
| | | 7.1.1.1 | Bus / Rail Interchange at New Brighton | 1 | £1m-£3m | |
| | | 8.3.1.1 | Bus / Rail Interchange at West Kirby | 1 | £1m-£3m | |
| Total Cost | | | | | £50m-£100m | |
| 4 | Borderlands Line Transformation | 1.5.2.1 | Introduce New Borderlands (Wrexham - Bidston) Line Stations | 2 | £20m-£50m | |
| | | 1.5.2.2 | Extend Borderlands (Wrexham - Bidston) Line to Birkenhead North | 2 | £20m-£50m | _ |

| Package Number | Package Name | Ref | Scheme | Phase | Cost | Owner |
|-------------------|------------------------|----------|--|-------|-------------------|---------------------------|
| | | 1.5.2.3 | Borderlands (Wrexham-Bidston) Line Frequency Increase | 1 | n/a | Network Rail / |
| | | 1.5.2.4 | Borderlands (Wrexham - Bidston) Line Electrification (Extension of Merseyrail) | 2 | n/a | Merseytravel / Merseyrail |
| | | 8.3.1.4 | New rail spur and station - Heswall | 3 | £50m-£100m | _ ivici3cyran |
| | | 8.3.1.2 | Heswall Station Bus / Rail Interchange, Linkage and Parking | 1 | £3m-£10m | |
| Total Cost | | | | | £100m-£500m | |
| 5 | Cross-River Strategy | 1.6.1.1 | Queensway Tunnel closure to general traffic | 3 | £20m-£50m | Liverpool City |
| | | 1.6.1.6 | Use of Queensway Service Tunnel for Rapid Transit | 3 | | Region CA |
| | | 1.6.1.12 | Queensway Tunnel Resilience Measures | 1 | _ | |
| | | 1.6.1.2 | Re-purposing of Queensway Tunnel for Public Transport Only | 3 | | |
| | | 1.6.1.3 | Kingsway Capacity Increase | 1 | £10m-£20m | |
| | | 1.6.1.4 | Kingsway Toll Plaza Re-modelling / Removal | 1 | <u> </u> | |
| | | 1.6.1.9 | Wirral Line Connectivity - Wirral Line to Northern Line Link | 3 | £10m-£20m | _ |
| | | 1.6.1.10 | New Mersey Crossing e.g. Bromborough - Aigburth | 3 | £500m-£1bn | |
| | | 6.1.1.1 | New access link into WIBP from Liverpool | 3 | £3m-£10m | |
| | | 1.6.1.13 | Mersey Tunnel Flood Resilience | 1 | £10m-£20m | |
| Total Cost | | | | | £600m- £1.1bn+ | |
| 6 | Birkenhead Town Centre | 2.1.1.1 | A41 Chester Street highway realignment | 1 | £10m-£20m | Wirral Council / |
| | Gateways | 2.1.1.5 | Chester Street Junction Improvements | 1 | | Wirral Growth Company |
| | | 2.1.1.6 | Signage improvement to Birkenhead Priory and Tranmere Docks | 1 | | Company |
| | | 2.1.1.7 | Electric charging points across borough | 1 | | |
| | | 2.1.1.8 | Signage/ better entrance to retail core | 1 | | |
| | | 2.1.1.9 | Birkenhead - local access road improvements | 1 | <u> </u> | |
| Total Cost | | | | | £10m-£20m | |
| 7 | Birkenhead Town Centre | 2.1.2.1 | Improved Public Realm in retail core | 1 | £10m-£20m | Wirral Council / |
| | Streetscape | 2.1.2.2 | Improved Public Realm Argyle Street | 1 | | Wirral Growth Company |
| | | 2.1.2.3 | Cleveland Street / Market Street / Price Street Public Realm | 1 | | Company |
| | | 2.1.2.4 | Public Realm improvements: Conway Street | 1 | | |
| | | 2.1.2.5 | Improved pedestrian crossing facilities along Argyle Street | 1 | | |
| | | 2.1.2.6 | Pedestrian overbridge of Borough Road, Whetstone Lane | 2 | | |
| | | 2.1.2.7 | Conway Park - Market Improved route | 1 | | |

| Package Number | Package Name | Ref | Scheme | Phase | Cost | Owner |
|-------------------|--------------------------|---------|--|-------|-------------|----------------------------|
| | | 1.5.1.7 | Re-modelling and Public Realm Improvements: Conway Park and Europa Boulevard | 1 | | |
| Total Cost | | | | | £10m-£20m | |
| 8 | Regenerating Woodside | 3.1.1.1 | Woodside Ferry Terminal Enhancements - new Pontoon | 2 | £10m-£20m | Wirral Council / |
| | and Hamilton Square | 3.1.1.2 | Reconfigure / Redevelop Woodside Gyratory roundabout | 2 | £10m-£20m | Wirral Growth Company / |
| | | 3.1.1.3 | Reconfigure / Redevelop Woodside Bus Station and relocate Bus Terminus | 2 | | Peel Holdings |
| | | 3.1.1.4 | Access Road to Rosebrae Development Site | 2 | | |
| | | 3.1.2.1 | Hamilton Street two-way outside Station | 1 | | |
| | | 3.1.2.2 | Remove mini-roundabouts at Hamilton Square | 1 | | |
| | | 3.1.2.3 | Remove Hamilton Street / Duncan Street road closure | 1 | | |
| | | 3.1.2.4 | Improved Public Realm outside Hamilton Square rail station | 1 | | |
| | | 3.1.2.6 | Improved Public Realm at Hamilton Square | 1 | | |
| | | 3.1.2.7 | Improved walk route between Woodside and Hamilton Square | 1 | | |
| | | 3.1.2.8 | Improve Argyle Street south approach to Hamilton Square | 1 | <u> </u> | |
| Total Cost | | | | | £20-£50m | |
| 9 | Gateways to Wirral | 4.1.2.1 | A5139 Dock Road / A5088 Wallasey Bridge Road junction | 1 | £10m-£20m | Wirral Council / |
| | Waters | 4.1.2.3 | Duke St / Dock Road / Gorsey Lane junction | 1 | | Peel Holdings |
| | | 4.1.2.4 | A5027 Dock Road / A554 Tower Road / A554 Birkenhead Road junction | 1 | | |
| | | 4.1.2.5 | Duke St / Corporation Road junction | 1 | | |
| | | 4.1.2.6 | Relocate Wirral Waters Industrial Uses to remove severance | 3 | | |
| | | 4.1.2.8 | Rendel Street / Corporation Road junction | 1 | <u> </u> | |
| | | 4.1.2.9 | Duke Street / Corporation Road junction | 1 | | |
| Total Cost | | | | | £10m-£20m | |
| 10 | Wirral Waters Cross- | 4.1.1.1 | Replacement of Poulton Bridge with a Fixed Structure | 3 | £20m-£50m | Wirral Council / |
| | Dock Connectivity | 4.1.1.2 | Replacement of Duke Street Bridge | 2 | | Peel Holdings |
| | | 4.1.1.4 | New north-south link and bridge | 3 | | |
| Total Cost | | | | | £20m-£50m | |
| 11 | Wirral Waters Supporting | 4.1.3.1 | Wallasey Bridge Road Improvements | 1 | £20m-£50m | Wirral Council / |
| | Highways | 4.1.3.2 | Beaufort Road and Wallasey Bridge Road (City Boulevard) | 2 | | Peel Holdings |
| | | 4.1.3.3 | A5030 Beaufort Road / A5088 Wallasey Bridge Road junction improvements | 3 | | |
| | | 4.1.3.4 | Corporation Road / Cavendish Street / Cleveland Street junction improvements | 3 | | |
| | | 4.1.3.7 | New development access from Beaufort Road and Wallasey Bridge Road | 3 | _ | |

| Package Number | Package Name | Ref | Scheme | Phase | Cost | Owner |
|-------------------|-----------------------|----------|--|-------|-------------|---------------------|
| | | 4.1.3.8 | A5027 Gorsey Lane / Kingsway Tunnel junction improvements | 1 | | |
| Total Cost | | | | | £20m-£50m | |
| 12 | Wirral Waters Active | 4.1.4.1 | City Boulevard (green transport corridor Corporation Road and Beaufort Road) | 2 | £3m-£10m | Wirral Council / |
| | Travel | 4.1.4.2 | Tower Road / Birkenhead Road pedestrian / cycle link | 1 | | Peel Holdings |
| | | 4.1.4.3 | Footbridge on Dockside Route | 3 | | |
| | | 4.1.4.4 | A5027 Duke Street Public Realm | 2 | <u> </u> | |
| | | 4.1.4.5 | Wallasey Bridge Road cycle route | 2 | | |
| | | 4.1.4.6 | Dock Road cycle route | 2 | <u> </u> | |
| | | 4.1.4.7 | Pedestrian crossings on Tower Road | 1 | <u> </u> | |
| | | 4.1.4.8 | Toucan crossings on Wallasey Bridge Road | 3 | | |
| | | 4.1.4.9 | River Birket route into West Float | 3 | | |
| | | 4.1.4.10 | Cycle Route along Canning Street | 1 | | |
| | | 4.1.4.11 | Wirral Waters Pedestrian wayfinding strategy | 1 | _ | |
| | | 4.1.4.13 | Extend Victoria Park to Dock Road | 2 | | |
| | | 4.1.4.14 | Duke Street Active Travel Improvements | 2 | | |
| | | 4.1.4.15 | Green Link: Wirral Waters to Birkenhead Park | 2 | | |
| Total Cost | | | | | £3m-£10m | |
| 13 | World-Class Public | 1.5.4.1 | Integration of Merseyside ticketing with Deeside and Cheshire West | 1 | £3m-£10m | Merseytravel / |
| | Transport | 1.6.3.2 | Access to Deeside (PT) | 1 | £100-500k | Mersey Dee Alliance |
| | | 2.1.3.2 | Relocation of Birkenhead Bus Station | 1 | £10m-£20m | Alliance |
| | | 4.1.5.1 | Rapid Transit - Wirral Waters to Liverpool | 3 | £20m-£50m | _ |
| | | 4.1.5.2a | Rapid Transit - New Brighton to Rock Ferry via Wirral Waters - Phase 1 | 1 | £3m-£10m | |
| | | 4.1.5.2b | Rapid Transit - New Brighton to Rock Ferry via Wirral Waters - Phase 2 | 2 | £3m-£10m | _ |
| | | 4.1.5.3 | Bus routes diverted via Wirral Waters (410, 411, 413, 414) | 1 | n/a | _ |
| | | 7.1.1.2 | New Brighton Accessibility Improvements (Parking Review/Land Train) | 1 | £1m-£3m | _ |
| | | 8.3.1.3 | Brimstage Bus Connectivity | 1 | £1m-£3m | |
| | | 8.3.2.3 | Improved and integrated Taxi and DRT Coverage | 1 | £1m-£3m | |
| Total Cost | | | | | £50m-£100m | |
| 14 | A41 North Site Access | 5.1.1.1 | Access to Hind Street - Mollington Link Road | 2 | £10m-£20m | Wirral Council |
| | Improvements | 1.6.1.7 | Queensway Toll Plaza Re-modelling / Removal | 1 | £10m-£20m | <u> </u> |
| | | 5.2.2.2 | Green Lane Roundabout capacity improvements | 1 | £3m-£10m | |

| Package Number | Package Name | Ref | Scheme | Phase | Cost | Owner |
|-------------------|------------------------|---------|---|-------|------------|----------------|
| | | 5.2.2.4 | Ivy Street jnc capacity improvements | 1 | £1m-£3m | |
| | | 5.2.2.5 | Campbeltown Road capacity improvements | 1 | £1m-£3m | |
| | | 5.2.2.6 | Improve ped linkage to B'head town centre from south | 1 | £1m-£3m | <u></u> |
| | | 5.2.2.7 | A41 / A552 / flyover area re-modelling | 1 | £10m-£20m | |
| | | 5.2.2.9 | A41 North Southern Bus Access Improvements | 1 | £1m-£3m | |
| Total Cost | | | | | £50m-£100m | |
| 15 | A41 North Sustainable | 5.2.3.1 | Green link: Rock Ferry to Seacombe via Former Rail Corridor | 2 | £3m-£10m | Wirral Council |
| | Connectivity | 5.2.3.2 | Green Link: Woodside to Seacombe via waterfront | 2 | £3m-£10m | |
| | | 5.2.3.3 | Use of former Dock Railway for Rapid Transit | 2 | £10m-£20m | |
| Total Cost | | | | | £20m-£50m | |
| 16 | Hoylake Golf Tourism | 8.2.1.1 | Saughall Massie Link Road - New Infrastructure | 1 | £3m-£10m | Wirral Council |
| | Access | 8.2.1.2 | Saughall Massie Road- Infrastructure Upgrade | 1 | £3m-£10m | |
| | | 8.2.1.3 | Heron Road Improvements | 1 | £3m-£10m | |
| | | 8.2.1.4 | Other local access road improvements | 2 | £3m-£10m | |
| Total Cost | | | | | £20m-£50m | |
| 17 | Regenerating New Ferry | 8.1.1.1 | Downgrading New / Rock Ferry Bypass | 3 | £50m-£100m | Wirral Council |
| Total Cost | | | | | £50m-£100m | |

Source: Mott MacDonald

11 Future Innovation and the Impact on Wirral Strategic Transport Framework Action Plan

11.1 Introduction

The action plan for Wirral's Strategic Transport Framework has been prepared with reference to technologies and transport solutions available at the time of writing, namely December 2018. However, past experience has taught us that in fact the range of available solutions is constantly updating and evolving as new technologies and ideas become more widely available and accessible to the travelling public. It is not always possible to predict in which direction the next large innovation will come from, but we can use logic and experience of historic and emerging trends to some extent to make informed decisions about the future of travel in Wirral.

In this section, a number of potential future technologies and innovative transport solutions will be reviewed and their impact upon the action plan presented in this document evaluated. Alongside each is an estimate of the respective likelihood of each emerging solution and the level of impact that such an innovation might be expected to have on the strategy as a whole.

11.2 Demand Responsive Transport Applications

11.2.1 Application

As already evidenced by the arrival of Uber onto the urban transport scene a few years ago, there is a significant market for demand responsive, technologically based, personal transport solutions. Taxi-style car-based systems are just one facet of this, however, with Arrivaclick's service on the Liverpool – Aigburth – John Lennon Airport corridor showing how the economies of bus services can be blended with the convenience of demand responsive transport systems. Registered as a flexible bus service, these vehicles do not need to use existing bus stops or bus stations for set.down / pick-up. In practice, it is likely that many of the areas poorly served by public transport may in future be better served by systems of this nature with vehicles ordered via an app rather than following a set frequency.

Figure 23: Images of Arrivaclick





Source: Fickr

11.2.2 Benefit

The main benefits of this application is in efficiency since it avoids the need for costly bus services on low demand routes in which frequencies would necessarily be low. At the same time, average wait times for the passenger are significantly reduced and the ability to track the location and arrival time of the public transport service provides needed confidence and reassurance of its arrival. Their responsiveness to passengers' requirements means they are registered as flexible services and routes.

11.2.3 Likelihood

Given that Arriva Click has already arrived elsewhere in Liverpool City Region and has been successfully trialled in other parts of the country, it is considered highly likely that the service will be rolled out to serve the Wirral. With this opportunity will come competition from other operators, which could potentially drive down prices but may also require new legislation. A challenge would be to see whether these services can be integrated with the existing public transport offer in terms of ticketing and interchange since this remains a significant existing barrier to its use.

11.2.4 Impact

It is likely that Demand Responsive Transport would have a significant impact in some of the more rural parts of the borough with little or no existing public transport. In more urban areas, such a system would have to compete with long-established conventional public transport but there may be a significant role in serving the previously industrial areas that are now earmarked for regeneration, at least until the demand for more regular transit systems is proved.

11.3 Micro-Mobility Solutions

11.3.1 Application

Cycle-hire schemes have been introduced in cities around the world to varying degrees of success. Whilst there is no denying their popularity and ability to help define their home city (such as the 'Boris' bikes in London), complicated sign-up processes, poor levels of maintenance, high operating costs and vandalism (Manchester MoBike discontinued) have often combined to make the schemes expensive and only viable in larger cities with more pressing congestion issues. An alternative system that has been installed in many cities is a network of electric micro-scooters with a large range of potential providers. These offer the advantage of being quick and easy to operate, require little effort compared to cycling (particularly uphill) and take up less roadspace than bicycles. The issue is that, at present, they are illegal on the UK's roads being classed as powered transporters.

Figure 24: Images of Bike and Scooter Hire Schemes





Source: geograph.org and flickr

11.3.2 Benefit

A network of micro-mobility vehicles can provide a fast and efficient alternative to private or public transport, particularly in urban areas where the density of collection points is greater. Although cycles have an obvious health benefit and is a tried and tested technology, many are put off by the effort and energy required to travel large distances and over unfavourable topography. Electric scooters resolve many of these issues and are likely to be legalised on Britain's roads in the near future due to public demand, however safety issues and the need to establish clear rules and priorities on footways, in cycleways and on carriageway reduce their ease of introduction somewhat.

11.3.3 Likelihood

A network of public hire bikes (CityBike) is already available in Liverpool and could potentially be rolled-out to Wirral quite readily, however the system has been affected by issues of vandalism and correspondingly high maintenance costs with many of the original docking stations having been forced to close. A Mo-Bike system (with no docking stations) removes a large amount of the overhead costs but still suffers from vandalism and maintenance issues as a result. Ultimately it is likely that electric scooters such as those provided by Bird or Lime operators, will become available in the UK however the legal issues are unlikely to be resolved quickly and it may be several years before these are freely available.

11.3.4 Impact

The impact of a micro-mobility network is most readily felt in dense urban areas and is therefore unlikely to be significant in the majority of the borough. Once the regeneration and redevelopment schemes proposed for Birkenhead Town Centre and Wirral Waters are realised, it is possible that a scheme such as this could be successful, particularly if accompanied by a network of green routes such as is proposed within the strategy.

11.4 Autonomous Personal Vehicles

11.4.1 Application

There is an understandable current hype around autonomous cars given the potential that they have for reducing congestion, improving safety, reducing vehicle mileage and improving the environment. By taking the human factor out of driving, and by communicating with other road

vehicles, they offer the potential to all but eliminate accidents whilst simultaneously increasing productivity time whilst travelling. In reality an autonomous revolution could lead to a stepchange in the public's views on car ownership, with app-based ride ordering (the autonomous equivalent of Demand Responsive Transport) becoming the norm. However, question marks remain over the true safety value of this innovation after a series of recent high-profile injuries and fatalities around the world. In addition, some planners have questioned whether a fleet of autonomous vehicles picking up and depositing users around cities may actually lead to increased mileage and a reduction in average vehicle occupancy to numbers approaching and potentially even less than 1.

Figure 25: Autonomous Vehicle Images





Source: Flickr and Wikimedia Commons

11.4.2 Benefit

The stated benefits of autonomous personal transport include: efficiency from reducing the amount of time vehicles sit idle and unused; safety by taking the human error factor out of vehicle control and increasing the amount of communication between vehicles; environmental from reducing mileage, emissions and noise; and productivity by increasing the amount of time that users may work while travelling. It should be noted that some of these are disputed and studies are ongoing to better measure the potential for widespread benefit realisation from autonomous transport.

11.4.3 Likelihood

As with all new and innovative technologies, the likelihood of ultimate realisation is not necessarily proportional to the public excitement experienced. Despite significant strides forward in the field in recent years, some significant technical obstacles still need to be overcome for this technology to be released into the market fully. Nonetheless, there is a sense that it is just a matter of time before autonomous or semi-autonomous vehicles become a reality.

11.4.4 Impact

Once they become available there is little doubt that autonomous vehicles will have a major impact on the way we travel both for short journeys around urban areas, and for longer local, regional and national trips. As noted above, there is the potential for a different model for car use – based on a shared system rather than personal ownership – to become more prevalent.

The challenge will be to ensure that this translates into actual vehicle mileage savings with the environmental, congestion and social benefits that this engenders.

11.5 Autonomous Mass Transit

11.5.1 Application

The application of the principles of autonomous personal transport to public mass transit is a simple intellectual step, and indeed the predictable routing and spacing patters of public transport could greatly simplify the technical requirements of the system. Autonomous public transport is not a new idea with driverless trains operating on several systems around the world including the Docklands Light Railway in London, however the recent advances in technology have allowed the principles of autonomous control to be applied to road vehicles such as buses for the first time. Simple systems have already been trialled including smaller pods in Greenwich and by major bus operator Stagecoach for use in its depots only, however the UK Government will need to legislate for this to be extended to carry passengers on public roads.

Figure 26: Autonomous Bus and Transit Vehicles





Source: Flickr

11.5.2 Benefit

The cost saving benefit of autonomous PT is significant since, at present, driver wages make up a large proportion of the operating cost of a service. By removing this component, the technology promises to make public transport cheaper and more efficient, alongside the safety improvements described above for all autonomous transport. This, in turn, will make the running of bus services more viable in areas with lower demand increasing the coverage of the system, and providing public transport provision to some of the more rural or hard to reach areas of the borough, thereby reducing car use.

11.5.3 Likelihood

As with autonomous private vehicles, the momentum behind the technology is clear to see at present. Despite the need to iron out some remaining technological barriers, there is a definite sense of 'when' rather than 'if' in relation to autonomous buses. The need for new legislation to allow passengers to use these vehicles is likely to delay its introduction, however this is likely to be a formality if it can be shown that the software is actually safer than human drivers in relation to accidents and safety.

11.5.4 Impact

In the context of Wirral, the expectation would be that the entire bus network could one day be taken over and operated by autonomous vehicles, thereby reducing costs to the operator and, hopefully, the passenger. As noted above, reduced costs, also make it more likely that routes could be considered viable in areas of low demand which are currently prohibitively expensive to serve, thereby providing an alternative to private transport for Wirral's more isolated communities.

Overall, to help facilitate autonomous vehicles on streets there may be a requirement to modify the actual streets themselves and how people interact with those streets. For example, manufacturers such as Tesla already operate semi-autonomous vehicles, but they can only work effectively in sterile environments like motorways and rural dual carriageways. If a form of this was required in towns to allow these types of vehicles to operate, it could require random elements to be minimised – such as uncontrolled pedestrian crossings and on-street parking.

11.6 Mobility as a Service (MaaS)

11.6.1 Application

Put simply, MaaS is the rationalising of all forms of transport use into a single simple to use interface such as an app or web-site which would handle ticketing, planning, ordering, tracking and other aspects. In practice this means that, whether ordering a demand responsive vehicle (either autonomous or manual), hiring a bike or micro-scooter, buying a public transport ticket or accessing the most expedient walking route, users will make use of the same interface to accomplish this. MaaS has been greeted with excitement and enthusiasm since it was first proposed, however some debate is still underway as to the body that will ultimately 'own' the MaaS platform and the best way to utilise its benefits, particularly in multiple-operator deregulated transport environments as exist within the UK.

Figure 27: MaaS App Infographic

Source: parliament.uk

11.6.2 **Benefit**

In principle, MaaS has the potential of offering significant benefits to the user, not least by:

- Limiting congestion, particularly during peak travel periods
- Reducing car ownership, car usage and the number of vehicles on roads
- Use of existing infrastructure more effectively and create economies of scale
- Easing of pressure on the transportation network and
- Improving the customer experience by presenting the transportation network as an integrated system.

The ideal outcome would be for each of the providers of transport services within an area to join the system and promote their services through it. Ultimately though, there are significant challenges in networks where substantial competition still remains i.e. between bus operators or taxi providers.

11.6.3 Likelihood

Although a relatively new concept, the House of Commons Transport Committee recently hosted a live enquiry into the benefits of MaaS thereby highlighting how seriously it is being taken on a national level. Despite this, there remain a number of barriers to overcome, not least the issue highlighted above associated with the fragmented nature of the UK's transport services and the competition. The recent buses bill and the additional powers for local transport authorities to franchise bus networks (particularly in city regions with Metro Mayors such as Liverpool City Region) should improve the prospects of this type of application, however.

11.6.4 Impact

The primary impact of MaaS is in the elimination of the currently confusing array of different available services, tickets, restrictions, operators and modes, providing the user instead with a single point of access to the network. It effectively creates a level of integration within the network that is not otherwise possible in a multi-modal, multi-operator environment. In this way the impact would not be so much replacing the existing transport network (or that proposed in this document) but rather making it more accessible for the travelling public, providing a greater body of choice to the private car for journeys.

11.7 Conclusions

To conclude, there is significant potential for new technology to play a role in the future transport network of Wirral. A key issue associated with successfully planning for future networks is the fact that it is difficult to predict the nature or impact of the next big innovation. Past experience tells us that some of the most exciting and over-hyped ideas have ultimately failed to take-off or bring about lasting behavioural change, whereas other solutions have developed slowly and quietly and have come to change the world. Despite this we are able to make some predictions about the future based on available knowns:

1. Firstly we know that Artificial Intelligence (AI) will have a major impact since its use is already established and growing. Al controls electronic journey planners, active-traffic management information displays, automatic navigation systems in cars, and meeting scheduling, all disparate technologies with an impact on the transport network. Al is likely to become increasingly widespread and will ultimately assume control of an ever greater proportion of our lives – it will clearly continue to have a role in transportation;

- 2. Secondly, we know that the transport system must adapt to tackle the challenges of climate change, most immediately by converting from a carbon-based to a sustainable fuel economy. Several contender technologies exist most readily available are hybrid or fully electric vehicle which run using battery storage of energy. Further ahead, a hydrogen economy (which produces no harmful waste and is the most abundant material in the Universe) looks set to revolutionise energy production;
- 3. Finally, with the changes noted above, we know that the changes observed on the network are likely to result in major redundancy of existing infrastructure. Petrol filling stations will become a thing of the past, potentially to be replaced by mass charging points or hydrogen filling points. A move towards autonomous vehicles will reduce the need for car parks or local garages and mechanics, driving a change in land-use that will have a sizeable impact on local areas.

Whilst we are able to make predictions about the general direction of travel of new technology and innovation, we do not know the exact route, and it is therefore vitally important that Transport Action Plans such as that presented in this document be adaptive enough to cope with and incorporate change. It is proposed that the Action Plan for Wirral's Strategic Transport Framework remain a living document and be reviewed regularly in light of new innovations and technologies in order to maximise its usefulness and utility.

12 Conclusions and Next Steps

This document has summarised the process involved in the creation of a fully revised and refreshed programme of forward transport schemes for Wirral Council to support the aspirations of the Strategic Regeneration Framework. The resultant list of schemes is based upon the schemes put forward in 2016 for the Wirral Transport Pipeline but goes much further than this previous document in ensuring the schemes are consistent with:

- The priorities of Wirral Council and Wirral Growth Company through the Strategic Regeneration Framework;
- The emerging strategies for the A41 North and Wirral Waters development areas;
- The refreshed list of issues that the action plan must tackle in terms of transport provision across the borough; and
- Further work undertaken since the publication of the previous pipeline including the East Wirral Transport Study (by KBR) and the latest information on Wirral Waters, Woodside and Hind Street developments.

As noted earlier in this document, this Strategic Transport Framework Action Plan is just one component of the suite of work currently being undertaken on behalf of Wirral Council and Wirral Growth Company. Concurrently work is being undertaken on the business case for Saughall Massie Road improvements, and the transport strategies for the A41 North and Wirral Waters development zones. Further to these, modelling work is also being undertaken to understand the impacts of the schemes proposed within this and the other noted studies. This has been expanded in recent days to incorporate a potential modelling programme to review the impact of the emerging Local Plan for Wirral including the identified draft housing allocations.

The results of the A41 North and Wirral Waters studies, alongside the overarching framework presented in this document, can then be discussed and debated with the required group of stakeholders including political leaders, landowners, transport providers and local interested parties. In particular, there is a need to continue to engage with key City Region partners and leading officers and politicians (such as the Mayor of Liverpool City Region). This will ensure buy-in to the final framework and the beginnings of a City Region-wide transport framework solution that the entire region can support.

More immediately, the packages and schemes contained within this document will need to be fed into the ongoing City Region Pipeline Refresh being undertaken by Merseytravel, particularly the more strategic schemes which will require multiple partner organisations to deliver. The structures to ensure this happens are already in place through existing City Region governance (and the Transport Advisory Group – TAG) and should therefore be easily achievable.

In time there will be a need for more detailed design of the measures proposed in this action plan and one possible option for some of the schemes noted could be to hold a design competition. This could help to ensure that the correct product is delivered in specific areas and could be particularly relevant for the Public Realm works proposed including that on Argyle Street, Conway Street, Europa Boulevard and on the former Dock Railway, however alternative models for progression do exist. Alongside this is the need to identify future funding sources and to apply for this via the traditional business case process. This will be an important next step but it should also be noted that significant amounts of the proposed workload will be of great importance and significance to key third parties such as Peel Holdings, ION

Developments and the Wirral Growth Company partners and there may, therefore, be a substantial amount of third party funding available to help to deliver these schemes. Continued engagement with these parties is considered to be crucial to ensure a beneficial outcome for all concerned.





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A. Previous Scheme Alignment with SRF and Wirral Priorities- Results

| cheme | Birkenhead Town Centre | Hamilton Square | Woodside | Wirral Waters EZ | Priority A41 Corridor | Wirral International Business Park | New Brighton | Local Town Centres | High Quality Housing | Employment, Skills, Economic Development | | Tourism and | Sustainable Development / high quality | Healthier lifestyles and safer neighbourhoods | moving safely and | Reliable and | Encourage healthy | Inclusive integrated transport that supports our | Score Category | Ranking Mode |
|---|---------------------------|-----------------|----------|------------------|------------------------|--|--------------|-----------------------|-------------------------|--|---------|-------------|--|---|-------------------|--------------|-------------------|---|--------------------|--|
| mber Scheme Description | | | | | | | | | | · | , , , , | | Environment | | , | | | residents needs | | |
| 40 Wirral-Maintaing our Assets | | | | | | | | | | | | | | | | | | | 34 Excellent | 1 Road |
| LED Phase 2 | | | | | | | | | | | | | | | | | | | 34 Excellent | 1 Road |
| 8 Wirral Line Stations Master Plan | | | | | | | | | | | | | | | | | | | 32 Excellent | 3 Rail |
| 6 Wirral Line Connectivity | | | | | | | | | | | | | | | | | | | 32 Excellent | 3 Public Transport |
| A41 Cycle and Pedestrian Connectivity | | | | | | | | | | | | | | | | | | | 31 Excellent | 5 Cycling, Public Transport, Road |
| 27 Smart/Integrated Ticketing | | | | | | | | | | | | | | | | | | | 31 Excellent | 5 Public Transport |
| 5 Active Travel Connectivity to Local Centres | | | | | | | | | | | | | | | | | | | 31 Excellent | 5 Walking and Cycling |
| .7 A553/A554 Improvements | | | | | | | | | | | | | | | | | | | 30 Good | 10 Road and Cycling |
| 9 Wirral Line Park and Ride | | | | | | | | | | | | | | | | | | | 30 Good | 10 Rail |
| 5 Coastal Cycling Strategy | | | | | | | | | | | | | | | | | | | 30 Good | 10 Active Transport (Cycling and Walki |
| A41 Bus Connectivity and Improvements | | | | | | | | | | | | | | | | | | | 29 Good | 13 Public Transport (Bus) |
| 4 Active Travel Routes Across the M53 | | | | | | | | | | | | | | | | | | | 29 Good | 13 Walking and Cycling |
| A41 Corridor (Capacity) | | | | | | | | | | | | | | | | | | | 28 Good | 15 Road |
| 8 Community Road Safety Promotion | | | | | | | | | | | | | | | | | | | 28 Good | 15 Road, Active Travel, Public Transpo |
| 7 Wirral SUD Schemes | | | | | | | | | | | | | | | | | | | 27 Good | 18 Walking and Cycling |
| A552 Corridor Capacity Improvements | | | | | | | | | | | | | | | | | | | 27 Good | 18 Road and Pedestrain |
| Park and Ride at Birkenhead Central | | | | | | | | | | | | | | | | | | | 27 Good | 18 Public Transport |
| Wirral Waters Supporting Road Infrastructure | | | | | | | | | | | | | | | | | | | 26 Good | 21 Road |
| Wirral Waters Active Travel Connectivity | | | | | | | | | | | | | | | | | | | 26 Good | 21 Road, Active Transport |
| Wirral Waters Streetcar (Mass Transit) | | | | | | | | | | | | | | | | | | | 26 Good | 21 Public Transport (Rail) |
| Birkenhead Town Centre Gateways | | | | | | | | | | | | | | | | | | | 25 Moderate | 24 Road |
| Birkenhead Town Centre Streetscape | | | | | | | | | | | | | | | | | | | 25 Moderate | 24 Active Transport (Cycling and Walk |
| Wirral Waters Public Transport Accessibility | | | | | | | | | | | | | | | | | | | 25 Moderate | 24 Public Transport |
| Capacity Improvements to the M53 | | | | | | | | | | | | | | | | | | | 25 Moderate | 24 Road |
| Mersey Tunnels | | | | | | | | | | | | | | | | | | | 24 Moderate | 28 Road, Public Transport |
| Gateways to Wirral Waters | | | | | | | | | | | | | | | | | | | 24 Moderate | 28 Road |
| M53 Junction Approaches Improvements | | | | | | | | | | | | | | | | | | | 24 Moderate | 28 Road |
| Extend Borderland (Wrexham-Bisdston) Line | | | | | | | | | | | | | | | | | | | 24 Moderate | 28 Rail |
| Improvements to Bus Infrastructure at Birkenhead Park and Conway Park | | | | | | | | | | | | | | | | | | | 23 Moderate | 33 Public Transport |
| Business Travel Support | | | | | | | | | | | | | | | | | | | 23 Moderate | 33 Smater Choices |
| Wirral Active Travel Campaign | | | | | | | | | | | | | | | | | | | 23 Moderate | 33 Walking and Cycling |
| New Brighton Accessibility Improvements (Parking Review/Land Train) | | | | | | | | | | | | | | | | | | | 23 Moderate | 33 Road |
| New and Upgraded UTMC and CCTV | | | | | | | | | | | | | | | | | | | 22 Moderate | 39 Traffic Management |
| 7 Travel Solutions | | | | | | | | | | | | | | | | | | | 22 Moderate | 39 Active Travel, Public Transport |
| 2 Access to Deeside | | | | | | | | | | | | | | | | | | | 22 Moderate | 39 Public Transport |
| Birkenhead North-Bus/Rail Interchange Improvements | | | | | | | | | | | | | | | | | | | 21 Moderate | 44 Public Transport |
| New Brighton- Bus/Rail Interchange Improvements | | | | | | | | | | | | | | | | | | | 21 Moderate | 44 Public Transport |
| Residential Road Streetscape | | | | | | | | | | | | | | | | | | | 21 Moderate | 44 Road |
| Wirral Waters Cross Dock Connectivity | | | | | | | | | | | | | | | | | | | 20 Poor | 47 Road, Active Transport |
| Introduce New Borderlands (Wrexham-Bidston) Line Stations | | | | | | | | | | | | | | | | | | | 20 Poor | 47 Rail |
| Water Taxis | | | | | | | | | | | | | | | | | | | 19 Poor | 51 Public Transport |
| Port Wirral | | | | | | | | | | | | | | | | | | | 18 Poor | 53 Road |
| West Kirby- Bus/Rail Interchange Improvements | | | | | | | | | | | | | | | | | | | 18 Poor | 53 Public Trasnport |
| 4 Heswall Public Transport Connectivity | | | | | | | | | | | | | | | | | | | 18 Poor | 53 Public Trasnport |
| 9 Airport Accessibility (Improved Signage) | | | | | | | | | | | | | | | | | | | 18 Poor | 53 Road (Improved Signage) |
| M53 Smart Motorways between Junction 5 and 11 | | | | | | | | | | | | | | | | | | | 18 Poor | 53 Road |
| Clatterbridge to Mersey Waterfront Corridor Improvements | | | | | | | | | | | | | | | | | | | 17 Poor | 58 Road, Walking and Cycling |
| Green Lane Station Refurbishment | | | | | | | | | | | | | | | | | | | 17 Poor | 58 Rail |
| A540 Heswall Pinch Point Improvements | | | | | | | | | | | | | | | | | | | 16 Poor | 62 Road |
| Brimstage Bus Connectivity | | | | | | | | | | | | | | | | | | | 16 Poor | 62 Public Transport |
| Meols Station Accessibility | | | | | | | | | | | | | | | | | | | 16 Poor | 62 Rail |
| Town Meadow/Ledsham New Stations | | | | | | | | | | | | | | | | | | | 20 Poor | 47 Rail |
| Saughall Massie Link Road- New Infrastructure | | | | | | | | | | | | | | | | | | | 16 Poor | 62 Road |
| Saughall Massie Road- Infrastructure Upgrade | | | | | | | | | | | | | | | | | | | 16 Poor | 62 Road |
| Heron Road Improvements | | | | | | | | | | | | | | | | | | | 16 Poor | 62 Road |
| Cycle Route to Arrowe Park and the Hospital | | | | | | | | | | | | | | | | | | | 17 Poor | 58 Cvcle |
| A41 Rail Frieght Link | | | | | | | | | | | | | | | | | | | | 47 Rail |
| Rail Frieght Link National Waters | | | | | | | | | | | | | | | | | | | 20 Poor 17 Poor | 58 Rail |
| ost 2016 Interventions | | | | | | | | | | | | | | | | | | | . 55. | |
| 9 Woodside Ferry Travel | | | | | | | | | | | | | | | | | | | 14 Unaligned | 68 Public Transport (Ferry) |
| D Europa Boulevard/Conway Park Station Remodelling | | | | | | | | | | | | | | | | | | | 11 Unaligned | 69 Public Transport (Rail]) |
| Birkenhead Town Station | | | | | | | | | | | | | | | | | | | 23 Moderate | 33 Public Transport (Rail]) |
| Relocation of Birkenhead Bus Station | | | | | | | | | | | | | | | | | | | 19 Poor | 51 Public Transport (Bus) |
| • | | | | | | | | | | | | | | | | | | | • | |
| travel Pipeline | | | | | | | | | | | | | | | | | | | | |
| Mersey Tunnel Toll Plaza Congesiton Management | | | | | | | | | | | | | | | | | | | 28 Good | 15 Road |
| Queensway Tunnel toll Plaza Modelling | | | | | | | | | | | | | | | | | | | 31 Excellent | 5 Road |
| Queensway Tunnel Resillience Measures | | | | | | | | | | | | | | | | | | | 31 Excellent | 5 Road |
| Bidston Moss Viaduct Major Maintenance | | | | | | | | | | | | | | | | | | | 22 Moderate | 39 Road |
| | | | | | | | | | | | | | | | | | | | 23 Moderate | 33 Road |
| Mersey Tunnel Flood Resillience Smarter Choice Interventions | | | | | | | | | | | | | | | | | | | 22 Moderate | 39 Smarter Choices |
| Improved Ferry Service | | | | | | | | | | | | | | | | | | | 24 Moderate | 28 Public Transport (Ferry) |
| Score | 02 | 8/1 | 0 | 2 05 | C A | 71 | Г4 | 10 | 3 | 10 124 | 1 116 | | 2/ 12 | 0 | 9 100 | | 71 | 116 | 27 IVIOUCIALE | 20 It done transport (Letty) |
| Score | 02 | 04 | 0 | 2 65 | 04 | 1 /1 | 31 | 10. | 3 4 | 122 | + 110 | 3 | 74 13 | 0 | 100 | 7 | + /1 | 110 | | |

| Theme | Score | Rank |
|--|-------|------|
| Sustainable Development/high quality Environment | #N/A | #N/A |
| Employment, Skills, Economic Development | 124 | #N/A |
| Excellent Connectivity - Transport/Digital | #N/A | #N/A |
| Inclusive integrated transport that supports our residents needs | 116 | #N/A |
| Local Town Centres | 103 | #N/A |
| Keep traffic moving safely and efficiently | 100 | #N/A |
| Healthier lifestyles and safer neighbourhoods | 99 | #N/A |
| Reliable and affordable public transport | 94 | #N/A |
| Tourism and Culture offer | 94 | #N/A |
| Wirral Waters EZ | 85 | #N/A |
| Hamilton Square | 84 | #N/A |
| Birkenhead Town Centre | 82 | #N/A |
| Woodside | 82 | #N/A |
| Wirral International Business Park | 71 | #N/A |
| Encourage healthy active travel | 71 | #N/A |
| A41 Corridor | 64 | #N/A |
| New Brighton | 51 | #N/A |
| High Quality Housing | 40 | #N/A |

Shortfall in schemes aligned to these themes

B. Long List Structure

| Spatial Level 1 Strategic and Borough-Wide 2 M53 Corri 3 A540 Corr 4 East-west 5 Rail Conne 6 Wider Con 2 Birkenhead Town Centre 1 Support Bi | idor | A41 Corridor Capacity Improvements M53 Junction 1 Improvements M53 Capacity Improvements A540 Capacity Improvements Active Travel Links Access Improvements Wirral Line Stations Enhancements Borderlands Line Enhancements Enhanced Rail Freight Access Smart Integrated Ticketing Cross-River Port Wirral Beyond Wirral Birkenhead Town Centre Gateways | Sirted Schemes | 30, 31 53 25 25 25 25 34 51 47 52 55 18 19 46 56 57 58 109 | Prev Wirral Pipeline Prev Ucr Pipeline |
|---|--|--|--|---|--|
| 3 A540 Corr 4 East-west 5 Rail Conne | rridor 1 t linkage 1 1 2 2 2 3 3 3 4 4 3 3 4 3 4 3 3 4 4 3 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 | M53 Capacity Improvements A540 Capacity Improvements Active Travel Links Access Improvements Wirral Line Stations Enhancements Borderlands Line Enhancements Enhanced Rail Freight Access Smart Integrated Ticketing Cross-River Port Wirral Beyond Wirral | 4 Port Causeway inc capacity improvements 5 Croft Avenue / Caldbeck Road inc capacity improvements 6 New signal junction on Rock Ferry Bypass (Esplanade) 1 A554 Capacity Increase 2 A553 / A554 junction improvements 3 A553 Fender Lane to A553 / A554 roundabout cycle lane 8 Bidston Moss Viaduct Major Maintenance 1 Conversion of M53 to Smart Motorway Junctions 5-11 2 M53 Junctions 5 and 6 approach improvements 1 A540 Heswall Pinch Point Improvements 1 Wirral Circular Trail improvements - Coastal Cycle Strategy 2 Implementation of Birket Scheme - Pasture Road to Reeds Lane, Moreton 3 Wirral CityBike Scheme 4 Active Travel Routes across the M53 5 Cycle Route to Arrowe Park and the Hospital 6 Wirral Cycle Route Network - Connecting the Dots (previously SUDs) 1 A552 Corridor Capacity Improvements 2 Clatterbridge to Mersey Waterfront Corridor Improvements 1 Station facilities and waiting environment enhancements 2 Wirral Line Park and Ride Enhancements 3 Town Meadow/Ledsham New Stations 4 Green Lane Station Refurbishment 5 Park and Ride at Birkenhead Central 6 Meols Station Accessibility 7 Remodelling and Public Realm Improvements: Conway Park and Europa Boulevard 8 Improvements to Bus Infrastructure at Birkenhead Park and Conway Park 8 Birkenhead Town Station 1 Introduce New Borderlands (Wrexham - Bidston) Line Stations 2 Extend Borderlands (Wrexham - Bidston) Line to Birkenhead North 3 Borderlands (Wrexham - Bidston) Line Electrification 1 A41 Rail Freight Link at Port Sunlight 2 Rail freight Links to Wirral Waters 1 Queensway Tunnel closure to general traffic 2 Re-purposing of Queensway Tunnel for Public Transport Only 3 Kingsway Toll Plaza Remodelling / Removal 4 Kingsway Toll Plaza Remodelling / Removal 5 Wirral Line Connectivity - Wirral Line to Northern Line Link 10 New Mersey Crossing e.g. Bromborough - Aigburth 11 M53 to M62 Linkage (Waterloo Tunnel) 12 Queensway Tunnel Flood Resillience | 17 17 66 30, 32 30, 31 53 25 25 25 25 25 34 51 47 52 55 18 19 46 56 57 58 109 20, 105 59 43 44 44b 44a 2 13 27 128 71 72 73 74 134 64 7 26 75 127 65 | Prev Wirral Pipeline Prev LCR Pipeline Prev Wirral Pipeline Prev UCR Pipeline Prev Wirral Pipeline Prev Wirral Pipeline Prev UCR Pipeline Prev Wirral Pipeline Prev Wirral Pipeline |
| 3 A540 Corr 4 East-west 5 Rail Conne | rridor 1 t linkage 1 1 2 2 2 3 3 3 4 4 3 3 4 3 4 3 3 4 4 3 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 | M53 Capacity Improvements A540 Capacity Improvements Active Travel Links Access Improvements Wirral Line Stations Enhancements Borderlands Line Enhancements Enhanced Rail Freight Access Smart Integrated Ticketing Cross-River Port Wirral Beyond Wirral | 1 A554 Capacity Increase 2 A553 / A554 junction improvements 3 A553 Fender Lane to A553 / A554 roundabout cycle lane 8 Bidston Moss Viaduct Major Maintenance 1 Conversion of M53 to Smart Motorway Junctions 5-11 2 M53 Junctions 5 and 6 approach improvements 1 A540 Heswall Pinch Point Improvements 1 Wirral Circular Trail improvements - Coastal Cycle Strategy 2 Implementation of Birket Scheme - Pasture Road to Reeds Lane, Moreton 3 Wirral Citylšike Scheme 4 Active Travel Routes across the M53 5 Cycle Route to Arrowe Park and the Hospital 6 Wirral Cycle Route Network - Connecting the Dots (previously SUDs) 1 A552 Corridor Capacity Improvements 2 Clatterbridge to Mersey Waterfront Corridor Improvements 3 Istation facilities and waiting environment enhancements 4 Wirral Line Park and Ride Enhancements 5 Town Meadow/Ledsham New Stations 6 Green Lane Station Refurbishment 7 Park and Ride at Birkenhead Central 8 Meols Station Accessibility 8 Improvements to Bus Infrastructure at Birkenhead Park and Conway Park 9 Birkenhead Town Station 1 Introduce New Borderlands (Wrexham - Bidston) Line Birkenhead North 9 Birkenhead Town Station 1 Introduce New Borderlands (Wrexham - Bidston) Line Birkenhead North 1 Bordelands (Wrexham - Bidston) Line to Birkenhead North 1 Borderlands (Wrexham - Bidston) Line to Birkenhead North 1 Borderlands (Wrexham - Bidston) Line Trequency Increase 1 Borderlands (Wrexham - Bidston) Line Trequency Increase 1 Integration of Merseyside ticketing with Deeside and Cheshire West 1 Queensway Tunnel closure to general traffic 2 Re-purposing of Queensway Tunnel for Public Transport Only 3 Kingsway Capacity Increase 4 Kingsway Capacity Increase 4 Kingsway Toll Paza Re-modelling / Removal 5 Kingsway Toll Paza Re-modelling / Removal 6 Water Taxis 7 Queensway Service Tunnel for Rapid Transit 7 Queensway Toll Paza Re-modelling / Removal 8 Water Taxis 9 Wirral Line Connectivity - Wirral Line to Northern Line Link 10 New Mersey Crossing e.g. Bromborough - Aigburth 11 M53 to M62 Linkage (Waterloo Tunnel) 12 Queensw | 17 17 66 30, 32 30, 31 53 25 25 25 25 25 34 51 47 52 55 18 19 46 56 57 58 109 20, 105 59 43 44 44b 44a 2 13 27 128 71 72 73 74 134 64 7 26 75 127 65 | Prev Wirral Pipeline Prev LCR Pipeline Prev LCR Pipeline Prev Wirral Pipeline Prev Scheme New Scheme New Scheme New Scheme Prev LCR Pipeline Prev Wirral Pipeline |
| 4 East-west 5 Rail Conne | rridor 1 t linkage 1 2 nectivity 1 2 3 onnections 1 | A540 Capacity Improvements Active Travel Links Access Improvements Wirral Line Stations Enhancements Borderlands Line Enhancements Enhanced Rail Freight Access Smart Integrated Ticketing Cross-River Port Wirral Beyond Wirral | 1 Conversion of M53 to Smart Motorway Junctions 5-11 2 M53 Junctions 5 and 6 approach improvements 1 A540 Heswall Pinch Point Improvements 1 Wirral Circular Trail improvements - Coastal Cycle Strategy 2 Implementation of Birket Scheme - Pasture Road to Reeds Lane, Moreton 3 Wirral CityBike Scheme 4 Active Travel Routes across the M53 5 Cycle Route to Arrowe Park and the Hospital 6 Wirral Cycle Route Network - Connecting the Dots (previously SUDs) 1 A552 Corridor Capacity Improvements 2 Clatterbridge to Mersey Waterfront Corridor Improvements 1 Station facilities and waiting environment enhancements 2 Wirral Line Park and Ride Enhancements 3 Town Meadow/Ledsham New Stations 4 Green Lane Station Refurbishment 5 Park and Ride at Birkenhead Central 6 Meols Station Accessibility 7 Remodelling and Public Realm Improvements: Conway Park and Europa Boulevard 8 Improvements to Bus Infrastructure at Birkenhead Park and Conway Park 8 Improvements to Bus Infrastructure at Birkenhead Park and Conway Park 9 Birkenhead Town Station 1 Introduce New Borderlands (Wrexham - Bidston) Line Stations 2 Extend Borderlands (Wrexham - Bidston) Line to Birkenhead North 8 Borderlands (Wrexham - Bidston) Line to Birkenhead North 9 Bordelands (Wrexham - Bidston) Line Trequency Increase 9 Bordelands (Wrexham - Bidston) Line Tenguency Increase 1 Integration of Merseyside ticketing with Deeside and Cheshire West 1 Queensway Tunnel closure to general traffic 2 Re-purposing of Queensway Tunnel for Public Transport Only 3 Kingsway Capacity Increase 4 Kingsway Toll Plaza Remodelling / Removal 5 Kingsway Toll Plaza Remodelling / Removal 6 Kingsway Toll Plaza Remodelling / Removal 7 Queensway Toll Paza Remodelling / Removal 8 Water Taxis 9 Wirral Line Connectivity - Wirral Line to Northern Line Link 10 New Mersey Crossing e.g. Bromborough - Aigburth 11 M53 to M62 Linkage (Waterloo Tunnel) 12 Queensway Tunnel Flood Resillience | 30, 32 30, 31 53 25 25 25 25 34 51 47 52 55 18 19 46 56 57 58 109 20, 105 59 43 44 44b 44a 2 13 27 128 71 72 73 74 134 64 7 26 75 127 65 | Prev Wirral Pipeline New Scheme New Scheme New Scheme New Scheme New Scheme Prev LCR Pipeline Prev Wirral Pipeline Prev Wirral Pipeline Prev Wirral Pipeline Prev Wirral Pipeline |
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| 6 Wider Con | nectivity 1 2 3 onnections 1 | Wirral Line Stations Enhancements Borderlands Line Enhancements Enhanced Rail Freight Access Smart Integrated Ticketing Cross-River Port Wirral Beyond Wirral | 4 Active Travel Routes across the M53 5 Cycle Route to Arrowe Park and the Hospital 6 Wirral Cycle Route Network - Connecting the Dots (previously SUDs) 1 A552 Corridor Capacity Improvements 2 Clatterbridge to Mersey Waterfront Corridor Improvements 1 Station facilities and waiting environment enhancements 2 Wirral Line Park and Ride Enhancements 3 Town Meadow/Ledsham New Stations 4 Green Lane Station Refurbishment 5 Park and Ride at Birkenhead Central 6 Meols Station Accessibility 7 Remodelling and Public Realm Improvements: Conway Park and Europa Boulevard 8 Improvements to Bus Infrastructure at Birkenhead Park and Conway Park 9 Birkenhead Town Station 1 Introduce New Borderlands (Wrexham - Bidston) Line Stations 2 Extend Borderlands (Wrexham - Bidston) Line to Birkenhead North 3 Borderlands (Wrexham - Bidston) Line to Birkenhead North 3 Borderlands (Wrexham - Bidston) Line Electrification 1 A41 Rail Freight Link at Port Sunlight 2 Rail freight Link at Port Sunlight 2 Rail freight Links to Wirral Waters 1 Integration of Merseyside ticketing with Deeside and Cheshire West 1 Queensway Tunnel closure to general traffic 2 Re-purposing of Queensway Tunnel for Public Transport Only 3 Kingsway Capacity Increase 4 Kingsway Toll Plaza Remodelling / Removal 5 Kingsway Public Transport Priority 6 Use of Queensway Service Tunnel for Rapid Transit 7 Queensway Tunnel Resillience Measures 1 Mersey Crossing e.g. Bromborough - Aigburth 1 M53 to M62 Linkage (Waterloo Tunnel) 1 Queensway Tunnel Flood Resillience | 34 51 47 52 55 18 19 46 56 57 58 109 20, 105 59 43 44 44b 44a 2 13 27 128 71 72 73 74 134 64 7 26 75 127 65 | Prev Wirral Pipeline KBR Report Prev Wirral Pipeline New Scheme Prev LCR Pipeline Prev Wirral Pipeline Prev Wirral Pipeline Prev Wirral Pipeline Prev LCR Pipeline Prev Wirral Pipeline |
| 6 Wider Con | nectivity 1 2 3 onnections 1 | Wirral Line Stations Enhancements Borderlands Line Enhancements Enhanced Rail Freight Access Smart Integrated Ticketing Cross-River Port Wirral Beyond Wirral | 1 A552 Corridor Capacity Improvements 2 Clatterbridge to Mersey Waterfront Corridor Improvements 3 Station facilities and waiting environment enhancements 2 Wirral Line Park and Ride Enhancements 3 Town Meadow/Ledsham New Stations 4 Green Lane Station Refurbishment 5 Park and Ride at Birkenhead Central 6 Meols Station Accessibility 7 Remodelling and Public Realm Improvements: Conway Park and Europa Boulevard 8 Improvements to Bus Infrastructure at Birkenhead Park and Conway Park 9 Birkenhead Town Station 1 Introduce New Borderlands (Wrexham - Bidston) Line Stations 2 Extend Borderlands (Wrexham - Bidston) Line to Birkenhead North 3 Borderlands (Wrexham - Bidston) Line Frequency Increase 8 Bordelands (Wrexham - Bidston) Line Electrification 1 A41 Rail Freight Link at Port Sunlight Rail freight Links to Wirral Waters 1 Integration of Merseyside ticketing with Deeside and Cheshire West 1 Queensway Tunnel closure to general traffic 2 Re-purposing of Queensway Tunnel for Public Transport Only 3 Kingsway Capacity Increase 4 Kingsway Capacity Increase 4 Kingsway Toll Plaza Remodelling / Removal 5 Kingsway Public Transport Priority 6 Use of Queensway Service Tunnel for Rapid Transit 7 Queensway Toll Paza Re-modelling / Removal 8 Water Taxis 9 Wirral Line Connectivity - Wirral Line to Northern Line Link 10 New Mersey Crossing e.g. Bromborough - Aigburth 11 M53 to M62 Linkage (Waterloo Tunnel) 12 Queensway Tunnel Flood Resillience | 52 55 18 19 46 56 57 58 109 20, 105 59 43 44 44b 44a 2 13 27 128 71 72 73 74 134 64 7 26 75 127 65 | Prev Wirral Pipeline New Scheme Prev Wirral Pipeline KBR Report Prev Wirral Pipeline New Scheme Prev LCR Pipeline Prev Wirral Pipeline Prev Wirral Pipeline Prev Wirral Pipeline Prev Wirral Pipeline |
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| | 2 3 | Enhanced Rail Freight Access Smart Integrated Ticketing Cross-River Port Wirral Beyond Wirral | 5 Park and Ride at Birkenhead Central 6 Meols Station Accessibility 7 Remodelling and Public Realm Improvements: Conway Park and Europa Boulevard 8 Improvements to Bus Infrastructure at Birkenhead Park and Conway Park 9 Birkenhead Town Station 1 Introduce New Borderlands (Wrexham - Bidston) Line Stations 2 Extend Borderlands (Wrexham - Bidston) Line to Birkenhead North 3 Borderlands (Wrexham - Bidston) Line Frequency Increase 4 Bordelands (Wrexham - Bidston) Line Electrification 1 A41 Rail Freight Link at Port Sunlight 2 Rail freight Links to Wirral Waters 1 Integration of Merseyside ticketing with Deeside and Cheshire West 1 Queensway Tunnel closure to general traffic 2 Re-purposing of Queensway Tunnel for Public Transport Only 3 Kingsway Capacity Increase 4 Kingsway Toll Plaza Remodelling / Removal 5 Kingsway Public Transport Priority 6 Use of Queensway Service Tunnel for Rapid Transit 7 Queensway Toll Paza Re-modelling / Removal 8 Water Taxis 9 Wirral Line Connectivity - Wirral Line to Northern Line Link 10 New Mersey Crossing e.g. Bromborough - Aigburth 11 M53 to M62 Linkage (Waterloo Tunnel) 12 Queensway Tunnel Resillience Measures 13 Mersey Tunnel Flood Resillience | 57 58 109 20, 105 59 43 44 44b 44a 2 13 27 128 71 72 73 74 134 64 7 26 75 127 65 | Prev Wirral Pipeline Prev Wirral Pipeline New Scheme Prev Wirral Pipeline KBR Report Prev Wirral Pipeline New Scheme New Scheme New Scheme New Scheme New Scheme New Scheme Prev LCR Pipeline Prev Wirral Pipeline Prev Wirral Pipeline Prev Wirral Pipeline Prev Wirral Pipeline |
| | 2 3 | Enhanced Rail Freight Access Smart Integrated Ticketing Cross-River Port Wirral Beyond Wirral | 8 Improvements to Bus Infrastructure at Birkenhead Park and Conway Park 9 Birkenhead Town Station 1 Introduce New Borderlands (Wrexham - Bidston) Line Stations 2 Extend Borderlands (Wrexham - Bidston) Line to Birkenhead North 3 Borderlands (Wrexham - Bidston) Line Frequency Increase 4 Bordelands (Wrexham - Bidston) Line Electrification 1 A41 Rail Freight Link at Port Sunlight 2 Rail freight Links to Wirral Waters 1 Integration of Merseyside ticketing with Deeside and Cheshire West 1 Queensway Tunnel closure to general traffic 2 Re-purposing of Queensway Tunnel for Public Transport Only 3 Kingsway Capacity Increase 4 Kingsway Toll Plaza Remodelling / Removal 5 Kingsway Public Transport Priority 6 Use of Queensway Service Tunnel for Rapid Transit 7 Queensway Toll Paza Re-modelling / Removal 8 Water Taxis 9 Wirral Line Connectivity - Wirral Line to Northern Line Link 10 New Mersey Crossing e.g. Bromborough - Aigburth 11 M53 to M62 Linkage (Waterloo Tunnel) 12 Queensway Tunnel Resillience Measures 13 Mersey Tunnel Flood Resillience | 20, 105 59 43 44 44b 44a 2 13 27 128 71 72 73 74 134 64 7 26 75 127 65 | Prev Wirral Pipeline KBR Report Prev Wirral Pipeline New Scheme New Scheme New Scheme New Scheme New Scheme Prev LCR Pipeline Prev Wirral Pipeline Prev Wirral Pipeline Prev Wirral Pipeline |
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| | onnections 1 2 3 | Smart Integrated Ticketing Cross-River Port Wirral Beyond Wirral | 2 Rail freight Links to Wirral Waters 1 Integration of Merseyside ticketing with Deeside and Cheshire West 1 Queensway Tunnel closure to general traffic 2 Re-purposing of Queensway Tunnel for Public Transport Only 3 Kingsway Capacity Increase 4 Kingsway Toll Plaza Remodelling / Removal 5 Kingsway Public Transport Priority 6 Use of Queensway Service Tunnel for Rapid Transit 7 Queensway Toll Paza Re-modelling / Removal 8 Water Taxis 9 Wirral Line Connectivity - Wirral Line to Northern Line Link 10 New Mersey Crossing e.g. Bromborough - Aigburth 11 M53 to M62 Linkage (Waterloo Tunnel) 12 Queensway Tunnel Resillience Measures 13 Mersey Tunnel Flood Resillience | 71 72 73 74 134 64 7 26 75 127 | Prev Wirral Pipeline Prev Wirral Pipeline New Scheme New Scheme New Scheme New Scheme New Scheme New Scheme Prev LCR Pipeline Prev Wirral Pipeline Prev Wirral Pipeline |
| | 2 3 | Port Wirral Beyond Wirral | 2 Re-purposing of Queensway Tunnel for Public Transport Only 3 Kingsway Capacity Increase 4 Kingsway Toll Plaza Remodelling / Removal 5 Kingsway Public Transport Priority 6 Use of Queensway Service Tunnel for Rapid Transit 7 Queensway Toll Paza Re-modelling / Removal 8 Water Taxis 9 Wirral Line Connectivity - Wirral Line to Northern Line Link 10 New Mersey Crossing e.g. Bromborough - Aigburth 11 M53 to M62 Linkage (Waterloo Tunnel) 12 Queensway Tunnel Resillience Measures 13 Mersey Tunnel Flood Resillience | 71 72 73 74 134 64 7 26 75 127 | New Scheme New Scheme New Scheme New Scheme New Scheme Prev LCR Pipeline Prev Wirral Pipeline Prev Wirral Pipeline |
| 2 Birkenhead Town Centre 1 Support B | 3 | Beyond Wirral | 5 Kingsway Public Transport Priority 6 Use of Queensway Service Tunnel for Rapid Transit 7 Queensway Toll Paza Re-modelling / Removal 8 Water Taxis 9 Wirral Line Connectivity - Wirral Line to Northern Line Link 10 New Mersey Crossing e.g. Bromborough - Aigburth 11 M53 to M62 Linkage (Waterloo Tunnel) 12 Queensway Tunnel Resillience Measures 13 Mersey Tunnel Flood Resillience | 74 134 64 7 26 75 127 65 | New Scheme New Scheme Prev LCR Pipeline Prev Wirral Pipeline Prev Wirral Pipeline |
| 2 Birkenhead Town Centre 1 Support B | 3 | Beyond Wirral | 8 Water Taxis 9 Wirral Line Connectivity - Wirral Line to Northern Line Link 10 New Mersey Crossing e.g. Bromborough - Aigburth 11 M53 to M62 Linkage (Waterloo Tunnel) 12 Queensway Tunnel Resillience Measures 13 Mersey Tunnel Flood Resillience | 75 127 65 | Prev Wirral Pipeline Prev Wirral Pipeline |
| 2 Birkenhead Town Centre 1 Support B | 3 | Beyond Wirral | 11 M53 to M62 Linkage (Waterloo Tunnel) 12 Queensway Tunnel Resillience Measures 13 Mersey Tunnel Flood Resillience | 127 65 | New Scheine |
| 2 Birkenhead Town Centre 1 Support B | 3 | Beyond Wirral | + + ' | | New Scheme Prev LCR Pipeline Prev LCR Pipeline |
| 2 Birkenhead Town Centre 1 Support B | Birkenhead Town Centre Regeneration 1 | Birkenhead Town Centre Gateways | Port Wirral Road Improvements and Signage Strategy Airport Accessibility and Signage Strategy Access to Deeside | 5 29 42 | Prev Wirral Pipeline Prev Wirral Pipeline Prev Wirral Pipeline |
| | | S. Normicua Town Centre Odlewdys | 1 A41 Chester Street highway realignment 2 Capacity and flow improvements on Borough Road / Singleton Avenue 3 A553 / Park Road East junction improvements | 14 14 14 | Prev Wirral Pipeline Prev Wirral Pipeline Prev Wirral Pipeline |
| | | | 4 A553 capacity improvements 5 Chester Street junction improvements 6 Signage improvement to Birkenhead Priory and Tranmere Docks | 14 14 14 | Prev Wirral Pipeline Prev Wirral Pipeline Prev Wirral Pipeline |
| | | | 7 Electric charging points in Birkenhead Town Centre 8 Signage/ better entrance to retail core 9 Birkenhead - local access road improvements | 14, 130 | Prev Wirral Pipeline Prev Wirral Pipeline Prev Wirral Pipeline |
| 11 | | Birkenhead Town Centre Streetscape | 1 Improved public realm in retail core 2 Improved public realm Argyle Street 3 Cleveland Street / Market Street / Price Street public realm 4 Public realm improvements: Convey Street | 15 | Prev Wirral Pipeline Prev Wirral Pipeline Prev Wirral Pipeline Prev Wirral Pipeline |
| | | | Public realm improvements: Conway Street Improved pedestrian crossing facilities along Argyle Street Pedestrian overbridge of Borough Road, Whetstone Lane Improve ped linkage to B'head town centre from south | 15, 107 15, 117 | Prev Wirral Pipeline Prev Wirral Pipeline Prev Wirral Pipeline Prev Wirral Pipeline |
| | 3 | Bus / Rail Interchange Enhancements | 8 Conway Park - Market Improved route 9 Removal of cheap long stay parking in Birkenhead TC 1 Improvements to Bus Infrastructure at Birkenhead Park and Conway Park | | Prev Wiral Pipeline Prev Wiral Pipeline New Scheme New Scheme |
| | | | 2 Relocation of Birkenhead Bus Station 3 Hamilton Square-Bus/Rail Interchange Improvements 4 Bus / Rail Interchange at Birkenhead North and Birkenhead Park | 62 77 21 | KBR Report New Scheme Prev Wirral Pipeline |
| 3 Woodside and Hamilton Square 1 Support W | Woodside and Hamilton Square Regeneration 1 | Woodside Regeneration | 5 Bus Rail Interchange at Birkenhead Central 1 Woodside Ferry Terminal Enhancements 2 Reconfigure / Redevelop Woodside Gyratory roundabout | 136a 93 78 | New Scheme New Scheme New Scheme |
| | 2 | Hamilton Square Regeneration | 3 Reconfigure / Redevelop Woodside Bus Station and relocate Bus Terminus 4 Access Road to Rosebrae Development Site 1 Hamilton Street two-way outside Station | 76 89 93 | New Scheme New Scheme |
| | | | Remove mini-roundabouts at Hamilton Square Remove Hamilton Street / Duncan Street road closure Improved public realm outside Hamilton Square rail station Car park facility for Birkenhead Police Station | 99 100 102 98 | New Scheme New Scheme New Scheme New Scheme |
| | | | 7 Improved public realm at Hamilton Square 8 Improved walk route between Woodside and Hamilton Square 9 Improve Argyle Street south approach to Hamilton Square | 102 101 111 | New Scheme New Scheme New Scheme |
| 4 Wirral Waters EZ 1 Support G | Growth at Wirral Waters 1 | Wirral Waters Cross Dock Connectivity | 1 Replacement of Poulton Bridge with a Fixed Structure 2 Replacement of Duke Street Bridge 3 Wirral Cross-Dock Connectivity - Revised | 8 144 8, 84 | Prev Wirral Pipeline New Scheme Prev Wirral Pipeline |
| | 2 | Gateways to Wirral Waters | 4 New north-south link and bridge 5 Relocate Birkenhead RO-RO 1 A5139 Dock Road / A5088 Wallasey Bridge Road junction | 147 8, 88 9 | New Scheme Prev Wirral Pipeline Prev Wirral Pipeline |
| | | | Duke St / Dock Road / Gorsey Lane junction A5027 Dock Road / A554 Tower Road / A554 Birkenhead Road junction Duke St / Corporation Road junction | 9 9 | Prev Wirral Pipeline Prev Wirral Pipeline Prev Wirral Pipeline |
| | | | 5 Relocate Wirral Waters Industrial Uses to remove severance 6 A554 Tower Road / Rendel Street junction 7 Rendel Street / Corporation Road junction | 9, 87 9 9 | Prev Wirral Pipeline Prev Wirral Pipeline Prev Wirral Pipeline |
| | 3 | Wirral Waters Supporting Road Infrastructure | 8 Duke Street / Corporation Road junction 1 Wallasey Bridge Road Improvements 2 Widening of Beaufort Road and Wallasey Bridge Road (City Boulevard) 3 A5030 Beaufort Road / A5088 Wallasey Bridge Road junction improvements | 10 10 10 | Prev Wirral Pipeline Prev Wirral Pipeline Prev Wirral Pipeline Prev Wirral Pipeline |
| | | | 4 Corporation Road / Cavendish Street / Cleveland Street junction improvements 5 A554 Tower Road / Canning Street Capacity Improvements 6 Canning Street / Lord Street Capacity Improvements | 10 10 10 | Prev Wirral Pipeline Prev Wirral Pipeline Prev Wirral Pipeline Prev Wirral Pipeline |
| | | | 7 New development access from Beaufort Road and Wallasey Bridge Road 8 A5027 Gorsey Lane / Kingsway Tunnel junction improvements 9 Dock Road Link widening | 10 10 10 | Prev Wirral Pipeline Prev Wirral Pipeline Prev Wirral Pipeline |
| | | | 10 Tower Road Link widening 11 Two-lane dual carriageway between Poulton Bridge Road and grain warehouse 12 Dock Road to Corporation Road Dual Carriageway link (Duke St) | 10 148 150 | Prev Wirral Pipeline Saville Bird and Axon Saville Bird and Axon |
| | 4 | Wirral Waters Active Travel Connectivity | 1 City Boulevard (green transport corridor Corporation Road and Beaufort Road) 2 Tower Road / Birkenhead Road ped / cycle link 3 Footbridge on Dockside Route | 11 11 11 | Prev Wirral Pipeline Prev Wirral Pipeline Prev Wirral Pipeline Prov Wirral Pipeline |
| | | | 4 A5027 Duke Street public realm 5 Wallasey Bridge Road cycle route 6 Dock Road cycle route 7 Pedestrian crossings on Tower Road | 11 11 11 11 | Prev Wirral Pipeline Prev Wirral Pipeline Prev Wirral Pipeline Prev Wirral Pipeline |
| | | | 7 Pedestrian crossings on Tower Road 8 Toucan crossings on Wallasey Bridge Road 9 River Birket route into West Float 10 Cycle Route along Canning Street | 11 11 11 11 | Prev Wirral Pipeline Prev Wirral Pipeline Prev Wirral Pipeline Prev Wirral Pipeline |
| | | | 11 Wirral Waters Pedestrian wayfinding strategy 12 Cover the Wallasey Tunnel Approach 13 Extend Victoria Park to Dock Road | 11, 110 86 145 | Prev Wiral Pipeline Prev Wiral Pipeline New Scheme New Scheme |
| | 5. | Wirral Waters Public Transport Connectivity | 14 Green Link: Wirral Waters to Birkenhead Park 15 Duke St Active Travel Improvements 1 Rapid Transit - Wirral Waters to Liverpool | 146 149 16, 124 | New Scheme New Scheme Prev Wirral Pipeline |
| | Hind Street Regeneration 1 | Hind Street Access Improvements | 2 Rapid Transit - New Brighton to Rock Ferry via Wirral Waters 3 Bus routes diverted via Wirral Waters (410, 411, 413, 414) 1 Access to Hind Street - Mollington Link Road | | Prev Wirral Pipeline Prev Wirral Pipeline New Scheme |
| 2 A41 Study | y Area Access Improvements 2 | Southern Access Improvements | 1 Green Lane Roundabout capacity improvements 2 Duncan Street jnc capacity improvements 3 Ivy Street jnc capacity improvements | 1 1 1 | Prev Wirral Pipeline Prev Wirral Pipeline Prev Wirral Pipeline |
| | | | 4 Campbeltown Road capacity improvements 5 Improve ped linkage to B'head town centre from south 6 A41 / A552 / flyover area remodelling 7 Improved access to Birkenhead Priory | 1 117 129 | Prev Wirral Pipeline New Scheme New Scheme New Scheme |
| | 3 | A41 Sustainable Connectivity | 7 Improved access to Birkenhead Priory 8 A41 Southern Bus Access Improvements 1 Green link: Rock Ferry to Seacombe via Former Rail Corridor 2 Green Link: Woodside to Seacombe via waterfront | 108 4 80, 137 85, 138 | Prev Wirral Pipeline New Scheme New Scheme |
| | | Access to Wirral International Business Park New Brighton Public Transport Enhancements | 3 Use of former Dock Railway for Rapid Transit 1 New access link into WIBP from Liverpool 1 Bus / Rail Interchange at New Brighton | 135 123a 22 | New Scheme New Scheme Prev Wirral Pipeline |
| 8 Local Town Centres 1 Support Re | Regeneration in New Ferry 1 | Removing Severance Access Improvements | New Brighton Accessibility Improvements (Parking Review/Land Train) Downgrading New / Rock Ferry Bypass Saughall Massie Link Road - New Infrastructure | 45 130a 48 | Prev Wiral Pipeline Prev Wirral Pipeline New Scheme Prev Wirral Pipeline |
| | | | 2 Saughall Massie Road- Infrastructure Upgrade 3 Heron Road Improvements 4 Other local access road improvements | 49 50 152 | Prev Wirral Pipeline Prev Wirral Pipeline New Scheme |
| 3 Support gi | growth in other town centres 1 | Other Public Transport Enhancements | Bus / Rail Interchange at West Kirby Heswall Station Bus / Rail Interchange, Linkage and Parking Brimstage Bus Connectivity | 23 24 54 | Prev Wirral Pipeline Prev Wirral Pipeline Prev Wirral Pipeline |
| | 2 | Other Schemes | 4 New rail spur and station - Heswall 1 Active Travel Connectivity to Local Centres 2 Residential Road Streetscape 3 Improved and integrated Taxi Coverage | 122 35 36 151 | New Scheme Prev Wirral Pipeline Prev Wirral Pipeline New Scheme |

C. INSET Results

| Wirral Strategic Transport Framewor | rk - Action Plan Scheme Appraisal | | | | | | | | | | | | |
|--|---|--|--|---|------------------------------|--|--|---|---|---|--|--|--|
| Interventions | Sifted Schemes | | Growth | | | Low C | Carbon | | Pron | noting Healthier Lifestyles | | ssues Addressed | Number of Economic Supporting Environmental Local Social Deliverability TOTAL Rank Proceed to Short List? |
| | | Economic Growth Supporting | | Supporting Visitor Economy Improving | | Environmental Environmental | Local access and connectivity | | Social Impacts Increased | Deliveral | bility | | addressed Growth Visitor economy Access |
| | | Access to Regeneration Supporting Opening up investment and Birkenhead new land for and job | Total Weighted Total Total Economic Economic | facilities and services at Improved Weig Woodside wayfinding Building on Total Visitor Total V | ghted Mair Visitor level: | Increased attractiveness of noise enhancing Creating new Enhancing Total Total of walking and | Making better use of the number of highway use of public transport barriers to | Weighted Total Local Total Local | connected opportunities/ number of pedestrian / Total Social | Weighted Land Total Social Public Stakeholder Barriers / ownersh | nip / Relative Total Total | | |
| A41 Corridor Capacity Improvements | 1 1.1.1.1 Bridle Road jnc capacity improvements 2 1.1.1.2 Eastham Village Road jnc capacity improvements | Development Town Centre development creation 1 0 0 0 1 0 0 0 | | | | -1 -1 0 0 -2 -0.5 0 -1 -1 0 0 -2 -0.5 0 | s vehicles network transport interchange movement -1 2 1 0 2 -1 2 1 0 2 -1 2 1 0 2 | 4 0.67 | communities training accidents cycle safety Impacts 1 1 1 1 4 1 1 1 1 4 | 1.0 1 1 1 1 1.0 1 1 1 1 | -1 3 0.6 -1 3 0.6 | N3 CO4 JU31 JU32 N3 CO4 JU31 JU32 | |
| | 3 1.1.1.3 Stanley Lane jnc capacity improvements 4 1.1.1.4 Port Causeway jnc capacity improvements 5 1.1.1.5 Croft Avenue / Caldbeck Road jnc capacity improvements | 1 0 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 0 1 1 1 0 0 0 0 0 0 1 | 1 0.25 1 0.25 1 0.25 | | .00 .00 | -1 -1 0 0 -2 -0.5 0 -1 -1 0 0 -2 -0.5 0 -1 -1 0 0 -2 -0.5 0 | -1 2 1 0 2 -1 2 1 0 2 -1 2 1 0 2 -1 2 1 0 2 | 4 0.67 4 0.67 4 0.67 | 1 1 1 1 4 1 1 1 1 4 1 1 1 1 4 | 1.0 1 1 1 1 1.0 1 1 1 1 1.0 1 1 1 1 | -1 3 0.6 -1 3 0.6 -1 3 0.6 | N3 CO4 JU31 JU32 N3 CO4 JU31 JU32 N3 CO4 JU31 JU32 | |
| M53 Junction 1 Improvements | 6 1.1.1.6 New signal junction on Rock Ferry Bypass (Esplanade) 1 1.2.1.1 A554 Capacity Increase 2 1.2.1.2 A553 / A554 junction improvements 3 1.2.1.3 A553 Fender Lane to A553 / A554 roundabout cycle lane | 1 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 | 1 0.25 1 0.25 1 0.25 | 0 0 0 0.0 | .00 .00 .00 | -1 -1 0 0 -2 -0.5 0 -1 -1 0 0 -2 -0.5 1 -1 -1 0 0 -2 -0.5 1 1 1 0 0 2 0.5 2 | -1 2 1 0 2 -1 2 1 0 2 -1 2 1 0 2 | 5 0.83 5 0.83 | 1 1 1 1 4 1 1 2 1 5 1 1 2 1 5 1 1 1 2 5 | | | HI2 JU2 JU8 JU24 | 1 0.25 0.00 -0.50 0.67 1 0.6 2.02 149 NO 1 0.25 0.00 -0.50 0.83 1.25 0.6 2.43 144 NO 4 0.25 0.00 -0.50 0.83 1.25 0.6 2.43 144 NO |
| M53 Capacity Improvements A540 Capacity Improvements | 1 1.2.2.1 Conversion of M53 to Smart Motorway Junctions 5-11 2 1.2.2.2 M53 Junctions 5 and 6 approach improvements 1 1.3.1.1 A540 Heswall Pinch Point Improvements | 0 0 0 0 0 0 0 0 1 0 0 1 | 0 0.0 0 0.0 2 0.5 | 0 0 1 1 0.3 0 0 1 1 0.3 0 0 1 1 0.3 0 0 1 1 0.3 | .33 .33 | 1 -1 0 0 0 0.0 0 1 -1 0 0 0 0.0 0 1 0 0 1 0 0 0 1 0 0 1 2 0.5 1 | -1 2 0 0 2 -1 2 1 0 2 -1 2 1 0 2 | 3 0.5 4 0.67 6 1.0 | 0 1 1 0 2 1 1 1 0 3 1 1 1 1 4 | 0.5 1 1 -1 1 0.75 2 1 -1 1 1.0 2 1 1 1 | | C5 HI2 | |
| Active Travel Links | 1 1.4.1.1 Wirral Circular Trail improvements - Coastal Cycle Strategy 2 1.4.1.2 Implementation of Birket Scheme - Pasture Road to Reeds Lane, Moreton 3 1.4.1.3 Wirral CityBike Scheme | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 0.0 0 0.0 0 0.0 | 0 2 2 4 1.3 0 1 1 2 0.6 0 0 2 2 0.6 | .33 .67 | 2 0 0 0 2 0.5 2 1 0 1 0 2 0.5 2 2 0 0 1 3 0.75 2 | 1 0 0 1 2 1 0 0 1 2 1 0 0 1 2 1 0 0 1 2 | 6 1.0 6 1.0 6 1.0 | 1 1 0 2 4 1 1 1 2 5 | 1.0 2 2 2 1 1.25 2 2 1 0 0.5 2 1 1 1 | 1 8 1.6 2 7 1.4 1 6 1.2 | R3 TR4 TR13 AC3 AC6 CC N5 CO1 | NI JU36 SU2 8 0.00 1.33 0.50 1.00 1 1.6 5.43 61 YES 2 0.00 0.67 0.50 1.00 1.25 1.4 4.82 84 YES 2 0.00 0.67 0.75 1.00 0.5 1.2 4.12 111 YES |
| | 4 1.4.1.4 Active Travel Routes across the M53 5 1.4.1.5 Cycle Route to Arrowe Park and the Hospital 6 1.4.1.6 Wirral Cycle Route Network - Connecting the Dots (previously SUDs) | 0 1 0 0 0 0 0 0 0 1 1 0 | 1 0.25 0 0.0 2 0.5 | 0 0 1 1 0.3 0 0 1 1 0.3 0 0 1 1 0.3 | .33 .33 .33 | 2 0 1 1 4 1.0 2 2 0 1 1 4 1.0 2 2 0 1 1 4 1.0 2 | 1 0 0 1 2 1 0 0 1 2 1 1 0 1 2 | 6 1.0 6 1.0 7 1.17 | | | 2 7 1.4 2 7 1.4 | R3 TR4 TR13 AC6 CO1 SU R3 TR4 TR13 CO1 JU21 JU R3 TR4 TR13 IN1 CO1 | FU2 Image: Control of the |
| Access Improvements Wirral Line Stations Enhancements | 1 1.4.2.1 A552 Corridor Capacity Improvements 2 1.4.2.2 Clatterbridge to Mersey Waterfront Corridor Improvements 1 1.5.1.1 Station facilities and waiting environment enhancements | 1 1 0 0 1 0 1 1 0 1 0 0 | 2 0.5 3 0.75 1 0.25 | 0 1 1 2 0.6 0 0 0 0 0.6 0 2 1 3 1.6 | .67 .00 | -2 0 0 -1 -3 -0.75 0 -1 0 0 0 -1 -0.25 1 1 0 0 1 2 0.5 0 | -1 2 1 0 2 0 2 1 1 2 1 0 2 1 1 | 4 0.67 7 1.17 5 0.83 | 1 1 1 1 4 1 2 2 1 6 1 1 1 0 3 | 1.0 1 0 2 2 1.5 2 1 1 1 0.75 2 2 1 1 | -1 4 0.8 | CC4 AC5 JU31 JU32 HI6 U11 JU12 | |
| | 2 1.5.1.2 Wirral Line Park and Ride Enhancements 3 1.5.1.3 Town Meadow/Ledsham New Stations 4 1.5.1.4 Green Lane Station Refurbishment | 1 1 0 1 1 1 1 1 0 1 0 0 | 3 0.75 4 1.0 1 0.25 | | .33 | 2 0 0 0 2 0.5 0 2 0 0 0 2 0.5 0 1 0 0 1 2 0.5 0 2 0 0 0 0 0 0 0 | 2 1 2 2 1 2 0 2 2 2 1 0 2 2 2 2 2 2 2 | | 1 2 1 0 4 1 2 1 0 4 1 1 0 0 2 | | | R1 TR2 TR11 IN7 CO2 HI R1 TR11 AC7 CO2 C7 | 3 6 0.75 0.33 0.50 1.33 1 1.2 5.12 71 YES 4 1.00 0.00 0.50 1.33 1 1 4.83 73 YES 1 0.25 0.33 0.50 1.17 0.5 1.6 4.35 100 YES |
| | 5 1.5.1.5 Park and Ride at Birkenhead Central 6 1.5.1.6 Meols Station Accessibility 7 1.5.1.7 Remodelling and Public Realm Improvements: Conway Park and Europa Boulevard 8 1.5.1.8 Birkenhead Town Station | 1 -1 0 1 0 0 0 0 0 1 0 0 1 2 0 1 | 1 0.25 0 0.0 1 0.25 | 0 0 0 0 0 0.0 0 2 0 2 0.0 0 2 0 2 0.0 | .00 .67 .67 | 2 0 0 1 3 0.75 0 1 0 0 0 1 0.25 0 0 2 0 2 4 1.0 2 1 0 -1 0 0 0.0 0 | 2 1 2 2 2 1 0 2 2 2 0 0 1 1 1 2 0 2 2 2 | I | 1 2 1 0 4 1 1 1 0 3 0 0 0 1 1 1 1 2 1 0 4 | | 1 8 1.6 1 8 1.6 | R1 TR2 IN7 H13 H | 1 0.00 0.67 0.00 0.75 1.50 1 0.6 4.10 112 YES 1 0.00 0.67 0.25 1.17 0.75 1.6 4.43 97 YES 1 0.00 0.83 0.25 1.6 4.60 92 YES 1 0.00 0.00 1.00 0.00 1.00 |
| Borderlands Line Enhancements | 1 1.5.2.1 Introduce New Borderlands (Wrexham - Bidston) Line Stations 2 1.5.2.2 Extend Borderlands (Wrexham - Bidston) Line to Birkenhead North 3 1.5.2.3 Borderlands (Wrexham-Bidston) Line Frequency Increase | 1 2 0 1 1 0 2 2 1 1 1 1 1 1 0 1 | 5 1.25 4 1.0 | | .33 .33 | 1 0 -1 0 0 0.0 0 2 0 0 0 2 0.5 0 -1 0 0 0 -1 -0.25 0 -1 0 0 0 -1 -0.25 0 | 2 0 2 2 2 2 0 2 2 2 1 0 2 2 2 1 0 2 1 2 | 8 1.33 | 1 2 1 0 4 2 2 1 0 5 2 2 1 0 5 2 2 1 0 5 | 1.25 2 2 -1 -1 | -2 0 0.0 | R1 TR11 IN9 CO2 CO6 R1 TR2 TR11 IN9 CO2 CO6 R1 TR1 TR11 TR14 IN9 CO6 | 3 1.00 0.67 0.00 1.33 1 -0.6 3.40 125 NO 5 1.25 0.33 0.50 1.33 1.25 0 4.67 90 YES 06 1.00 0.33 -0.25 1.17 1.25 0.8 4.30 101 YES 5 0.75 0.33 -0.25 1.00 1.25 1.2 4.28 104 YES |
| Enhanced Rail Freight Access | 4 1.5.2.4 Bordelands (Wrexham - Bidston) Line Electrification (Extension of Merseyrail) 1 1.5.3.1 A41 Rail Freight Link at Port Sunlight 2 1.5.3.2 Rail freight Links to Wirral Waters | 0 0 0 1 2 0 1 2 2 0 2 2 | 1 0.25 5 1.25 6 1.5 | 0 0 1 1 0.3 | .33 | 2 1 0 0 3 0.75 0 2 0 0 -1 1 0.25 0 2 0 0 -1 1 0.25 0 | 1 0 2 1 2 2 1 0 0 1 2 1 0 0 1 2 1 0 0 1 | 4 0.67 | 2 2 1 0 5 0 0 2 1 3 0 0 2 1 3 | 1.25 2 2 -1 2 0.75 1 2 -1 0 0.75 1 2 -1 0 | -2 0 0.0 | R1 TR11 TR14 IN8 IN9 CO R11 IN3 IN4 CO2 R11 AC1 IN2 IN4 CO2 | J2 CO6 7 0.25 0.33 0.75 1.00 1.25 0.6 4.18 109 YES 9 4 1.25 0.00 0.25 0.67 0.75 0 2.92 136 NO 9 5 1.50 0.00 0.25 0.67 0.75 0 3.17 134 NO |
| Smart Integrated Ticketing Cross-River | 1 1.5.4.1 Integration of Merseyside ticketing with Deeside and Cheshire West 1 1.6.1.1 Queensway Tunnel closure to general traffic 2 1.6.1.2 Re-purposing of Queensway Tunnel for Public Transport Only | 1 0 0 0 1 2 2 1 0 2 0 0 | 1 0.25 6 1.5 2 0.5 | 0 1 1 2 0.6 0 1 1 2 0.6 0 0 2 2 0.6 | .67 .67 | 0 0 0 0 0.0 0 2 1 0 1 4 1.0 0 2 0 0 1 3 0.75 1 | 1 0 2 2 2 2 2 2 1 1 2 2 2 2 2 | 7 1.17 8 1.33 11 1.83 | 2 2 0 0 4 1 1 2 1 5 1 2 1 0 4 | 1.0 2 1 2 2 1.25 -1 1 2 2 | 1 8 1.6 2 6 1.2 | R2 SU4 CO3 CO5 HI R1 IN3 IN9 CO3 CO5 HI | |
| | 3 1.6.1.3 Kingsway Capacity Increase 4 1.6.1.4 Kingsway Toll Plaza Remodelling / Removal 5 1.6.1.5 Kingsway Public Transport Priority | 1 2 0 2 1 0 1 1 0 1 0 1 | 5 1.25 3 0.75 2 0.5 | 0 0 0 0 0 0.0 0 0 1 1 0.3 | .33 .00 .33 | -2 0 0 0 -2 -0.5 0 1 1 0 1 3 0.75 0 1 0 0 1 2 0.5 0 | -1 2 1 1 2 0 2 0 0 2 1 2 2 2 1 | 4 0.67 8 1.33 | | 0.75 2 2 2 2 2 0.5 2 2 2 2 2 0.5 1 1 -2 2 | 0 8 1.6 -2 0 0.0 | C3 IN3 IN9 CO3 CO5 HI C3 IN3 IN9 CO3 CO5 HI C81 IN3 IN9 CO3 CO5 HI | 1 6 1.25 0.33 -0.50 0.83 0.75 1.4 4.07 114 YES 4 6 0.75 0.00 0.75 0.67 0.5 1.6 4.27 106 YES 14 6 0.50 0.33 0.50 1.33 0.5 0 3.17 134 NO |
| | 6 1.6.1.6 Use of Queensway Service Tunnel for Rapid Transit 7 1.6.1.7 Queensway Toll Plaza Re-modelling / Removal 8 1.6.1.8 Water Taxis | 2 2 0 2 2 2 2 0 0 0 0 0 | 6 1.5 6 1.5 0 0.0 | 0 0 2 2 0.6 0 1 1 2 0.6 2 0 1 3 1.6 | .67 .67 | 2 0 0 1 3 0.75 0 0 2 1 2 5 1.25 1 1 0 0 0 1 0.25 0 | 0 2 0 0 2 | 10 1.67 5 0.83 4 0.67 | 1 2 1 0 4 1 0 0 1 2 1 0 0 0 1 | 0.5 2 2 2 2 | 1 9 1.8 | R1 IN3 IN9 CO3 CO5 HI C3 IN3 IN9 CO3 CO5 HI C1 AC3 IN3 CO3 | 5 6 1.50 0.67 0.75 1.67 1 1.6 7.18 6 YES 5 6 1.50 0.67 1.25 0.83 0.5 1.8 6.55 18 YES 9 4 0.00 1.00 0.25 0.67 0.25 1.2 3.37 127 NO |
| | 9 1.6.1.9 Wirral Line Connectivity - Wirral Line to Northern Line Link 10 1.6.1.10 New Mersey Crossing e.g. Bromborough - Aigburth 11 1.6.1.11 M53 to M62 Linkage (Waterloo Tunnel) 12 1.6.1.12 Queensway Tunnel Resillience Measures | 2 2 0 1 2 1 2 2 2 1 0 1 | 7 1.75 4 1.0 | 0 0 0 0 0 0.0 0 2 2 4 1.3 0 0 1 1 0.3 | .00 .33 .33 | 1 0 0 0 1 0.25 0 -1 2 0 2 3 0.75 2 -2 0 0 0 -2 -0.5 0 0 0 0 0 0 0 0 | 2 0 2 2 2 2 2 2 2 2 -1 2 0 2 2 | 8 1.33 12 2.0 5 0.83 | | 1.25 2 2 -1 2 2.0 2 2 -1 2 1.25 2 2 -2 2 0.5 1 2 2 2 | -2 3 0.6 -2 3 0.6 -2 2 0.4 | R1 R2 AC3 IN9 CO3 CC R1 AC3 IN3 IN9 CO3 CC CO3 CO5 CO5 CO5 | 6 SOZ 7 1.25 0.00 0.25 1.33 1.25 0.6 4.68 89 YES)5 6 1.75 1.33 0.75 2.00 2 0.6 8.43 1 YES 2 1.00 0.33 -0.50 0.83 1.25 0.4 3.32 129 NO |
| Port Wirral Beyond Wirral | 13 1.6.1.13 Mersey Tunnel Flood Resillience 1 1.6.2.1 Port Wirral Road Improvements and Signage Strategy 1 1.6.3.1 Airport Accessibility and Signage Strategy | 1 1 0 1 1 1 0 1 2 0 2 2 0 0 0 1 | 3 0.75 6 1.5 1 0.25 | 0 0 2 2 0.6 0 1 0 1 0.3 0 2 2 4 1.3 | .67 .33 | 0 0 0 0 0.0 0 0 0 0 0 0 0 0 0 1 1 0.25 0 0 0 0 0 0.0 0 | 0 2 0 1 1 0 2 0 1 1 -1 1 0 1 2 -1 1 1 1 2 | 4 0.67 3 0.5 4 0.67 | 1 1 0 0 2 1 1 0 0 2 2 2 1 0 5 1 1 1 0 3 | 0.5 1 2 2 2 1.25 1 2 2 2 0.75 1 2 2 2 2 2 2 2 2 2 2 2 | 1.4 0 7 1.4 1 8 1.6 1 8 1.6 | AC3 IN3 IN9 CO3 CO5 AC1 IN2 IN3 CO3 AC2 | 5 0.75 0.67 0.00 0.67 0.5 1.4 3.98 115 YES 4 1.50 0.33 0.25 0.50 1.25 1.6 5.43 61 YES 1 0.25 1.33 0.00 0.67 0.75 1.6 4,60 92 YES |
| Birkenhead Town Centre Gateways | 2 1.6.3.2 Access to Deeside 1 2.1.1.1 A41 Chester Street highway realignment 2 2.1.1.2 Capacity and flow improvements on Borough Road / Singleton Avenue | 1 0 0 2 1 1 0 0 1 1 0 0 | 3 0.75 2 0.5 2 0.5 | 0 1 1 2 0.6 0 1 1 2 0.6 0 1 1 2 0.6 | .67 .67 | 0 0 0 0 0.0 0 -1 0 0 1 0 0.0 1 -2 0 0 -1 -3 -0.75 0 | 2 1 2 1 2 -1 2 1 0 2 -1 2 1 0 2 | 8 1.33 5 0.83 4 0.67 | 1 2 1 0 4 1 1 1 1 4 1 1 1 1 4 | 1.0 1 2 1 2 1.0 1 2 2 2 1.0 1 0 2 2 | 1 7 1.4 -1 6 1.2 -1 4 0.8 | CO3 CO6 | 2 0.75 0.67 0.00 1.33 1 1.4 5.15 69 YES 5 0.50 0.67 0.00 0.83 1 1.2 4.20 108 YES 5 0.50 0.67 -0.75 0.67 1 0.8 2.88 137 NO |
| | 2.1.1.3 A553 / Park Road East junction improvements 2.1.1.4 A553 capacity improvements 2.1.1.5 Chester Street junction improvements | 1 1 0 0 1 2 0 0 1 2 0 0 | 2 0.5 3 0.75 3 0.75 | 0 0 1 1 0.3 0 0 1 1 0.3 0 0 1 1 0.3 | .33 .33 | -1 0 0 -1 -0.25 0 -2 0 0 -1 -3 -0.75 0 -1 0 0 1 0 0.0 1 | -1 2 1 0 2 -1 2 1 0 2 -1 2 1 0 1 | 4 0.67 4 0.67 4 0.67 | 1 1 1 1 4 1 1 1 1 4 1 1 1 1 4 | 1.0 1 2 2 2 1.0 1 0 2 2 1.0 1 2 2 2 | -1 6 1.2 -1 4 0.8 -1 6 1.2 | AC4 AC5 JU31 JU32 HI6 AC4 AC5 JU31 JU32 HI6 AC4 AC5 JU31 JU32 HI6 | 5 0.50 0.33 -0.25 0.67 1 1.2 3.45 124 NO 5 0.75 0.33 -0.75 0.67 1 0.8 2.80 142 NO 5 0.75 0.33 0.00 0.67 1 1.2 3.95 118 YES |
| | 2.1.1.6 Signage improvement to Birkenhead Priory and Tranmere Docks 2.1.1.7 Electric charging points in Birkenhead Town Centre 2.1.1.8 Signage/ better entrance to retail core | 1 1 1 0 0 2 0 1 2 2 0 1 | 3 0.75 3 0.75 5 1.25 | 0 2 1 3 1.0 0 0 2 2 0.0 0 2 2 4 1.3 | .00 .67 .33 | 1 0 0 1 2 0.5 1 2 1 0 1 4 1.0 0 1 0 0 1 2 0.5 2 | 0 0 0 0 1 0 1 0 0 1 1 1 0 1 2 | 2 0.33 2 0.33 7 1.17 | 1 0 0 1 2 0 0 0 0 0 1 1 0 1 3 | 0.5 1 1 2 2 0.0 2 2 2 2 0.75 2 2 2 2 | 2 8 1.6 1 9 1.8 2 10 2.0 | AC4 AC5 JU31 JU32 HI6 AC4 AC5 IN10 JU31 JU32 AC4 AC5 JU31 JU32 HI6 | 5 0.75 1.00 0.50 0.33 0.5 1.6 4.68 87 YES 5 0.75 0.67 1.00 0.33 0 1.8 4.55 95 YES 5 1.25 1.33 0.50 1.17 0.75 2 7.00 10 YES |
| Birkenhead Town Centre Streetscape | 9 2.1.1.9 Birkenhead - local access road improvements 1 2.1.2.1 Improved public realm in retail core 2 2.1.2.2 Improved public realm Argyle Street 3 2.1.2.3 Cleveland Street / Market Street / Price Street public realm | 2 2 0 1 1 2 0 1 1 2 0 1 1 2 0 1 | 5 1.25 4 1.0 4 1.0 | 0 1 1 2 0.6 0 1 1 2 0.6 0 1 1 2 0.6 | .67 .67 | -1 0 0 1 0 0.0 2 2 0 1 2 5 1.25 2 2 0 1 2 5 1.25 2 3 0 1 2 5 1.25 2 | -1 2 1 1 2 1 0 0 0 2 1 0 0 0 2 1 0 0 0 2 | 7 1.17 5 0.83 5 0.83 | 2 1 1 1 5 1 0 0 1 2 1 0 0 1 2 1 0 0 1 2 | 1.25 2 2 2 2 0.5 2 2 2 2 0.5 2 2 2 2 0.5 2 2 2 2 | 1 9 1.8 1 9 1.8 | U3 CTX3 ACT3 ACT4 ACT5 U3 CTX3 ACT3 ACT4 ACT5 | 5 JU4 JU5 JU7 JU33 JU34 11 1.25 0.67 0.00 1.17 1.25 1.4 5.73 53 YES 1 <t< td=""></t<> |
| | 4 2.1.2.4 Public realm improvements: Conway Street 5 2.1.2.5 Improved pedestrian crossing facilities along Argyle Street 6 2.1.2.6 Pedestrian overbridge of Borough Road, Whetstone Lane | 1 2 0 1 1 2 0 1 2 2 0 1 2 2 0 1 | 4 1.0 5 1.25 5 1.25 | 0 1 1 2 0.0 0 1 1 2 0.0 0 1 1 2 0.0 | .67 .67 | 2 0 1 2 3 1.25 2 2 0 1 2 5 1.25 2 2 0 0 1 3 0.75 2 2 0 0 1 3 0.75 2 | 1 0 0 0 2 1 0 0 0 2 0 0 0 1 2 1 0 0 1 2 | 5 0.83 5 0.83 6 1.0 | 1 0 0 1 2 1 0 0 1 2 2 1 2 2 7 2 1 2 2 7 | 0.5 2 2 2 2 1.75 2 2 2 2 1.75 2 2 2 1 | 1 9 1.8 1 9 1.8 1 9 1.8 | U3 CTX3 ACT3 ACT4 ACT5 U3 CTX3 ACT3 ACT4 ACT5 U3 CTX3 ACT3 ACT4 ACT5 SA U3 CTX3 ACT2 ACT3 ACT4 AC | AF1 SAF2 |
| Bus / Rail Interchange Enhancements | 7 2.1.2.7 Conway Park - Market Improved route 8 2.1.2.8 Removal of cheap long stay parking in Birkenhead TC 1 2.1.3.1 Improvements to Bus Infrastructure at Birkenhead Park and Conway Park | 1 1 0 0 1 2 2 0 1 2 0 0 | 2 0.5 5 1.25 3 0.75 | 0 1 1 2 0.6 0 0 -1 -1 -0. 0 0 1 1 0.3 | .67).33 .33 | 2 0 0 2 4 1.0 2 1 0 0 2 3 0.75 0 2 0 0 1 3 0.75 0 | 1 0 0 1 2 2 1 0 0 0 2 0 2 2 2 | 6 1.0 3 0.5 8 1.33 | 2 1 1 1 5 0 0 1 1 2 1 2 1 0 4 | 1.25 2 2 2 2 0.5 -1 -1 1 2 1.0 2 2 1 2 | 2 10 2.0 2 3 0.6 1 8 1.6 | U3 CTX3 ACT3 ACT4 ACT5 /A2 | 5 0.50 0.67 1.00 1.25 2 6.42 23 YES 1 1 1.25 -0.33 0.75 0.50 0.5 0.6 3.27 132 NO 3 0.75 0.33 0.75 1.33 1 1.6 5.77 48 YES |
| | 2 2.1.3.2 Relocation of Birkenhead Bus Station 3 2.1.3.3 Hamilton Square-Bus/Rail Interchange Improvements 4 2.1.3.4 Bus / Rail Interchange at Birkenhead North and Birkenhead Park | 1 2 2 1 1 2 0 1 1 2 0 1 | 6 1.5 4 1.0 4 1.0 | 0 0 1 1 0.3 0 1 1 2 0.6 0 0 1 1 0.3 | .33 .67 .33 | 1 0 0 1 2 0.5 0 2 0 0 0 2 0.5 1 2 0 0 0 2 0.5 1 | 1 0 2 1 2 2 0 2 2 2 2 0 2 2 2 | 6 1.0 9 1.5 9 1.5 | 1 1 1 0 3 1 2 1 0 4 1 2 1 0 4 | 0.75 2 2 1 2 1.0 2 2 1 2 1.0 2 2 1 2 | 1 8 1.6 1 8 1.6 1 8 1.6 | R1 TR5 TR12 AC4 | 1 4 1.50 0.33 0.50 1.00 0.75 1.6 5.68 55 YES 12 0 0 0.67 0.50 1.50 1 1.6 6.27 26 YES U2 WWP2 0 0 0.33 0.50 1.50 1 1.6 5.93 44 YES |
| Woodside Regeneration | 5 2.1.3.5 Bus Rail Interchange at Birkenhead Central 1 3.1.1.1 Woodside Ferry Terminal Enhancements 2 3.1.1.2 Reconfigure / Redevelop Woodside Gyratory roundabout 3 3.1.1.3 Reconfigure / Redevelop Woodside Bus Station and relocate Bus Terminus | 1 2 0 1 2 0 1 1 2 1 0 0 2 1 1 1 | 4 1.0 4 1.0 3 0.75 5 1.25 | 0 0 1 1 0.5 2 1 2 5 1.6 1 1 0 2 0.6 1 1 0 2 0.6 | .67 .67 | 1 0 0 0 1 0.25 1 1 0 0 1 2 0.5 0 1 0 0 1 2 0.5 0 | 1 0 2 2 2 1 0 1 1 2 1 2 1 1 2 1 1 2 1 2 | 9 1.5 6 1.0 7 1.17 8 1.33 | 1 2 1 0 4 1 1 1 1 4 1 1 1 1 4 1 1 1 0 3 | 1.0 2 2 1 2 1.0 2 2 1 2 1.0 1 1 -1 1 0.75 1 2 -1 0 | 1 8 1.6 1 8 1.6 -2 0 0.0 | R1 TR12 CO6 SU2 PT2 | 4 HI5 SU2 CTX2 PT1 PT4 ACT1 |
| Hamilton Square Regeneration | 4 3.1.1.4 Access Road to Rosebrae Development Site 1 3.1.2.1 Hamilton Street two-way outside Station 2 3.1.2.2 Remove mini-roundabouts at Hamilton Square | 2 1 2 2 1 1 0 0 1 1 0 0 | 7 1.75 2 0.5 2 0.5 | 0 0 1 1 0.3 1 2 1 4 1.3 1 2 0 3 1.6 | .33 .33 .00 | 0 0 0 0 0.0 0 0 0 0 1 1 0.25 1 1 0 0 1 2 0.5 0 | -1 2 1 0 2 0 2 1 1 1 0 2 1 1 1 | 4 0.67 6 1.0 5 0.83 | 1 2 0 0 3 1 1 0 0 2 1 1 1 1 4 | 0.75 2 2 2 1 0.5 2 2 1 2 1.0 1 2 1 2 | 1 8 1.6 1 7 1.4 | N3 CTX2 U3 CTX3 VA6 U3 CTX3 | |
| | 3 3.1.2.3 Remove Hamilton Street / Duncan Street road closure 4 3.1.2.4 Improved public realm outside Hamilton Square rail station 5 3.1.2.5 Car park facility for Birkenhead Police Station | 1 1 0 0 0 0 0 0 0 0 0 1 | 2 0.5 0 0.0 1 0.25 | 0 0 0 0.0 | .00 | 1 0 0 1 2 0.5 0 | 0 2 1 1 2 1 1 2 2 1 -1 1 0 0 1 | 1 0.17 | 1 1 0 0 2 1 0 1 1 3 0 2 0 0 2 | 0.5 1 2 1 2 0.75 2 2 2 2 0.5 1 2 1 1 | 1 7 1.4 1 9 1.8 0 5 1.0 | U3 CTX3 PT3 U3 CTX3 PT3 U3 CTX3 | 2 0.50 1.33 0.25 1.17 0.5 1.4 5.15 69 YES 3 0.00 1.00 1.25 1.50 0.75 1.8 6.30 24 YES 2 0.25 0.00 0.50 0.17 0.5 1 2.42 146 NO |
| Wirral Waters Cross Dock Connectivity | 3.1.2.6 Improved public realm at Hamilton Square 3.1.2.7 Improved walk route between Woodside and Hamilton Square 3.1.2.8 Improve Argyle Street south approach to Hamilton Square 4.1.1.1 Replacement of Poulton Bridge with a Fixed Structure | 1 0 0 0 1 0 0 1 1 0 0 1 2 0 0 2 | 2 0.5 2 0.5 | 1 2 0 3 1.0 | .00 .67 | 1 0 2 2 5 1.25 2 1 0 0 2 3 0.75 2 1 0 0 2 3 0.75 2 0 0 2 3 0.75 2 | 1 0 1 1 2 1 1 1 1 2 | 7 1.17 8 1.33 | 1 1 1 1 4 1 1 1 1 4 | 1.0 2 2 2 2 1.0 2 1 2 2 | 1 9 1.8 1 8 1.6 | U3 CTX3 VA6 SAF3 U3 CTX3 VA1 SAF3 U3 CTX3 | 4 0.25 1.33 1.25 0.67 0.75 1.8 6.05 34 YES 4 0.50 1.00 0.75 1.17 1 1.8 6.22 29 YES 5 0.50 0.67 0.75 1.33 1 1.6 5.85 46 YES |
| Will al Waters Cross Dock Connectivity | 2 4.1.1.2 Replacement of Fourion Bridge With a Fixed Structure 2 4.1.1.2 Replacement of Duke Street Bridge 3 4.1.1.3 Wirral Cross-Dock Connectivity - Revised 4 4.1.1.4 New north-south link and bridge | 2 1 2 2 2 1 0 2 2 1 2 2 2 1 2 2 | | | .67 .67 | 0 0 0 1 1 0.25 2 0 0 0 1 1 0.25 2 0 0 0 0 0 0 0 0 1 1 1 3 0.75 2 | 0 2 1 0 2 0 2 1 0 2 0 2 1 0 2 0 2 1 0 2 | 7 1.17 5 0.83 7 1.17 | 2 2 0 1 5 2 2 0 1 5 1 1 0 1 3 2 2 0 2 6 | 1.25 2 2 -1 1 1.25 2 2 -1 1 0.75 -1 2 -1 1 1.5 -1 0 -1 1 | -1 3 0.6 -2 -1 -0.2 | C1 IN2 IN3 C1 IN2 IN3 C1 IN2 IN3 | |
| Gateways to Wirral Waters | 5 4.1.1.5 Relocate Birkenhead RO-RO 1 4.1.2.1 A5139 Dock Road / A5088 Wallasey Bridge Road junction 2 4.1.2.2 Duke St / Dock Road / Gorsey Lane junction | 2 1 2 2 2 1 1 2 2 1 1 2 2 1 1 2 | 7 1.75 6 1.5 6 1.5 | 0 0 1 1 0.3 0 1 1 2 0.4 0 1 1 2 0.6 | .33 .67 | 1 0 0 1 2 0.5 0 -1 0 0 0 -1 -0.25 0 -1 0 0 -1 -0.25 0 | 0 0 0 0 -1 2 1 0 2 -1 2 1 0 2 | 0 0.0 4 0.67 4 0.67 | 0 1 0 0 1 1 2 1 1 5 1 2 1 1 5 | 0.25 1 0 -1 -1 1.25 2 1 1 2 1.25 2 1 1 2 | -2 -3 -0.6 -1 5 1.0 -1 5 1.0 | C1 IN2 IN3 | NO NO NO NO NO NO NO NO |
| | 3 4.1.2.3 A5027 Dock Road / A554 Tower Road / A554 Birkenhead Road junction 4 4.1.2.4 Duke St / Corporation Road junction 5 4.1.2.5 Relocate Wirral Waters Industrial Uses to remove severance | 2 1 1 2 2 1 1 2 | 6 1.5 6 1.5 | 0 1 1 2 0.6 0 1 1 2 0.6 | .67 .67 | -1 0 0 -1 -0.25 0 | -1 2 1 0 2 0 2 1 0 2 | 4 0.67 5 0.83 | 1 2 1 1 5 2 2 1 1 6 | 1.25 2 1 1 2 1.5 1 1 1 -1 | -1 5 1.0 -2 0 0.0 | C1 IN2 WWV1 WWV2 WWV3 W | VWA2 WWS1 7 1.50 0.67 -0.25 0.67 1.25 1 4.83 73 YES VWA2 WWS1 7 1.50 0.67 -0.25 0.67 1.25 1 4.83 73 YES VWA2 WWS1 7 1.50 0.67 -0.25 0.83 1.5 0 4.25 107 YES |
| Wirral Waters Supporting Road Infrastructure | 6 4.1.2.6 A554 Tower Road / Rendel Street junction 7 4.1.2.7 Rendel Street / Corporation Road junction 8 4.1.2.8 Duke Street / Corporation Road junction | 1 1 1 1 2 1 1 2 2 1 1 2 3 1 1 2 | 0 1.3 | | .07 | -1 0 0 0 -1 -0.25 0 -1 0 0 0 -1 -0.25 0 -1 0 0 0 -1 -0.25 0 -1 0 0 0 -1 -0.25 0 -1 0 0 0 -1 -0.25 0 | | 4 0.07 | | 1.25 | -1 5 1.0 | C1 IN2 WWV1 WWV2 WWV3 W WWV1 WWV2 WWV3 W WWV1 WWV2 WWV3 W WWV1 WWV2 WWV3 WWV1 WWV2 WWV3 WWV1 WWWV2 WWWV3 WWWV3 WWWV3 WWWV3 WWWV3 WWWV3 WWWV3 WWWV3 WWWWV3 WWWV3 WWWWV3 WWWWV3 WWWWWWWWWW | WWA2 WWS1 WWS1 WWS1 WWS2 WWS1 |
| will all waters supporting Road infrastructure | 4.1.3.1 Wallasey Bridge Road Improvements 4.1.3.2 Widening of Beaufort Road and Wallasey Bridge Road (City Boulevard) 4.1.3.3 A5030 Beaufort Road / A5088 Wallasey Bridge Road junction improvements 4.1.3.4 Corporation Road / Cavendish Street / Cleveland Street junction improvements | 2 1 1 2 2 1 1 2 2 1 1 2 2 1 1 2 | 6 1.5 6 1.5 | 0 1 1 2 0.6 0 1 1 2 0.6 | .67 .67 | -1 0 0 0 -1 -0.25 0 -1 0 0 0 -1 -0.25 0 | -1 2 1 0 2 -1 2 1 0 2 | 4 0.67 4 0.67 | 1 2 1 1 5 1 2 1 1 5 | 1.25 2 1 1 1 1.25 2 1 1 2 | -1 4 0.8 -1 5 1.0 | AC1 IN2 IN3 WWV1 WWV2 W AC1 IN2 IN3 WWV1 WWV2 W AC1 IN2 IN3 WWV1 WWV2 W | WV3 6 1.50 0.67 -0.25 0.67 1.25 1 4.83 73 YES /WV3 6 1.50 0.67 -0.25 0.67 1.25 1 4.83 73 YES VWV3 6 1.50 0.67 -0.25 0.67 1.25 1 4.83 73 YES |
| | 5 4.1.3.5 A554 Tower Road / Canning Street Capacity Improvements 6 4.1.3.6 Canning Street / Lord Street Capacity Improvements 7 4.1.3.7 New development access from Beaufort Road and Wallasey Bridge Road | | 6 1.5 | 0 1 0 1 0.3 | .33 | -1 0 0 0 -1 -0.25 0 -1 -1 0 -1 -3 -0.75 0 -1 -1 0 -1 -3 -0.75 0 -1 0 0 -1 -0.25 0 | -1 2 1 0 2 | 4 0.67 | 1 2 1 1 5 | 1.25 2 1 1 1 1 | -1 4 0.8 | C1 IN2 IN3 WWV1 WWV2 W C1 IN2 IN3 WWV1 WWV2 W C1 IN2 IN3 WWV1 WWV2 W | WV3 6 1.50 0.67 -0.75 0.67 1.25 0.2 3.53 122 NO /WV3 6 1.50 0.67 -0.75 0.67 1.25 0.2 3.53 122 NO /WV3 6 1.50 0.33 -0.25 0.67 1.25 0.8 4.30 101 YES |
| | 4.1.3.8 A5027 Gorsey Lane / Kingsway Tunnel junction improvements 4.1.3.9 Dock Road Link widening 4.1.3.10 Tower Road Link widening | 2 1 1 2 2 1 1 2 2 1 1 2 2 1 1 2 | 6 1.5 | 0 1 1 2 0.6 | .67 | -1 0 0 0 -1 -0.25 0 -1 0 0 0 -1 -0.25 0 -1 0 0 0 -1 -0.25 1 -2 0 0 -1 -3 -0.75 1 | -1 2 1 0 2 -1 2 1 0 2 | 4 0.67 4 0.67 | 1 2 1 1 5 1 2 1 1 5 | 1.25 2 1 1 2 1.25 -1 -1 -2 1 | -1 5 1.0 | AC1 IN2 IN3 WWV1 WWV2 W AC1 IN2 IN3 WWV1 WWV2 W AC1 IN2 IN3 WWV1 WWV2 W | MV3 6 1.50 0.67 -0.25 0.67 1.25 1 4.83 73 YES WV3 6 1.50 0.33 -0.25 0.67 1.25 -0.8 2.70 143 NO VWV3 6 1.50 0.33 -0.25 0.83 1.25 -0.8 2.87 140 NO |
| Wirral Waters Active Travel Connectivity | 4.1.3.11 Two-lane dual carriageway between Poulton Bridge Road and grain warehouse 4.1.3.12 Dock Road to Corporation Road Dual Carriageway link (Duke St) 4.1.4.1 City Boulevard (green transport corridor Corporation Road and Beaufort Road) 4.1.4.2 Tower Road / Birkenhead Road ped / cycle link | 2 1 1 2 2 1 1 2 1 0 0 1 | 6 1.5 | | .33 | -2 0 0 -1 -3 -0.75 0 | -1 2 1 0 2 | 4 0.67 | | 0.75 2 1 1 1 | -1 4 0.8 | C1 IN2 IN3 WWV1 WWV2 W C1 IN2 IN3 WWV1 WWV2 W R3 TR4 TR13 AC6 SU2 VA | WWV3 6 1.50 0.33 -0.75 0.83 0.75 0.6 3.27 133 NO WWV3 6 1.50 0.33 -0.75 0.67 0.75 0.8 3.30 130 NO VA7 WWA1 WWA2 WWS1 9 0.50 0.67 0.75 1.00 1.25 1.6 5.77 48 YES |
| | 3 4.1.4.3 Footbridge on Dockside Route 4 4.1.4.4 A5027 Duke Street public realm 5 4.1.4.5 Wallasey Bridge Road cycle route | 1 0 0 1 2 0 0 1 1 0 0 1 | 2 0.5 3 0.75 2 0.5 3 0.75 | 0 1 1 2 0.6 0 1 1 2 0.6 0 1 1 2 0.6 | .67 .67 | 2 0 0 1 3 0.75 2 2 0 0 1 3 0.75 2 2 0 0 1 3 0.75 2 2 0 0 1 3 0.75 2 | 1 1 0 0 2 1 1 0 0 2 1 1 0 0 2 1 1 0 0 2 | 6 1.0 6 1.0 6 1.0 | 1 1 1 2 5 1 1 1 2 5 1 1 1 2 5 1 1 1 2 5 1 1 1 2 5 | 1.25 2 2 2 2 1.25 2 2 2 2 1.25 2 2 2 2 1.25 2 2 2 2 | 1 9 1.8 1 9 1.8 1 9 1.8 | R3 TR4 TR13 AC6 SU2 VA R3 TR4 TR13 AC6 SU2 VA R3 TR4 TR13 AC6 SU2 VA R3 TR4 TR13 AC6 SU2 VA | 7 WWA1 WWA2 WWS1 9 0.50 0.67 0.75 1.00 1.25 1.8 5.97 40 YES |
| | 6 4.1.4.6 Dock Road cycle route 7 4.1.4.7 Pedestrian crossings on Tower Road 8 4.1.4.8 Toucan crossings on Wallasey Bridge Road | 2 0 0 1 1 0 0 1 1 0 0 1 | 3 0.75 2 0.5 2 0.5 | 0 1 1 2 0.6 0 1 1 2 0.6 0 1 1 2 0.6 0 1 1 2 0.6 | .67 .67 | 2 0 0 1 3 0.75 2 2 0 0 1 3 0.75 2 2 0 0 1 3 0.75 2 2 0 0 1 3 0.75 2 | 1 1 0 0 2 1 1 0 0 2 1 1 0 0 2 1 1 0 0 2 | 6 1.0 6 1.0 6 1.0 | 1 1 1 2 5 1 1 1 2 5 1 1 1 2 5 1 1 1 2 5 | 1.25 2 2 2 2 1.25 2 2 2 2 1.25 2 2 2 2 2 2 2 2 2 | 1 9 1.8 1 9 1.8 1 9 1.8 | R3 TR4 TR13 AC6 SU2 VA R3 TR4 TR13 AC6 SU2 VA R3 TR4 TR13 AC6 SU2 VA | 7 WWA1 WWA2 WWS1 9 0.75 0.67 0.75 1.00 1.25 1.8 6.22 30 YES A7 WWA1 WWA2 WWS1 9 0.50 0.67 0.75 1.00 1.25 1.8 5.97 40 YES A7 WWA1 WWA2 WWS1 9 0.50 0.67 0.75 1.00 1.25 1.8 5.97 40 YES |
| | 9 4.1.4.9 River Birket route into West Float 10 4.1.4.10 Cycle Route along Canning Street 11 4.1.4.11 Wirral Waters Pedestrian wayfinding strategy | 1 0 0 1 1 0 0 1 1 0 0 1 | 2 0.5 2 0.5 2 0.5 | 0 1 1 2 0.6 0 1 1 2 0.6 0 2 2 4 1.3 | .67 .67 | 2 0 0 1 3 0.75 2 2 0 0 1 3 0.75 2 2 0 0 1 3 0.75 2 2 0 0 1 3 0.75 2 | 1 1 0 0 2 1 1 0 0 2 1 1 0 0 2 1 1 0 0 2 | 6 1.0 6 1.0 6 1.0 | 1 1 1 2 5 1 1 1 2 5 1 1 1 2 5 1 1 1 2 5 | 1.25 2 2 1 2 1.25 2 2 1 2 1.25 2 2 2 2 2 2 2 2 2 | 1 8 1.6 1 8 1.6 1 9 1.8 | R3 TR4 TR13 AC6 SU2 VA R3 TR4 TR13 AC6 SU2 VA R3 TR4 TR13 AC6 SU2 VA | 7 WWA1 WWA2 WWS1 9 0.50 0.67 0.75 1.00 1.25 1.6 5.77 48 YES A7 WWA1 WWA2 WWS1 9 0.50 0.67 0.75 1.00 1.25 1.6 5.77 48 YES A7 WWA1 WWA2 WWS1 9 0.50 1.33 0.75 1.00 1.25 1.8 6.63 16 YES |
| | 12 4.1.4.12 Cover the Wallasey Tunnel Approach 13 4.1.4.13 Extend Victoria Park to Dock Road 14 4.1.4.14 Duke Street Active Travel Improvements | 0 0 0 1 0 0 0 0 1 0 0 1 | 1 0.25 0 0.0 2 0.5 | 0 0 1 1 0.3 0 1 2 3 1.0 0 1 1 2 0.0 | .33 .00 .67 | 2 0 1 2 5 1.25 2 2 1 2 2 7 1.75 2 2 0 0 2 4 1.0 2 | 1 1 0 0 0 0 0 0 0 1 1 1 0 0 2 | 4 0.67 3 0.5 6 1.0 | 1 0 0 0 1 2 0 0 1 3 1 1 1 2 5 | 0.25 2 2 -1 2 0.75 2 2 1 1 1.25 2 2 2 2 | | R3 TR4 TR13 AC6 SU2 VA R3 TR4 TR13 AC6 SU2 VA R3 TR4 TR13 AC6 SU2 VA | 7 WWA1 WWA2 WWS1 9 0.25 0.33 1.25 0.67 0.25 0.6 3.35 128 NO A7 WWA1 WWA2 WWS1 9 0.00 1.00 1.75 0.50 0.75 1.4 5.40 64 YES A7 WWA1 WWA2 WWS1 9 0.50 0.67 1.00 1.00 1.25 1.8 6.22 30 YES |
| Wirral Waters Public Transport Connectivity | 15 4.1.4.15 Green Link: Wirral Waters to Birkenhead Park 1 4.1.5.1 Rapid Transit - Wirral Waters to Liverpool 2 4.1.5.2 Rapid Transit - New Brighton to Rock Ferry via Wirral Waters | 1 0 0 1 2 0 2 2 2 0 2 2 | 2 0.5 6 1.5 6 1.5 | 0 0 1 1 0.3 0 1 2 3 1.0 0 1 1 2 0.0 | .33 .00 .67 | 2 1 1 2 6 1.5 2 2 1 0 1 4 1.0 0 2 1 0 1 4 1.0 0 | 1 1 0 1 2 2 2 2 2 2 2 1 2 2 2 | 7 1.17 10 1.67 9 1.5 | 1 1 1 2 5 2 2 2 1 7 2 2 2 0 6 | 1.25 2 2 2 2 1.75 2 2 -1 2 1.5 2 2 -1 2 | 1 9 1.8 -2 3 0.6 -2 3 0.6 | R3 TR4 TR13 AC6 SU2 VA R1 TR5 TR11 AC1 AC6 AC6 R1 TR5 TR11 AC1 AC3 AC6 | .7 WWA1 WWA2 WWS1 INS INS </td |
| Hind Street Access Improvements Southern Access Improvements | 3 4.1.5.3 Bus routes diverted via Wirral Waters (410, 411, 413, 414) 1 5.1.1.1 Access to Hind Street - Mollington Link Road 1 5.2.2.1 Green Lane Roundabout capacity improvements 2 5.3.3 Duncan Street inc capacity improvements | 2 0 2 2 2 2 2 2 1 1 0 1 | 6 1.5 8 2.0 3 0.75 | 0 1 1 2 0.6 0 1 1 2 0.6 0 1 1 2 0.6 | .67 .67 | 2 1 0 0 3 0.75 0 0 0 0 1 1 0.25 1 -1 0 0 0 -1 -0.25 0 1 0 0 0 1 0.25 0 | 2 1 2 2 2 0 2 2 1 2 -1 2 1 0 2 1 2 1 0 2 | 9 1.5 8 1.33 4 0.67 | 2 2 2 0 6 2 2 1 1 6 0 1 1 0 2 | 1.5 1 1 1 2 1.5 1 2 2 1 0.5 2 2 2 2 0.25 1 1 1 2 | | R1 TR11 AC1 AC6 AC7 IN N3 CTX2 HI5 HI6 AC5 | N3 SU2 VA7 WWP1 WWP3 WWP4 12 1.50 0.67 0.75 1.50 1.5 1.4 7.32 5 YES 1.50 1.5 1 |
| | 2 5.2.2.2 Duncan Street jnc capacity improvements 3 5.2.2.3 Ivy Street jnc capacity improvements 4 5.2.2.4 Campbeltown Road capacity improvements 5 5.2.2.5 Improve ped linkage to B'head town centre from south | 1 1 0 1 1 1 0 1 1 1 0 1 2 1 0 1 | 3 0.75 3 0.75 3 0.75 4 1.0 | 0 1 1 2 0.6 0 1 1 2 0.6 0 1 1 2 0.6 0 2 1 3 1.6 | | -1 0 0 0 -1 -0.25 0 -1 0 0 0 -1 -0.25 0 -1 0 0 0 -1 -0.25 0 2 0 0 0 2 0.5 2 | -1 2 1 0 2 -1 2 1 0 2 -1 2 1 0 2 -1 1 1 1 1 2 | 4 0.67 | 0 0 1 0 1 0 1 1 0 2 0 1 1 0 2 1 1 1 2 5 | 0.25 1 1 1 2 0.5 2 2 2 2 2 1 1 1 2 2 2 2 1 2 2 2 2 2 2 2 1.25 2 2 2 2 2 2 | | HI5 HI6 HI6 R3 TR4 IN5 | |
| | 6 5.2.2.6 A41 / A552 / flyover area remodelling 7 5.2.2.7 Improved access to Birkenhead Priory 8 5.2.2.8 A41 Southern Bus Access Improvements | 2 2 2 2 0 0 0 0 2 1 0 1 | 8 2.0 0 0.0 4 1.0 | 0 2 1 3 1.0 0 1 1 2 0.0 0 1 1 2 0.0 | .00 .67 | 1 2 1 2 6 1.5 2 0 0 0 0 0.0 0 2 0 0 0 2 0.5 0 | 1 2 1 0 2 0 1 0 0 1 2 2 1 1 2 | 8 1.33 2 0.33 8 1.33 | 2 2 1 2 7 1 0 0 0 1 1 1 1 0 3 | 1.75 2 2 0 2 0.25 1 1 2 2 0.75 2 1 2 2 | -2 4 0.8 2 8 1.6 1 8 1.6 | CO4 VA1 AC4 AC5 JU31 JU AC3 AC6 CTX2 ACT1 | 32 HI6 VA5 2.00 1.00 1.50 1.33 1.75 0.8 8.38 2 YES 0.00 0.00 0.67 0.00 0.33 0.25 1.6 2.85 141 NO 1.00 0.67 0.50 1.33 0.75 1.6 5.85 46 YES |
| A41 Sustainable Connectivity | 1 5.2.3.1 Green link: Rock Ferry to Seacombe via Former Rail Corridor 2 5.2.3.2 Green Link: Woodside to Seacombe via waterfront 3 5.2.3.3 Use of former Dock Railway for Rapid Transit | 1 0 0 1 1 0 1 1 2 0 1 2 | 2 0.5 3 0.75 5 1.25 | 0 1 2 3 1.0 2 1 1 4 1.3 1 1 2 4 1.3 2 4 1.3 1.3 | .00 | 2 1 1 1 5 1.25 2 2 0 0 1 3 0.75 2 2 1 1 1 5 1.25 0 | 2 0 1 2 2 2 0 1 2 2 2 0 2 1 2 2 0 2 1 2 | 9 1.5 9 1.5 7 1.17 | 1 1 2 2 6 1 1 2 2 6 1 1 2 1 5 | 1.5 2 1 1 1 1.5 2 1 2 1 1.25 2 1 -1 1 1.25 2 1 -1 1 | 1 6 1.2 2 8 1.6 0 3 0.6 | R3 TR4 TR13 AC6 IN1 IN R3 TR4 TR13 AC6 IN1 IN R3 TR4 TR13 AC6 IN1 IN | 3 CO1 SU2 CTX1 CTX2 CTX5 VA1 ACT1 |
| Access to Wirral International Business Park New Brighton Public Transport Enhancements Removing Severance | 1 6.1.1.1 New access link into WIBP from Liverpool 1 7.1.1.1 Bus / Rail Interchange at New Brighton 2 7.1.1.2 New Brighton Accessibility Improvements (Parking Review/Land Train) 1 8.1.1.1 Downgrading New / Rock Ferry Bypass | 2 0 2 2 1 0 0 1 1 0 0 1 -1 0 0 0 | b 1.5 2 0.5 2 0.5 | U 1 2 3 1.0 0 1 1 2 0.6 0 1 1 2 0.6 0 1 1 2 0.6 | .00 .67 .67 | -1 U U U -1 -0.25 1 2 0 0 1 3 0.75 0 2 0 0 1 3 0.75 0 1 0 1 2 4 10 0 | U 2 1 1 2 2 1 1 2 2 2 1 1 2 2 1 0 0 1 0 | / 1.17 8 1.33 8 1.33 | 1 2 1 1 5 1 2 2 1 6 1 2 1 0 4 2 1 2 2 7 | 1.25 2 2 2 0 1.5 2 2 2 2 2 1.0 2 2 2 2 2 1.75 1 2 2 2 2 | 1 9 1.8 1 9 1.8 | R1 TR12 AC4 CO6 C7 JU36 SU2 | 1.50 1.00 -0.25 1.17 1.25 1 5.67 57 YES 0.50 0.67 0.75 1.33 1.5 1.8 6.55 18 YES 0.50 0.67 0.75 1.33 1 1.8 6.05 34 YES 0.25 0.67 1.00 1.00 1.75 1.6 5.77 1.0 1.00 |
| Removing Severance Access Improvements | 1 8.1.1.1 Downgrading New / Rock Ferry Bypass 1 8.2.1.1 Saughall Massie Link Road - New Infrastructure 2 8.2.1.2 Saughall Massie Road- Infrastructure Upgrade 3 8.2.1.3 Heron Road Improvements | 2 0 1 2 2 0 1 2 1 0 1 1 | 5 1.25 5 1.25 3 0.75 | 0 1 2 0.6 0 1 2 3 1.6 0 1 1 2 3 1.6 0 1 1 2 0 0 | .00 .00 | -1 -1 -1 0 -3 -0.75 1 -1 1 0 0 0 0 1 -1 0 0 0 -1 -0.25 1 | -1 2 1 1 2 -1 -1 2 1 0 2 -1 1 0 2 -1 1 0 2 1 0 2 1 0 2 1 0 2 1 0 1 0 2 1 1 0 1 2 1 1 0 1 2 1 1 1 1 | 6 1.0 5 0.83 5 0.83 | 2 1 2 2 7 2 2 -1 1 4 1 1 1 1 4 1 1 1 1 1 | 1 2 2 2 1.0 2 2 1 -1 1.0 2 2 2 1 1.0 2 2 2 1 | 0 4 0.8 0 7 1.4 0 7 1.4 | N6 JU19 JU28 JU41 N6 JU19 JU28 JU41 N6 AC8 | 1.25 1.00 1.75 1.6 5.77 48 YES 1.25 1.00 1.00 1.75 1.6 5.77 48 YES 1.25 1.00 1.25 1.00 1 |
| Other Public Transport Enhancements | 4 8.2.1.4 Other local access road improvements 1 8.3.1.1 Bus / Rail Interchange at West Kirby 2 8.3.1.2 Heswall Station Bus / Rail Interchange, Linkage and Parking | 1 0 0 1 1 0 0 1 1 0 0 1 | 2 0.5 2 0.5 2 0.5 | 0 1 1 2 0.6 0 1 1 2 0.6 0 1 1 2 0.6 0 1 1 2 0.6 | .67 .67 | -1 0 0 0 -1 -0.25 1 2 0 0 0 2 0.5 0 2 0 0 0 2 0.5 0 | -1 2 1 0 2 2 1 2 2 2 2 1 2 2 2 2 1 2 2 2 | 5 0.83 9 1.5 9 1.5 | 2 1 1 1 5 2 2 1 1 6 2 2 1 1 6 2 2 1 1 6 | 1.25 2 2 2 1 1.5 2 2 2 1 1.5 2 2 2 1 | 0 7 1.4 1 8 1.6 1 8 1.6 | U9 JU10 JU11 JU12 JU13 JU R1 TR12 AC4 CO6 JU18 SU R1 TR2 TR12 CO7 JU23 JU | 14 JU15 JU16 JU17 JU18 JU20 JU27 JU30 JU35 JU37 JU39 0.50 0.67 -0.25 0.83 1.25 1.4 4.40 98 YES J2 I I I I I I I I.50 1.5 1.6 6.27 26 YES J38 JU43 SU2 I I I I 0.50 0.67 0.50 1.50 1.5 1.6 6.27 26 YES |
| Other Schemes | 3 8.3.1.3 Brimstage Bus Connectivity 4 8.3.1.4 New rail spur and station - Heswall 1 8.3.2.1 Active Travel Connectivity to Local Centres | 1 0 0 1 2 0 1 1 2 0 0 1 | 2 0.5 4 1.0 3 0.75 | 0 0 0 0.0 0 0 1 1 0.3 0 1 1 2 0.6 | .00 .33 .67 | 2 0 0 2 0.5 0 2 1 -1 0 2 0.5 0 1 1 0 1 3 0.75 2 | 2 1 2 1 2 2 0 2 2 2 2 0 0 1 2 | 8 1.33 8 1.33 7 1.17 | 2 2 1 1 6 2 2 1 1 6 2 2 1 1 6 | 1.5 2 2 2 2 2 1.5 2 2 -1 0 1.5 2 2 2 2 2 | 1 9 1.8 -1 2 0.4 1 9 1.8 | R1 TR2 TR12 R1 R2 TR3 TR4 AC4 AC6 IN | |
| | 2 8.3.2.2 Residential Road Streetscape 3 8.3.2.3 Improved and integrated Taxi Coverage | 1 0 0 0 1 0 1 | 1 0.25 2 0.5 | U 1 1 2 0.6 0 1 0 1 0.3 | .33 | 1 1 2 5 1.25 2 1 0 0 1 2 0.5 0 | 1 1 0 0 1 1 1 2 1 2 | 5 0.83 7 1.17 | Z 1 1 2 6 2 2 1 1 6 | 1.5 2 2 2 2 2 1.5 2 1 2 2 | 1 9 1.8 1 8 1.6 | R6 TR9 TR10 | |

D. Proformas

| Overview | | | | | | | | |
|------------------------------|--|---|---|---|---|---------------|-------------|----------------------|
| Package No. | Type of Pa | | | | Package Name | | | |
| 1 Package Back | Active Tr | ravel | | Ex | cpanding Active Tra | ivel | | |
| Description | .g, cana | Expanding Active Travel and cycling around Wirra through upgrading route | al. This pack | age will provide en | hanced active trave | el infra | structure f | or Wirral |
| Package Obje | ectives | This package will aim to alternative to car travel. improved and new cycle | The package | e will focus on impr | roving health and w | ellbein | g for resid | |
| Schemes with | nin this Package | | | | | | | |
| Ref. | Name | Scheme Description | | | Spatial Priority | Deliv Phas | • | Estimated Cost Range |
| 1.2.1.3 | A533 Fender Lane to A553 / A554 roundabout cycle lane | This scheme is to provid Lane to A553 / A554 rou for cyclists alongside vel | ındabout, im | | Wirral Waters EZ | 1 | | £3m-£10m |
| 1.4.1.1 | Wirral Circular Trail improvements - Coastal Cycle Strategy | Improve the amount and road cycle paths and inc cycle routes, while provide connections along the co | rease resilie ding improve past. | nce of coastal ed signposting and | Borough-wide | 1 | | £3m-£10m |
| 1.4.1.2 | Implementation of Birket Scheme - Pasture Road to Reeds Lane, Moreton | Provide a new cycle and adjacent to the Birket, be Reeds Lane. | etween Past | ure Road and | Local Town Centres | 1 | | £1m-£3m |
| 1.4.1.3 | Wirral CityBike Scheme | Introduce the CityBike so with bicycle stations loca enhance and promote cy | cations to | Borough-wide | 1 | | £3m-£10m | |
| 1.4.1.4 | Active Travel Routes across the M53 | Deliver new crossings of with improved cycling ro | utes in urbar | n areas. | Borough-wide 1 | | | £3m-£10m |
| 1.4.1.5 | Cycle Route to Arrowe Park and the Hospital | Connect the existing cyc Station and Woodchurch continuous east to west | n with Birken route. | head, providing a | Local Town Centres | 1 | | £1m-£3m |
| 1.4.1.6 | Wirral Cycle Route Network - Connecting the Dots (previously SUDs) | Provide new sustainable pedestrians that will imp network and provide gre destinations and areas. | rove the exis | sting active travel | Borough-wide | 1 | | £1m-£3m |
| 8.3.2.1 | Active Travel Connectivity to Local Centres | This scheme will improve centres and the attractive within Local or District co | eness of the | | Borough-wide | 1 | | £1m-£3m |
| 8.3.2.2 | Residential Road Streetscape | Improve accessibility to the attractiveness of pub | | reas and improve | Borough-wide | 1 | | £1m-£3m |
| Scheme Deliv | ery | | | | | | | |
| Lead Delivery | Organisation | Delivery Partners | | | Role of partners | | | |
| Wirral Council | | Merseytravel, City Bike | | | Co-operate effecti deliver scheme ele schemes. | • | | |
| Timescales: S | Short (2020-2024) | | | | | | | |
| Phasing | 1 | Bid and Approval | 20/21 | | Planning and Construction | | 22/23 | |
| Land Owners | hip and Planning | Dependencies | | | Project Risks | | | |
| Unknown at th | is stage | None | | | None | | | |
| | ding & Progression | | | | | | | |
| Scheme Size (estimated cost) | £20m-£50m | Revenue Funding Requ | uirement? | N/A | Funding sources | i | LCR STEI | P Fund/LGF |
| Package align | nment with LCR Transport St | rategy objectives | | | | | | |
| 1. Economic Gro | wth | Some package alignment with strategic objectives | ss and connectivity | Excellent package alignment with strategic objectives | | | | |
| 2. Supporting Vis | sitor Economy | Good package alignment with strategic objectives | Excellent package alignment with strategic objectives | | | | | |
| 3. Environmental | | Excellent package alignment with strategic objectives | 6. Deliverabili | ity | Excellent package alignment with strategic objectives | | | |

| Overview | | | | | | | | | | | |
|-------------------------------------|---|---|--|----------------------------|---|----------------------|---------------------|--------------|--|--|--|
| Package No. | Type of Pa | nckage | | | Package Name | | | | | | |
| 2 | Highways Imp | | | Remo | ving Highway Cor | | | | | | |
| Package Bac | kground | | | | | | | | | | |
| Description | | This package comprises constraints through implidentified routes. | | | | | | | | | |
| Package Obje | ectives | The objectives of this package would be to remove highway constraints that generate congestion of the network and cause increased journey times. Improved signage would ensure traffic is routed appropriately and relieve congestion in sensitive areas, e.g. Eastham Village. | | | | | | | | | |
| Scheme withi | in this Package | | | | | | | | | | |
| Ref. | Name | Scheme Description | Spatial Priority | Deliver Phase | ry | Estimated Cost Range | | | | | |
| 1.3.1.1 | A540 Heswall Pinch Point Improvements | This scheme would provincrease capacity and re A540. | educe conge | estion on the | Local Town Centres | 1 | | £3m-£10m | | | |
| 1.4.2.2 | Clatterbridge to Mersey Waterfront Corridor Improvements (A5137/B5137) | Corridor improvements from Heswall to M53 J4 Waterfront. This scheme improvements and high and pedestrians. | , to the Unile e will include | ever site, to the junction | Local Town Centres | 2 | | £3m-£10m | | | |
| 1.6.2.1 | Port Wirral Road Improvements and Signage Strategy | Provide improved access through improved signal which would restrict access HGVs. | A41 Corridor | 2 | | £1m-£3m | | | | | |
| 1.6.3.1 | Airport Accessibility and Signage Strategy | Improved signage to Liv Airports from Wirral. | Manchester | Borough-wide | 2 | | £1m-£3m | | | | |
| Package Deli | very | | | | | | | | | | |
| Lead Delivery | organisation | Delivery Partners | | | Role of partners | 5 | | | | | |
| Wirral Council | | Highways England | | | Support Wirral C of highway impro | | | olementation | | | |
| Timescales: I | Medium (2025-2030) | | | | | | | | | | |
| Phasing | 2 | Bid and Approval | 20/22 | | Planning and Construction | 23 | 3/24 | | | | |
| Land Owners | hip and Planning | Dependencies | | | Project Risks | | | | | | |
| Unknown at th | | None | | | None | | | | | | |
| Package Size (estimated cost) | £10m-£20m | Revenue Funding Req | uirement? | N/A | Funding source | 16 | GF/High hallenge | • | | | |
| Alignment wi | th LCR Transport Strategy o | bjectives | | | | | | | | | |
| 1. Economic Gro | wth | Excellent package alignment with strategic objectives 4. Local access and connectivity | | | Excellent package alignment with strategic objectives | | | | | | |
| 2. Supporting Vis | sitor Economy | Some package alignment with strategic objectives | Some package alignment with strategic objectives | | | | | | | | |
| 3. Environmental | | Some package alignment with strategic objectives | 6. Deliverabili | ty | Good package alignment with strategic objectives | | | | | | |

| Overview | | | | | | | |
|---------------|--|---|--|------------------------------------|-------------------|-------------------------|--|
| Package No. | Type of Pa | | Wii | Package Name rral Line Enhancen | nents | | |
| Package Back | | chinancements | 7711 | Tai Line Linancen | icitis | | |
| Description | | Merseyrail network. The | uce several measures that will e schemes proposed will enhand and greater interchange with othe | e station facilities | and accessibility | • | |
| Package Obje | | usage within Wirral, part | e will be to raise rail patronage ticularly along the A41 Corridor. vel, to deliver an improved stand | This will be achieved | ed through incr | easing the | |
| Schemes with | nin this Package | | | | Delivery | Catimated | |
| Ref. | Name | Scheme Description | | Spatial Priority | Delivery Phase | Estimated Cost Range | |
| 1.5.1.1 | Station facilities and waiting environment enhancements | shelters and ticket mach waiting environment for | new and improved waiting nines on platforms to improve passengers, and improved the attractiveness of rail for | Borough-wide | 1 | £10m-£20m | |
| 1.5.1.2 | Wirral Line Park and Ride Enhancements | | er increased parking capacity multi-modal options as an ng the A41 corridor. | Borough-wide | 1 | £1m-£3m | |
| 1.5.1.3 | Town Meadow/Ledsham New Stations | | | Local Town Centres | 2 | £20m-£50m | |
| 1.5.1.4 | Green Lane Station refurbishment | This scheme would see the station, including dis lighting, a new ticket cou areas. | Local Town Centres | 1 | £3m-£10m | | |
| 1.5.1.5 | Park and Ride at Birkenhead Central Station | at Birkenhead Central, in | a new Park and Ride facility ncluding a new forecourt and facilitating more multi-modal | Birkenhead Town Centre | 1 | £3m-£10m | |
| 1.5.1.6 | Meols Station Accessibility | This scheme would delive throughout the station. | ver step-free access | Local Town Centres | 1 | £3m-£10m | |
| 2.1.3.1 | Improvements to Bus infrastructure at Birkenhead Park and Conway Park Stations | facility at Birkenhead Pa | ver a new bus interchange ork and Conway Park to nailway stations and encourage | Birkenhead Town Centre | 1 | £1m-£3m | |
| 2.1.3.3 | Hamilton Square Statio Bus/Rail Interchange Improvements | interchange facilities at I | mprovements to the bus/rail Hamilton Square to provide multi modal trips through etween modes. | Hamilton Square and Woodside | 1 | £1m-£3m | |
| 2.1.3.4 | Bus/Rail Interchange at Birkenhead North Station | This scheme would see the rail station, including waiting area, toilets, refr passenger information of amenities in the area. | Wirral Waters EZ | 1 | £1m-£3m | | |
| 2.1.3.5 | Bus/Rail Interchange at Birkenhead Central Station | interchange at Birkenhe provide greater connecti | he delivery of a new bus/rail ad Central station which would ivity between the Merseyrail ervices, enhancing multi-modal | Birkenhead Town Centre | 1 | £1m-£3m | |
| 7.1.1.1 | Bus/Rail Interchange at New Brighton Station | in Liscard and improved | ers. Options for rail-based park fully and improved | New Brighton | 1 | £1m-£3m | |
| 8.3.1.1 | Bus/Rail Interchange at West Kirby Station | with enhanced waiting fa | tween bus and rail services, acilities for passengers and ites between bus stops and | Local Town Centres | 1 | £1m-£3m | |
| Package Deliv | | | | | | | |
| Lead Delivery | Organisation | Delivery Partners | | Role of partners | | | |
| Merseytravel | | Wirral Council, Bus Ope Merseyrail | Co-ordinate successful delivery of the new pultransport enhancements. Network Rail could basked to provide a portion of match funding. | | | | |
| Timescales: S | Short (2020-2024) | | | | | | |
| Phasing | 1 | Bid and Approval | 20/21 | Planning and Construction | 23/24 | | |
| Land Owners | hip and Planning | Dependencies | | Project Risks | | | |
| | | | | | | | |

| Unknown at this stage Package Funding & Progression | | Network Rail support | | | None | | |
|---|----------------------------|--|-------------------------------------|-----|---|-------------------------------------|--|
| Package Size | £20m-£50m | Revenue Funding Requirement? N/A | | N/A | Funding sources | LGF, Network Rail PSF4, LCR STEP | |
| Alignment witl | h LCR Transport Strategy o | bjectives | | | | | |
| 1. Economic Growth | | Some package alignment with strategic objectives | ic 4. Local access and connectivity | | Excellent package alignment with strategic objectives | | |
| 2. Supporting Visitor Economy | | Some package alignment with strategic objectives | 5. Social impacts | | Good package alignment with strategic objectives | | |
| 3. Environmental | | Good package alignment with strategic objectives | 6. Deliverability | | Excellent package alignment with strategic objectives | | |

| Package No. Type of Package | Overview | | | | | | | | |
|--|-----------------------------|-------------------------------|---|---|---|--|---------------------------|-----------------------------|--|
| This package includes several interventions along the Borderlands (Wrexham - Bidston) Lin focuses on increasing frequency/capacity on the line, establishing new stations and exploring transport connectivity to Heswall, notably through utilising the Borderlands Line. The package would aim to increase rail partonage across Wirral and the wider area, and nic the number of direct trains to Liverpool. The development of increase rail partonage across Wirral and the wider area, and nic the number of direct trains to Liverpool. The development of increase rail partonage across Wirral and the wider area, and nic the number of cart trips on the network and relic congestion across Wirral. Scheme Description Scheme Description Scheme Description This scheme would provide new rail stations on the Borderlands Line Stations along the route would serve new developments that have occurred along the line such as at Beachwood. Woodchurch and Deside Industrial Park. Extend Services to terminate at Birkenhead North to Biptice direct connections between North Wales. Wirral Waters EZ 2 Extend Borderlands Line to Biptice and Birkenhead. This scheme would include as at Birkenhead North to Biptice direct connections between North Wales. Wirral Waters EZ 2 Extend Services to terminate at Birkenhead North to Biptice direct connections between North Wales. Wirral Waters EZ 2 Extend Services to terminate at Birkenhead North to Biptice direct connections between North Wales. Wirral Waters EZ 2 Extend Services to terminate at Birkenhead North to Biptice direct connections between North Wales. Wirral Waters EZ 2 Extend Services to terminate at Birkenhead North to Biptice Waters Wirral and Birkenhead. This scheme would include use of battery power to enable trains on the Borderlands. Content to be provide north with the Waters Park Waters Par | | | | | | | | | |
| This package includes several interventions along the Borderlands (Worksham - Bidston) Licous so on increasing requency/capacity on the line, establishing new stations and exporim potential integration with the Merseyral network. The package also includes improving publi wranport connectivity to Heswall, notably through utilising the Borderlands Line. The package would aim to increase rail patronage across Wirral and the wider area, and not the number of direct trains to Liverpool. The development of interchange stations for multier trips such as at Heswall will assist to reduce the number of car trips on the network and relic congestion across Wirral. Schemes within this Package Ref. Name Scheme Description Spatial Priority Phase CR. Introduce New Borderlands Scheme Description Spatial Priority Phase CR. This scheme would provide new rail stations on the Borderlands Capacity of the Scheme would provide new rail stations on the Borderlands Capacity of the Scheme Work of the Scheme Priority and the Scheme Work of the Scheme Priority Phase CR. This scheme would provide new rail stations on the Borderlands Capacity of the Scheme Work of the Scheme Priority Phase CR. This scheme would provide new rail stations on the Borderlands Capacity of the Scheme Priority Phase CR. Extend Borderlands Line of Britenhead North Work of the Scheme Priority Phase CR. 1.5.2.2 Extend Borderlands Line of Britenhead North Work of the Scheme Priority Priority Phase CR. 1.5.2.3 Borderlands Line of Frequency Increase the Frequency of diseast operated services in the short term between Bidston and Wrokham. 1.5.2.4 Extend Borderlands Line of Electrification (Extension of the route of (more likely) would include use of battery power to enable trains on the Borderlands route to continue to Liverpool without interchange parallel set to grant the Scheme Could include full electronification of the route of (more likely) would include use of battery power to enable trains on the Borderlands route to continue to Liverpool without inter | • | | enhancements | | Borderla | ands Line Transfori | mation | | |
| the number of direct trains to Liverpool. The development of interchange stations for multi-more trips such as at Heavalal will assist to reduce the number of car trips on the network and relic congestion across Wirral. Ref. Name Scheme Description This scheme would provide new rail stations on the Deroterlands (Wrexham-Bidston) rail line. The new stations along the rotte would serve new developments that have occurred along the line such as at Beechwood, Woodchurch and Desside Industrial Park. Extend Borderlands Line to Birkenhead North to improve direct connections between North Wales, Western Wirral and Birkenhead. This scheme would increase the frequency of diesel period or period or continue to Liverpool without interchange penalties to Passengers. This will enable passenger and freight movement from Birkenhead Docks and provide onward through linkages to the Merseyrail network. 1.5.2.4 Reswall Station Bus/Rail interchange, linkage and provide a new station to directly serve the town. R.3.1.4 New rail spur and station Heswall from the Borderlands Line in the Borderlands Line to the Passengers. This will enable passenger and freight movement from Birkenhead Docks and provide a new station to directly serve the town. This scheme would provide a new spur from the Borderlands Line the Heswall Station Bus/Rail station whilst improving the waiting facilities at the station and sulport Network Rail / Merseytravel Merseyrail, Wirral Council Make the case to Network Rail for the for intervention and support Network Rail representative the station and support Network Rail representative the station and support Network Rail for the for intervention and | | ground | focuses on increasing fr potential integration with | requency/capa n the Merseyr | acity on the line, ail network. The page | establishing new s package also inclu | tations and des improv | exploring | |
| Ref. Name Scheme Description Spatial Priority Delivery Phase Ec CR Ref. Spatial Priority Phase Ec CR Ref. This scheme would provide new rail stations on the Borderlands (Wrexham-Bidston) rail line. The new stations along the route would serve new Line Stations and Stations at Beachwood, Woodchurch and Desiden Interest the Stations and Stations and Stations and Stations and Wrexham. This scheme would increase the frequency of diesel Dorough-wide along the Stations and Wrexham. This scheme would increase the frequency of diesel Dorough-wide along the Stations and Wrexham. This scheme would increase the frequency of diesel Dorough-wide along the Stations on the Borderlands for the route or (more likely) would include use of battery power to enable trains on the Borderlands for the route or (more likely) would include use of battery power to enable trains on the Borderlands to the Merseyral network. This scheme would increase the frequency of diesel Dorough-wide along the station of the route would refer and the Stations along the Stations along the Interest and the Stations and Interest and the Stations alon | Package Obje | ctives | the number of direct trai | The package would aim to increase rail patronage across Wirral and the wider area, and increase the number of direct trains to Liverpool. The development of interchange stations for multi-modal trips such as at Heswall will assist to reduce the number of car trips on the network and relieve congestion across Wirral. | | | | | |
| Scheme Description | Schemes with | in this Package | | | | | | | |
| Introduce New Borderlands Sorderlands (Wrexham-Bidston) rail line. The new stations at Beechwood, Woodchurch and Deeside Industrial Park. | Ref. | Name | Scheme Description | | | Spatial Priority | _ | Estimated Cost Range | |
| 1.5.2.2 Extend Bordenlands Line to Birkenhead North Western Wirral and Birkenhead. 1.5.2.3 Borderlands Line Frequency Increase 1.5.2.3 Borderlands Line Frequency Increase 1.5.2.4 Borderlands Line Borderlands Line Borderlands Line Borderlands Line Borderlands Line Borderlands Line Electrification (Extension of Merseyrail) 1.5.2.4 Electrification (Extension of Merseyrail) 1.5.2.5 New rail spur and station Pesswall Station Bus/Rail Interchange, linkage and provide an ew station to directly serve the town. 1.5.2.4 Heswall Station Bus/Rail Interchange, linkage and parking Package Delivery 1.5.2.5 Delivery Organisation 1.5.2.6 Merseytravel 1.5.2.7 Merseytravel 1.5.2.8 New rail spur and station Pesswall Station Bus/Rail Interchange, linkage and provide an ew station to directly serve the town. Pesswall station whilst improving the waiting facilities at the station and ability to Park & Ride. 1.5.2.4 New rail Station Bus/Rail Interchange, linkage and parking Package Delivery 1.5.2.4 New rail Station Bus/Rail Interchange, linkage and parking Package Delivery 1.5.2.5 New rail Station Bus/Rail Station Bus/Rail Station and ability to Park & Ride. 1.5.2.6 New rail Station Bus/Rail Station and ability to Park & Ride. 1.5.2.6 New rail Station Bus/Rail Station and ability to Park & Ride. 1.5.2.6 Planning and Construction Package Size (100m-£500m Revenue Funding Requirement? N/A Funding sources PSF4, LCR SAIIgnment with LCR Transport Strategy objectives Excellent package alignment with strategy alignment with strategy and parking support West Strategy alignment with strategy and parking support Strategy objectives Excellent package alignment with strategy and parking support West Strategy and page alignment with strategy | 1.5.2.1 | | Borderlands (Wrexhamstations along the route developments that have as at Beechwood, Wood | ·Bidston) rail l would serve coccurred alo | line. The new new ong the line such | Borough-wide | 2 | £20m- £50m | |
| 1.5.2.3 Sorterlands Line Streequency Increase Streequency Increase Streequency Increase Streequency Increase This scheme could include full electronification of the route or (more likely) would include use of battery power to enable trains on the Borderlands route to continue to Liverpool without interchange penalties to passengers. This will enable passenger and freight movement from Birkenhead Docks and provide onward through linkages to the Merseyrail network. 8.3.1.4 New rail spur and station Heswall Improve the facility for bus interchange at Heswall station and parking parking parking Street Street | 1.5.2.2 | | improve direct connection | nprove direct connections between North Wales, | | | 2 | £20m- £50m | |
| route or (more likely) would include use of battery power to enable trains on the Borderlands route to tontinue to Liverpool without interchange penalties to passengers. This will enable passenger and freight movement from Birkenhead Docks and provide onward through linkages to the Merseyarial network. 8.3.1.4 New rail spur and station Heswall Station Bus/Rail interchange, linkage and provide a new station to directly serve the town. 8.3.1.2 Heswall Station Bus/Rail interchange, linkage and parking Package Delivery Lead Delivery Organisation Delivery Partners Merseytrail, Wirral Council Merseytrail, Wirral Council Merseytrail, Wirral Council Merseytravel Merseytravel Merseytrail, Wirral Council Dependencies | 1.5.2.3 | | perated services in the short term between Bidston | | | Borough-wide | 1 | n/a | |
| New rail spur and station - Heswall Interchange, linkage and parking Parking Heswall Station whilst improve the facility for bus interchange at Heswall Station whilst improving the waiting facilities at the station and ability to Park & Ride. Local Town Centres 1 | 1.5.2.4 | Electrification (Extension of | route or (more likely) wo power to enable trains of continue to Liverpool with passengers. This will en movement from Birkenh | ise of battery lands route to ange penalties to ger and freight nd provide | Borough-wide | 2 | n/a | | |
| 8.3.1.2 interchange, linkage and parking station whilst improving the waiting facilities at the station and ability to Park & Ride. Package Delivery Lead Delivery Organisation Delivery Partners Role of partners Make the case to Network Rail for the for intervention and support Network Rail/Merseytravel to progress the schroll Rail/Merseytravel to progress the | 8.3.1.4 | • | Borderlands Line into Heswall Town Centre and | | | | 3 | £50m- £100m | |
| Delivery Organisation Delivery Partners Role of partners | 8.3.1.2 | interchange, linkage and | station whilst improving | the waiting fa | • | | 1 | £3m-£10m | |
| Network Rail / Merseytravel Merseyrail, Wirral Council for intervention and support Network Rail/Merseytravel to progress the sch. Timescales: Short - Long (2020 - 2030+) Phasing 1 / 2 / 3 Bid and Approval 2020-2025 Planning and Construction 2025+ Land Ownership and Planning Dependencies Unknown at this stage Demand on the Borderlands Line Package Funding & Progression Package Size (estimated cost) (estimated cost) Alignment with LCR Transport Strategy objectives Excellent package Local access and connectivity Land Ownership and Planning Dependencies Project Risks None LGF, Network PSF4, LCR S Excellent package alignment with strategy objectives | | | Delivery Partners | | | Role of partners | | | |
| Phasing 1/2/3 Bid and Approval 2020-2025 Planning and Construction 2025+ Land Ownership and Planning Dependencies Project Risks Unknown at this stage Demand on the Borderlands Line None Package Funding & Progression Package Size (estimated cost) Alignment with LCR Transport Strategy objectives Excellent package LGF, Network PSF4, LCR S Excellent package LGF, Network PSF4, LCR S Excellent package LGF, Network PSF4, LCR S Excellent package LGR, Network PSF4, LCR S Excellent package LGR, Network PSF4, LCR S Excellent package LGR, Network PSF4, LCR S Excellent package | Network Rail / | Merseytravel | Merseyrail, Wirral Coun | cil | | Make the case to Network Rail for the need for intervention and support Network Rail/Merseytravel to progress the schemes. | | | |
| Land Ownership and Planning Dependencies Unknown at this stage Package Funding & Progression Package Size (estimated cost) Alignment with LCR Transport Strategy objectives Excellent package Excellent package Excellent package A Local access and connectivity A Local access and connectivity Excellent package alignment with strategy of the | Timescales: S | hort - Long (2020 - 2030+) | | | | | | | |
| Unknown at this stage Package Funding & Progression Package Size (estimated cost) Alignment with LCR Transport Strategy objectives Excellent package LGF, Network PSF4, LCR S Excellent package alignment with A Local access and connectivity LCR Second Strategy objectives Excellent package alignment with strategy objectives | Phasing | 1/2/3 | Bid and Approval | 2020-2025 | | _ | 2025 | + | |
| Package Funding & Progression Package Size (estimated cost) Alignment with LCR Transport Strategy objectives Excellent package A Local access and connectivity Excellent package alignment with strategy of the strategy | Land Ownership and Planning | | · | | | _ | | | |
| Package Size (estimated cost) Revenue Funding Requirement? N/A Funding sources LGF, Network PSF4, LCR S Alignment with LCR Transport Strategy objectives Excellent package alignment with strategy objectives LGF, Network PSF4, LCR S Excellent package alignment with strategy objectives | | | Demand on the Borderla | ands Line | | None | | | |
| Excellent package 1. Economic Growth A Local access and connectivity Excellent package alignment with stra | Package Size (estimated | | Revenue Funding Requirement? N/A | | | Funding sources | | Network Rail 4, LCR STEP | |
| 1 Fronomic Growth Alignment with 4 Local access and connectivity | Alignment wit | h LCR Transport Strategy o | | | | | | | |
| strategic objectives objectives | | | Excellent package alignment with 4. Local access and connectivity | | Excellent package alignment with strategic objectives | | | | |
| 2. Supporting Visitor Economy Some package alignment with strategic objectives 5. Social impacts objectives Excellent package alignment with strategical objectives | 2. Supporting Visi | tor Economy | alignment with 5. Social impacts | | Excellent package alignment with strategic objectives | | | | |
| Some package alignment with strategic objectives 6. Deliverability objectives | 3. Environmental | | alignment with | 6. Deliverability | | Some package alignment with strategic objectives | | | |

| Overview | T (5 | | | | 5 1 11 | | | |
|-------------------------------------|--|---|---|--|--|--|-------------------------|-----------------------------------|
| Package No. 5 | Type of Pa Cross-River c | | | | Package Name ross-River Strateg | 11/ | | |
| Package Bac | | OfficeClivity | | | 1035-Kiver Strateg | у | | |
| Description | | This package focuses of schemes within the pactransit, as well as maximal for a new access link be | kage are focused mising vehicle cap | l across publi pacity of the I | c transport interve Mersey Tunnels. T | entions fo here are | r rail, bu further a | s and rapid ambitions |
| Package Obje | ectives | The aims of this package are to improve connectivity to and reduce congestion at the Mersey Funnels. Improving access between Wirral and Liverpool across all modes remains the key focum prove journey times and drive productivity. | | | | | | • |
| Schemes with | nin this Package | | | | | | | |
| Ref. | Name | Scheme Description | | | Spatial Priority | Deliver Phase | у | Estimated Cost Range |
| 1.6.1.2 | Re-purposing of Queensway Tunnel for Public Transport only | This scheme would clos general traffic and act a with connectivity for a ra Wirral to travel to Liver | as a public transpo apid transit syster | ort corridor | Borough-wide | 3 | | |
| 1.6.1.6 | Use of Queensway Service Tunnel for Rapid Transit | This scheme would be service Tunnel as a rou connecting Wirral to Liv | ute for a rapid tran | • | Borough-wide | 3 | | £20m- £50m |
| 1.6.1.12 | Queensway Tunnel Resilience Measures | the tunnel to bring it up | his scheme would include general improvements to be tunnel to bring it up to date and ensure it can be with it's proposed level of use. | | | 1 | | |
| 1.6.1.3 | Kingsway Capacity Increase | measures through maxi | This scheme would look to increase capacity neasures through maximising speeds and approaches to the tunnel on both sides. | | | 1 | | |
| 1.6.1.4 | Kingsway Toll Plaza Remodelling / Removal | This scheme would aim to increase the Kingsway Tunnel's capacity through remodelling/removing the toll plaza on Wirral and instead utilising ANPR technology to administer the toll system. | | | Borough-wide | 1 | | £10m- £20m |
| 1.6.1.9 | Wirral Line Connectivity - Wirral Lane to Northern Line Link | This scheme would connect the Wirral Line to the City Line/Northern Line, removing the requirement for an interchange on the Liverpool Loop. | | | Borough-wide | 3 | | £10m- £20m |
| 1.6.1.10 | New Mersey Crossing e.g. Bromborough - Aigburth | This scheme would deliver a new Mersey Crossing, connecting Aigburth/South Liverpool Key Corridor to Bromborough/A41. This has potential linkage with aspirations for a Mersey tidal barrage. | | | Borough-wide | 3 | | £500m- £1bn |
| 6.1.1.1 | New access link into WIBP from Liverpool | This scheme would pro Wirral International Bus This has potential linka Mersey tidal barrage. | siness Park from L | iverpool. | Wirral International Business Park | 3 | | £3m-£10r |
| 1.6.1.13 | Mersey Tunnel Flood Resilience | This scheme would imp the tunnels to ensure th future. | | | Borough-wide | 1 | | £10m- £20m |
| Package Deli | | | | | | | | |
| Lead Delivery | Organisation | Delivery Partners | | | Role of partners | • | | |
| Liverpool City | Region CA | Merseytravel, Wirral Council, Liverpool City Council | | Support LCR CA in assessing the feasibilit options and taking schemes forward for further development. Work with private sector bring forward barrage aspirations. | | | ird for ivate secto | |
| Timescales: \$ | Short - Long (2020 - 2030+) | | 2020 2022 phoo | o 1 2020 | Dianning and | 20 | 22 202 | 1 nhaan 1 |
| Phasing | 1/3 | Bid and Approval 2020-2022 phase 1, 2030- 2032 phase 3 Planning and Construction | | |)34+ pha | 4 phase 1, ase 3 | | |
| | hip and Planning | | | | Project Risks | | | |
| Unknown at th | is stage ding & Progression | None None | | None | | | | |
| Package Size (estimated cost) | | Revenue Funding Req | quirement? N/A | | Funding source | s Ma | - | e Local nd, Private estment |
| Alignment wi | th LCR Transport Strategy o | | | | | | | |
| 1. Economic Gro | wth | Excellent package alignment with strategic objectives | 4. Local access and | I connectivity | Excellent packag objectives | e alignme | ent with | strategic |
| 2. Supporting Vis | sitor Economy | Some package alignment with strategic objectives | h 5. Social impacts | | Good package alignment with strategic objectives | | | tegic |
| 3. Environmental | | Some package alignment with strategic objectives | package nent with 6. Deliverability chiectives | | | e package alignment with strategic ctives | | |

strategic objectives

| Overview | | | | | | | | |
|-------------------------------|---|---|--|---|---|-------------------|----------------------------|--|
| Package No. | Type of Pa Public Realm / Highwa | | | Birkenhe | Package Name ad Town Centre C | Sateways | | |
| Package Bacl | | aye improvemente | | Diritorinio | | Jaiomayo | | |
| Description | | This is a package of infr Centre through the impr addressing a number of wayfinding into Birkenhe | ovement of junctions th | the gateway road at experience cap | arrival points in th | e town centre. | This includes | |
| Package Obje | ectives | | nt, improve | accessibility to the | nents and will facilitate improved access to la be town centre, and create more efficient and rkenhead. | | | |
| Schemes with | nin this Package | | | | | | | |
| Ref. | Name | Scheme Description | | | Spatial Priority | Delivery Phase | Estimated Cost Range | |
| 2.1.1.1 | A41 Chester Street highway alignment | This scheme would imp to increase capacity and corridor, and to remove | d connectivit | y along the A41 | Birkenhead Town Centre | 1 | | |
| 2.1.1.5 | Chester Street junction improvements | This scheme would provide junction capacity mprovements to the Chester Street junction. | | | Birkenhead Town Centre | 1 | | |
| 2.1.1.6 | Signage improvement to Birkenhead Priory and Tranmere Docks | Priory and Tranmere Domovements and suppor | This scheme would improve signage to Birkenhead Priory and Tranmere Docks to improve traffic movements and support masterplanning of Birkenhead Town Centre. | | | 1 | £10m- £20m | |
| 2.1.1.7 | Electric charging points across borough | This scheme would provide electric charging points across Wirral to improve the infrastructure available for electric vehicles. | | | Borough-wide | 1 | | |
| 2.1.1.8 | Signage/better entrance to retail core | This scheme would improve the signage and entry points to the retail core of Birkenhead Town Centre. | | | Birkenhead Town Centre | 1 | | |
| 2.1.1.9 | Birkenhead - local access road improvements | This scheme would provide local access road improvements that would aim to improve vehicle movements, enhancing access into Birkenhead town centre. | | | Birkenhead Town Centre | 1 | | |
| Package Deliv | very | | | | | | | |
| Lead Delivery | Organisation | Delivery Partners | | | Role of partners | 3 | | |
| Wirral Council | / Wirral Growth Company | Private sector, Wirral Cl Merseytravel | namber of C | ommerce, | Support Wirral C schemes further case for funding. | | • | |
| Timescales: S | Short (2020 - 2025) | | | | | | | |
| Phasing | 1 | Bid and Approval | 2020-2022 | | Planning and Construction | 2023-202 | 24 | |
| Land Owners | hip and Planning | Dependencies | | | Project Risks | | | |
| Unknown at th | is stage ding & Progression | None | | | None | | | |
| Package Full | allig & Progression | | | | | | | |
| Package Size (estimated cost) | £10m-£20m | Revenue Funding Requirement? N/A | | Funding source | LGF, ST | ĒΡ | | |
| Alignment wit | th LCR Transport Strategy o | bjectives | | | | | | |
| 1. Economic Growth | | Some package alignment with strategic objectives 4. Local access and connectivity | | Excellent package alignment with strategic objectives | | | | |
| 2. Supporting Vis | itor Economy | Good package alignment with strategic objectives | 5. Social impa | acts | Excellent package alignment with strategic objectives | | | |
| 3. Environmental | | Some package alignment with strategic objectives | 6. Deliverabili | ty | Excellent package alignment with strategic objectives | | | |

| Overview | | | | | | | | | |
|-------------------------------------|--|--|---|---------------------------------|---|------------------------|----------------------------|--|--|
| Package No. | Type of Pa | | | | Package Name | | | | |
| 7 Package Back | Public Realm Im | provements | | Birkenhea | d Town Centre St | reetscape | | | |
| Description | ground | This package will provid through an improved ac between the retail and c environment. | tive travel pu | ıblic realm. An im _l | proved streetscap | e would increas | e movement | | |
| Package Obje | ctives | This package will introduce a range of public realm improvements that will encourage more walking and cycling activity in the area. The package will support the town centre to provide a more attractive retail offer to residents and visitors, and also enhance the public realm between commercial and retail cores. | | | | | | | |
| Schemes with | in this Package | | | | | | Fathmatad | | |
| Ref. | Name | Scheme Description | | | Spatial Priority | Delivery Phase | Estimated Cost Range | | |
| 2.1.2.1 | Improved public realm in retail core | This scheme would proving the retail core to enhance pedestrians and cyclists the retail core. | ance connec | ivity for | Birkenhead Town Centre | 1 | | | |
| 2.1.2.2 | Improved public realm Argyle Street | This scheme would prov for Argyle Street to conn development, Birkenhea retail/commercial core. | nect the Hind | Street | Birkenhead Town Centre | 1 | | | |
| 2.1.2.3 | Cleveland Street / Market Street / Price Street public realm | for Cleveland Street / Pr | nis scheme would provide an improved streetscape r Cleveland Street / Price Street / Market Street to evide high-quality public realm and increase footfall the area. | | | 1 | | | |
| 2.1.2.4 | Public Realm Improvements: Conway Street | improvements along Co | his scheme would provide public realm nprovements along Conway Street to increase edestrian and cyclist connectivity and increase ootfall along the route. | | | 1 | £10m- £20m | | |
| 2.1.2.5 | Improved pedestrian crossing facilities along Argyle Street | facilities along Argyle Street to reduce severance and | | | Birkenhead Town Centre | 1 | 22011 | | |
| 2.1.2.6 | Pedestrian overbridge on Borough Road, Whetstone Lane | on Borough Road to improve connectivity and safety. | | | Birkenhead Town Centre | 2 | | | |
| 2.1.2.7 | Conway Park - Market Improved Route | around Conway Park connecting to Birkenhead | | | Birkenhead Town Centre | 1 | | | |
| 1.5.1.7 | Remodelling and Public Realm Improvements: Conway Park and Europa Boulevard | This scheme involves re Europa Boulevard and in provide an attractive ope | mproving the | public realm, to | Birkenhead Town Centre | 1 | | | |
| Package Deliv | very | | | | | | | | |
| Lead Delivery | Organisation | Delivery Partners | | | Role of partners | | | | |
| Wirral Council | / Wirral Growth Company | Private sector, Wirral Ch Merseytravel | namber of Co | ommerce, | Support Wirral Council in the development of schemes further and the development of a case for funding. | | | | |
| Timescales: S | Short (2020 - 2025) | | | | | | | | |
| Phasing | 1 | Bid and Approval | 2020-2022 | | Planning and Construction | 2023-202 | 24 | | |
| Land Ownersl | nip and Planning | Dependencies | | | Project Risks | | | | |
| Unknown at thi Package Fund | s stage ling & Progression | None | | | None | | | | |
| Package Size (estimated cost) | £10m-£20m | Revenue Funding Requirement? N/A | | Funding source | s LGF, STE and Cycli | EP, Walking ng fund | | | |
| Alignment wit | h LCR Transport Strategy o | | | | | | | | |
| 1. Economic Grov | vth | Good package alignment with strategic objectives 4. Local access and connectivity | | | Good package al objectives | ignment with str | rategic | | |
| 2. Supporting Visi | itor Economy | Good package alignment with strategic objectives | 5. Social impa | cts | Good package alignment with strategic objectives | | | | |
| 3. Environmental | | Excellent package alignment with strategic objectives | 6. Deliverabilit | у | Excellent package alignment with strategic objectives | | | | |

| Overview Package No. | Type of Pa | | | Package Name | | | | |
|-------------------------------------|--|--|---|---|---------------------------------|---|--|--|
| 8 | Regeneration / Public | | Regenerating | Woodside and Ha | milton Square | | | |
| Package Bac | Improven karound | nents | 0 0 | | · | | | |
| Description | | This package includes a series of schemes focused on regenerating the Woodside and Hamilton Square areas of Birkenhead. The area has several key features such as Hamilton Square and the waterfront. This package provides a series of public realm and highway enhancements focused on driving the regeneration of the area. | | | | | | |
| Package Obje | ectives | Square. The schemes in inward investment. The | is to serve as a catalyst for the cluded in the package aim to schemes focus on enriching the will serve as a catalyst for ar | increase footfall in he existing assets | nto the area and such as Hamilt | l attract | | |
| Schemes witl | hin this Package | | | ŭ | | | | |
| Ref. | Name | Scheme Description | | Spatial Priority | Delivery Phase | Estimated Cost Range | | |
| 3.1.1.1 | Woodside Ferry Terminal Enhancements - new Pontoon | Terminal, providing a ne | This scheme would enhance Woodside Ferry Terminal, providing a new pontoon to improve the attractiveness of the ferry services and increase patronage. | | | £10m- £20m | | |
| 3.1.1.2 | Reconfigure / Redevelop Woodside Gyratory roundabout | alterations to Woodside | This scheme would comprise of a series of alterations to Woodside Gyratory roundabout in order or reconfigure and redevelop its layout. | | | | | |
| 3.1.1.3 | Reconfigure / Redevelop Woodside Bus Station and relocate Bus Terminus | This scheme proposes r Terminus at Woodside, station, and reconfigurat immediate vicinity. | Hamilton Square and Woodside | 2 | | | | |
| 3.1.1.4 | Access Road to Rosebrae Development Site | access road to the Rose | • | Hamilton Square and Woodside | 2 | | | |
| 3.1.2.1 | Hamilton Square two-way outside station | This scheme proposes t traffic system outside Ha Hamilton Street, potentia | Hamilton Square and Woodside | 1 | | | | |
| 3.1.2.2 | Remove mini-roundabouts at Hamilton Square | This scheme proposes t roundabouts at Hamiltor | | Hamilton Square and Woodside | 1 | £10m- | | |
| 3.1.2.3 | Remove Hamilton Street / Duncan Street road closure | This scheme would com the Hamilton Street/Dun look to re-link the streets | Hamilton Square and Woodside | 1 | £20m | | | |
| 3.1.2.4 | Improved public realm outside Hamilton Square rail station | This scheme would constrealm improvements out station to tie in with enhances scheme would invo | Hamilton Square and Woodside | 1 | | | | |
| 3.1.2.6 | Improved public realm at Hamilton Square | improvements at Hamiltonian existing environment and | Hamilton Square and Woodside | 1 | | | | |
| 3.1.2.7 | Improved walk route between Woodside and Hamilton Square | This scheme would consimprovements to walking and Hamilton Square. T | This scheme would consist of a series of improvements to walking routes between Woodside and Hamilton Square. This will enhance mobility, accessibility, reduce severance and create a more | | | | | |
| 3.1.2.8 | Improve Argyle Street south approach to Hamilton Square | This scheme would com improvements to Argyle approach to Hamilton So | | Hamilton Square and Woodside | 1 | | | |
| Package Deli | very | | | | | | | |
| Lead Delivery | <i>y</i> Organisation | Delivery Partners | | Role of partners | | | | |
| Wirral Council | | Wirral Growth Company Merseytravel | , The Peel Group, | Co-operate effect deliver scheme el | • | I Council to | | |
| Timescales: \$ | Short / Medium (2020 - 2030 | | | Planning and | 2022 202 | 24 / 2028- | | |
| Phasing | 1/2 | Bid and Approval | 2020-2022 / 2025-2026 | Construction | 2029 | ., 2020 | | |
| Land Owners Unknown at th | hip and Planning his stage | Dependencies None | | Project Risks None | | | | |
| | ding & Progression | | | | | | | |
| Package Size (estimated cost) | £20m-£50m | Revenue Funding Req | uirement? N/A | Funding sources | and Cycl | EP, Walking ing fund, s Challenge | | |

| Alignment with LCR Transport Strategy objectives | | | | | | | | |
|--|---|----------------------------------|---|--|--|--|--|--|
| 1. Economic Growth | Some package alignment with strategic objectives | 4. Local access and connectivity | Excellent package alignment with strategic objectives | | | | | |
| 2. Supporting Visitor Economy | Excellent package alignment with strategic objectives | 5. Social impacts | Good package alignment with strategic objectives | | | | | |
| 3. Environmental | Good package alignment with strategic objectives | 6. Deliverability | Good package alignment with strategic objectives | | | | | |

| Overview Package No. | Type of Pa | ackage | | Package Name | | |
|-------------------------------|---|--|---|--|-------------------|----------------------------|
| 9 Dooksee Book | Highways Enha | ancements | Gate | ways to Wirral Wa | ters | |
| Package Back Description | kgrouna | | a series of enhancements to k rovides junction improvements | • • | | |
| Package Obje | ctives | gateway junctions identi | nprove traffic flows and mover fied in this package. This wou ds the placemaking of the are | ld benefit both mot | torists and pede | strians, as |
| Schemes with | nin this Package | | | | | |
| Ref. | Name | Scheme Description | | Spatial Priority | Delivery Phase | Estimated Cost Range |
| 4.1.2.1 | A5139 Dock Road / A5088 Wallasey Bridge Road junction | Road junction to reduce to Wirral Waters | nprise of a junction 39 / A5088 Wallasey Bridge congestion at a key gateway eet provides one of the key | Wirral Waters EZ | 1 | |
| 4.1.2.3 | Duke Street / Dock Road / Gorsey Lane junction | north / south pedestrian areas and employment, hubs. This scheme wou | routes between residential education and transport | Wirral Waters EZ | 1 | |
| 4.1.2.4 | A5027 Dock Road / A554 Tower Road / A554 Birkenhead Road junction | improvements to the A5 | enhead Road junction to | Wirral Waters EZ | 1 | £10m- £20m |
| 4.1.2.5 | Duke Street / Corporation Road junction | the Duke Street / Corpo | de junction improvements to ration Road junction to improve pedestrian facilities. | Wirral Waters EZ | 1 | |
| 4.1.2.6 | Relocate Wirral Waters Industrial Uses to remove severance | | Waters Industrial Uses would and within Wirral Waters and as the area. | | 3 | |
| 4.1.2.8 | Rendel Street / Corporation Street | improvements to the Re | sist of a series of junction endel Street / Corporation ateway to Wirral Waters. | Wirral Waters EZ | 1 | |
| Package Deliv | /ery | | | | | |
| Lead Delivery | Organisation | Delivery Partners | | Role of partners | | |
| Wirral Council | | The Peel Group | | Support Wirral Council in the implementation of junction improvements and enhanced public realm. | | |
| Timescales: S | Short / Long (2020 - 2035) | | | Diamaina and | | |
| Phasing | 1/3 | Bid and Approval | 2020-2022 | Planning and Construction | 2023-2024 | 4 |
| | hip and Planning | Dependencies | | Project Risks | | |
| Unknown at th | ıs stage | None | | None | | |
| Package Fund | ding & Progression | | | | | |
| Package Size (estimated cost) | £10m-£20m | Revenue Funding Req | uirement? N/A | Funding sources | LGF, STE | Р |
| Alignment wit | h LCR Transport Strategy o | objectives | | | | |
| 1. Economic Grov | wth | Excellent package alignment with strategic objectives 4. Local access and connectivity objectives | | | gnment with stra | ategic |
| 2. Supporting Vision | itor Economy | Some package alignment with strategic objectives 5. Social impacts | | Excellent package alignment with strategic objectives | | |
| 3. Environmental | | Some package alignment with strategic objectives | 6. Deliverability | Good package alignment with strategic objectives | | |

| Overview Production No. Production Prod | | | | | | | | |
|--|--|--|--|---|---|-------------------|----------------------------|--|
| Package No. | Type of Pa Highways Impl | | | Wirral Wat | Package Name ers Cross-Dock Co | nnectivity | | |
| Package Back | | ovements | | vviiiai vvai | ers Cross-Dock Co | Tillectivity | | |
| Description | Y | The current condition of continued growth in moved development throughout | ement that | is necessary to ma | | - | | |
| Package Object | ctives | This package aims to overcome the existing constraints on the highway network around Wirral Docks to provide greater capacity in the area to meet future demand, and provide high-quality access to proposed employment and residential areas. | | | | | | |
| Schemes with | in this Package | | | | | | | |
| | Name | Scheme Description | | | Spatial Priority | Delivery Phase | Estimated Cost Range | |
| 4.1.1.1 | Replacement of Poulton Bridge with a fixed structure | The scheme would replate Bridge with a fixed structure | | ing Poulton | Wirral Waters EZ | 3 | | |
| 4.1.1.2 | Replacement of Duke Street bridge | with the size dependent | nis scheme would replace the Duke Street Bridge, th the size dependent on Wirral Waters masterplan and whether Duke Street is dualled. | | | 2 | £20m- £50m | |
| 4114 | New north-south link and bridge | This scheme would prov connecting Gorsey Lane to Beaufort Road with as over East Float. | at the junct | tion with the A59 | Wirral Waters EZ | 3 | 230111 | |
| Package Deliv | erv | | | | ' | | | |
| | | | | | | | | |
| Lead Delivery Organisation | | Delivery Partners | | | Role of partners | | | |
| Wirral Council | | The Peel Group | | | Support Wirral Council in the implementation of highway improvements. | | | |
| Timescales: M | ledium / Long (2025 - 2035 |) | | | | | | |
| Phasing | 2/3 | Bid and Approval | 2025-27 | | Planning and Construction | 2029-203 | 32 | |
| Land Ownersh | nip and Planning | Dependencies | | | Project Risks | | | |
| Unknown at thi | s stage | None | | | None | | | |
| Package Fund | ling & Progression | | | | | | | |
| Package Size (estimated cost) | £20m-£50m | Revenue Funding Req | uirement? | N/A | Funding sources | LGF | | |
| Alignment with LCR Transport Strategy objectives | | | | | | | | |
| 1. Economic Growth | | all doment with 4 Local access and connectivity | | Excellent package alignment with strategic objectives | | | | |
| 2. Supporting Visit | Some package alignment with strategic objectives Some package 5. Social impacts | | Good package alignment with strategic objectives | | | | | |
| 3. Environmental | | Some package alignment with strategic objectives | 6. Deliverabili | ty | Some package alignment with strategic objectives | | | |

| Overview Package No. | Type of Pa | ckage | | | Package Name | | | |
|-------------------------------------|--|---|--|---|--|-------------------|----------------------------|--|
| 11 | Highway Impro | | | Wirral V | Vaters Supporting Hi | ghways | | |
| Package Back Description | ground | The predicted growth in greater capacity and inci | reased footfa | all in the area. This | package provides a | | | |
| Package Object | | The provision of improved highways able to accommodate future growth aims to realise the full ambitions of Wirral Waters and attract investment and people into the area. This package will reduce congestion and severance, whilst improving connectivity for pedestrians, futureproofing the area for future development associated with Wirral Waters. | | | | | | |
| Ref. | in this Package Name | Scheme Description | | | Spatal Priority | Delivery Phase | Estimated Cost Range | |
| 4.1.3.1 | Wallasey Bridge Road Improvements | Wallasey Bridge Road is highway corridor, it is als and cyclists to access er This scheme would enha infrastructure and provid | so used by manployment a sance active to | nany pedestrians nd transport hubs. ravel | Wirral Waters EZ | 1 | | |
| 4.1.3.2 | Beaufort Road and Wallasey Bridge Road (City Boulevard) | corridor along Beaufort F create City Boulevard. T | nis scheme involves creating a new multi-modal bridor along Beaufort Road and Corporation Road to eate City Boulevard. This would run alongside the ansit corridor utilising the former rail alignment. | | | 2 | | |
| 4.1.3.3 | A5030 Beaufort Road / A5088 Wallasey Bridge Road junction improvements | Bridge Road junction is a diameter roundabout wh | ne existing A5030 Beaufort Road / A5088 Wallasey idge Road junction is a constrained 30 metre ameter roundabout which is in need of improvement of the for vehicle capacity and for pedestrians and clists trying to cross it. | | | 3 | £20m- £50m | |
| 4.1.3.4 | Corporation Road / Cavendish Street / Cleveland Street junction improvements | improvements to increas meeting future demand of Zone. | This scheme would consist of a series of junction improvements to increase capacity on the network, neeting future demand generated by the Enterprise Cone. This scheme would provide new vehicular access into | | | 3 | | |
| 4.1.3.7 | New development access from Beaufort Road and Wallasey Bridge Road | he development site from Beaufort Road and Vallasey Bridge Road, including servicing and delivery raffic. | | | Wirral Waters EZ | 3 | | |
| 4.1.3.8 | A5027 Gorsey Lane / Kingsway Tunnel junction improvements | To provide junction improvements at the A5027 Gorsey Lane / Kingsway Tunnel junction, this scheme would introduce signal controls to improve capacity at this point. | | | Wirral Waters EZ | 1 | | |
| Package Deliv | ery | | | | | | | |
| Lead Delivery | Organisation | Delivery Partners | | | Role of partners | | | |
| Wirral Council | | The Peel Group | | | Support Wirral Council in the implementation of highway / junction improvements. | | | |
| Timescales: S | hort, Medium, Long (2020 - | 2035) | | | | | | |
| Phasing Land Ownersh | 1 / 2 / 3 nip and Planning | Bid and Approval Dependencies | 2020-2025, | 2028-2030 | Planning and Construction Project Risks | 2023- | 2024, 2032-2034 | |
| Unknown at this | | None | | | None | | | |
| Package Fund | ing & Progression | | | | | | | |
| Package Size (estimated cost) | £20m-£50m | Revenue Funding Requ | uirement? | N/A | Funding sources | | Highways enge Fund | |
| Alignment wit | h LCR Transport Strategy ol | ojectives | | | | | | |
| 1. Economic Grov | vth | Excellent package alignment with strategic objectives | 4. Local acces | ss and connectivity | Good package align | ment with str | ategic objectives | |
| 2. Supporting Visi | tor Economy | objectives | Good package lignment with strategic 5. Social impacts | | Excellent package alignment with strategic objectives | | | |
| 3. Environmental | | Some package alignment with strategic objectives | Some package aligrobjectives | | nment with strategic | | | |

| Description This package looks to provide a series of active travel measures and infrastructure, impliniss/corridors and enhanced safety for pedestinans/cyclists in the area. This includes or will provide a hance of pedestinan crossings and cycle routes, and may green links that play-quality public route heroposition and safety of active travel in the area through enhancing pedestrian crossings and cycle routes. Enhancing public realm and developing earn control or survival in the area through enhancing pedestrian crossings and cycle routes. Enhancing public realm and developing even control savil make the area more attractive for invarial invariant and to potential and vibilities. Forming a catalyst for growth. This package Ref. Name Scheme Description Spatial Priority Phase This scheme involves the development of a green transport corridor corridor. Amend City Boulevard from Canning Street. Along Corporation Road and Besulfort Road. 4.1.4.2 Tover Road / Birkinshaad Road pedestrian / cycle link is the Towns Pridge / Birkinshaad Road pedestrian of cycle link is the Towns Pridge / Birkinshaad Road pedestrian of cycle link is the Towns Pridge / Birkinshaad Road pedestrian of cycle link is the Towns Pridge / Birkinshaad Road Poundabout, linking to the new college and housing at Wirrial Waters. 4.1.4.4 ASD27 Duke Street public realm realments along the ARG27 Duke Street making which the description of the new college and evelopment, improving accessibility for active modes in the area. This scheme would provide a series of public realm enhancements along the ARG27 Duke Street making which the description of the new college and evelopment, the area more attractive to live, work and invest in the area and college and provide and improved cycle links with the existing network, including the National Cycle Network and Loseove. This scheme would provide a new green corridor and provide and provide and improved carea with the scheme involves the provision of a new Dock Road cycle route along Canning Street to e | Overview Package No. | Type of Pa | | Package Name | | | | | |
|--|-------------------------|--|---|---|---|---|--|---|---------------------------|
| Description This package looks to provide a series of active travel measures and infrastructure, implination and enhanced safety for pedestrains/collasts in the area. This includes a will provide enhanced pedestrian crossings and cycle routes, and new green links that they have been a series of the provides of the provides and provides and provides and provides and provides. Enhancing public realm learned and evolution, committee and cycle routes. Enhancing public realm learned and evolution, committee and cycle routes. Enhancing public realm and developing green coordors will make the area more structive for inward investment and to potential and violation. Soming a causity of the growth. This peakage also are to microarea the update and violation. Soming a causity of the growth. This peakage also are to microarea the update and violation. Soming a causity of the growth. This peakage also are to microarea the update and violation. Soming a causity of the growth. This peakage also are to microarea the update and violation. Soming a causity of the growth. This peakage also are to microarea the update and violation. Soming a causity of the growth. This peakage also are to microarea the update and violation. Soming a causity of the growth. This peakage also are to microarea the update and violation. The peakage also are to microarea the update and violation. The peakage also are to microarea the update and the provides of the growth. This peakage also are to microarea the update and the provides and the provides and the growth of the growth and the growth of t | 12 Packago Back | | provements Wirra | I Waters Active Tra | avel | | | | |
| Travel modes. Travel modes Travel modes Travel modes Travel modes | Description | | links/corridors and enhanced safety for pedestrians/cy will provide enhanced pedestrian crossings and cycle high-quality public realm features. This package aims to improve the provision and safet enhancing pedestrian crossings and cycle routes. Entry green corridors will make the area more attractive for | rclists in the area. routes, and new groutes, and new groups of active travel in nancing public realinward investment | This includes scl reen links that be the area throug m and developin and to potential | nemes that enefit from h ng new residents | | | |
| Ref. Name Scheme Description This scheme involves the development of a green transport corridor corporation Road and Beaufor Road — This scheme would provide a new roundabout provide and provide provide and pro | | | | ge also all is to life | rease the uptaki | e oi aciive | | | |
| City Boulevard (green transport corridor Corporation Road and Baudroft Road This scheme involves the development of a green transport corridor Corporation Road and Baudroft Road. Tower Road / Birkenhead Road pedestrian / cycle link Baudroft Road. Tower Road / Birkenhead Road countabout, Irishing to the new college and housing at Urrial Waters EZ 2 Brootbridge on Dockside Route 4.1.4.3 Footbridge on Dockside Route A.5027 Duke Street public realm Charles and cycle link at the Tower Bridge / Birkenhead Road forud make to college development, improving accessibility for active modes in the area. A.5027 Duke Street public realm craim proving accessibility for active modes in the area. A.5027 Duke Street public realm craim proving accessibility for active modes in the area. A.5027 Duke Street public realm craim proving accessibility for active modes in the area. A.5027 Duke Street public realm craim proving accessibility for active modes in the area. A.1.4.5 Wallasey Bridge Road cycle could craim proving accessibility for active modes in the area. A.1.4.6 Dock Road cycle route This scheme would provide a cycle route along Wallasey Bridge Road cycle and improved cycle links which the existing network, including the National Cycle Network and Leasowe. This scheme would provide a cycle route along Wallasey Bridge Road Cycle route from Tower Road to Wallasey Bridge Road was a cycle route from the provide greater accessibility to Wirral Waters EZ 2 A.1.4.8 Toucan crossings on Wallasey Bridge Road was an and provide greater accessibility to Wirral Waters EZ 3 A.1.4.9 River Birket route into West Float A.1.4.10 Cycle Route along Canning Street to enhance the active travel was and provide greater accessibility to Wirral Waters EZ 3 A.1.4.10 Wirral Waters Pedestrian wayfinding at one was an and provide an ewe used control accessional way for a provide greater accessibility in Wirral Waters EZ 4 A.1.4.11 Wirral Waters Pedestrian wayfinding as anot provide a new green corridor along the River Birket into West | Schemes with | nin this Package | | | | | | | |
| transport corridor, named City Boulevard from Corporation Road and Beaufort Road . Tower Road / Birkenhear Road pedestrian / cycle link stocknew would provide a new roundabout padestrian / cycle link stocknew would provide a new roundabout padestrian / cycle link stocknew would provide a new roundabout padestrian / cycle link stocknew would provide a new roundabout padestrian and cycle link at the Tower Bridge / Broad pedestrian / cycle link stocknew would provide a roboth go to he new college and housing at Wirral Waters. 4.1.4.3 Footbridge on Dockside Route in Pockside route next to college development, improving accessibility for active modes in the area. 4.1.4.4 A5027 Duke Street public realm enhancements along the A5027 Duke Street, making the area more attractive to live, work and invest in. 4.1.4.5 Wallasey Bridge Road cycle and provide a cycle route along Wallasey Bridge Road cycle and improved cycle links with the existing network, including the National Cycle Network and Leasowe. 4.1.4.6 Dock Road cycle route Broad Pedestrian crossings on Tower Road to Wallasey Bridge Road cycle and more provided provide a cycle route along with the existing network, including the National Cycle Network and Leasowe. 4.1.4.7 Pedestrian crossings on Tower Road to wallasey Wirral Waters EZ 2 4.1.4.8 Toucan crossings on Pade to the world provide and the provided provided provided greater accessibility to Wirral Waters EZ 3 4.1.4.9 River Birket route into West Float 4.1.4.10 Cycle Route along Canning Street to enhance the active travel structure in the area and provide greater accessibility to Wirral Waters. 4.1.4.11 Wirral Waters Pedestrian wayfinding strategy 4.1.4.12 Extend Victoria Park to Dock Road, providing a high quality parkscape that enables active travel infrastructure in the area and improve accessibility with Wirral Waters EZ 1 4.1.4.11 Duke Street Active Travel Improvements are proposed to enhance the pedestrian and cycle infrastructure would provide a Green Link between Wirral Waters EZ 2 4.1.4 | Ref. | | | Name Scheme Description | | Name Scheme Description Spatial Priority | | _ | Estimate Cost Range |
| destrain and cycle link at the Tower Bridge / Sirkenhead Road pedestrian / cycle link streehhead Road roundabout, linking to the new college and housing at Wirral Waters. 1.4.1.4.3 Footbridge on Dockside Route The Scheme would provide a footbridge on the dockside route next to college development, improving accessibility for active modes in the area. Wirral Waters EZ 2 1.4.1.4.4 A5027 Duke Street public realm This scheme involves a series of public realm Wirral Waters EZ 2 1.4.1.4.5 Wallasey Bridge Road cycle Wallasey Bridge Road cycle and improved cycle links with the existing network, including the National Cycle Network and Leasowe. This scheme would provide a cycle route along Cycle Network and Leasowe. Wirral Waters EZ 2 1.4.1.4.6 Dock Road cycle route Pedestrian crossings on Tower Road to reduce severance in the area and provide greater accessibility to Wirral Waters EZ 2 1.4.1.4.7 Pedestrian crossings on Tower Road to reduce severance in the area and provide greater accessibility to Wirral Waters EZ 3 1.4.1.4.8 Pedestrian crossings on Wallasey Bridge Road cycle route wallasey Bridge Road or reduce severance in the area and provide greater accessibility to Wirral Waters EZ 3 1.4.1.4.9 River Birket route into West Float Tower Birket into West Float Tower Birket route into West Float Waters. This scheme would provide a new cycle route along Canning Street or enhance the active travel infrastructure in the area and improve accessibility into Wirral Waters EZ 1 1.4.1.4.10 Wirral Waters Pedestrian wayfinding strategy 1.4.1.4.11 Wirral Waters Pedestrian wayfinding strategy to enhance pedestrian wayfinding strategy 1.4.1.4.12 Duke Street Active Travel Improvements are proposed to enhance the pedestrian and cyclestrian wayfinding around Wirral Waters. This would include improved signage and pedestrian wayfinding around wirral Waters EZ 2 1.4.1.4.13 Duke Street Active Travel Improvements are proposed to enhance the pedestrian and cycles in the north conditions are proposed to enhance the pedestrian and | l.1.4.1 | transport corridor Corporation Road and | transport corridor, named City Boulevard from Canning Street, along Corporation Road and Beaufort Road. | Wirral Waters EZ | 2 | | | | |
| dockside route next to college development, improving accessibility for active modes in the area. A5027 Duke Street public realm A5027 Duke Street public realm A5027 Duke Street public realm A1.4.4.4 A5027 Duke Street public realm A5027 Duke Street public realm A1.4.5 Wallasey Bridge Road cycle route along that area more attractive to live, work and invest in. This scheme would provide a cycle route along wallasey Bridge Road cycle and improved cycle links with the existing network, including the National Cycle Nativork and Leasowe. A1.4.6 Dock Road cycle route Dock Road cycle route This scheme involves the provision of a new Dock Road cycle route along to a cycle route into West Float A1.4.4.9 River Birket route into West Float A1.4.4.10 Cycle Route along Canning Street A1.4.4.10 Cycle Route along Canning Street A1.4.4.11 Walters Pedestrian wayfinding strategy A1.4.4.11 Walters Pedestrian wayfinding strategy A1.4.4.12 Extend Victoria Park to Dock Road A1.4.4.13 Extend Victoria Park to Dock Road A1.4.4.14 Duke Street Active Travel Improvements A1.4.4.15 Unke Street Active Travel Improvements A1.4.4.16 Unke Street Active Travel Improvements A1.4.4.17 Unke Street Active Travel Improvements A1.4.4.18 Unke Street Active Travel Improvements A1.4.4.19 Unke Street Active Travel Improvements A1.4.4.10 Unke Street Active Travel Impro | l.1.4.2 | | pedestrian and cycle link at the Tower Bridge / Birkenhead Road roundabout, linking to the new | Wirral Waters EZ | 1 | | | | |
| 4.1.4.1 And a street public realm enhancements along the A5027 Duke Street, making wirral Waters EZ 2 the area more attractive to live, work and invest in. This scheme would provide a cycle route along Wallasey Bridge Road cycle and improved cycle links with the existing network, including the National Cycle Network and Leasowe. 4.1.4.6 Dock Road cycle route This scheme involves the provision of a new Dock Road cycle route from Tower Road to Wallasey Bridge Road. This scheme involves the provision of a new Dock Road cycle route from Tower Road to Wallasey Bridge Road. This scheme would provide reversibility to Wirral Waters EZ 2 for an and provide greater accessibility to Wirral Waters EZ 1 for an and provide greater accessibility to Wirral Waters EZ 3 for an and provide greater accessibility to Wirral Waters EZ 3 for an and provide greater accessibility to Wirral Waters EZ 3 for an and provide greater accessibility to Wirral Waters EZ 3 for an and provide greater accessibility to Wirral Waters EZ 3 for an and provide greater accessibility to Wirral Waters EZ 3 for an and provide greater accessibility to Wirral Waters EZ 3 for an and provide greater accessibility to Wirral Waters EZ 3 for an and provide greater accessibility to Wirral Waters EZ 3 for an and provide greater accessibility in Wirral Waters EZ 3 for an and cyclists. This scheme would provide an ew green corridor along the River Birket into West Float for pedestrians and cyclists. This scheme would provide an ew cycle route along Canning Street to enhance the active travel infrastructure in the area and improve accessibility in Wirral Waters Waters in Wirral Waters EZ 1 for Wirral Waters Waters in Waters Waters in Waters Waters in Waters EZ 1 for Waters in Waters Waters in Waters EZ 2 for which waters | l.1.4.3 | | dockside route next to college development, | Wirral Waters EZ | 2 | | | | |
| Wallasey Bridge Road cycle Wallasey Bridge Road cycle and improved cycle links with the existing network, including the National Cycle Network and Leasowe. | 1.1.4.4 | · | enhancements along the A5027 Duke Street, making | Wirral Waters EZ | 2 | | | | |
| 4.1.4.16 Dock Road cycle route Road cycle route from Tower Road to Wallasey Bridge Road. Pedestrian crossings on Tower Road to reduce severance in the area and provide greater accessibility to Wirral Waters EZ 1 Toucan crossings on Wallasey Bridge Road This scheme would provide new toucan crossings on Wallasey Bridge Road to reduce severance in the area and provide greater accessibility to Wirral Waters EZ 1 4.1.4.9 River Birket route into West Float for pedestrians and cyclists. Cycle Route along Canning Street to enhance the active travel infrastructure in the area and improve accessibility into Wirral Waters EZ 2 4.1.4.11 Wirral Waters Pedestrian wayfinding strategy This scheme would provide a new cycle route along Canning Street to enhance the active travel infrastructure in the area and improve accessibility into Wirral Waters Via active modes. This scheme would develop a strategy to enhance pedestrian wayfinding strategy infrastructure, building upon other proposed active travel schemes for Wirral Waters. This would include improved signage and pedestrian infrastructure, building upon other proposed active travel enables active travel modes to access Wirral Waters EZ 1 4.1.4.11 Duke Street Active Travel Improvements are proposed to enhance the pedestrian and cyclist infrastructure, building upon other proposed active travel schemes for Wirral Waters. This scheme would extend Victoria Park to Dock Road providing a high quality parkscape that enables active travel modes to access Wirral Waters EZ 2 4.1.4.14 Duke Street Active Travel Improvements are proposed to enhance the pedestrian and cyclist infrastructure around Wirral Waters. This includes improved cycleways and widening of pedestrian footways. This scheme would provide a Green Link between Wirral Waters and Birkenhead Park. This link would incorporate high-quality parketive travel firstructure and enhanced public realm providing accessibility to wirral Waters EZ 2 | l.1.4.5 | 1 | Wallasey Bridge Road cycle and improved cycle links with the existing network, including the National | Wirral Waters EZ | 2 | | | | |
| 4.1.4.7 Pedestrian crossings on Tower Road to reduce severance in the area and provide greater accessibility to Wirral 4.1.4.8 Toucan crossings on Wallasey Bridge Road waters. 4.1.4.9 River Birket route into West Float 4.1.4.10 Cycle Route along Canning Street 4.1.4.11 Wirral Waters Pedestrian wayfinding strategy 4.1.4.11 Extend Victoria Park to Dock Road 4.1.4.12 Duke Street Active Travel Improvements 4.1.4.13 Duke Street Active Travel Improvements 4.1.4.14 Green Link: Wirral Waters waters and bridge and provide and pro | l.1.4.6 | Dock Road cycle route | Road cycle route from Tower Road to Wallasey Bridge Road. | Wirral Waters EZ | 2 | | | | |
| 4.1.4.18 Toucan crossings on Wallasey Bridge Road Wallasey Bridge Road to reduce severance in the area and provide greater accessibility to Wirral Waters EZ 3 4.1.4.19 River Birket route into West Float This scheme would provide a new green corridor along the River Birket into West Float for pedestrians and cyclists. 4.1.4.10 Cycle Route along Canning Street on enhance the active travel infrastructure in the area and improve accessibility into Wirral Waters EZ 1 4.1.4.11 Wirral Waters Pedestrian wayfinding strategy Wirral Waters via active modes. 4.1.4.13 Extend Victoria Park to Dock Road This scheme would extend Victoria Park to Dock Road Park to Dock Road This scheme would extend Victoria Park to Dock Road Providing a high quality parkscape that enables active travel modes to access Wirral Waters EZ 1 4.1.4.14 Duke Street Active Travel Improvements are proposed to enhance the pedestrian and cyclist infrastructure around Wirral Waters. This includes improved cycleways and widening of pedestrian and cyclist infrastructure around Wirral Waters. This includes improved cycleways and widening of pedestrian dotoways. This scheme would provide a Green Link between Wirral Waters to Birkenhead Park Wirral Waters EZ 2 Wirral Waters EZ 2 Wirral Waters EZ 2 | 1.1.4.7 | _ | crossings on Tower Road to reduce severance in the area and provide greater accessibility to Wirral | Wirral Waters EZ | 1 | | | | |
| 4.1.4.19 River Birket route into West Float Float for pedestrians and cyclists. Wirral Waters EZ 3 4.1.4.10 Cycle Route along Canning Street to enhance the active travel infrastructure in the area and improve accessibility into Wirral Waters via active modes. This scheme would develop a strategy to enhance pedestrian wayfinding strategy Wirral Waters Pedestrian wayfinding around Wirral Waters. This would include improved signage and pedestrian infrastructure, building upon other proposed active travel schemes for Wirral Waters. This scheme would extend Victoria Park to Dock Road Extend Victoria Park to Dock Road providing a high quality parkscape that enables active travel modes to access Wirral Waters EZ from the north. A series of Duke Street Active Travel Improvements are proposed to enhance the pedestrian and cyclist infrastructure around Wirral Waters. This includes improved cycleways and widening of pedestrian footways. This scheme would provide a Green Link between Wirral Waters and Birkenhead Park. This link would incorporate high-quality active travel infrastructure and enhanced public realm providing accessibility to | l.1.4.8 | _ | Wallasey Bridge Road to reduce severance in the area and provide greater accessibility to Wirral | Wirral Waters EZ | 3 | £3m-£10r | | | |
| Cycle Route along Canning Street to enhance the active travel infrastructure in the area and improve accessibility into Wirral Waters via active modes. Wirral Waters Pedestrian wayfinding strategy This scheme would develop a strategy to enhance pedestrian wayfinding strategy This scheme would develop a strategy to enhance pedestrian wayfinding around Wirral Waters. This would include improved signage and pedestrian infrastructure, building upon other proposed active travel schemes for Wirral Waters. This scheme would extend Victoria Park to Dock Road, providing a high quality parkscape that enables active travel modes to access Wirral Waters EZ This scheme would extend Victoria Park to Dock Road, providing a high quality parkscape that enables active travel modes to access Wirral Waters from the north. A series of Duke Street Active Travel Improvements are proposed to enhance the pedestrian and cyclist infrastructure around Wirral Waters. This includes improved cycleways and widening of pedestrian footways. This scheme would provide a Green Link between Wirral Waters and Birkenhead Park. This link would incorporate high-quality active travel infrastructure and enhanced public realm providing accessibility to | 1.1.4.9 | | along the River Birket into West Float for pedestrians | Wirral Waters EZ | 3 | | | | |
| 4.1.4.11 Wirral Waters Pedestrian wayfinding around Wirral Waters. This would include improved signage and pedestrian infrastructure, building upon other proposed active travel schemes for Wirral Waters. 4.1.4.13 Extend Victoria Park to Dock Road Extend Victoria Park to Dock Road This scheme would extend Victoria Park to Dock Road, providing a high quality parkscape that enables active travel modes to access Wirral Waters from the north. A series of Duke Street Active Travel Improvements are proposed to enhance the pedestrian and cyclist infrastructure around Wirral Waters. This includes improved cycleways and widening of pedestrian footways. This scheme would provide a Green Link between Wirral Waters and Birkenhead Park. This link would incorporate high-quality active travel infrastructure and enhanced public realm providing accessibility to | l.1.4.10 | | Canning Street to enhance the active travel infrastructure in the area and improve accessibility | Wirral Waters EZ | 1 | | | | |
| 4.1.4.13 Extend Victoria Park to Dock Road Road, providing a high quality parkscape that enables active travel modes to access Wirral Waters from the north. A series of Duke Street Active Travel Improvements are proposed to enhance the pedestrian and cyclist infrastructure around Wirral Waters. This includes improved cycleways and widening of pedestrian footways. This scheme would provide a Green Link between Wirral Waters and Birkenhead Park. This link would incorporate high-quality active travel infrastructure and enhanced public realm providing accessibility to Wirral Waters EZ 2 | l.1.4.11 | | pedestrian wayfinding around Wirral Waters. This would include improved signage and pedestrian infrastructure, building upon other proposed active | Wirral Waters EZ | 1 | | | | |
| 4.1.4.14 Duke Street Active Travel Improvements Duke Street Active Travel Improvements are proposed to enhance the pedestrian and cyclist infrastructure around Wirral Waters. This includes improved cycleways and widening of pedestrian footways. This scheme would provide a Green Link between Wirral Waters and Birkenhead Park. This link would incorporate high-quality active travel infrastructure and enhanced public realm providing accessibility to Duke Street Active Travel are proposed to enhance the pedestrian and cyclist infrastructure around Wirral Waters. This includes improved cycleways and widening of pedestrian footways. This scheme would provide a Green Link between Wirral Waters and Birkenhead Park. This link would incorporate high-quality active travel infrastructure and enhanced public realm providing accessibility to | 1.1.4.13 | | Road, providing a high quality parkscape that enables active travel modes to access Wirral Waters | Wirral Waters EZ | 2 | | | | |
| Green Link: Wirral Waters to Birkenhead Park This scheme would provide a Green Link between Wirral Waters and Birkenhead Park. This link would incorporate high-quality active travel infrastructure and enhanced public realm providing accessibility to | l.1.4.14 | | are proposed to enhance the pedestrian and cyclist infrastructure around Wirral Waters. This includes improved cycleways and widening of pedestrian | Wirral Waters EZ | 2 | | | | |
| Will all Waters Hoff the South. | l.1.4.15 | | This scheme would provide a Green Link between Wirral Waters and Birkenhead Park. This link would incorporate high-quality active travel infrastructure | Wirral Waters EZ | 2 | | | | |
| Package Delivery | Package Deliv | very | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| Lead Delivery Organisation Delivery Partners Role of partners | ead Delivery | Organisation | Delivery Partners | Role of partners | | | | | |

| Wirral Council | | The Peel Group | | | Support Wirral Council in the implementation of active travel infrastructure and related schemes. | | |
|---------------------------|----------------------------|--|----------------------------------|-----------------|---|--------------------------|--|
| Timescales: S | hort, Medium, Long (2020 - | 2035) | | | | | |
| Phasing | 1/2/3 | Bid and Approval | 2020-2025, | 2028-2030 | Planning and Construction | 2023-2024, 2032- 2034 | |
| Land Ownersh | nip and Planning | Dependencies | | | Project Risks | | |
| Unknown at thi | | None | None N | | | | |
| Package Fund Package Size | ling & Progression | | | | | LGF, STEP, Walking | |
| (estimated cost) | £3m-£10m | Revenue Funding Requirement? N/A | | Funding sources | and Cycling fund | | |
| Alignment wit | h LCR Transport Strategy o | bjectives | | | | | |
| 1. Economic Growth | | Some package alignment with strategic objectives | 4. Local access and connectivity | | Excellent package alignment with strategic objectives | | |
| 2. Supporting Visi | tor Economy | Good package alignment with strategic objectives | 5. Social impacts | | Excellent package alignment with strategic objectives | | |
| 3. Environmental | | Good package alignment with strategic objectives | 6 Deliverability | | Excellent package alignment with strategic objectives | | |

| Overview Package No. | | | | | | | | | | |
|---|--|---|------------------------------|---------------------------------|---|-------------------|---------------------------|--|--|--|
| 13 | Public Transport E | | | Wo | Vorld-Class Public Transport | | | | | |
| Package Backg Description | round | This package contains a series of schemes that are focused on improving public transport across Wirral. There are a number of bus related measures that include integrated ticketing and greater connectivity with other modes. The package also includes aspirations to develop a rapid transit network to serve a population where the existing Merseyrail network fails to serve and the future growth of Wirral Waters. | | | | | | | | |
| Package Objectives | | The objectives of this package are to increase public transport patronage and develop a 'world class' public transport network in Wirral that encourages multi-modal trips with integrated ticketing. This aims to reduce dependence on the car and provide public transport that will meet future demand generated by development, specifically around Wirral Waters. | | | | | | | | |
| Schemes within | n this Package | | | | | | | | | |
| Ref. | Name | Scheme Description | | | Spatial Priority | Delivery Phase | y Estimated Cost Range | | | |
| 1.5.4.1 | Integration of Merseyside ticketing with Deeside and Cheshire West | The scheme would deliv availability for routes cor residential locations outs Region to Wirral. | nnecting key | employment and | Borough-wide | 1 | £3m-£10m | | | |
| 1.6.3.2 | Access to Deeside (PT) | The scheme would deliv provision, including addi taxis to meet travel dema Deeside, particularly for | tional bus se and between | rvices and shared Wirral and | Borough-wide | 1 | £100,000- £500,000 | | | |
| 2.1.3.2 | Relocation of Birkenhead Bus Station | This scheme would relocate the current area for town centre, relocating the suited for bus movements. | or new deve | lopment in the | Birkenhead Town Centre | 1 | £10m-£20m | | | |
| 4.1.5.1 | Rapid Transit - Wirral Waters to Liverpool | This scheme would prov scheme to connect Wirra potential use of the exist Tunnels. | al Waters to | Liverpool with | Wirral Waters EZ | 3 | £20m-£50m | | | |
| 4.1.5.2a | Rapid Transit - New Brighton to Rock Ferry via Wirral Waters - Phase 1 | This scheme would prov scheme that would conn Ferry, via Wirral Waters | ect New Brig . This would | hton to Rock capture an area | Wirral Waters / Birkenhead Town Centre | 1 | £3m-£10m | | | |
| 4.1.5.2b | Rapid Transit - New Brighton to Rock Ferry via Wirral Waters - Phase 2 | which the existing Merse and provide connectivity network at Birkenhead / | to the wider | public transport | Wirral Waters / Birkenhead Town Centre | 2 | £3m-£10m | | | |
| 4.1.5.3 | Bus routes diverted via Wirral Waters (410, 411, 413, 414) | This scheme would divert several bus routes from New Brighton, Woodside and Seacombe via Wirral Waters to enhance bus connectivity across the area. | | | Wirral Waters EZ | 1 | n/a | | | |
| 7.1.1.2 | New Brighton Accessibility Improvements (Parking Review/Land Train) | This scheme would increase investment in car parking and utilisation strategies of the car parking provided at the other end of the promenade with measures in place to access the town during peak periods, as part of the Wirral Visitor Economy. | | | New Brighton | 1 | £1m-£3m | | | |
| 8.3.1.3 | Brimstage Bus Connectivity | This scheme will improve associated bus infrastructure providing access to job of from Heswall. | cture upgrade | es to stops, | Local Town Centres | 1 | £1m-£3m | | | |
| 8.3.2.3 | Improved and integrated Taxi and DRT Coverage | This scheme would impr Wirral, and utilise new to time, integrated taxi cove | echnologies t | _ | Borough-wide | 1 | £1m-£3m | | | |
| Package Delive | ry | | | | | | | | | |
| Lead Delivery C | Organisation | Delivery Partners | | | Role of partners | | | | | |
| Merseytravel | | Wirral Council, Cheshire West and Chester Council, Bus Operators, The Peel Group | | | Support Wirral Council in the development of schemes further and the development of a case for funding. | | | | | |
| Timescales: Short, Medium, Long (2020 - 2 | | 035) | | | · | | | | | |
| Phasing | 1/2/3 | Bid and Approval 2020-2025, 2028-2030 | | | Planning and 2023-2024, 2032-2034 Construction | | | | | |
| | p and Planning | Dependencies | | | Project Risks | | | | | |
| Unknown at this | siage | None | | | None | | | | | |
| Package Funding & Progression | | | | | | | | | | |
| Package Size (estimated cost) | £50m - £100m | Revenue Funding Requ | uirement? | Yes | Funding sources | LG | GF | | | |

| Alignment with LCR Transport Strategy objectives | | | | | | | | |
|--|--|----------------------------------|---|--|--|--|--|--|
| 1. Economic Growth | Excellent package alignment with strategic objectives | 4. Local access and connectivity | Excellent package alignment with strategic objectives | | | | | |
| 2. Supporting Visitor Economy | Good package alignment with strategic objectives | 5. Social impacts | Excellent package alignment with strategic objectives | | | | | |
| 3. Environmental | Good package alignment with strategic objectives | 6. Deliverability | Some package alignment with strategic objectives | | | | | |

| Overview | | | | | | | | | | |
|-------------------------------------|---|--|---|--|--|-------------------|----------------------------|--|--|--|
| Package No. | Type of Pa Highways impl | | | Δ/1 Q i | Package Name te Access Improvements | | | | | |
| Package Back | | ovements | | A41 01 | te Access improve | erricino. | | | | |
| Description | | This package provides a series of schemes focused on improving access along the A41 to key employment and development sites, and from the south into Birkenhead Town Centre. The package consists of several schemes aimed at increasing capacity, improving pedestrian connectivity and altering the existing road network to enhance the area. | | | | | | | | |
| Package Obje | ctives | The package has the potential to improve accessibility to public transport across the borough and enhance mode split for journeys to work by bus/rail, as well as increase footfall along the corridor, linking to Birkenhead town centre and the key employment sites along the A41 corridor. | | | | | | | | |
| Schemes with | nin this Package | | | | | | | | | |
| Ref. | Name | Scheme Description | | | Spatial Priority | Delivery Phase | Estimated Cost Range | | | |
| 5.1.1.1 | Access to Hind Street - Mollington Link Road | This scheme would con Mollington Link Road, a flyover. | | | A41 Corridor | 2 | £10m- £20m | | | |
| 1.6.1.7 | Queensway Toll Plaza Re- modelling / Removal | This scheme would aim capacity through remod in Wirral and instead uti administer the toll syste | elling/remov ilising ANPR | ng the toll plaza | A41 Corridor | 1 | £10m- £20m | | | |
| 5.2.2.2 | Green Lane Roundabout capacity improvements | This scheme would comimprovements to Green capacity, flow and journ Strategic Corridor. Journ peak periods will be imp | Lane rounda ey time relial ney times on | about to increase bility of the A41 the A41 during | A41 Corridor | 1 | £3m-£10m | | | |
| 5.2.2.4 | Ivy Street junction capacity improvements | The scheme would comimprovements to the lvy increase capacity, flow the A41 Strategic Corrid | ion in order to | A41 Corridor | 1 | £1m-£3m | | | | |
| 5.2.2.5 | Campbeltown Road capacity improvements | This scheme proposes improvements to | | | A41 Corridor | 1 | £1m-£3m | | | |
| 5.2.2.6 | Improve pedestrian linkage to Birkenhead Town Centre from south | This scheme would involve a series of improvements to pedestrian linkages to Birkenhead Town Centre from the south. | | | A41 Corridor | 1 | £1m-£3m | | | |
| 5.2.2.7 | A41 / A552 / Flyover remodelling | This scheme would consist of a series of alterations to the A41/A552 and involve remodelling the flyover area. | | | A41 Corridor | 1 | £10m- £20m | | | |
| 5.2.2.9 | A41 Southern Bus Access improvements | This scheme proposes the delivery of new or enhanced bus services, including where appropriate infrastructure improvements, connecting rail stations and town centres with employment sites and retail parks along the A41 Corridor. | | | A41 Corridor | 1 | £1m-£3m | | | |
| Package Deliv | /arv | | | | | | | | | |
| rackage Delik | very | | | | | | | | | |
| Lead Delivery | Organisation | Delivery Partners | | | Role of partners | i. | | | | |
| Wirral Council | | Merseytravel | | | Support Wirral Council in the implementation of schemes to improve accessibility along the A41 corridor. | | | | | |
| Timescales: S | Short (2020 - 2025) | | | | | | | | | |
| Phasing | 1/2 | Bid and Approval | 2020-2022 | | Planning and Construction | 2023- | 2024 | | | |
| | hip and Planning | Dependencies None | | | Project Risks | | | | | |
| OHKHOWH AT Th | ıs slaye | INOUE | | | None | | | | | |
| Package Fund | ding & Progression | | | | | | | | | |
| Package Size (estimated cost) | £50m-£100m | Revenue Funding Requirement? Yes | | | Funding source | s LGF | LGF | | | |
| Alignment wit | h LCR Transport Strategy o | bjectives | | | | | | | | |
| 1. Economic Grov | wth | Excellent package alignment with strategic objectives | 4. Local acces | s and connectivity | Excellent packag objectives | e alignment | with strategic | | | |

| 2. Supporting Visitor Economy | Good package alignment with strategic objectives | 5. Social impacts | Excellent package alignment with strategic objectives | | |
|-------------------------------|--|-------------------|---|--|--|
| 3. Environmental | Some package alignment with strategic objectives | 6. Deliverability | Excellent package alignment with strategic objectives | | |

| Overview | | | | | | | | | |
|-------------------------------|---|--|------------------------------|--|---|-------------------|----------------------------|--|--|
| Package No. | Type of Pa | | | | Package Name | | | | |
| 15 Package Back | Active Travel / Public Tra | nsport Improvements | | A41 S | ustainable Connectivity | | | | |
| Description | kground | This package enhances sustainable connectivity between the A41 Corridor and the wider Birkenhead area. This is achieved through the provision of new green links between areas to enhance connectivity, and the aspirations for a rapid transit system along the former dock rails | | | | | | | |
| Package Obje | ctives | The aims of this package is to promote sustainable modes of travel along the A41 Corridor and provide improved linkage along the A41 Corridor to key sites such as the Waterfront and Wirral Waters. The package would provide better connectivity and aim to promote alternative travel modes to driving. | | | | | | | |
| Schemes with | in this Package | | | | | | | | |
| Ref. | Name | Scheme Description | | | Spatial Priority | Delivery Phase | Estimated Cost Range | | |
| 5.2.3.1 | Green Link: Rock Ferry to Seacombe via Former Rail Corridor | This scheme proposes that between Rock Ferry rail corridor. | • | | A41 Corridor | 2 | £3m-£10m | | |
| 5.2.3.2 | Green Link: Woodside to Seacombe via waterfront | This scheme proposes in link between Woodside waterfront. | • | | A41 Corridor | 2 | £3m-£10m | | |
| 5.2.3.3 | Use of former Dock Railway for Rapid Transit | This scheme proposes the development of a series of transit routes on disused railway for rapid transit. | | | A41 Corridor | 2 | £10m- £20m | | |
| Package Deliv | very | | | | | | | | |
| Lead Delivery Organisation | | Delivery Partners | | | Role of partners | | | | |
| Wirral Council | | Merseytravel | | | Support | | | | |
| Timescales: N | Medium (2025 - 2030) | | | | | | | | |
| Phasing | 2 | Bid and Approval | 2025-2026 | | Planning and 2028-2030 | | 0 | | |
| Land Owners | hip and Planning | Dependencies | | | Project Risks | | | | |
| Unknown at th | · · · · · · · · · · · · · · · · · · · | None | | | None | | | | |
| Package Fund | ding & Progression | | | | | | | | |
| Package Size (estimated cost) | £20m-£50m | Revenue Funding Requirement? N/A | | | Funding sources LGF, STEP | | | | |
| Alignment wit | h LCR Transport Strategy o | bjectives | | | | | | | |
| 1. Economic Growth | | Excellent package alignment with strategic objectives 4. Local access and connectivity | | Good package alignment with strategic objectives | | | | | |
| 2. Supporting Visitor Economy | | Excellent package alignment with strategic objectives | nment with 5. Social impacts | | Good package alignment with strategic objectives | | | | |
| 3. Environmental | | Some package alignment with strategic objectives | 6. Deliverability | | Excellent package alignment with strategic objectives | | | | |

| Overview | | | | | | | | | |
|-------------------------------------|--|--|---|-----------------------|--|-------------------|----------|--|--|
| Package No. | Type of Pa | | | | Package Name | | | | |
| 16 Package Back | Highways impl | rovements | | Hoyla | ke Golf Tourism Access | | | | |
| Description | ground | and as part of the Maste will support economic g | Developing a world class international golf resort in Hoylake is a long term aspiration of the Cou and as part of the Master Plan, enhanced road access at Saughall Massie is required. The pack will support economic growth and development by ensuring reliable and efficient access to the development for tourism and leisure, as well as for employment and housing. | | | | | | |
| Package Obje | ctives | Infrastructure improvements would support the development of the Golf Resort and associated economic benefits (employment, residential and tourism). The package would also provide high quality linkages to local and strategic networks. | | | | | | | |
| Schemes with | in this Package | | | | | | | | |
| Ref. | Name | Scheme Description | | | Spatial Priority | Delivery Phase | | | |
| 8.2.1.1 | Saughall Massie Link Road New Infrastructure | This scheme would provand into Hoylake town croute across the railway | entre, provid | - | Local Town Centres | 1 | £3m-£10m | | |
| 8.2.1.2 | Saughall Massie Link Road Infrastructure Upgrade | This scheme would upg Saughall Massie Road I West Kirby. The improv pedestrian and cycle fac of the resort and improv | np Lane and Ide high quality | Local Town Centres | 1 | £3m-£10m | | | |
| 8.2.1.3 | Heron Road Improvements | increased lane capacity | Improvement works such as realignment and increased lane capacity are required to improve the alignment and safety of road users. | | | | £3m-£10m | | |
| 8.2.1.4 | Other local access road improvements | This scheme would provimprovements for local increase highway capac | s in the area to | Local Town Centres | 2 | £3m-£10m | | | |
| Package Deliv | ery | | | | | | | | |
| Lead Delivery Organisation | | Delivery Partners | | | Role of partners | | | | |
| Wirral Council | | Private sector | | | Support Wirral Council in the making the case for development to unlock Hoylake's golf tourism market and wider economy. | | | | |
| Timescales: S | short (2020 - 2025) | | | | | | | | |
| Phasing | 1/2 | Bid and Approval | 2020-2022 | | Planning and Construction | 2024-20 | 25 | | |
| | nip and Planning | Dependencies | | | Project Risks | | | | |
| Unknown at thi | s stage | None | | | None | | | | |
| Package Fund | ling & Progression | | | | | | | | |
| Package Size (estimated cost) | £20m-£50m | Revenue Funding Requirement? N/A | | | Funding sources | urces LGF | | | |
| Alignment wit | h LCR Transport Strategy o | bjectives | | | | | | | |
| 1. Economic Growth | | Excellent package alignment with strategic objectives | 4. Local access and connectivity | | Good package alignment with strategic objectives | | | | |
| 2. Supporting Visitor Economy | | Excellent package alignment with strategic objectives | 5. Social impacts | | Good package alignment with strategic objectives | | | | |
| 3. Environmental | | Some package alignment with strategic objectives | 6. Deliverability | | Excellent package alignment with strategic objectives | | | | |

| Overview | T (D | | | | D 1 N | | | | | |
|--|---|---|--|-----------------------------|--|-------------------------------------|-----------|----------------------------|--|--|
| Package No. | | | | | | Package Name enerating New Ferry | | | | |
| | ge Background | | | | | | | | | |
| Description | ground | This package is focused on the regeneration of New / Rock Ferry and the waterfront at this point. To achieve this, the Rock Ferry bypass would be downgraded to remove severance and make the area more accessible for pedestrians. | | | | | | | | |
| Package Obje | ctives | This package aims to provide a catalyst for the regeneration of New / Rock Ferry and reduce severance between the urban area and the waterfront. Through downgrading the Rock Ferry bypass this can provide the opportunity to improve the area's public realm and attract inward investment into the area. | | | | | | | | |
| Schemes within this Package | | | | | | | | | | |
| Ref. | Name | Scheme Description | | | Spatial Priority | Delive Phase | - | Estimated Cost Range | | |
| 8.1.1.1 | Downgrading New / Rock Ferry Bypass: Reconnecting communities | This scheme would dow to remove severance be the waterfront, making it pedestrians and encoura community in the area. | Local Town Centres | £50r | | £50m- £100m | | | | |
| Package Deliv | ery | | | | | | | | | |
| Lead Delivery | Organisation | Delivery Partners | | | Role of partners | | | | | |
| Wirral Council | | Merseytravel | | | Support Wirral Council to explore the feasibility of the scheme and how alternative transport modes can be used. | | | | | |
| Timescales: L | ong (2030 - 2035) | | | | | | | | | |
| Phasing | 3 | Bid and Approval | 2030-2032 | | Planning and Construction | | 2033-2034 | | | |
| Land Ownersh Unknown at thi | nip and Planning | Dependencies None | | | Project Risks None | | | | | |
| | ling & Progression | None | | | None | | | | | |
| Package Size (estimated cost) | £50m-£100m | Revenue Funding Requ | uirement? | N/A | Funding sources | s L | LGF, STEP | | | |
| Alignment with LCR Transport Strategy objectives | | | | | | | | | | |
| 1. Economic Growth Some package alignment with strategic objectives 4. Local access and connectivity objectives Good package alignment with strate objectives | | | | | tegic | | | | | |
| 2. Supporting Visi | Some package alignment with strategic objectives | 5. Social impa | octs | Excellent packag objectives | Excellent package alignment with strategic objectives | | | | | |
| 3. Environmental | | Good package alignment with strategic objectives | Excellent package alignment with st objectives | | | strategic | | | | |

