



Structures Fund template

This template is for local authorities proposing schemes for investment from the Structures Fund. Before completing the template, local authorities should read the [Structures Fund guidance and associated documents](#). Alongside the template, local authorities must also complete the economic toolkit for the proposed scheme.

Part 1 – Details of the Structure Being Promoted

1.1 Scheme Information

This section captures the key information on the scheme that is being proposed to the Structures Fund.

- a) Local highway authority (LHA) name: Wirral Council
- b) Scheme / structure name and LHA bridges number: 00098 - Haymarket Tunnel
- c) Location (OS Grid Reference) of the scheme/structure (to identify location on map):
- Easting: 332380
- Northing: 388672
- d) Name of Project Manager: Joseph Matthews
- e) Email address: josephmatthews@wirral.gov.uk
- f) Phone number: 07793007692
- g) What type of eligible structure would your scheme address? (select all that apply)

☒	Bridges	☐	Cutting/embankment
☐	Fly-overs	☐	Tunnels
☐	Retaining walls	☐	Local highway repairs due to landslip
☐	Culverts	☐	Local highway repairs due to collapse
☐	Other structure type (please specify): Click or tap here to enter text.		

- h) Provide an overview of the structure proposed for intervention and the nature of the problem. (Maximum 250 words)

This could include, for example, the age, construction type, feature carried and feature crossed of the relevant structure and if the structure has listed heritage status.

Haymarket Tunnel is a bridge structure spanning redundant twin tracks of the Canning Street North to Rock Ferry South Junction line (CCS2). The structure comprises a combination of

wrought/cast iron girders supporting brick jack arches and prestressed concrete beams in both two and three span sections.

Available archive indicates an original construction date of 1848, with significant structural alterations subsequently made to upgrade or strengthen sections, including partial reconstructed circa 1967 when several wrought iron and cast iron girders were replaced with prestressed concrete 'T' beams. Additionally, multiple cast iron girders were strengthened circa 2009 with fibre reinforced plates bonded to the bottom flange soffit.

The proposed scheme focuses on three spans at the southern end of the structure composed of wrought and cast iron girders supporting brick jack arches, covering an area of approximately 250m². Area 1H has 5 wrought iron beams at 2.44m centres and a maximum span of 7.56m. Area 2 & 3I have 16 cast iron girders, at 2.21m centres, in both span 2 (4.05m) and span 3 (4.22m).

The cast iron beams were determined to be limited to 7.5tn capacity through shear fatigue in a 2023 assessment, undertaken by AECOMM on behalf of Network Rail. The affected section currently carries unclassified roads, but with regeneration plans to develop it into a strategic junction linking a major new housing development to Birkenhead town centre.

Appendix B contains a diagram detailing the sections of the structure to be included in the scheme and principal dimensions and quantities.

i) Provide an overview of the proposed intervention and how the works will address the problem.

This should set out the method of resolving the issue that is to be addressed.

The proposed intervention involves the partial infilling of Haymarket Tunnel (area 1H, 2 & 3I) using precast reinforced concrete portal (RCP) units and lightweight fill. The areas proposed for infill relate to a tunnel roof comprising brickwork masonry jack-arches supported on either wrought iron girders (1H) or cast-iron girders (2 & 3I). The infill proposal will resolve current issues with load carrying capacity and structural fatigue by making these girders and jack-arches redundant while future-proofing and minimising future maintenance requirements.

Piles will be installed beneath the existing spans before constructing a reinforced concrete slab at trackbed level in order to address existing ground conditions and protect an existing large diameter brickwork masonry sewer that runs beneath the tunnel. Precast RCP units, slid into position on the slab, will form access passages within each span to permit access and ensure adequate ventilation through the wider tunnel structure.

Brickwork facing walls, will seal the ends of the proposed infill and arch openings in the existing piers and will contain the foam concrete infill support to the tunnel roof whilst also visually integrating the new structure with the existing tunnel. The voids between the new portals and the existing structure are then progressively filled with foam concrete up to the underside of the existing girders. To ensure full support to the tunnel roof, localised penetrations from road level will enable pumping of foam concrete into the remaining voids beneath the jack-arch arches. The works conclude with reinstatement of the overburden and surfacing.

Appendix B - 2026 Options Report detailing shortlisted solutions and the preferred intervention.

j) Is any part of the relevant structure owned by a third-party (e.g. the Canal and River Trust or Network Rail)?

The entire structure is owned by Network Rail.

k) If the structure is on a diversion route for the SRN provide a clear description/commentary.

N/A

1.2 Understanding the Condition of the Structure

Please set out the current condition of the structure in this section.

a) Provide evidence that the relevant structure is in need of repair either now or by the end of the 2029/30 financial year. (Maximum 250 words)

Provide details of the process used for determining whether this structure is in need of repair and the timescale in which the repair is needed..

Mott MacDonald completed a Principal Inspection of the structure in 2024 that determined it to be in overall fair to poor condition. Subsequent discovery of Network Rail archive revealed a 2023 Assessment Report completed by AECOMM on behalf of Network Rail. The assessment results determined that the cast iron beams in the southern section of the structure were limited to 7.5tn capacity due to shear fatigue. Wirral Council's Highway and Infrastructure team, in conjunction with legal colleagues, subsequently deemed it necessary to implement a 7.5tn weight restriction on the structure to mitigate risk to posed to road users. The Borough Yard development to the south of Hind Street requires the redevelopment the network affected by the proposed restriction, to create a new link into central Birkenhead. Kings Square Link, carried by the structure, will become a significant route incorporating access for buses and sustainable transport infrastructure. The Borough Yard scheme has confirmed funding from the Liverpool City Region Combined Authority and Homes England, with delivery of phase 1 due in 2029. Improvement works on Haymarket Tunnel will be required to run in parallel, with completion of the works in 2029.

Extracts from the 2023 AECOMM Assessment Report (Appendix A), 2024 Principal Inspection report (Appendix C) and BCI forms (Appendix D) for the sections of the structure included in the proposed scheme available in the appendices.

b) Please indicate if the relevant structure is **currently** subject to traffic restriction as a result of its condition.

Reference should be made to closures, weight limits, width restriction, limits on use.

The structure is not currently subject to a traffic restriction.

c) Please indicate if the relevant structure is **not currently** but **by the end of the 2029/2030 Financial Year is expected** to be subject to traffic restriction as a result of its condition.

Reference should be made to closures, weight limits, width restriction, limits on use that are anticipated.

Wirral Council are working on implementing a 7.5tn weight restriction on the section of the structure assessed to be limited due to shear fatigue. Due to the need to maintain delivery access for businesses in the area and the limitations caused by the existing one way system on this

section of the network, some preliminary enabling works are required before the restriction can be put in place. The weight limit will be introduced in August 2026.

d) If the answer to c) above is yes, then please estimate the likelihood of this occurring: (select box that applies):

- ☐ Low confidence in restriction occurring
- ☐ Medium confidence in restriction occurring
- ☒ High confidence in restriction occurring

e) Please indicate if the relevant structure is **currently** subject to other temporary measures to manage risk.

Reference should be made to measures such as propping, etc.

Network Rail have indicated that, due to the assessed limitation due to shear fatigue, they have introduced a more rigorous crack monitoring regime in place for the cast iron beams.

f) Please indicate if the relevant structure is **not currently** but **expected by the end of the 2029/2030 Financial Year** to be subject to temporary measures to manage risk.

Reference should be made to measures such as propping, etc. that is anticipated.

Network Rail have stated that additional consideration for temporary and permanent measures will be required should the traffic volumes over the structure change significantly. This is expected to be the case with the creation of the Kings Square Link highway reconfiguration scheme to connect the proposed Borough Yard housing development to central Birkenhead and facilitate further regeneration opportunities within the town centre and connections to other interdependent regeneration activities. Modelling has shown that the new link will result in a significant increase in traffic along Jackson Street, which will also become a two-way bus route and cycleway.

An overlay of the design for Kings Square Link on the 2023 AECOMM Assessment results, showing the location of the substandard section of the structure is available in Appendix M.

g) If the answer to f) above is yes, then estimate the likelihood of this occurring:

- ☐ Low confidence in temporary measures being required
- ☐ Medium confidence in temporary measures being required
- ☒ High confidence in temporary measures being required

h) If available and applicable, what is the current Bridge Condition Indicator score (average and critical) of the relevant structure?

BCI Crit: 22.12

BCI Ave: 66.38

i) Which elements of the structure are negatively contributing to the BCI scores and how has this changed in the last 5 years.

Reference should be made to recent inspections and highlight the type and extent of the defects.

Recent inspections have highlighted the poor condition of some cast and wrought iron beams, with the 2024 Principal Inspection identifying that the condition may be a factor in limiting the capacity of the structure. Inspections have also detailed widespread issues with masonry substructure

elements, including missing masonry, cracking and spalling. Of particular note are the condition of tie bars, which are commonly disintegrated by corrosion, and significant spalls to jack arch masonry. The inspection report notes that there hasn't been significant change in the condition of the structure during the past 5 years (when comparing to the 2020 Network Rail Detailed Inspection) but did identify some longstanding defects not picked up in previous inspection reports.

A summary of the 2024 Principal Inspection report and BCI forms for the sections of the structure included in the proposed scheme are available the appendices.

- j) Submit, alongside this submission template, the most recent, dated copy of the structural inspection proforma or a report summarising this.
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Part 2 – Understanding the Case for Investment

2.1 Strategic Case

This section of the template captures the wider need for the scheme and how it aligns to the objectives of the Structures Fund.

- a) Provide a summary of how this scheme contributes to the Government's economic growth mission (Maximum 250 words)

Describe how the proposal will support economic growth (e.g. by creating jobs, attracting investment, improving productivity, or enabling new business activity) and set out the mechanisms through which these benefits will be delivered.

The Central Birkenhead Neighbourhood is a strategic gateway to the town centre and councils' regeneration focus is on delivery of improvements which will revitalise this area supporting development of the adjacent Borough Yard scheme (formerly Hind Street) which will enable redevelopment close to Birkenhead town centre alongside proposals for Birkenhead Central Gateway. The site comprises 10.9 ha of brownfield land with planning permission for eventual delivery of 1,600 homes and 1,330sqm of ancillary commercial floorspace. The package of proposed remediation, infrastructure, public realm, and transport works for the scheme will support the creation of development plots along with transformational changes to the highways network and reintegration of the site to the town centre through creation of active travel routes and removal of congestion on local and regional network priority routes aligning with local and city region priorities. The strengthening works at Haymarket Tunnel will ensure that the proposed highway and active travel routes in neighbourhood enable improved connectivity and access to key destinations which will support the wider town centre regeneration programme with new residents, new commercial opportunities and enhanced leisure offer which will increase economic activity contributing to the area's viability supporting growth. The new highway configuration also enables the council to progress dismantling of the town centre flyovers which currently constrain growth, improving connectivity via street level conditions will create a connected, populated and flourishing town centre providing employment opportunities for local residents and visitors alike through councils brownfield first policy.

- b) Explain how the scheme supports other Government policy objectives. (Maximum 250 words)

Provide a summary of the scheme's alignment to UK Government policy objectives as represented by the remaining missions.

The proposed scheme supports the Fund's strategic objectives of Growth, Healthier and safer streets and Breaking down barriers by upgrading a substandard structure that will carry a key route linking new residential and commercial developments to Birkenhead town centre, providing new public transport and cycling routes and opening the local transport network to all road users.

Additionally, Government policy seeks to 'significantly boost' housing supply. Through the Borough Yard scheme Wirral Council is seeking to stimulate sustainable housing and economic growth, enabling development of high quality housing for skilled and specialist workers. In enabling redevelopment of former brownfield site Wirral Council looking to reintegrate an underwhelming, disjointed, and largely forgotten area through creation of a connected neighbourhood benefitting from new active travel routes, creation of new spine road and alterations to the existing highway network which will improve public transport provision and reduce community severance in surrounding neighbourhoods. Infrastructure enabling works for the Borough Yard scheme are programmed to commence in Autumn 2026 and strengthening works to Haymarket Tunnel are

required to support delivery in an area identified for growth through the Local Plan, enabled via City Region funding to assist in delivering the governments levelling up agenda and creation of better connected, safer and healthier communities.

The proposed scheme aligns strongly Better Connected: National Transport Strategy (2026) in helping to deliver priorities including:

- Priority 2 – Provide safe and dependable journeys
- Priority 5 – Align transport and development
- Priority 4 – Create healthier communities

c) Explain why this scheme is a local priority. (Maximum 250 words)

Provide a summary of the scheme's alignment to local priorities and policies.

The proposed scheme is located within Birkenhead Central Gateway, a key neighbourhood within the Birkenhead 2040 Framework, and includes number of catalyst projects to enable growth within town centre and contribute toward Local Plan housing targets along with creation of commercial and leisure districts supporting a vibrant mix of uses. The proposals for Borough Yard being led by Wirral Council will enable delivery of an investment programme that supports housing growth targets and brownfield first policy set out in the Wirral Local Plan. The wider improvements to the transport network are being supported via funding from Liverpool City Region Combined Authority Transport Plan with a vision for transport infrastructure within the borough that provides safe and accessible transport for moving people and goods along with improving levels of connectivity both locally and regionally due to the adjacent location of the Mersey Tunnel.

Appendix E contains a letter of support for this application from the Liverpool City Region Combined Authority and confirms an offer of appropriate support from officers to enable the successful delivery of the proposed works.

d) Summarise engagement with local stakeholders, any joint-owners, levels of support for the scheme and explain any controversial elements. (Maximum 250 words).

Summarise support from relevant stakeholders such as the Local MP, Elected Members relevant combined authorities, National Highways, Network Rail, neighbouring LHAs, or important utility providers.

Extensive consultation has taken place in relation to proposals for redevelopment of Birkenhead and Borough Yard scheme during development of the Birkenhead 2040 Framework, the Birkenhead Town Investment Plan (TIP), the Local Plan submission and planning application. This has involved liaison with local MP, elected members and establishment of structured meetings with key stakeholders which has enabled consideration of scheme to be undertaken with broader understanding of how supports proposals for wider improvements to highway network in area. Consultations with Network Rail have been significant, with their Sponsorship team expressing strong support for the scheme. Discussions with their Asset Protection and Optimisation (ASPRO) team have also taken place to consider the shortlisted options, confirmation of necessary approvals processes and access requirements for construction activities. The ASPRO team confirmed no foreseeable issues with the proposed solution and encouraged formal engagement through their PACE Framework. Several stakeholders from the Liverpool City Region Combined Authority (LCRCA) have been engaged throughout the development of the scheme via various channels, including the LCRCA Asset Management Group meetings. Active Travel England have reviewed proposals for realignment of highway configuration along with Merseytravel in their role as local transport provider and responsibility for operation of the Mersey Tunnels. Wirral Council

undertakes engagement via the Have Your Say website and detail of previous consultation activities for Borough Yard scheme can be found at [Have your say Wirral](#).

Letters of support for the scheme from Alison McGovern MP (Appendix F), Network Rail (Appendix G) and the Liverpool City Region Combined Authority (Appendix E) available in the appendices.

- e) Provide a summary of the local approach to prioritisation of structural maintenance work.
(Maximum 250 words)

Set out any weighting, scoring or other methodology which explains why this scheme has not been subject to work prior to this point.

The local approach to prioritisation of structural maintenance work is primarily based on the priority of work identified during Principal and General Inspection programmes. Additional weighting is applied for structures located on the Resilient and Key Route Networks to ensure that schemes support local and regional priorities. The proposed scheme covers a section of the structure that was strengthened, during the Bridgeguard 3 programme, with Wirral Council funding the works. The project, circa 2009, saw CFP plate bonding to the cast iron beam flange soffits but did not consider shear fatigue. The potential limited capacity identified in a 2023 Assessment completed by AECOMM, on behalf of Network Rail, became known to Wirral Council during due diligence undertaken as part of negotiations over a potential agreement for Wirral Council to acquisition of the dock branch rail line. Due to the rail line being disused, Network Rail have confirmed that the structure is considered low priority for maintenance or improvement works.

- f) Provide a summary of why this scheme has been selected for this application to the Structures Fund. (Maximum 250 words)

Provide a brief summary of the specific need for this structure is advanced to the Structures Fund.

Birkenhead is at the centre of one of the most ambitious regeneration programmes in the Northwest, reflecting both the scale of structural challenges facing the town and the political and corporate commitment to reversing decades of decline. The Council's strategic priorities articulated through the Birkenhead 2040 Framework, the Wirral Local Plan, and the wider Liverpool City Region growth agenda are aligned to the single transformational objective: to repopulate, reconnect, and revitalise Birkenhead through a coordinated programme of infrastructure, housing, public realm and economic renewal. The Borough Yard scheme and a revised highway network will make it possible to deliver key phases of regeneration of the town centre including new homes, new commercial floorspace, new public realm and amenity space, a new primary school, and a mix of supporting uses. Scheme will also enhance active travel and pedestrian connectivity improving access to key destinations. The Haymarket Tunnel scheme has been selected due to its location and impact on delivery of these proposals

- g) Summarise the impacts of not delivering this scheme (Maximum 250 words).

The response should consider the impact of not delivering the scheme, such as community severance, lengthy diversion routes or impacts on other infrastructure.

Structure located in area fundamental to proposals for improvement to Birkenhead Central Gateway and infrastructure enhancements for Kings Square Link and wider highways network to support development in neighbourhood. Not delivering the scheme would affect the current planned road / network infrastructure improvements around the site and current weight restriction

imposition will mean proposal for public transport connectivity through site enabling wider network improvements will not progress and the neighbourhood continues to be impacted by severance from town centre and surrounding communities. Not delivering required strengthening works will impact on further reconfiguration of highway network in vicinity and objective of removal of flyovers which currently inhibit movement in area and viewed as barriers to proposals for creation of walkable, mixed use, low carbon town centre. In addition to constraining growth, the flyovers also impose a significant financial liability for the council due to ongoing maintenance and asset management costs. The additional economic benefits of the proposed housing development at Borough Yard could be impacted by disruption to highway connections and active travel routes which likely to lead to diversion of public transport and an increase in necessity of journeys being undertaken by car.

- h) If applicable, explain how the scheme helps prevent the likelihood of community severance for all transport modes and the impact that this severance would have or already has. (Maximum 250 words)

Answers should explain the impact on connecting local people to facilities, services, employment, education and local communities. The response should also summarise the extent of diversions for communities, which modes are impacted and how. Applicants may wish to use the guidance in TAG A4-4 Social Impact Appraisal.

Currently the location is accessible to key facilities and services such as public transport, healthcare, supermarkets, banks, etc. and within walking and cycling distance. However, a challenge is presented by severance created by the current road layout and disused rail line which reduces the attraction and safety of journeys by anything other than vehicles. The additional imposition of weight restrictions impact on delivery of the proposed new highway layout (Kings Square Link), active travel routes and creation of new sustainable community connected to the town centre and reduce additional severance caused by implementation of diversions. The major barrier to active travel at the site is not distance but severance created by an over engineered road layout and redundant infrastructure associated with Mersey Tunnel and flyover structures. The long term vision for the neighbourhood will also reduce severance for cyclists and pedestrians, encouraging users to adopt more sustainable modes of travel for local journeys hopefully remove reliance on the highway network for shorter journeys and improving public transport connections. The potential for creation of sustainable development in the area which will allow access to employment, leisure, transport, education and healthcare facilities within the wider neighbourhood will be severely impacted should the associated highway infrastructure require diversion routes to be maintained.

- i) Summarise the volumes of traffic by mode that are impacted as a result of any community severance (Maximum 250 words).

Explain the impacts on non-motorised and motorised traffic flow. Describe how diversions may differ by mode.

Method of travel	Weekday AM Peak			Weekday PM Peak		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Vehicles	304	276	580	241	289	530
Public Transport	188	186	374	118	125	243
Bicycle	70	122	192	103	64	167
On Foot	555	397	952	223	233	459

WSP – Hind Street Urban Garden Village Transport Assessment (August 2023)

Traffic modelling in the area of intervention has not been undertaken but modelling is available for surrounding regeneration developments, and the table above shows modelled data for the Borough Yard development. It is anticipated to generate up to 580 two-way vehicle trips during the AM peak hour, and 530 two-way vehicle trips during the PM peak hour. These trips will be distributed across the site accesses and across the wider highway network. Not undertaking strengthening works would impact on highway proposals, such as removal of flyover infrastructure and future development would be impacted by community severance and potential to undertake journeys modelled.

2.2 Economic Case

This section sets out the assessment for Value for Money of the project. Applications must use the provided economic toolkit, but if alternative methods have also been used to support the economic case, this section provides the opportunity for the results to be reported.

- a) Set out the key sources for the economic benefits (e.g. journey-time savings, carbon, etc.) of the scheme. (Maximum 250 words)

Describe the main benefits the scheme is expected to deliver.

Bringing forward development at Borough Yard and Birkenhead Town Centre relies on undertaking infrastructure enabling works to improve the highway network at Kings Square, carried by Haymarket Tunnel. Removal of the impending weight restriction is essential for the creation of this critical town centre link, which will facilitate the removal of the adjacent flyovers and unlock approximately 1,600 new homes and 55,866 sqm of commercial floorspace that cannot proceed without this intervention. High density residential development located in close proximity to significant sustainable transport infrastructure provides high level of accessibility by non-car modes, meaning large number of trips can be internalised, discouraging car use and with high quality active travel facilities. Limited highway capacity for cars within the site will bring about net reduction in car use at both regional and national levels, delivering carbon savings and wider economic benefits. Benefits derived from the development being in an area where there is good sustainable transport opportunities will be captured within land value uplift; however, impacts to society from reduced net car use will not be captured within this. To ensure the full costs and benefits of intervention are included within the economic appraisal, wider societal benefits of sustainable development assessed in relation to development. The DfT Transport Analysis

Guidance (TAG) marginal external cost method (TAG Unit A5.4) has been applied to monetise the broader societal benefits of sustainable transport schemes that cause modal shift away from the car. Detail for proposed development included in Table 2-1 within Transport Economic Appraisal Technical Appendix (Appendix H).

- b) Summarise the estimate of the present value of costs and benefits (in 2023 present values, market prices) and the benefit cost ratio of the scheme from the economic toolkit.

Present Value Costs (PVC)	£5,668,289
Present Value Benefits (PVB)	£435,503
Benefit to Cost Ratio (BCR)	0.1

- c) Explain assumptions used in the economic toolkit to estimate the present value scheme costs. (Maximum 250 words)

Describe the basis of the costs input to the economic toolkit and provide justification for the risk and optimism bias values that have been used.

Capital Costs included in economic toolkit to estimate present value scheme costs are based upon the Options Report undertaken by Mott MacDonald. The cost estimate was developed by Mott MacDonald's team of quantity surveyors from an engineering assessment of the likely materials and quantities and based on a combination of;

- Tender returns from recent similar construction works (after adjustment for scale of works)
- Supplier budget quotations (for proprietary products)
- Benchmark cost-data from proprietary database and published sources.

The OMR costs used in the economic toolkit are based on whole life costings produced by Mott MacDonald in the Dock Branch Park North Assessments Preliminary Options Report. The OMR without the scheme costs are based on estimated average annual maintenance costs without strengthening, while the OMR with the scheme costs are based on estimated annual maintenance costs with replacement superstructure.

The optimism bias value of 55% used is based on recommended uplift provided in Table 7 of Tag Unit A1-2 for Stage 1 Fixed Links projects. The risk value used in the toolkit has been calculated by Mott MacDonald estimators based on the impact and likelihood of financial risks considered during the Options Appraisal.

Details of how the risk value has been calculated, with associated Estimated Monetary Values (EMV) are in Appendix B of the Options Report and CVs for Engineers and Estimators involved in the calculation of estimated costs, risk and optimism bias are available in Appendix I of this submission.

- d) Explain the sources of data and assumptions used to complete the Scheme Details section of the economic toolkit. (Maximum 250 words)

Provide details of the source of all data and associated assumptions (e.g. provenance, data checks, etc).

Detail for route lengths and diversions was determined using Wirral Councils internal web mapping system to calculate route distances etc while journey times and average speeds were assessed through travelling the affected routes. AADT data was extracted from modelling undertaken for the

Borough Yard development scheme and documents produced by WSP to support the outline planning permission application for the development (for which planning permission was granted in October 2025). The information and data used in the application was based on the Wirral Transport Model, developed by Mott MacDonald. In order to calculate potential infrastructure carbon emissions, an assessment was made using the National Highways Carbon Tool and guidance within Royal Institution of Chartered Surveyors (RICS) Whole life carbon assessment for the built environment. Calculations were based upon quantities, materials and dimensions specified for carrying out construction of the preferred strengthening option, as per the outputs of Mott MacDonald Haymarket Tunnel Strengthening Options Report (Appendix B).

e) Describe significant non-monetised impacts of the scheme. (Maximum 250 words)

Consider any economic, environmental and social impacts that have not been monetised to fully describe the impacts of delivering the scheme.

The proposed strengthening of Haymarket Tunnel will allow the development of the Kings Square Link road, becoming a key route in the Birkenhead Gateway area, linking the town centre to significant brownfield developments and facilitate the demolition of the Town Link viaducts, unlocking additional brownfield development sites adjacent to Jackson Street. The Birkenhead Gateway project plays a foundational role in the Liverpool City Region (LCR) growth agenda and the “Towards a Spatial Development Strategy”, which identifies Birkenhead as a major strategic growth location with potential for significant economic, residential and public realm renewal. By unlocking development land, improving connectivity, and re-establishing a coherent urban structure, the Haymarket Tunnel project supports new low-carbon neighbourhoods and stronger connections between the town centre and Birkenhead Gateway developments. Transport transformation is central to LCR policy, and the project aligns closely with SDS Policy LCR DP10 (Sustainable Transport and Travel). The restructuring of the road network carried by Haymarket Tunnel, and facilitated by the removal of the 7.5tn weight restriction, contributes to modal shift away from private vehicles, reducing carbon missions, congestion and air quality impacts. The intervention complements wider initiatives, including proposed Cross River Connectivity projects and the strategic redistribution of traffic to the Kingsway Tunnel. Development of brownfield land at Borough Yard is a major regeneration priority for Wirral Council and funding partners Homes England and Liverpool City Region Combined Authority. The economic, social, environmental and transport benefits of scheme are transformational for the borough while delivering on national house building and infrastructure investment priorities.

f) Where an alternative economic assessment has been undertaken to support a case for investment, please summarise the data used, the assumptions made and the results obtained (in 2023 present values, market prices). (Maximum 250 words)

Some schemes may have been subject to economic assessment to support previous cases for investment. Summarise the key details of these here, including details of the data, assumptions and results (e.g. present value of costs and benefits and benefit cost ratio).

The proposals for the Hind Street project, which are dependant upon the reconfiguration of the highway network enabled via strengthening works at Haymarket tunnel, have been evaluated to determine whether they represent value for money. Based on an appraisal of economic costs and benefits as part of an option appraisal re unlocking the development of the Hind Street Phases A & B site determined it is likely to optimise value for money once non-monetised benefits are

considered. The PVC, PVB and BCR cost provided below are taken from Hind Street South Full Business Case – Amion (July 2024)

Further detail to support case for investment is included within additional documents which consider transport benefits;

Appendix H - Hind Street South Transport Economic Appraisal Technical Appendix – Amion Consulting (January 2024)

Appendix J - Hind St Phases A&B Development Decongestion Impacts – Amion Consulting (January 2024)

Present Value Costs (PVC)	£55,830,000
Present Value Benefits (PVB)	£73,170,000
Benefit to Cost Ratio (BCR)	1.3:1

To enable the assessment of the economic case, please submit the supporting information listed below to StructuresFundTAB@dft.gov.uk

- Economic Toolkit
- Any supplementary reports which support the economic case

2.3 Commercial Case

This section captures information on the commercial viability and procurement strategy for the planning and delivery of the scheme being promoted.

a) Explain the LHA capacity and experience delivering comparable schemes. (Maximum 250 words)

Where capacity is challenging for local authorities, explain how any capacity gaps may be addressed to ensure delivery of the scheme.

The Senior Responsible Officer for the scheme is Wirral Council's Director of Capital Programmes, who is supported by a multidisciplinary team with experience of delivering complex capital programmes using NEC ECC contracts. To assist delivery, the Council is procuring external consultant support for Project and Cost Management services, providing specialist expertise required to progress scheme through design development and Network Rail approvals. The Project Manager will review and build upon the options appraisal, establish project governance arrangements, develop and manage the programme, risk register and stakeholder engagement plan, and lead formulation of appropriate procurement strategy taking account of Network Rail requirements, project risks, programme dependencies and interfaces with Hind Street scheme. They will also manage procurement and appointment of multidisciplinary design team and coordinate delivery of activities required to secure approved design solution.

Alongside this, the Cost Manager will provide robust commercial and financial management throughout the design development process, ensuring that affordability and value for money is embedded from outset. Working closely with the Project Manager and design team, the Cost Manager will ensure the scheme remains deliverable within available funding and provide the

Council and funding partners with confidence that project is supported by a technically approved, fully costed and financially robust design ready to progress to delivery.

The Project Manager CV is available in the Appendices (Appendix K), demonstrating extensive experience delivering Network Rail capital infrastructure projects. Internal project support will be provided by Joseph Matthews, Structures & Asset Performance Manager and Dan Cheetham, MCIPS, Procurement Lead Regeneration.

b) Explain the delivery plans and procurement strategy for the scheme. (Maximum 250 words).

This section should include explanation of the various stages of the scheme that are required for completion. This may include design, consents and construction processes.

Delivery Plans:

- 1/8/26 - 1/9/26 – Appoint Project and Cost Management support
- 1/1/27 – 18/3/26 - Feasibility submission and confirmation of MVP Single Option (PACE Phase 1). Collation of existing geotechnical and environmental and associated information and preparation of NR/L2/CIV/003/Form D.
- 19/3/27 – 6/10/27 - Approval in Principle submission (PACE Phase 2) Preliminary design including additional surveys and information gathering and preparation of NR/L2/CIV/003/Form A and NR/L2/CIV/003/Form F.
- 7/10/27 – 29/2/28 - Detailed Design Submission (PACE Phase 2) Detailed design, drawings and specifications and preparation of NR/L2/CIV/003/Form B and updated NR/L2/CIV/003 Form D.
- 02/12/27 – 12/4/28 - Procurement (PACE Phase 3) Invitation to Tender and Tender Period, Tender appraisals and Contract award..
- 12/4/28 Construction Period (PACE Phase 3) Including Work Package Plan (WPP), Construction Phase Plan (CPP). Mobilisation 12/7/28 with practical completion 24/1/29.
- Project Close (PACE Phase 4) Finalisation of the Health and Safety File and O&M Manual.

Procurement Strategy:

Appointment of Project Manager, Cost Manager and Design Team via Framework call-off (SBS, CCS etc). For the development of the outline programme it is assumed that the construction contract will be Open Tender, as it is most time consuming. Contract to be NEC4 ECC with main option to be determined with corporate Procurement Team to ensure the most appropriate to ensure delivery on time and budget, considering risk transfer, market capacity and compliance with Public Contracts Regulations 2015 and/or Procurement Act 2023.

The appendices include an outline programme for project delivery, including design, approvals and construction.

c) Describe the delivery risks associated to the project delivery. This should include risks which may challenge the end date for the Structures Fund.

Explain what risks have been identified and how might these be mitigated.

A number of delivery risks have been identified with potential to challenge the Structures Fund end date, with the primary risk to project considered to be third party approval delays.

- Third Party Approval Delays – Mitigation via early engagement with Network Rail ASPRO Team and strong understanding of the PACE framework. The outline programme contains risk allowance for extra rounds of review during approvals.
- Environmental Constraints – Delays caused by factors including protected or invasive species and hazardous materials are a risk. Mitigation is provided by previous surveys and ecological studies carried out on the disused rail line as part of the Dock Branch North project.
- Planning & Access – Limited site access and planning approvals could delay the programme. Discussions with the Local Planning Authority have confirmed Permitted Development rules apply. The risk of restricted access is mitigated by established relationships with key landowners in the area at the southern end of the structure.
- Utilities and Buried Services –The recommended option eliminates any requirement for diversion of buried or overhead services. United Utilities (UU) approvals relating to a sewer beneath trackbed level have potential to delay delivery, with mitigated through existing engagement on design approvals and established collaborative working processes with UU colleagues through the Borough Yard project.
- Technical Constraints - Adequacy of Existing Structural Records presents a risk to delivery with archives extensively examined, revealing a lack of information for some elements of the structure. The recommended option presents a low risk, as the existing abutments and superstructure are made redundant by the proposal.

A project Risk Register is available the appendices (Appendix L).

d) Explain whether liaison with any applicable third-party organisations present a particular risk to delivery and whether those organisations have agreed to support the scheme's delivery.
(Maximum 250 words)

In this section set out if the scheme requires support from other organisations, and the nature of any engagement undertaken to date.

As owners of the structure, the scheme requires support from Network Rail. Engagement with their ASPRO team commenced in winter 2025 to discuss the implementation of a weight restriction and potential strengthening/reconstruction works. Subsequently support for the scheme has been provided by Network Rail's Sponsor Team. The shortlisted scheme options, including the preferred intervention, have been discussed with the ASPRO Team. The feedback from the team was positive and they encouraged progress with the scheme via their PACE framework.

The final design is likely to require approval from United Utilities as they have a sewer running longitudinally along the structure below track level. The indicative design from the Mott MacDonald options report assumes piled foundations will be required for the PCC box sections, which could impact the UU apparatus. Engagement with UU is ongoing as part of the Borough Yard scheme, requiring diversion of a combined sewer, with responsibilities for managing all third party dependencies included within scope of services for the Project Manager and professional team.

Wirral Council has commenced discussions with owner of the land adjacent to Network Rail structure as to a lease arrangement for the site to facilitate access for the required period of the works, to date these discussions have been positive and a draft form of lease has been prepared.

2.4 Financial Case

a) Provide estimated outturn costs (£million) for the scheme in the table below. The table should be completed with total costs, requested DfT investment, LHA contribution and third-party contributions. Only capital funding costs should be included in the table.

To note, the prospectus sets out that:

- schemes should be delivered by end-2029/30.
- schemes with early delivery (i.e. in 2026/27) may be prioritised.
- schemes should not be affordable from existing LA budgets.
- local contributions are required for proposed schemes.
- preference will be given to schemes with higher local contributions and/or those where there is a high percentage of local contribution.
- preference will also be given where the local contribution is:
 - not from other central government funding sources.
 - partially funded from other third-party sources.

	2026/27	2027/28	2028/29	2029/30	Total
Requested DfT investment	£217,633	£1,488,688	£2,507,370	£	£4,213,691
LA contribution	£182,358	£358,196	£1,959,391	£	£2,499,945
Other contribution	£	£	£	£	£
Total costs	£399,991	£1,846,884	£4,466,761	£	£6,713,636

b) Outline how the LHA has sought to manage this scheme from existing budgets and why that has been unsuccessful.

Explain the local approach to managing the existing DfT contribution across its highway assets and what specific challenges have meant that this structure was not repaired earlier.

The total Highway Maintenance budget to be received by Wirral Council through the Transport City Region (TCR) settlement for the period between 20276 and 2032 is £40m. The amount of this allocated for highway structures is expected to be £3.05m. Funding of the proposed scheme from

existing DfT contributions is unrealistic without serious detriment to Wirral's wider highway infrastructure. Although final agreement on the split of funding across highway assets has yet to be finalised, the majority of the funding is allocated for carriageway treatments and resurfacing. Additionally, Streetlighting and Drainage assets are expected to receive additional funding to mitigate historic underinvestment and challenges posed from increased severe weather events.

Wirral Council has approved £3million in prudential borrowing towards the scheme, demonstrating its commitment to maintaining critical transport infrastructure. However, the total scheme cost significantly exceeds the level that can be funded locally. The Council continues to face substantial financial pressures and must prioritise limited resources across a wide range of statutory services, including adult social care, children's services, housing and environmental functions. The highways maintenance budget is intended to support the wider highway and structures network and cannot absorb the full cost of a major capital intervention of this scale. Funding the entire scheme from local resources would divert investment away from other essential services and infrastructure assets. Consequently, external funding is required to enable delivery of the scheme.

c) Describe the whole life costs anticipated without the proposed scheme. Explain how the proposed scheme mitigates costs from a whole life perspective. (Maximum 250 words)

Explain maintenance considerations for maintaining the structure and compare these to the scheme cost to demonstrate the financial benefit of delivering this scheme.

Mott MacDonald considered a number of maintenance strategies for Haymarket Tunnel in the Dock Branch North Preliminary Options Report and Cost Estimates, commissioned by Wirral Council. Estimated whole life costs (plus/minus 20%) included £928k for short to medium term refurbishment, average annual Operating, Maintenance and Renewal (OMR) costs, including inspection and monitoring, of £50k and requirement for replacement of the critical area of superstructure within 50 years. The 120-year cost forecast on this basis is £10.285m.

The proposed scheme will mitigate the extent of whole life costs by removing the need for short to medium term refurbishment of the structure, reducing average annual OMR costs to £46k through an elimination of monitoring requirements and effective redundancy of aging critical elements, including cast/wrought iron beams, masonry brickwork jack arches and abutments. The scheme will also negate the future need to replace the critical section of superstructure, which was strengthened circa 2009 through CFRP plate bonding. The Approval In Principle for these measures specified a design life of 30 years, meaning significant upgrade or replacement works will be required within 15 years to prevent the need to implement further restrictions on the structure. In the 2024 Dock Branch North Preliminary Options report, Mott MacDonald estimated 120-year cost forecast with a strengthening scheme of £8.394m, representing a whole life saving of £1.891m. These costings used a 2024 baseline, without allowance for inflation.

d) Summarise how the cost estimate for the scheme has been developed.

Set out the basis for the estimate. For example, is it based on an estimate from similar work, developed by a quantity surveyor or a contractor quotation. Describe the inflation assumptions used and the rationale for these.

The cost estimate for the scheme has been established by Mott MacDonald during the development of the options appraisal. The Capital Cost Estimates (AACE Class 4) are based on a

combination of benchmark cost-data and tender returns from recent similar construction works, after adjustment for scale, together with supplier budget quotations. The cost estimate includes for indicative design fees plus an allowance of 10% of construction costs for Wirral Council project management team fees and a further 10% for Network Rail related costs.

Risk and Contingency allowance of 60% of the assessed project cost has been applied to the cost estimate. This contingency is deemed to include for a nominal optimism bias in line with the recommendations of “Supplementary Green Book Guidance – Optimism Bias” published by HM Treasury in April 2013. This is considered best practice, given the early stage of options development. The overall risk contingency value has been built up by quantifying financial risks identified during the project development. The impact and probability of each risk has been assessed to provide an estimated monetary value of the risk, details of which is available in Appendix B of the Options Report.

Inflation values have been based on a BCIS data calculated for another project, indexed to 2005 price base. The inflation figures used were:

2026	- 3.27%
2027	- 2.84%
2028	- 2.87%
2029	- 2.69%

e) Explain the financial risks that have been considered and factored into the estimate and what contingency is allowed for.

Explain the key risks and their impact on the cost and programme, including how these link to the overall contingency allowed for in the estimate.

A range of financial risks have been identified and factored into the project cost estimate. The impact and likelihood of each risk was assessed by the estimating Quantity Surveyors to produce an estimated monetary value (EMV) for each risk. A summary of these risks is provided below, with detail of EMV calculations available in Appendix B of the Options Report:

- Funding – Potential project delay of 1 year resulting in increased project costs.
- Asset Ownership – Delay of approvals by Network Rail resulting in 3 month delay to construction start date and associated increased costs.
- Adequacy of Structural Records – Inadequate records resulting in additional scope and associated increased design and construction costs.
- Hazardous Materials – Allowance for removal and disposal of fly tipped materials, including control measures and associated costs.
- Utilities – Existing sewer requires confined space remedial works and other measures, such as construction of additional access chambers.
- Highways – Interface with other schemes leading to change in scope, additional design work and construction costs.
- Railway – Risk Network Rail impose restrictions on contractors method of working, leading to 2 month prolongation of site works and associated cost increases.
- Planning Consent – Whilst permitted development rules apply, risk that activists intervene and have the structure listed, with additional costs to enhance the structure.
- Aesthetics – Potential design changes by Network Rail architects to obtain Form D approval.

- Unforeseen Ground Conditions – leading to pile lengths increasing significantly and prolongation of site works.
- Estimating Uncertainty – Inherent risk in the estimate, minor errors or assumptions which may change.

f) Provide details of the local and other contributions, including the relevant funding sources and the certainty of whether these contributions are available. (Maximum 250 words)

Describe the various sources of funding and their availability.

Wirral Council have approved the allocation of £3m in capital funding for works to Haymarket Tunnel, which would be sourced from Council borrowing. Allocation of the funds has been agreed at the Change Advisory Board (CAB) and ratified at Council Committee. The Council's commitment to provide this funding, despite ongoing medium term financial pressures, demonstrates the strategic significance of the scheme.

During early engagement Network Rail confirmed that, as the structure spans a redundant rail line, it is considered a low priority and therefore they therefore would not be able to contribute to the proposed scheme. Network Rail's position is that, under existing traffic conditions, the structure can be maintained as having 40tn capacity with the introduction of additional monitoring for failure due to shear fatigue. It is expected that the load bearing obligations on Network Rail, in line with the 1967 assessment document BE4, could be achieved despite the 7.5tn capacity determined in the 2023 assessment. This scenario led to Wirral Council funding the circa 2009 CFP strengthening scheme.

2.5 Management Case

Outlines how the project will be delivered and managed effectively.

a) Select the option which best describes the current stage of the project:

- ☐ No design, benchmarked against other schemes only
- ☒ Design concept only, no supplier yet engaged
- ☐ QS estimate / early supplier engagement, stable design

b) What is the anticipated start date for construction for the scheme?

April 2028

c) What is the anticipated end date for construction for the scheme?

Practical Completion and demobilisation is expected in January 2029, a programme for the delivery of the preferred strengthening option has been provided in the Mott MacDonald Options Report

d) Summarise the approach to the management of the delivery of the scheme. This should be from the current point of development to completion.

This should include the management of resources, including the supply chain, to ensure delivery and an explanation of any evidence that provides certainty of delivery within the timescale.

Delivery of the scheme will require a strong governance structure and coordinated engagement with a defined set of external stakeholders. A comprehensive Monitoring and Evaluation Plan will

be developed for the scheme ensuring a strong approach to; Resource allocation, planning, coordination, and delivery / Cost planning, management, risk and change control, and reporting / Stakeholder Management, including engagement with the public, statutory bodies and third parties / Technical oversight and design delivery, ensuring works are robust, coordinated and compliant with standards / Proactive risk management, ensuring safety, quality, technical and budgetary compliance / Effective contract management and supplier performance monitoring. Wirral Council has established Governance Procedures for delivery of the Borough Yard scheme and the intention is that delivery of the Haymarket Tunnel Strengthening scheme will be overseen via these current established governance arrangements ensuring clear reporting lines from the project team to senior leadership, providing appropriate decision making authority and escalation routes. The Director of Capital Programmes will oversee project governance in their role as Senior Responsible Officer, chairing the project board, tracking benefits realisation and ensuring robust reporting into existing governance arrangements for capital schemes, such as the Hind Street Flyover Dismantling Group.

- e) Explain the key delivery risks and challenges and how the local authority intends to address them. Answers should also explain any financial risks and how any cost overruns will be addressed by the local authority. (Maximum 250 words)

Explain how key financial risks are being managed and mitigated. Explain how other risks are being managed (e.g. are there any points of complexity or requirements regarding planning or land ownership?).

Key risk and challenges are delivery of a scheme in conjunction with Network Rail and United Utilities on a structure not in council ownership. Project level Risk Management to be undertaken to develop and maintaining Project Risk Register, with regular reporting to follow Wirral Council's corporate governance approach and comply with an assurance framework for the scheme which will establish appropriate controls within defined governance cycles and ensure liaison with key stakeholders by implementing a structured, proactive and transparent risk management framework approach the project team will coordinate delivery, cost control, maintaining programme and stakeholder engagement to monitor key risks; including structural works, health and safety considerations, environmental impacts, utilities conflicts, cost pressures, programme etc. In view of the current Project Stage, a Risk and Contingency allowance of 60% of the assessed project cost has been applied to the cost estimate, further detail can be found in Appendix N. This contingency is deemed to include for a nominal optimism bias of 44% for "Standard Civil Engineering" in line with the recommendations of "Supplementary Green Book Guidance – Optimism Bias" published by HM Treasury in April 2013. This is considered best practice, given the early stage of options development.

- f) Describe the key project controls that will be employed by the local authority to ensure that schemes are delivered on time and in budget. (Maximum 250 words)

Provide details of the methods that the authority uses to ensure timely delivery within budget.

Project control will be actively and closely managed via regular liaison between council, key stakeholders and appointed consultants via the use of existing mechanisms and tools used in the delivery of complex capital schemes. These systems will facilitate establishment of a monitoring and evaluation framework for assessing project progress, delivery and completion against defined objectives, ensuring programme, risk and cost control. Monitoring and delivery of the scheme will be managed via the Highways and Regeneration Delivery Teams of Wirral Council, utilising the governance structure established to facilitate the wider Borough Yard project which enables liaison

with Local Highway Authority and the LCRCA for the detailed design, phasing and implementation proposals of all highway mitigation measures in regard to proposals for Birkenhead Central Gateway. Use of the Regeneration Delivery PMO database will facilitate project control and enable reporting and monitoring to be available for the scheme which will ensure that all project information is current and up to date via use of a project RAG rating system to highlight any potential impacts on delivery. Specialist software packages, such as MS Project and FastDraft, will be utilised to assist project control and allow real time budget monitoring and reporting, programme tracking (including critical path analysis) and formalised change control and contract management processes. Performance reporting through PowerBI dashboards will provide real time intelligence to the project team and board, providing a platform for integrated data reporting and quality management. Appendix O includes detail of outline scheme programme.

- g) Set out if the scheme requires permission from other bodies, and how this permission can be obtained to ensure delivery.

Provide details of the permission required, the likely timescale for obtaining permission and any potential barriers to obtaining that permission.

The Haymarket Tunnel is in the ownership of Network Rail, initial liaison has taken place with Network Rail's Asset Protection Project Interface Manager who has indicated Network Rail support for the scheme and a letter of support has been provided, contained in Appendix G, detailing how Network Rail welcomes Wirral Council's proposals for Haymarket Tunnel and recognises the substantial progress made in developing a case for investment. Network Rail approvals will be sought via the PACE framework process and the outline programme has identified likely timescales for each stage of the process, with risk allowance for approval delays or multiple rounds of review. The Local Planning Authority have advised that the proposed works could be undertaken under permitted development rights and as such no planning consents are required. The piled foundation design will require approval from United Utilities with ongoing engagement via the Borough Yard scheme. Responsibilities for managing all third party dependencies are included within scope of services for the Project Manager and professional team.

- j) If applicable, explain how the scheme development has included consideration of climate adaptation and ensures the future resilience of the highway network (Maximum 250 words).

Describe how climate related risks (e.g., flooding, heat, extreme weather) have been assessed and incorporated into design measures to improve the long term resilience of the highway network. This may include evidence of risk assessments, adaptive design features, and how the scheme will maintain network performance under future climate conditions.

As part of the Borough Yard scheme Wirral Council and appointed consultants are working closely with United Utilities and their own appointed consultants to deliver improvements to management of flooding and drainage in the locality of the strengthening scheme, detailed information is available of how proposals will ensure long term resilience of the highway network. As part of the masterplan outline planning approval diversion of the main combined public sewer in the area under the control and ownership of United Utilities is proposed under a Section 185 agreement. The objective is removing the tidal connectivity between the development site and the River Mersey, and hence mitigating the impacts from flood risk associated with the river, consider the impacts of climate change through implementing a solution which will involve the raising of levels in the area and reduce risk of flooding from not only surface water but also tidal events. The modelling of a solution which is acceptable to both the Lead Local Flood Authority, United Utilities

and the Environment Agency to remove flooding in the area of the scheme and also from the wider network for 30 and 100 year scenarios is in the process of being finalised.

- h) Explain the considerations have been made or will be developed to account for the management of carbon for the development of the scheme.

This may include development of a carbon management plan dealing with whole life carbon (e.g. using low carbon construction measures to deliver the scheme or reducing emissions through reducing vehicle miles).

The Birkenhead 2040 Framework provides a long-term regeneration vision for Birkenhead, aligned with Wirral Council's climate emergency declaration in 2019. Wirral Council's Social Value Strategy 2021–2026 sets a clear commitment to achieving environmental sustainability and Net Zero carbon emissions by 2030. Construction procurement presents a major opportunity to drive these goals forward. By embedding environmental outcomes from Wirral's TOMs framework - particularly under the Fighting Climate Change and Sustainable Growth themes - the Council will ensure that major projects contribute directly to climate action. Under the TOMs, Wirral prioritises measurable environmental outcomes such as reduced carbon emissions (NT31), minimised waste (NT74), use of sustainable materials (NT73), and implementation of Environmental Management Systems (NT11). These measures can be directly applied to construction contracts to assess and reward suppliers who deliver greener methods of building, energy-efficient designs, and sustainable resource use. Proposals for development of Borough Yard scheme includes 5% car modal shift is targeted within two years of occupation, supported by active Travel Plans and community engagement on sustainable travel behaviour. Smart mobility options including shared electric vehicle schemes and digital wayfinding enhance transport resilience and equity.

- i) What statutory undertakers affect the proposed scheme? Has any engagement been undertaken and how has this been accounted for within the delivery approach?

Set out the relevant statutory undertakers, the impacts they may have on the programme – including planning – and how this part of the programme will be managed. If applicable, describe how deterioration of the structure has or may impact utilities services and the extent of this disruption.

Network Rail and United Utilities will affect the proposed scheme, with design approvals having potential to impact the programme. Engagement with Network Rail have been ongoing regarding design approval, construction planning, access to site, commencement of works and monitoring of progress. Network Rail's Sponsorship Team have expressed written support for the scheme and their ASPRO team are supporting design approvals through the PACE framework. The appointment of a Project Manager with extensive experience delivering capital investment projects and programmes for Network Rail minimises risk of negative impact on the project programme during design, planning or construction. Additionally, the outline programme has assigned risk contingency for all stages requiring Network Rail approvals. United Utilities have a masonry brickwork sewer located beneath the structure and will be required to approve the pile foundation design. A Ground Penetrating Radar survey will be completed to prevent clashes between the United Utilities apparatus and foundations, while Geotechnical Finite Element modelling will be used to support the design and approvals process. Elsewhere, the proposed design solution minimises the statutory undertakers affected by the scheme, as all apparatus located in and above the superstructure will remain in place without the need for support or diversion. However, Statutory Undertakers will be consulted during any construction works that has potential to affect their apparatus, such as the opening of the carriageway to allow for final grouting of the jack arches.

Part 3 – Governance and Declarations

3.1 Equality Analysis

a) Has analysis of the equality impacts of the scheme been undertaken by the LHA in line with the Public Sector Equality Duty? Select below:

☐ Yes

☒ No

b) Explain how the equality impacts of the scheme have been considered or will be considered. Identify the relevant affected groups with protected characteristics, and any planned measures to mitigate these impacts. (Maximum 250 words)

The Hind Street Equality Statement provides a full assessment of baseline conditions for all protected groups, evaluates impacts during construction and operation, and concluded that no disproportionate equality impacts are expected from development in the neighbourhood. The proposed development will support inclusive access, provides accessible homes, improves mobility options, and helps address deprivation; resulting in positive equality effects overall.

A specific Equality Impact Assessment will be undertaken for finalised scheme for the strengthening of the structure; the assessment will consider how the scheme will impact on the councils' customers and communities or any other group. An action plan will be produced to mitigate any potential negative impacts determined under the Equality Duty along with consideration of socio-economic factors, this will enable the project team to decide if requirement for consultation with any affected groups and how will be undertaken and monitored to ensure required actions are completed within suitable timescale as to not affect delivery of the scheme or result in any adverse outcomes. Assessment will also consider any potential positive impacts.

3.2 Public Sector Transparency

When LHAs submit proposals for funding to DfT, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final proposal to DfT.

a) Please specify the weblink where this proposal will be published.

[Birkenhead regeneration | wirral.gov.uk](https://www.wirral.gov.uk/birkenhead-regeneration)

3.3 Declarations

Senior Responsible Owner declaration

As Senior Responsible Owner for [Haymarket Tunnel Strengthening Scheme], I hereby submit this request for approval to DfT on behalf of [Wirral Council] and confirm that I have the necessary authority to do so.

I confirm that [Wirral Council] will have all the necessary statutory powers and other relevant consents in place to ensure the planned timescales in this proposal can be realised.

a) Name: Paul Traynor

b) Signed:



c) Date: 3rd August 2026

d) Email: paultraynor@wirral.gov.uk

Section 151 Officer declaration

As Section 151 Officer for [Wirral Council], I declare that the scheme cost estimates quoted in this proposal are accurate to the best of my knowledge and that [Wirral Council]:

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution.
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties.
- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme.
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided after 2029/30.
- confirms that the authority has the necessary governance and assurance arrangements in place and that all legal and other statutory obligations and consents will be adhered to.

e) Name: Daniel Kirwan

f) Signed:



g) Date: 3rd August 2026

h) Email: danielkirwan@wirral.gov.uk