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# WIRRAL LOCAL PLAN 2021 - 2037 SUBMISSION DRAFT

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## INFRASTRUCTURE DELIVERY PLAN

MAY 2022

Version 2

# Contents

EXECUTIVE SUMMARY .....	7
<b>1. INTRODUCTION</b> .....	11
1.1 Purpose of the Infrastructure Delivery Plan .....	11
1.2 Infrastructure Planning Process.....	12
1.3 Report structure .....	13
<b>2. POLICY CONTEXT</b> .....	14
2.1 National Policy Context.....	14
2.2 Sub Regional Policy Context .....	16
2.3 Local Plan Policy .....	17
<b>3. WIRRAL LOCAL PLAN SPATIAL STRATEGY</b> .....	18
3.1 Wirral Local Plan Spatial strategy .....	18
3.2 Levels of Infrastructure Assessment.....	18
<b>4. INFRASTRUCTURE PLANNING APPROACH</b> .....	24
4.1 Approach .....	24
4.2 Stakeholder Engagement and Assessment.....	24
4.3 Site Promoter Engagement .....	25
4.4 Public Consultation .....	25
4.5 Monitoring and Review .....	25
4.6 Infrastructure Classification .....	26
<b>5. TRANSPORT</b> .....	27
5.1 Current Provision .....	27
5.1.1 Walking and Cycling.....	27
5.1.2 Bus .....	33
5.1.3 Rail.....	35
5.1.4 Ferry.....	38
5.1.5 Road .....	39
5.1.6 Parking .....	42
5.1.7 Port .....	43
5.1.8 Transport Accessibility .....	45
5.2 Meeting the Needs Arising From Growth.....	46
5.2.1 Transport Studies, Strategy, and Birkenhead 2040 Framework Infrastructure Plan.....	46
5.2.2 Transport Modelling .....	48
5.2.3 Mass Transit.....	57
<b>6. UTILITIES</b> .....	60

6.1 ELECTRICITY .....	60
6.1.1 Current Provision .....	60
6.1.2 Planned Works.....	61
6.1.3 Meeting Needs Arising From Growth .....	61
6.2 GAS.....	63
6.2.1 Current Provision .....	63
6.2.2 Planned Works.....	63
6.2.3 Meeting Needs Arising From Growth .....	64
6.3 WATER.....	67
6.3.1 Current Provision .....	67
6.3.2 Meeting Needs Arising from Growth .....	68
6.4 FLOOD AND COASTAL EROSION.....	69
6.4.1 Current Provision .....	69
6.4.2 Meeting Needs Arising From Growth .....	70
6.5 COMMUNICATIONS .....	73
6.5.1 Broadband.....	73
6.5.2 Telecommunications .....	75
6.5.3 Meeting Needs Arising From Growth .....	75
6.6 WASTE.....	77
6.6.1 Current Provision .....	77
6.6.2 Meeting Needs Arising from Growth .....	77
<b>7. COMMUNITY INFRASTRUCTURE.....</b>	<b>80</b>
7.1 HEALTH .....	80
7.1.1 Primary Care .....	80
7.1.2 Secondary Care .....	81
7.1.3 Pharmacies .....	82
7.1.4 Planned Works.....	82
7.1.5 Meeting the Needs Arising from Growth .....	82
7.2 EDUCATION.....	84
7.2.1 Education Provision .....	84
7.2.1 Primary and Secondary.....	84
7.2.2 Further Education and Higher Education .....	86
7.2.3 Early Years and Childcare Provision.....	86
7.2.4 Meeting Needs Arising from Growth .....	87
7.3 LEISURE .....	90
7.3.1 Current Provision .....	90

7.3.2 Indoor Sports Facilities Needs Assessment 2019 and Indoor & Built Facilities Strategy 2021 .....	91
7.3.3 Playing Pitch and Outdoor Sports Strategy & Action Plan 2021.....	92
7.3.4 Local Football Facility Plan 2019.....	93
7.3.5 Meeting the Needs Arising from Growth .....	93
7.4 LIBRARIES .....	95
7.4.1 Current Provision .....	95
7.4.2 Meeting Needs Arising from Growth .....	96
7.5 COMMUNITY AND CULTURAL FACILITIES .....	97
7.5.1 Current Provision .....	97
7.5.2 Meeting Needs Arising from Growth .....	99
<b>8. EMERGENCY SERVICES .....</b>	<b>100</b>
8.1 CURRENT PROVISION .....	100
8.1.2 MERSEYSIDE POLICE.....	100
8.1.3 FIRE AND RESCUE .....	101
8.1.4 AMBULANCE.....	101
8.2. Meeting Needs Arising From Growth.....	102
<b>9. GREEN INFRASTRUCTURE .....</b>	<b>103</b>
9.1 CURRENT PROVISION .....	103
9.1.1 Nature Conservation .....	103
9.1.2 Open Space Assessment 2021.....	106
9.2 PLANNED WORKS .....	107
9.3 MEETING NEEDS ARISING FROM GROWTH.....	108
<b>10. INFRASTRUCTURE COSTS, FUNDING AND DELIVERY .....</b>	<b>109</b>
10.1 VIABILITY TESTING .....	109
10.2 INFRASTRUCTURE COSTS.....	109
10.3 FUNDING AND DELIVERY .....	111
<b>11. CONCLUSION.....</b>	<b>117</b>
<b>APPENDIX A.....</b>	<b>118</b>
INFRASTRUCTURE DELIVERY SCHEDULE.....	118
<b>APPENDIX B .....</b>	<b>122</b>
INFORMATION SOURCES .....	122
<b>APPENDIX C .....</b>	<b>125</b>
ACCESSIBILITY .....	125
<b>Appendix D .....</b>	<b>136</b>
SCHOOL AND GP CAPACITY .....	136
<b>APPENDIX E GLOSSARY .....</b>	<b>149</b>

## **Table of Figures**

Figure 1 Report Structure.....	13
Figure 2 Draft Birkenhead 2040 Framework Boundary and Regeneration Areas ....	19
Figure 3 Settlement Areas.....	20
Figure 4 Housing Site Allocations (50+ units) and Employment Allocations .....	21
Figure 5 Approach to Infrastructure Planning.....	24
Figure 6 LCWIP Network Source: LCR Local Cycling and Walking Infrastructure Plan .....	28
Figure 7 Wirral Cycle Map.....	29
Figure 8 Public Rights of Way .....	31
Figure 9 Wirral Bus Map.....	33
Figure 10 Rail Network and Ferry Terminals.....	35
Figure 11 Wirral Road Hierarchy Plan.....	39
Figure 12 Key Route Network .....	40
Figure 13 LCR Freeport .....	43
Figure 14 Port Facilities.....	44
Figure 15 Birkenhead 2040 Framework Infrastructure Schemes Plan .....	47
Figure 16 Junctions Over Capacity: 2037 Baseline Growth Scenario: AM.....	51
Figure 17 Junctions Over Capacity 2037 Baseline Growth Scenario: Inter Peak.....	52
Figure 18 Junctions Over Capacity 2037: Baseline Growth Scenario: PM.....	53
Figure 19 Junctions that Become Over Capacity in 2037 Preferred Option plus Strategic Schemes Scenario: AM.....	54
Figure 20 Junctions that Become Over Capacity in 2037 Preferred Option plus Strategic Schemes Scenario: IP.....	55
Figure 21 Junctions that Become Over Capacity in the 2037 Preferred Option plus Strategic Schemes Scenario: PM.....	56
Figure 22 National Grid Asset Map (published August 2019).....	60
Figure 23 Gas and Oil Pipelines within Wirral .....	63
Figure 24 Water Infrastructure in Wirral. ....	67
Figure 25 Flood Risk .....	69
Figure 26 Openreach Broadband Coverage .....	73
Figure 27 Virgin Media Broadband Coverage .....	74
Figure 28 LCR Full Fibre Network.....	76
Figure 29 Hospitals, GPs, Dentists, Opticians and Pharmacies.....	81
Figure 30 Education Provision .....	84
Figure 31 Leisure Provision.....	90
Figure 32 Wirral Libraries .....	95

Figure 33 Libraries per 100,000.....	96
Figure 34 Community Facilities.....	99
Figure 35 Police, Fire and Ambulance Stations.....	100
Figure 36 Nature Conservation.....	103
Figure 37 Wirral Open Space.....	106

## **Tables**

Table 1 Spatial Strategy.....	18
Table 2 Housing Site Allocations (50+ units).....	21
Table 3 Employment Site Allocations.....	22
Table 4 Rail Station Entries/ Exits.....	36
Table 5 Number of Junctions Over Capacity by Scenario.....	49
Table 6 Cadent Gas Capacity Commentary.....	65
Table 7 3 and 4 year olds Early Education and Childcare Providers.....	87
Table 8 Wirral Pupil Yield.....	88
Table 9 Indoor Sports Facilities Needs Assessment Recommendations.....	92
Table 10 Uniformed Groups.....	98
Table 11 Local Plan Infrastructure Cost Summary.....	110
Table 12 Funding Sources and Delivery Agents.....	111
Table 13 Accessibility Mapping Thresholds.....	126
Table 14 Walking and Cycling Accessibility Results.....	129
Table 15 Public Transport Accessibility.....	134

# EXECUTIVE SUMMARY

## INTRODUCTION

An Infrastructure Delivery Plan (IDP) is needed to identify infrastructure to support growth from planned development in the Local Plan. It identifies the costs of necessary infrastructure for development, how these costs can be met and provides information on how infrastructure will be delivered. The infrastructure identified has been incorporated into the Infrastructure Delivery Schedule (IDS) as set out in Appendix A.

## POLICY CONTEXT

Infrastructure is an important thread throughout the National Planning Policy Framework (NPPF) which sets the framework for local planning authorities to follow during the plan making process and when determining planning applications. Key relevant strategic policies in the Wirral Local Plan are WS 10 Infrastructure and WS 9 Strategy for Transport.

## WIRRAL LOCAL PLAN SPATIAL STRATEGY

The Local Plan provides for a minimum of 13,360 new homes and 65.6 hectares of employment land within the period 2021 – 2037. Commentary on infrastructure has been considered at the borough wide level, across the Birkenhead 2040 Framework Area, Regeneration Area (RA) level, Settlement Area (SA) level and site allocations over 50 housing units on a site by site basis.

## IDP APPROACH

The IDP has been developed in partnership with key stakeholders and infrastructure providers, and through interdepartmental working with Wirral Council colleagues. A Developers Forum has been established and site promoters/ developers/ landowners have been individually engaged, as appropriate. Reciprocal information sharing has taken place to inform Site Viability Testing and the development of the IDP.

Infrastructure requirements have been assessed for housing site allocations of 50+ housing units. The IDP also considers the cumulative impacts of smaller scale developments planned. Infrastructure has been classified with respect to how it will be needed to support the planned growth, for example, critical enabling infrastructure, essential mitigation infrastructure and desirable infrastructure.

## TRANSPORT

Using transport modelling software a cumulative traffic impact assessment has been undertaken that accounts for changes associated with planned Local Plan housing and employment together with any committed network updates.

To accompany the Birkenhead 2040 Framework a network of supporting transport infrastructure improvements have been identified which are being delivered through the development of business cases and accessing grant funding opportunities:

An independent transport and access review has been undertaken of housing site allocations over 50 units and employment site allocations to suggest the transport requirements to ensure access by all modes. Site specific access improvements for site allocation requirements will be provided by the developer as part of the scheme. Grant funding will be sought if necessary to support transport improvements in the Birkenhead 2040 Framework area where viability impacts on the ability to secure developer contributions.

Transport improvement works planned during the Local Plan period from the sub regional and Wirral Transport Strategy Documents and requirements identified as supporting Local Plan growth are identified within the IDS.

#### UTILITIES

Scottish Power Energy Networks (SPEN) has produced a high-level assessment to identify the estimated load, infrastructure requirements and approximate cost of connections to housing site allocations within the local plan. According to this assessment, planned levels of growth can be accommodated in Wirral. SPEN has been awarded Green Recovery Funding from the Office of Gas and Electricity Markets (OFGEM) to accelerate the uprating of existing 6.6kV network in Birkenhead aligned to reinforce the network in advance of Local Plan development and heat network proposals.

According to Cadent the gas pipeline infrastructure around the Wirral area is relatively dense. Costs of reinforcement are offset against the transportation revenue and only if the expenditure exceeds the income does the reinforcement become chargeable and developers may need to pay for some connections. There is a government ambition that by 2035 no new gas boilers will be sold. Wirral Council, working with partners, will develop a Heat Network for Birkenhead and keep a watching brief on advances in technology including hydrogen energy technology.

United Utilities suggest that Birkenhead, Bromborough, North Wirral (Meols) and Heswall Wastewater Treatment Works (WWTWs) have capacity to accept wastewater generated by projected growth within existing consents.

The flood risk of housing site allocations has been assessed in further detail in consultation with the Environment Agency. Site mitigation will be secured through the planning process.

Local Plan policy will require development to ensure a choice of broadband network provider and sites coming forward in the Regeneration Areas where appropriate will be required to support connections to the proposed Liverpool City Region (LCR) Full Fibre Network.

Discussions with Merseyside Waste Disposal Authority suggest that there is capacity within existing facilities to accommodate planned growth across the city region. Merseyside Environmental Advisory Service (MEAS) have undertaken an assessment of the current waste management needs, in the context of the sub-regional nature of the Waste Local Plan. Policy WM 7 of the Waste Local Plan, which expects existing operational and consented waste management sites to remain in waste management use unless in exceptional circumstances, will apply in a number of Regeneration Areas.

#### COMMUNITY INFRASTRUCTURE

An assessment of school place requirements has been undertaken in accordance with Department for Education (DfE) guidance. Where a future deficiency in school capacity has been identified, as a result of additional pupil yields, the requirement for primary school place provision is included within the relevant Housing Site Allocation and Regeneration Area policies.

The COVID 19 pandemic has reduced footfall at GP practices and resulted in the expansion of online services. Working with NHS Wirral, Wirral Council will monitor the ongoing impact and implications for the NHS Estate and demand arising from housing growth. A requirement for health service provision is included within relevant Local Plan Regeneration Area policy which could be accommodated through the expansion of an existing medical centre.

Local Plan policies ensure the protection of existing playing pitches and facilities. Sports England Sports Facilities and Playing Pitch Calculators will be utilised to calculate the contribution from each housing development, where appropriate, towards the needs arising from development identified in the Indoor Sports and Built Facilities and Playing Pitch Outdoor Sports and assessment and strategies.

#### EMERGENCY SERVICES

After consultation with the emergency services, demand arising from growth will be met through existing infrastructure.

#### GREEN INFRASTRUCTURE

Local Plan policy defines the requirements for green infrastructure provision. Where no on-site provision is made, an equivalent financial contribution towards the improvement of existing open space and children's play facilities will be required through the planning process. Where only on site equipped play is provided the cost of this provision will be deducted from the open space contribution required.

#### INFRASTRUCTURE COSTS, FUNDING AND DELIVERY

The IDS shows £527.9m of infrastructure delivery during the Local Plan period, of which £153.9m is classed as critical or essential infrastructure. £82.4m of funded infrastructure is to be delivered in the first 5 years of the local plan.

#### CONCLUSION

Infrastructure has been classified in respect to how it will be needed to support the planned growth, for example, critical enabling infrastructure, essential mitigation infrastructure and desirable infrastructure. All critical or essential infrastructure to be delivered in first 5 years has grant funding in place, funding bids submitted or will be secured through developer contributions.

Developer contributions will be sought towards infrastructure requirements wherever viable, but the Council recognises that grant funding / forward funding will be required to support the delivery of comprehensive longer term regeneration as required by Local Plan policies. Site specific infrastructure for housing site allocation requirements will be developer funded. Infrastructure items in the Birkenhead 2040 Framework area have been packaged into a delivery strategy for which business cases and funding bids are being developed.

# 1. INTRODUCTION

## 1.1 PURPOSE OF THE INFRASTRUCTURE DELIVERY PLAN

1. An Infrastructure Delivery Plan (IDP) is needed to identify infrastructure to support growth from planned development in the Local Plan. It identifies the costs of necessary infrastructure for development, how these costs can be met and provides information on how infrastructure will be delivered.
2. Infrastructure planning ensures the Council and providers understand the infrastructure required to bring sites forward and to ensure the cumulative impact of development is planned for. It enables the Council to identify priority areas for infrastructure provision and protect sites which could be critical in developing infrastructure.
3. The needs for infrastructure are constantly evolving, the IDP will be kept as a 'live' document, subject to on-going revision. The IDP will continue to identify, monitor and report on infrastructure requirements and delivery through the plan period, whilst providing a transparent and consistent approach with regards to the securing of contributions through the planning process, set out in Local Plan Appendix 10 Developer Contributions.
4. The Council has produced a range of supporting documents to accompany and supplement the Wirral Local Plan 2021-2037 which explain and justify the approach to the delivery of planned growth and infrastructure. These include:
  - Housing Delivery Strategy - provides further clarification and explanation on all matters relating to the future strategy for the delivery of housing planned as part of the Local Plan up to 2037, and where possible beyond. The document seeks to demonstrate how the key expectations of national planning policy and guidance have been addressed through the production of the Local Plan, with reference to evidence which has been collated to support the production and delivery of the Plan.
  - Infrastructure Delivery Plan – identifies infrastructure to support growth from planned development. It identifies the costs of necessary infrastructure for development, how these costs will be met and provides information on how infrastructure will be delivered.
  - Viability Assessment - provides an evidence base to assist in identifying the viability impacts of planning policies in the Local Plan, helping to ensure that the policies will not render development unviable and undeliverable.
  - Site Selection Report – outlines the approach that the Council has taken to assessing and identifying sites and broad locations for allocation within the Local Plan.

- Birkenhead 2040 Framework – provides a framework for the transformational regeneration of Birkenhead.
  - Birkenhead Housing Market Study - provides supporting evidence to inform and ultimately demonstrate and justify the delivery of proposals in the Local Plan for the regeneration of Birkenhead
5. These documents should be read in conjunction with one another and may be updated over time as new evidence and information becomes available.

## **1.2 INFRASTRUCTURE PLANNING PROCESS**

6. The Infrastructure Delivery Plan has been prepared in two stages:
- Stage 1 Evidence and Capacity Study: (published for consultation with the Wirral Local Plan Issues and Options Report under Regulation 18 of the Town & Country Planning (Local Planning) Regulations 2012) provided information on the baseline provision of infrastructure in the Borough together with an assessment of known constraints or pinch points or shortfalls in provision against various appropriate standards.
  - Final Report: (this report) expands the Stage 1 Report, incorporating comments received as part of the Regulation 18 consultation, Local Plan evidence base studies, consultation with stakeholders and landowners and latest data to provide an assessment of and delivery strategy for infrastructure requirements to allow the timely delivery of the Wirral Local Plan. The infrastructure identified has been incorporated into the Infrastructure Delivery Schedule (IDS) as set out in Appendix A.
7. The role of the IDS is to provide a summary of the infrastructure identified to support local plan delivery including infrastructure costs, phasing and funding sources. It is intended to be a living document which will be updated regularly. The IDS can be filtered by site, area, infrastructure category, time period and importance to provide information for developers, officers and stakeholders. It also provides an important corporate function in informing funding bids and to assist in monitoring delivery of the Local Plan as a whole.

### 1.3 REPORT STRUCTURE

Figure 1 Report Structure



## 2. POLICY CONTEXT

### 2.1 NATIONAL POLICY CONTEXT

8. The revised National Planning Policy Framework (NPPF)<sup>1</sup> was updated by the Ministry of Housing, Communities and Local Government on 10 July 2021. Infrastructure is an important thread throughout the document which sets the framework for local planning authorities to follow during the plan making process and when determining planning applications.
  
9. Section 2 Paragraph 8 of the NPPF refers to the three objectives for sustainable development;  
*“a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*  
  
*b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and*  
  
*c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”*
  
10. Section 3 Paragraph 16 identifies the need for early engagement with infrastructure and service providers:  
*“Plans should:*  
  
*c) be shaped by early, proportionate and effective engagement between plan makers and...infrastructure providers and operators and statutory consultees;”*
  
11. Paragraph 20 states that, “Strategic policies should...make sufficient provision for:  
*b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*

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<sup>1</sup> <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

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

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

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

13. Paragraph 34 discusses developer contributions stating that;  
*“Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan”.*

14. In accordance with Section 6 Paragraph 82 of the NPPF, to build a strong competitive economy, *“Planning policies should:*  
*“c) seek to address potential barriers to investment, such as inadequate infrastructure, services...”*

15. To promote healthy and safe communities, Section 8 Paragraph 92 states that,  
*“Planning policies and decisions should...*  
*“c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.”*

16. To promote sustainable transport, Paragraph 106 states that,  
*“Planning policies should:*  
*“b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*

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

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

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

17. NPPF Paragraph 114 recognises that advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. It states that planning policies should *"set out how high quality digital infrastructure, providing access to services from a range of providers, is expected to be delivered and upgraded over time; and should prioritise full fibre connections to existing and new developments"*.
18. The capacity of existing infrastructure and availability of services is referenced as a key consideration for achieving appropriate densities (Paragraph 124 c).
19. The future resilience of infrastructure to the impacts of climate change is also to be taken account of in plan making. Paragraph 153 explains that this includes, *"...providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure."*

## **2.2 SUB REGIONAL POLICY CONTEXT**

20. The Liverpool City Region (LCR) Spatial Development Strategy (SDS) is currently under development. The SDS will set out a spatial planning framework for the LCR for the next 15 years, covering the City of Liverpool and the Metropolitan Boroughs of Knowsley, St Helens, Sefton, Wirral and Halton. It will include:
  - Provision for housing, employment, retail & leisure,
  - commercial
  - Infrastructure
  - Community facilities (e.g. health, education, culture)
  - Natural, built and historic environment (inc. climate)
21. It will not however allocate housing and employment sites throughout the region and will not make changes to Green Belt boundaries. Two stages of LCR wide public consultation have been undertaken to date.

22. The LCR SDS is still in the early stages of preparation. A Strategic Infrastructure Plan is under production to identify key pieces of strategic infrastructure to support delivery of the LCR SDS.

### **2.3 LOCAL PLAN POLICY**

23. Key relevant strategic policies in the Wirral Local Plan are WS10 Infrastructure and WS9 Strategy for Transport which set out the requirement from development. WS10 Infrastructure and Appendix 10 Developer Contributions set out how the Council will seek and secure contributions for and protect infrastructure on Wirral. Policy WS9 Transport Strategy sets out the key transport improvements that will be required in the Borough during the Local Plan period and requirements of development to ensure modal choice. Regeneration Area and Site Allocation policies set out the known infrastructure requirements and the need for comprehensive master planning.

## 3. WIRRAL LOCAL PLAN SPATIAL STRATEGY

### 3.1 WIRRAL LOCAL PLAN SPATIAL STRATEGY

24. Within the period 2021 – 2037 the strategy will move the Council toward a zero carbon future with high quality design of urban regeneration, economic transformation and environmental enhancement whilst enhancing and better revealing the historic significance of assets in the Borough. The Local Plan will provide for a minimum of 13,360 net additional dwellings and 65.6 hectares of employment land.

25. Table 1 below sets out the Spatial Strategy:

Table 1 Spatial Strategy

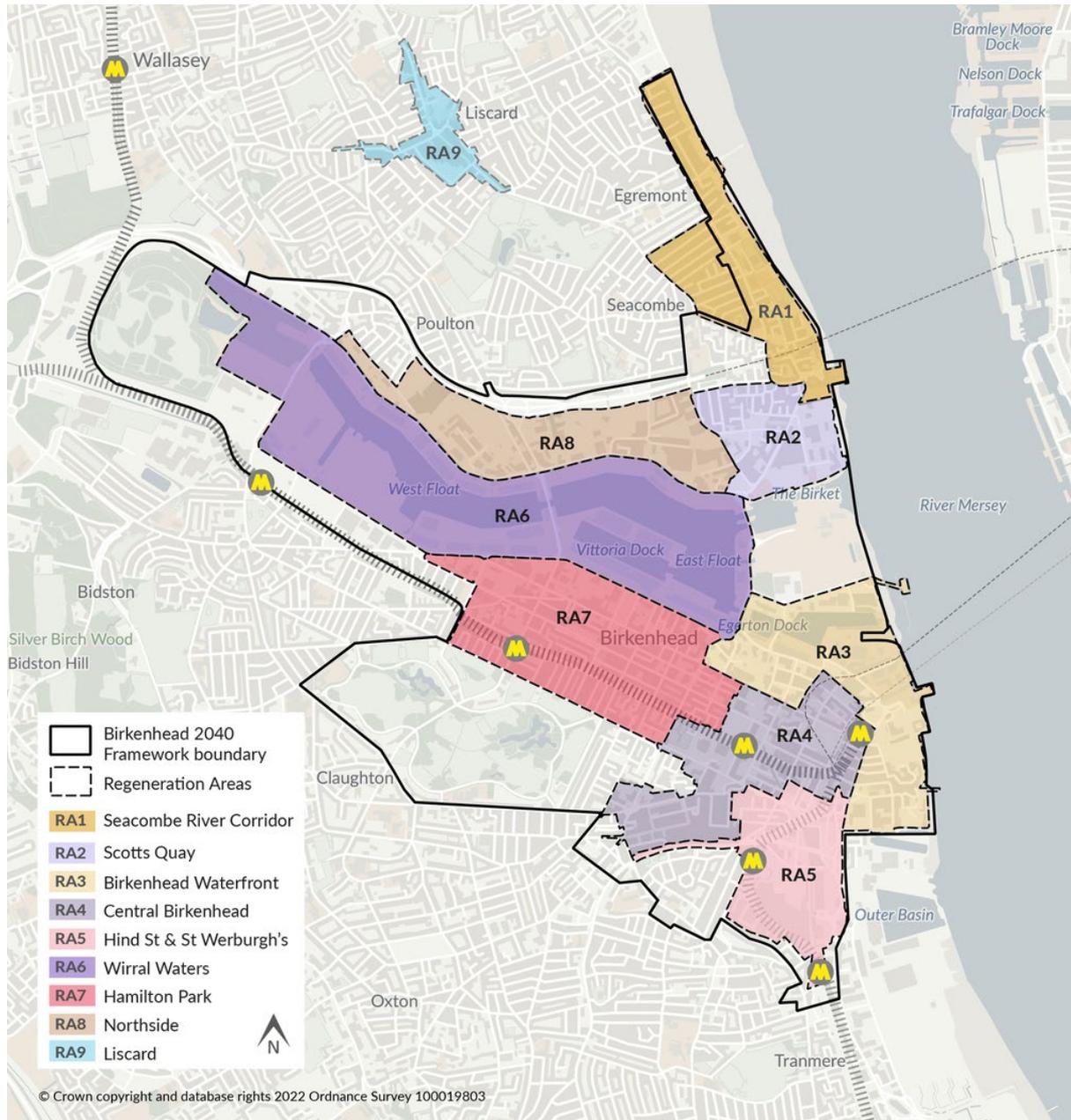
Area	Housing Units	Employment ha
<b>Existing Commitments</b>		
<b>Existing Commitments Sub-Total</b>	<b>1,730</b>	
<b>Regeneration Areas</b>		
RA1 - Seacombe Corridor	306	
RA2 – Scott’s Quay	630	
RA3 – Birkenhead Waterfront	567	1.58
RA4 - Central Birkenhead	1,304	
RA5 - Hind Street & St Werburghs	1,476	
RA6 - Wirral Waters	2,911	22.37
RA7- Hamilton Park	923	0.98
RA8 – Northside		13.11
RA9 – Liscard	180	
RA10 - New Brighton	284	
RA11- New Ferry	98	
<b>Other Settlement Areas</b>		
<b>Other Settlement Areas Sub-Total</b>	<b>2,425</b>	<b>27.56</b>
<b>Allowances</b>		
New build windfalls	480	
Conversions and Changes of Use	1,600	
Empty homes	1,410	
<b>Total 2021-2037</b>	<b>16,322</b>	<b>65.6</b>

### 3.2 LEVELS OF INFRASTRUCTURE ASSESSMENT

26. Where possible commentary on infrastructure has been considered at the borough wide level, across the Birkenhead 2040 Framework Area (Figure 2), Regeneration Area (RA) level (Figure 2), Settlement Area (SA) level (Figure 3) and site allocations over 50 housing units on a site by site basis. The housing site allocations (50+ residential units) and employment site allocations are shown in Table 2 and Table 3,

respectively and in Figure 4. The cumulative impacts of planned smaller scale development have also been undertaken.

Figure 2 Draft Birkenhead 2040 Framework Boundary and Regeneration Areas



Source: Birkenhead 2040 Framework

Figure 3 Settlement Areas



Figure 4 Housing Site Allocations (50+ units) and Employment Allocations



Table 2 Housing Site Allocations (50+ units)

Local Plan Site Reference	Description	Site Size (HA)	Total Site Capacity
RES-RA2.1	Land East of Birkenhead Road (North), Seacombe	1.90	200
RES-RA2.2	Land East of Birkenhead Road (South), Seacombe	1.57	250
RES-RA3.4	Rose Brae, Church Street, Woodside	1.96	180
RES-RA 4.1	WGC Town Centre Plot E, Hemingford Street, Birkenhead	1.38	172
RES-RA 4.2	WGC Town Centre Plot G, South of Conway Park Station, Birkenhead	1.24	92

RES-RA 4.3	WGC Town Centre Plot I and J, North of Conway Park Station, Birkenhead	1.43	185
RES-RA5.1	Land at Hind Street, Tranmere	14.65	1400
RES-RA 6.2	Wirral Waters - Vittoria Studios and Sky City	7.24	2200
RES-RA 6.3	Wirral Waters - Northbank East 1 (Urban splash)	0.80	120
RES-RA 6.4	Wirral Waters - Northbank West 2(Urban Splash)	1.50	230
RES-RA 6.5	Wirral Waters - Northbank East 3 (Tower Road)	0.55	150
RES-RA 6.6	Wirra Waters – Northbank West 1 (Legacy)	2.16	500
RES-RA9.1	Former Municipal Buildings, Seaview Road, Liscard	0.84	100
RES-SA1.3	Rear of Gibson House, Maddock Road, Egremont	0.39	87
RES-SA4.1	Land at Civic Way, Bebington	0.84	60
RES-SA4.2	Former MOD, Wirral International Business Park	8.01	250
RES-SA4.3	Land at Riverside Park, Southwood Road, Bromborough	6.5	200
RES-SA4.6	Former Croda, Prices Way, Bromborough Pool	4.62	100
RES-SA4.7	Land off Dock Road South, Bromborough (D1 oils)	22.86	1225
RES-SA4.11	Unilever Research, Quarry Road East, Port Sunlight	3.42	120
RES-SA5.1	Moreton Family Centre, Pasture Road	0.46	75
RES-SA5.3	East of Typhoo, Reeds Lane, Moreton	5.01	100
RES-SA5.4	Former Foxfield School, Douglas Drive, Moreton	1.44	65

*Table 3 Employment Site Allocations*

Local Plan Site Reference	Description	Site Size (HA)
EMP-RA3.1	Twelve Quays, south of Morpeth Waterfront, Birkenhead	1.58
EMP-RA6.1	North of Beaufort Road, Birkenhead	1.8
EMP-RA6.2	MEA Park West, Wallasey Bridge Road, Birkenhead	8.84

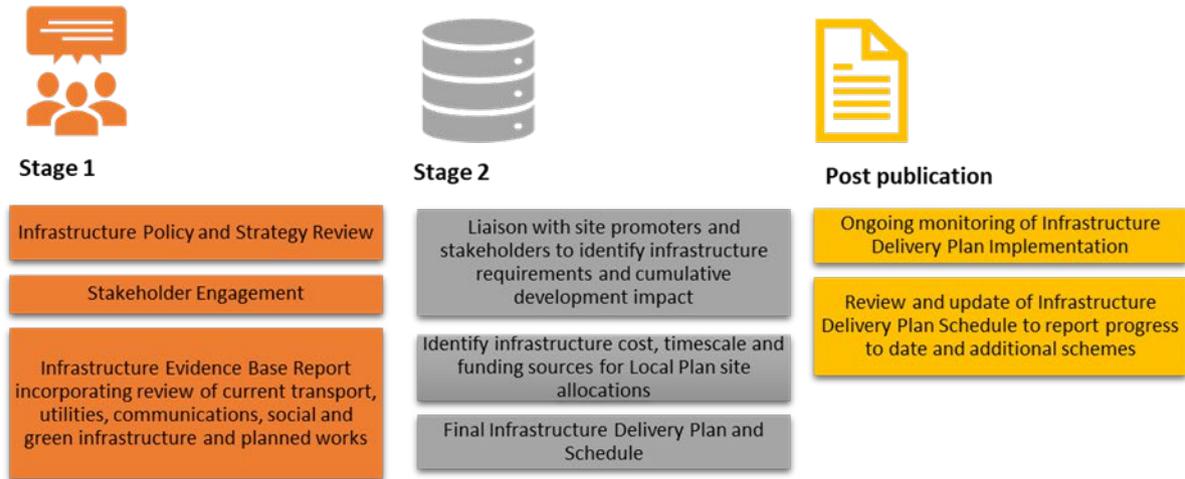
EMP-RA6.3	MEA Park East, Beaufort Road, Birkenhead	9.02
EMP-RA6.4	MEA Park Phase 2, Beaufort Road, Birkenhead	1.76
EMP-RA6.5	Former Hydraulic Tower, Tower Road, (Maritime Knowledge Hub)	0.95
EMP-RA7.1	Kern's Warehouse, Cleveland Street, Birkenhead	0.98
EMP-RA8.1	Northside West, Dock Road, Poulton	6.28
EMP-RA8.2	SMM Business Park Dock Road, Seacombe	6.83
EMP-SA2.1	Cammell Laird South, Campbelltown Road, Birkenhead	5.52
EMP-SA2.2	Twelve Quay, north of Tower Wharf, Birkenhead	1.06
EMP-SA3.1	Land west of Prenton Way, North Cheshire TE Prenton	0.58
EMP-SA4.1	Land south of Riverbank Road, Bromborough	1.01
EMP-SA4.2	Sun Valley expansion, Commercial Road, Bromborough	0.97
EMP-SA4.3	Land north of Caldbeck Road, east of Welton Road, Bromborough	2.35
EMP-SA4.4	Tulip Expansion, Plantation Road, Bromborough	2.05
EMP-SA4.5	North Road Business Park, North Road, Eastham	9.28
EMP-SA5.1	Peninsula Business Park, Reeds Lane, Moreton	1.1
EMP-SA5.2	Land North of Premier/Typhoo Access Road, Reeds Lane, Moreton	1.46
EMP-SA5.3	Land south of Premier/Typhoo Access Road, Reeds Lane, Moreton	1.93
EMP-SA5.4	Land south of Tarran Way North, Moreton	0.25

## 4. INFRASTRUCTURE PLANNING APPROACH

### 4.1 APPROACH

27. The approach to infrastructure planning is demonstrated in **Figure 5** below.

Figure 5 Approach to Infrastructure Planning



### 4.2 STAKEHOLDER ENGAGEMENT AND ASSESSMENT

28. The Infrastructure Delivery Plan has been developed in partnership with key stakeholders and infrastructure providers, and through interdepartmental working with Wirral Council colleagues. Continued ongoing engagement has supported the assessment of site allocation requirements and cumulative impacts. A summary of assessment work and evidence studies by infrastructure type undertaken with stakeholders is included within the following chapters.

29. Engagement has included regular face to face meetings and virtual meetings (since March 2020) in addition to regular email correspondence. Where appropriate, Statements of Common Ground (SOCG) have been developed with infrastructure providers. In addition an Infrastructure Provider workshop was held in December 2020 attended by the following:

Stakeholder Organisation
Cadent Gas
Canal & River Trust
Cheshire West & Chester Highways

Dwr Cymru Welsh Water
Environment Agency
Highways England
Liverpool Airport
Liverpool City Council, Highways
Merseytravel
Virgin Media
Openreach
Scottish Power Energy Networks (SPEN)
Transport for Wales
United Utilities
Wirral Community Health and Care NHS Foundation Trust

#### **4.3 SITE PROMOTER ENGAGEMENT**

30. A Developers Forum has been established and housing site promoters/ developers/ landowners have been individually engaged, as appropriate. Reciprocal information sharing has taken place to inform site viability testing and the development of the IDP. Statements of Common Ground have been developed with key housing site promoters.

#### **4.4 PUBLIC CONSULTATION**

31. Wirral Local Plan Issues and Options Report and a draft Infrastructure Delivery Plan Stage 1 Evidence and Capacity Study was published for consultation under Regulation 18 of the Town & Country Planning (Local Planning) Regulations 2012) in early 2020. Comments and representations received on the Issues and Options Report, IDP and potential site allocations pertaining to infrastructure have been considered in the development of this IDP document.

#### **4.5 MONITORING AND REVIEW**

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

#### 4.6 INFRASTRUCTURE CLASSIFICATION

33. Infrastructure has been classified with respect to how it will be needed to support the planned growth in the Local Plan, for example, critical enabling infrastructure, essential mitigation infrastructure and desirable infrastructure. The funding sources are identified in the IDS and include consideration of public sector funding, and developer funding opportunities.

Infrastructure Classification	Criteria
Critical Infrastructure (C)	Critical infrastructure is that which must happen in order for development to proceed. It most commonly involves connections to transport and utility networks. It is usually triggered by the commencement of development activity.
Essential mitigation infrastructure (E)	Essential infrastructure is that which is necessary to mitigate impacts arising from the development, for example provision of education and health facilities. It is usually triggered at occupation of a development site, either a specific phase or a whole site. It enables development to come forward in a way that is both sustainable and acceptable in planning terms.
Desirable Infrastructure (D)	Desirable infrastructure is that which is required through local plan policies for sustainable growth and to achieve good place making. This type of infrastructure would deliver wider benefits but would not necessarily prevent or delay the delivery of further development.

## 5. TRANSPORT

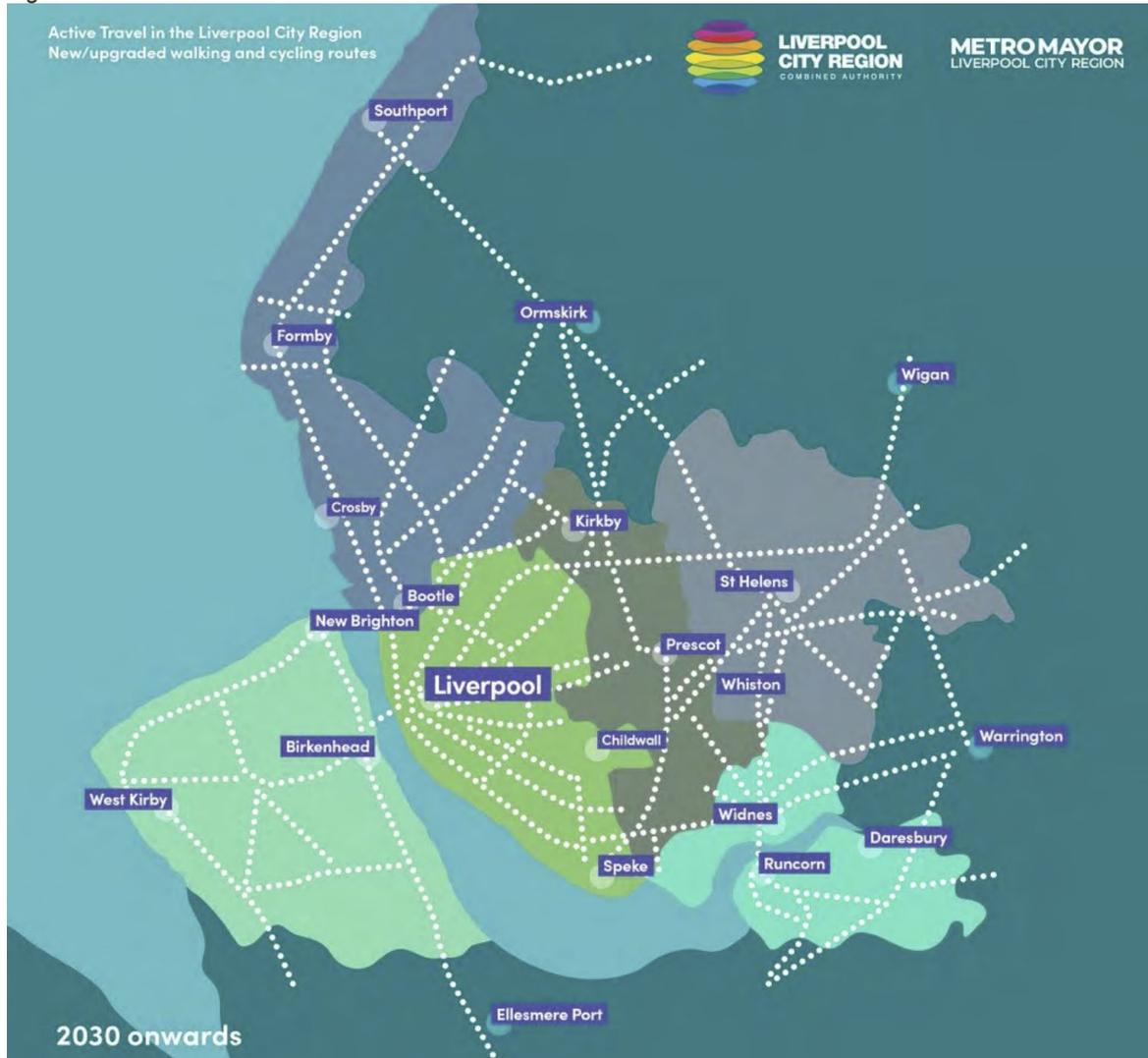
### 5.1 CURRENT PROVISION

34. The broad types of transport infrastructure in Wirral are active transport (such as walking and cycling), public transport, highways and port infrastructure. The Council has a role in the provision of transport, particularly local road networks and active transport routes, but is also reliant on a number of other organisations. National Highways is responsible for the operation and management of the M53 motorway, and Liverpool City Region Combined Authority (LCRCA) is responsible for public transport services including the Mersey Ferries service and the operation of the Queensway and Kingsway road tunnels, linking Wirral to Liverpool, as well as the Key Route Network. In conjunction with Liverpool City Region Combined Authority, the Council also works with public transport operators such as Stagecoach, Arriva and Merseyrail. Travel patterns in the Borough are distinguished by high levels of commuting to Liverpool, as well as significant levels to Chester, Ellesmere Port and Wales.
  
35. The Liverpool City Region has pledged to become net zero carbon by 2040 in the LCRCA Net Zero Action Plan. The Council has committed in its Cool2 Climate Change Strategy for Wirral to a shift to fossil fuel free local travel by around 2030.

#### **5.1.1 Walking and Cycling**

36. In 2021 the government published Gear Change the national cycling and walking plan to deliver a step-change in cycling and walking. Along with Local Transport Note 1/20, Gear Change sets the design principles required for schemes to achieve funding.

Figure 6 LCWIP Network



Source: LCR Local Cycling and Walking Infrastructure Plan

37. The LCR Local Cycling and Walking Infrastructure Plan<sup>2</sup> (LCWIP) is a strategic approach to developing a cohesive network of high standard active travel routes across the region as shown in Figure 6 above. The LCWIP sets out a high level approach for encouraging more people to travel on foot or by bike by creating a safe, integrated and well linked network of walking and cycling routes.

<sup>2</sup> <https://www.liverpoolcityregion-ca.gov.uk/wp-content/uploads/LCWIP-REPORT-FULL.pdf>





Source: Liverpool City Region Combined Authority Wirral Cycle Map<sup>3</sup>

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

39. Over recent years significant investment has been made in improving infrastructure for cyclists through funding secured via the LCRCA from the Department for Transport (DfT). New facilities for cyclists and pedestrians enable easier and safer journeys to be undertaken by bike and on foot. Scheme examples include improvements along the A41 and in the Wallasey Dock area, a strategic link between Leasowe and Wirral Waters, as well as planned routes across the Left Bank and a planned e-cargo bike pilot. There are 697 cycle stands within the borough. There has been a steady increase in cycling across the borough – up by 43% between 2008/09 and 2016/17<sup>4</sup>. Although there has been a positive increase in cycling in the borough, overall modal share by cycle across the LCR remains low hence the need

<sup>3</sup><https://www.merseyside.gov.uk/getting-around/cyclingandwalking/Documents/Wirral%20Cycle%20Map%20web.pdf>

<sup>4</sup> <https://www.wirralintelligenceservice.org/state-of-the-borough/transport/>

for Gear Change, and LCWIP proposals and investment. An Active Travel Strategy for Wirral is also currently under development.

Figure 8 Public Rights of Way



40. There are numerous public rights of way throughout the borough as shown in Figure 8.
41. The Wirral Public Rights of Way network continues to be maintained to enhance the public's access to the 75 miles of public rights of way, plus a further 25 miles of permissive footpaths, bridleways and off-road cycle tracks. This is in addition to the 15 miles of the Wirral Way within Wirral Country Park from West Kirby to Hooton. Permissive routes through potential development sites need to be taken into account as part of proposals. The Wirral Network forms part of the wider 671 km of rights of way in the Liverpool City Region. A LCR Rights of Way Improvement Plan (ROWIP) covers the entire geographic area of the Liverpool City Region Mayoral Combined Authority. Wirral Council is responsible for the delivery of the plan in the borough.

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

### 5.1.2 Bus

Figure 9 Wirral Bus Map



## Wirral Area Network Bus Map



LIVERPOOL  
CITY REGION  
COMBINED AUTHORITY



METROMAYOR  
LIVERPOOL CITY REGION

Source: Liverpool City Region Combined Authority Bus Map<sup>5</sup>

<sup>5</sup><https://www.merseytravel.gov.uk/getting-around/key-destinations/Documents/WirralPublicTransportMap.pdf>

43. Wirral is served by a network of 37 bus routes (excluding schools services) as shown in 5.1.2 Bus Figure 9. This includes 11 routes that run across the river to Liverpool and 4 routes that run across the boundary to Cheshire and Wales. Some bus routes are commissioned and subsidised by Merseytravel, who provide these services where there is a gap in the network or a particular social need. LCR Bus Service Improvement Plan (BSIP)<sup>6</sup> sets out plans for the city region's largest ever investment in bus, aligned to the Government's national bus strategy, Bus Back Better. In addition to the introduction of zero emission hydrogen buses investment by operators has improved the quality of bus services on some routes by providing leather seats, extra legroom, free Wi-Fi, and USB charging points.
44. In 2019/20 there were 119.2 million bus journeys<sup>7</sup> across Merseyside (acknowledging that in the last few weeks of this period demand will have been affected by COVID-19 restrictions and concerns – the corresponding figure in 2018/19 was 125.9 million).
45. The 2017 Countywide Survey<sup>8</sup> for Wirral suggests that bus was the main mode for 79% of trips and rail for 21% of trips. Overall, according to this survey, Public Transport accounted for 9% of trips, Walking 25%, cycling 2; but Car dominated, at 60% (plus 3% using taxi). Using the overall results from the Countywide Survey, 19% of all bus journeys are people travelling to/from work, 22% for education and 34% for shopping.
46. Change in travel demand and use is shown to some extent in the Mode Share surveys<sup>9</sup>. The most recent survey for Birkenhead was 2017. This shows:
- During the morning peak, bus accounted for 29% of journeys, rail 8%, and car 55%.
  - During the inter peak, bus accounted for 27% of journeys, rail 6%, and car 53%.
  - The mode share data suggests something of a gain for public transport use into Birkenhead – although more notably during the AM peak than Inter-peak.

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<sup>6</sup> [https://www.liverpoolcityregion-ca.gov.uk/wp-content/uploads/LCR\\_BSIP\\_2021.pdf](https://www.liverpoolcityregion-ca.gov.uk/wp-content/uploads/LCR_BSIP_2021.pdf)

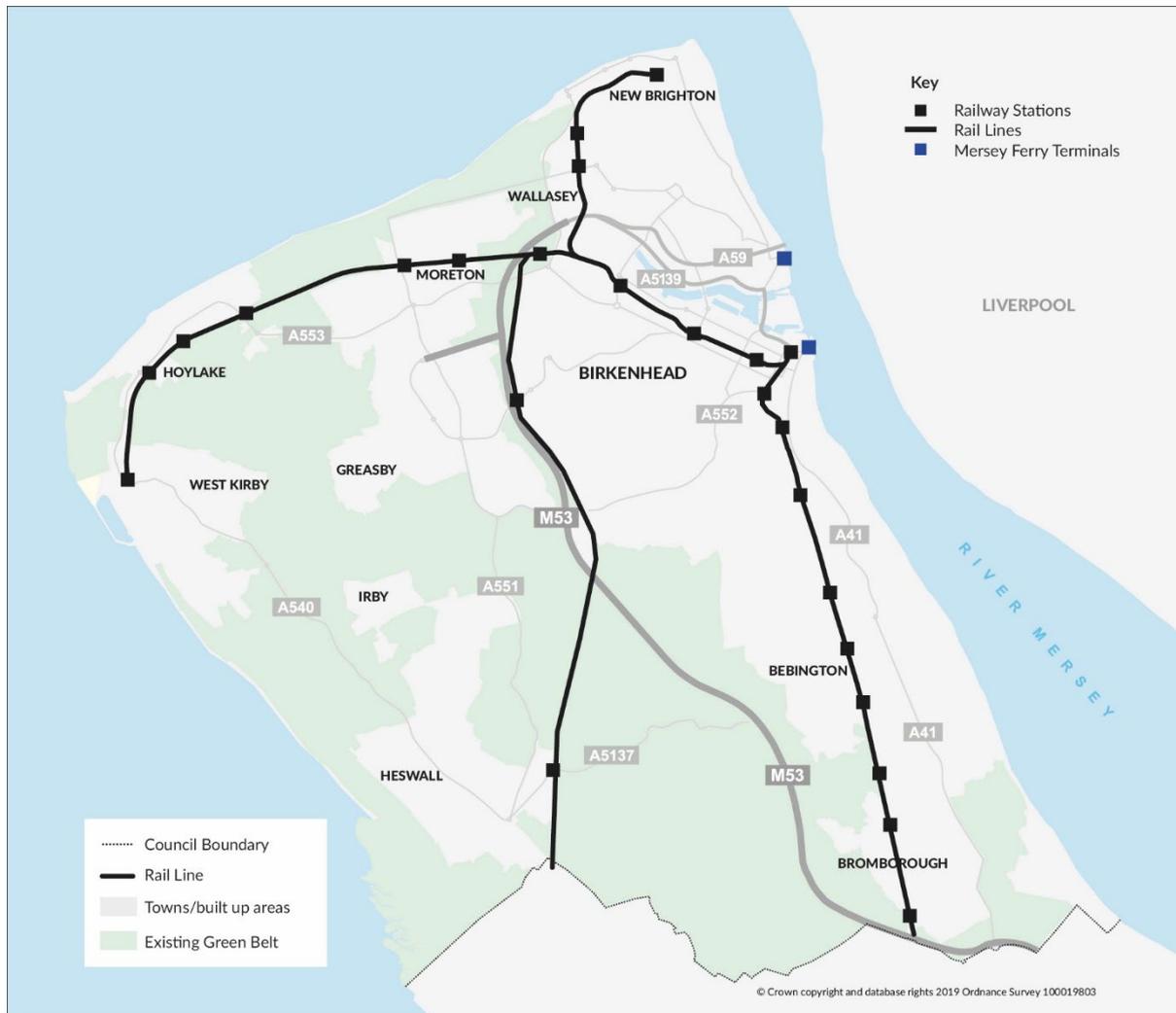
<sup>7</sup> DfT table BUS0109b

<sup>8</sup> The Countywide Survey is run by Merseytravel / LCRCA, and is a detailed study into travel patterns, using a travel diary for selected weeks. The usual sample is 200 households per district and the most recent survey was in 2017.

<sup>9</sup> The mode share surveys use a cordon around selected centres to examine proportions of journeys by different modes during the weekday AM Peak and Inter Peak. Liverpool is surveyed annually, with other regional centres being surveyed every few years. Birkenhead is the centre used in Wirral.

### 5.1.3 Rail

Figure 10 Rail Network and Ferry Terminals



47. The majority of Wirral is well connected by rail with Merseyrail operating frequent services (between 4 - 6 trains per hour) to Ellesmere Port and Chester, and to Liverpool via the Mersey Railway Tunnel (Figure 10). Transport for Wales (TfW) operate hourly services from Wrexham to Bidston where it connects with Merseyrail services, providing connectivity to Deeside in Flintshire. In total there are 25 rail stations in Wirral, 23 on the Merseyrail Wirral Line and 2 on the Bidston to Wrexham line. Wirral Council and Merseytravel offer park and ride services at 12 rail stations in Wirral and cycle parking is available at 20 stations.
48. The aspirations for improvement on the rail network are included within LCR's updated Long Term Rail Strategy<sup>10</sup> (2018). New trains have been purchased for the Merseyrail Network which will be able to carry more than 50 per cent more passengers whilst retaining the same number of seats. This will help them better cater for rising passenger numbers, both now and in the future. The trains should have the capabilities to eventually run beyond the current Merseyrail boundaries to places like Skelmersdale, Wrexham and Warrington. Wirral does not have any operational rail freight lines. The former Dock Branch line is to be designated as a linear park and active travel route as part of the Local Plan.
49. Table 4 below indicates the number of passengers entering and exiting Wirral stations in 2019/20. Hamilton Square is by far the busiest station, followed by New Brighton and West Kirby. COVID impacts have reduced passenger numbers on the Merseyrail Network. Following a period of increasing in Passenger numbers across Wirral from 14.6m 2017/18 to 18.3m 2019/20, numbers dropped to 5.1m in 2020/21.

*Table 4 Rail Station Entries/ Exits<sup>11</sup>*

Station Name	2019-20 Entries & Exits
Bebington	1,002,982
Bidston	398,678
Birkenhead Central	922,770
Birkenhead Hamilton Square	1,822,344
Birkenhead North	1,074,168
Birkenhead Park	807,934
Bromborough	709,022
Bromborough Rake	355,030
Conway Park	1,145,832
Eastham Rake	484,648
Green Lane	539,980

<sup>10</sup>[https://www.merseytravel.gov.uk/about-us/local-transport-delivery/Documents/10399%20Merseytravel%20LongTermRail\\_Strategyweb.pdf](https://www.merseytravel.gov.uk/about-us/local-transport-delivery/Documents/10399%20Merseytravel%20LongTermRail_Strategyweb.pdf)

<sup>11</sup> <https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage/>

Heswall	99,136
Hoylake	645,686
Leasowe	703,188
Manor Road	368,418
Meols	445,254
Moreton (Merseyside)	614,774
New Brighton	1,388,152
Port Sunlight	859,480
Rock Ferry	790,252
Spital	482,708
Upton (Merseyside)	22,502
Wallasey Grove Road	679,150
Wallasey Village	582,040
West Kirby	1,379,684

50. TfW is implementing plans to introduce new rolling stock to increase capacity and reduce journey times. There are also plans to increase weekday service frequency on the Bidston – Wrexham line to two trains per hour during 2022, and by the end of 2023, the frequency of Sunday services will increase to one train per hour.
51. There are some stations in Wirral which are not fully accessible or are in need of improvements. Eleven out of the 23 Merseyrail stations on Wirral are fully accessible with step free access. Funding has been secured for access improvements at Birkenhead Park station. Heswall and Upton Stations on the Bidston – Wrexham line are not fully accessible.

#### **5.1.4 Ferry**

52. Wirral is served by a direct commuter shuttle ferry service from Seacombe Ferry to Liverpool's Pier Head, and a tourist 'daily explorer' ferry service that also calls at Woodside, Birkenhead. In 2018/19 there were almost 600,000 journeys<sup>12</sup> on the Mersey Ferries. As part of the Mersey Ferries Long Term Ferry Strategy<sup>13</sup>, funding is in place to provide updated landing stages at both ferry terminals.
  
53. Wirral is a significant and growing gateway for travel to the island of Ireland, with 298,000 passengers<sup>14</sup> travelling on the Birkenhead to Belfast link in 2019 – a 14% increase on the previous 5 years.

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<sup>12</sup> Data source LCRCA

<sup>13</sup>[https://www.merseytravel.gov.uk/about-us/corporate-information/Documents/9768%20MT%20Ferries%20Strategy%201.8\\_WEB.pdf](https://www.merseytravel.gov.uk/about-us/corporate-information/Documents/9768%20MT%20Ferries%20Strategy%201.8_WEB.pdf)

<sup>14</sup> DfT's annual Sea Passenger Statistics

### 5.1.5 Road

Figure 11 Wirral Road Hierarchy Plan

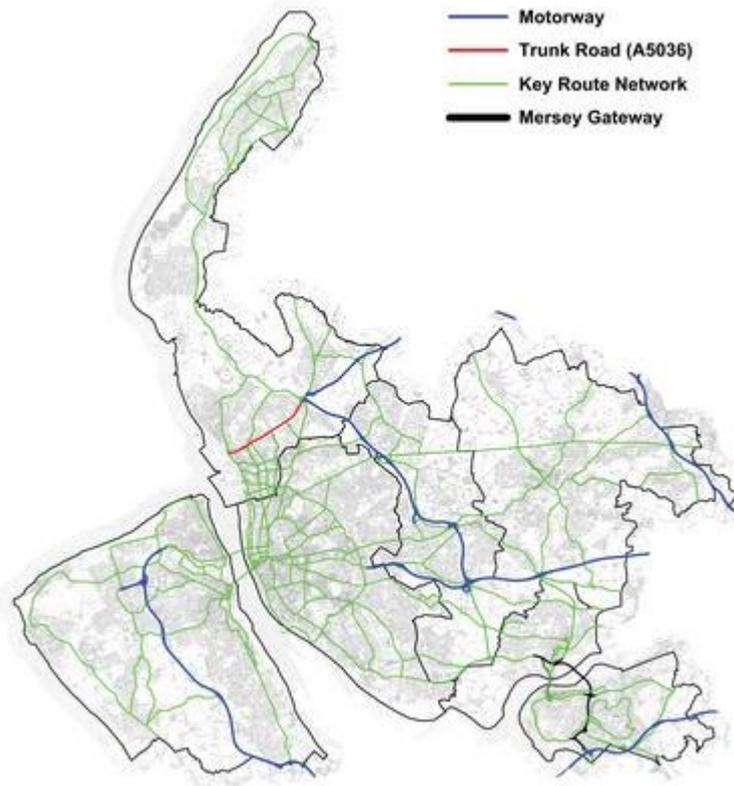


54. National Highways M53 motorway, running through Wirral from Birkenhead to Chester, links Wirral to the wider motorway network via the M56 to Warrington and beyond, as well as to the A55 to North Wales. National Highways have undertaken a strategic study into the Role of the SRN in Birkenhead which highlighted that the interface between the SRN and local roads can present particular challenges and barriers for active travel users.
55. Wirral is connected to the rest of the Liverpool City Region (LCR) by road from Birkenhead via the Queensway Tunnel (A41) and from Wallasey via the Kingsway Tunnel (M53/A59), as shown in Figure 11. Up to 90,000 vehicles per day<sup>15</sup> cross under the River Mersey via these tunnels between Wirral and Liverpool.

<sup>15</sup> Data source Mersey Tunnels

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

Figure 12 Key Route Network



Source: Liverpool City Region Statement of Common Ground

57. LCR has agreed a Key Route Network (KRN) of main roads, as shown in Figure 12, which are the backbone to the City Region.
58. There are over 1135 km roads in Wirral. Wirral has a smaller number of roads that are classed as needing immediate maintenance than almost all other Council areas across England<sup>16</sup>. Wirral's Highway Infrastructure Asset Management Strategy (HIAMS) 2020 is used to inform highway maintenance operations.
59. Overall, there is a long-term improving picture of safety on Wirral roads. Measuring collision data year to year is affected by annual random fluctuations, there were

<sup>16</sup><https://www.wirral.gov.uk/sites/default/files/all/About%20the%20council/Wirral%20Plan/Transport%20Strategy%20final.pdf>

19% fewer people injured comparing the average of the last 5 years (2015 – 2019; 457 casualties) to the average of the previous 5 years (2010 -2014; 567 casualties)<sup>17</sup>.

60. Car availability is generally higher in Wirral compared to the LCR as a whole. There is a wide range of car ownership levels across the borough with 50.6% of homes in Bidston and St James without a car compared to just 10% in Heswall. The vast majority of Wirral residents travel to work via a car or van (66%) with 11% travelling to work via public transport (Train 4%, Bus 7%).<sup>18</sup>

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<sup>17</sup> <https://roadtraffic.dft.gov.uk/>

<sup>18</sup> <https://www.ons.gov.uk/>

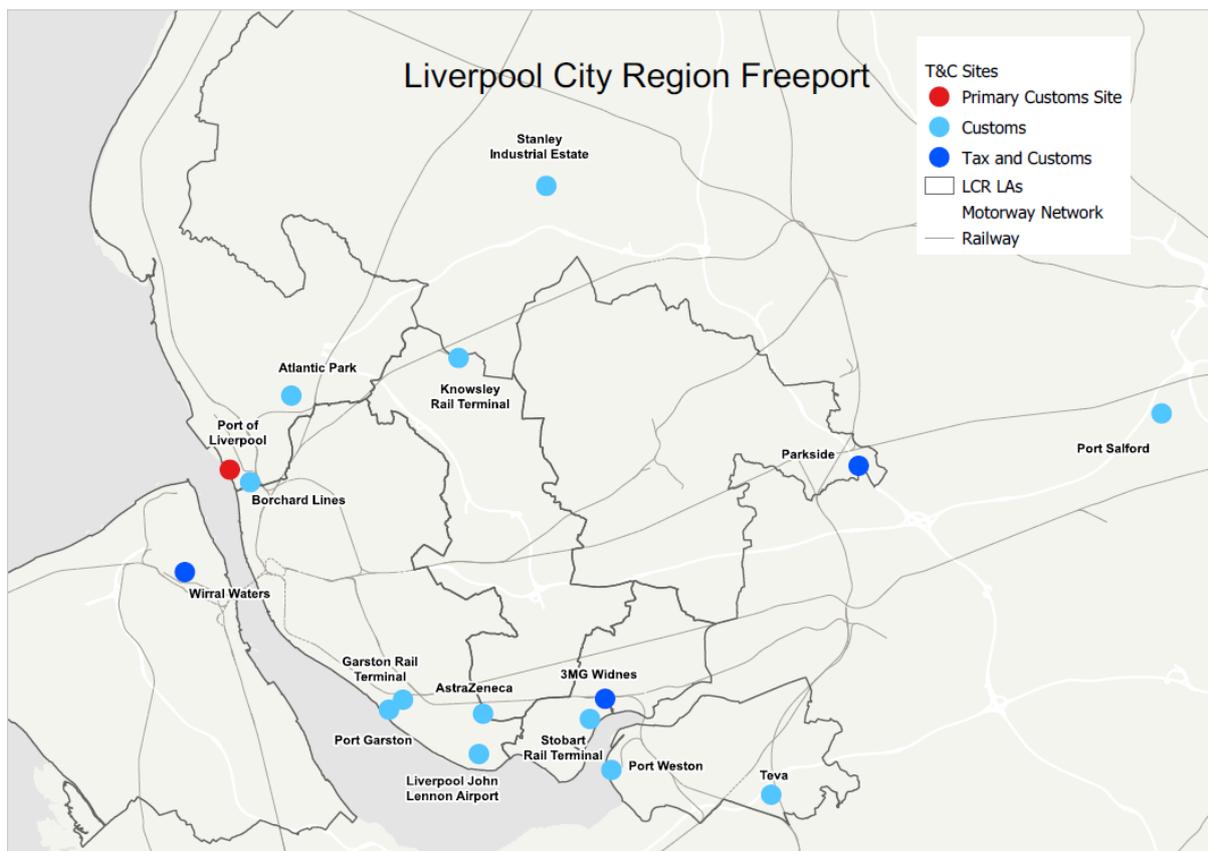
### **5.1.6 Parking**

61. Wirral Council operates 64 publicly available car parks within the borough. There are two privately owned multi storey car parks located within Birkenhead Town Centre.
  
62. Standardised parking charges will apply at all current chargeable council car parks, and Birkenhead's on-street controlled parking zone. New locations where parking charges could be introduced are being considered. Parking charges are also proposed to be introduced at some on-street coastal locations. A decision will be made in 2022.
  
63. Parking needs and opportunities are being considered through a strategic review of parking within the borough a new Wirral Parking Strategy will be published in 2022. Parking standards for specific development types are provided through the Local Plan.

### 5.1.7 Port

64. In the March 2021 Budget, Liverpool City Region was announced by the Chancellor as one of eight places across England that will be granted Freeport status. The LCR Freeport is a multi-gateway, multi-modal freeport covering 300 hectares of land, including three tax sites and strategically located customs zones across all modes of transport, linking to the primary customs zone at the Port of Liverpool. As the country's foremost Transatlantic Port, delivering clean, sustainable solutions for freight is a key requirement.

Figure 13 LCR Freeport



Source: LCRCA<sup>19</sup>

<sup>19</sup> <https://www.liverpoolcityregion-ca.gov.uk/growing-our-economy/liverpool-city-region-freeport/>

Figure 14 Port Facilities



65. The Twelve Quays Roll-on Roll-off Ferry Terminal operates from the waterfront opposite Liverpool. Other significant waterfront facilities include Cammell Lairds, which is a major marine engineering and ship repair centre for the UK west coast. The nationally important Oil Terminal at Tranmere feeds the upstream refinery facilities at Stanlow, in Cheshire West and Chester, via pipeline with up to 10 million tonnes of crude oil each year. A small port facility at Mersey Wharf handles both bulk and general cargo. Port facilities in Wirral are shown in Figure 14 above.
  
66. The Manchester Ship Canal is a regionally important facility with links to Ellesmere Port, Runcorn and Manchester, operated under development rights granted by Act of Parliament. At Eastham, a large area adjacent to the canal entrance accommodates a series of port and refinery related and chemical storage compounds with direct access to Junction 6 of the M53 Motorway. 8 million tonnes of cargo pass through the Manchester ship Canal each year<sup>20</sup>.

<sup>20</sup> <https://www.peelports.com/our-ports/manchester-ship-canal>

### **5.1.8 Transport Accessibility**

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

## **5.2 MEETING THE NEEDS ARISING FROM GROWTH**

### **5.2.1 Transport Studies, Strategy, and Birkenhead 2040 Framework Infrastructure Plan**

68. The sub-regional strategy is set out within the LCRCA Transport Plan (June 2019)<sup>21</sup> and Merseyside Local Transport Plan<sup>22</sup>. The development of a new Fourth Local Transport Plan will be taking place during 2022 with adoption scheduled for early 2023. To sit underneath these overarching documents Wirral's Draft Strategic Transport Framework has been developed and transport studies at Wirral Waters and A41 North and A41 South have been undertaken to identify transport improvement schemes within and beyond the Local Plan period. Transport improvement works planned during the Local Plan period and those identified as supporting Local Plan growth are identified within the IDS.
69. To accompany the Birkenhead 2040 Framework a network of supporting transport infrastructure improvements have been identified as shown in Figure 15. Progress to date in the development of business cases and accessing grant funding opportunities is provided below and in the IDS:
- LCWIP Corridor Phase 1 Leasowe to Seacombe Ferry is being delivered through LCRCA grant funding.
  - LCWIP Corridor Phase 2 New Brighton to Birkenhead is currently at outline business case development.
  - Dock Branch Park and connectivity between Birkenhead Town Centre and the Waterfront is being delivered through LCRCA grant funding.
  - A41 / A552 / Flyover removal and at-grade replacements is being delivered through LCRCA grant funding.
  - HM Treasury Levelling Up funding has been awarded for the Waterfront corridor junction improvements including Woodside Gyrotory in addition to upgrades to the Woodside Ferry Pontoon and terminal building, and a relocation of the bus turnaround.
  - Wirral Mass Transit Phase A has been included in the LCRCA Bus Service Improvement Plan (BSIP)<sup>23</sup> submission to DfT for capital funding.
  - Birkenhead Bus Station and Birkenhead town centre public realm improvements are being delivered through Future High Streets and LCRCA grant funding.
  - Wirral Waters Northbank cycle way and West Float Greenway are being delivered through ERDF funding.
  - Walking and cycling enhancements have been packaged and prioritised into a Draft Active Travel Strategy for delivery through grant funding.

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<sup>21</sup> <https://www.liverpoolcityregion-ca.gov.uk/wp-content/uploads/LCRCA-TRANSPORT-PLAN.pdf>

<sup>22</sup> <https://democracy.wirral.gov.uk/documents/s50001404/Local%20Transport%20Plan%20summary.pdf>

Figure 15 Birkenhead 2040 Framework Infrastructure Schemes Plan

### Birkenhead RF Infrastructure Schemes

#### Key

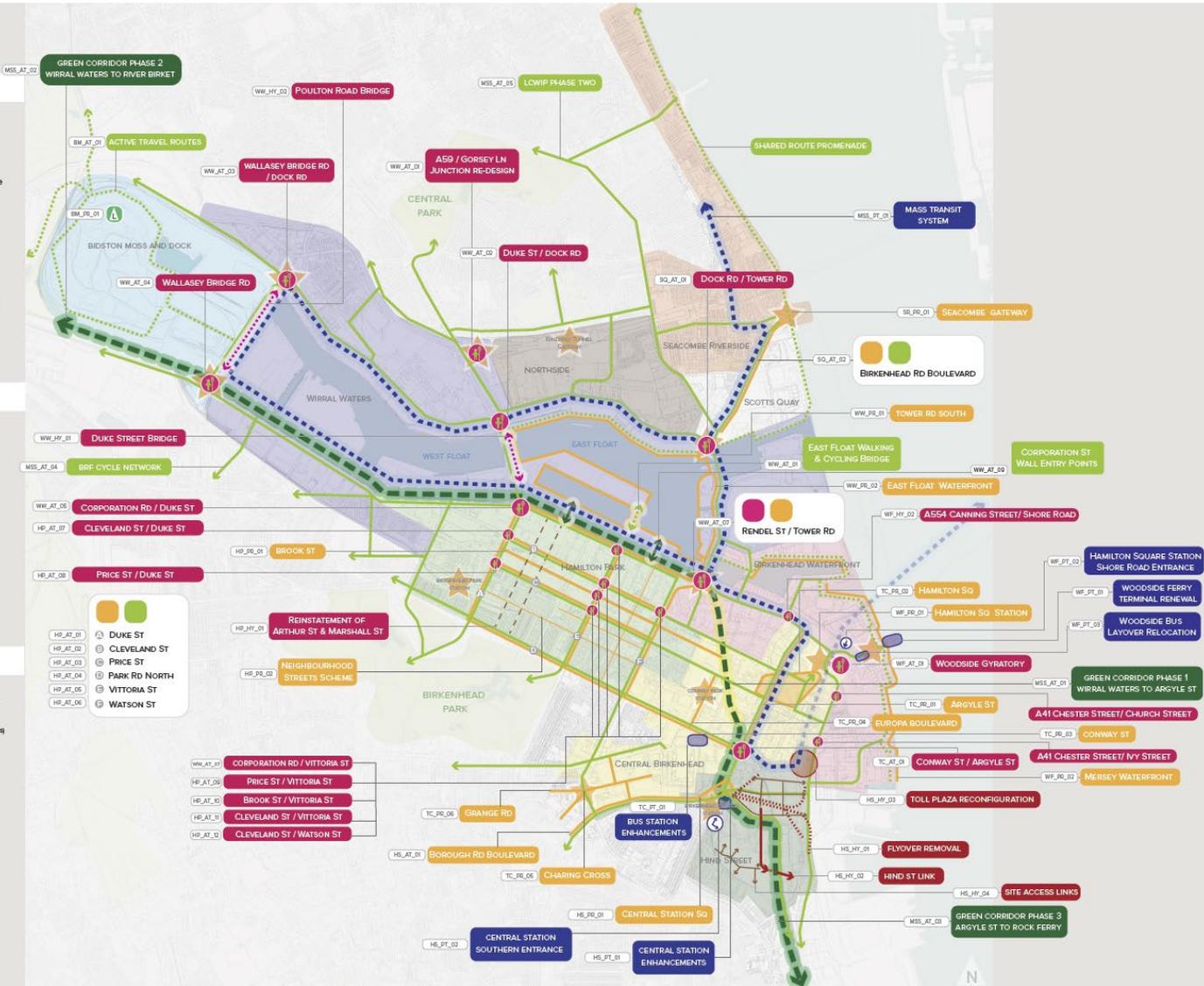
- Green Corridor
- Active Travel
  - Dedicated Cycleway
  - - - Shared Route
  - Active Travel Junction Upgrade
- Public Realm Improvement
  - ★ Key Gateway
  - Public Realm Enhancement
- Highway Improvement
  - - - Flyover Removal
  - Highway Alignment
  - Potential Highway Alignment
- Mass Transit
  - - - Mass Transit Potential Route
- A Landmark

#### DAPs

- Bidston Moss and Dock
- Wirral Waters
- Northside
- Scotts Quay
- Seacombe Riverside
- Hamilton Park
- Central Birkenhead
- Birkenhead Waterfront
- Hind Street

#### Scheme ID

- Scheme ID coding  
 'DAP Area'\_MainSchemeType'\_Number'
- DAP Area Codes
- MSS Major Strategic Scheme (Cross DAP Boundaries)
  - HP Hamilton Park
  - WF Waterfront
  - TC Town Centre
  - HS Hind Street
  - WW Wirral Waters
  - SQ Scotts Quay
  - SR Seacombe Riverside
  - BM Bidston Moss
- Main Scheme Type Codes
- AT Active Travel
  - PR Public Realm
  - PT Public Transport
  - HY Highways



70. An independent review<sup>24</sup> has been undertaken of housing site allocations over 50 units and employment site allocations to identify the transport requirements to ensure access by all modes. This has been ratified by Wirral Council Highways Officers and Merseytravel and relevant developers. Notable improvements required include removal of flyovers within Birkenhead Town Centre and highway access for the Hind Street development to be delivered by 2023 through grant funding (as mentioned above) and public transport and walking and cycling enhancement for allocations within Bromborough. Site specific access improvements for site allocation requirements will be provided by the developer as part of the scheme. Grant funding will be sought if necessary to support transport improvements in the Birkenhead 2040 Framework area where viability impacts on the ability to secure developer contributions.

### **5.2.2 Transport Modelling**

71. 'Transport evidence bases in plan making and decision taking' guidance from Government states that local planning authorities should undertake an assessment of the transport implications in developing or reviewing their Local Plan so that a robust transport evidence base may be developed to support the preparation/ review of that Plan. A Transport Background Paper document has been produced which supplements the information provided above and summarises the existing transport related evidence to support the Submission Draft Local Plan.
72. The Local Plan will provide for a minimum of 13,360 net additional dwellings. The spatial strategy including site allocations, allowances and regeneration areas makes provision for almost 18,000 homes. A cumulative impact assessment<sup>25</sup> has been undertaken that accounts for traffic changes associated with planned Local Plan housing and employment together with any committed network updates. The amount of housing growth that has been modelled exceeds the housing requirement and is therefore considered to be a robust "worst case" scenario. The effect of strategic infrastructure schemes identified to support development during the Local Plan period has also been modelled.
73. The forecasts have been developed based on the 2015 calibrated/validated base year Wirral Traffic Model (WTM). The WTM has been developed using SATURN software, which allows the impact of changes in traffic volumes on junction performance to be assessed.

The model scenarios that have been assessed are defined below:

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<sup>24</sup> [Wirral Local Plan Urban Site Accessibility and Utilities 2022](#)

<sup>25</sup> [Wirral Local Plan Preferred Options Modelling Report 2022](#)

- **Baseline 2025 and 2037** - models the projected impacts of the baseline position with background growth but without growth being planned through the Local Plan Submission Draft.
- **Wirral Draft Local Plan (Preferred Option) 2025 and 2037** - models the projected impacts of growth being planned through the Local Plan Submission Draft without the implementation of new strategic infrastructure schemes.
- **Baseline and Wirral Draft Local Plan (Preferred Option) plus Strategic Schemes 2037** - models the projected impacts of growth being planned through the Local Plan Submission Draft with the implementation of new strategic infrastructure.

Model forecasts for the defined scenarios have been prepared for the following time periods:

- AM peak (08:00 - 09:00)
- Inter peak (IP) (average hour 10:00 - 16:00)
- PM peak (17:00 - 18:00)

74. Table 5 summarises the number of junctions with a volume over capacity ratio (V/C) of over 85% in each scenario. A V/C of over 85% indicates that a junction will be experiencing congestion.

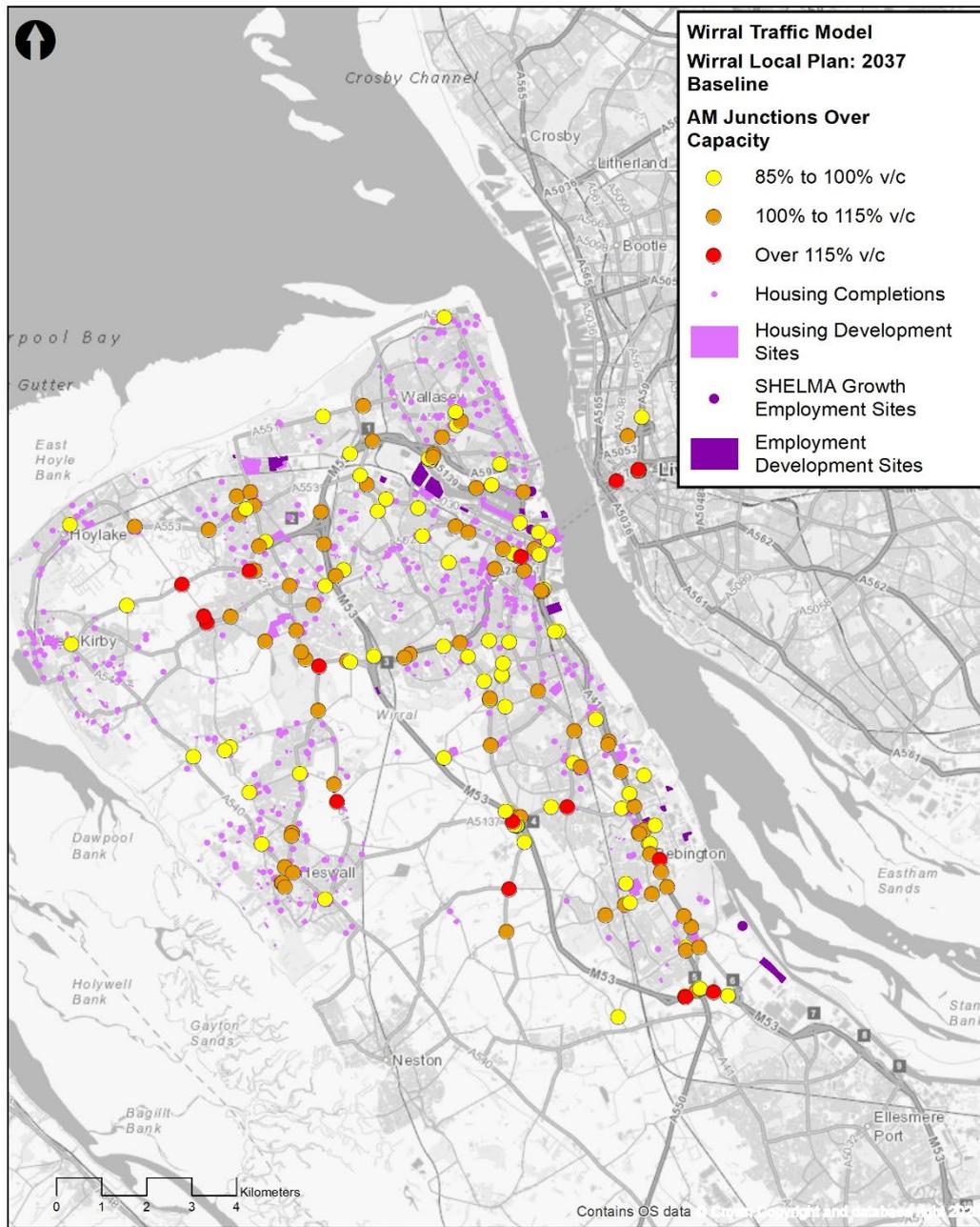
*Table 5 Number of Junctions Over Capacity by Scenario*

	Base Year 2015	2025 Baseline	2025 Preferred Option	2037 Baseline	2037 Preferred Option	2037 Baseline plus Strategic Schemes	2037 Preferred Option plus Strategic Schemes
AM	71	148	149	167	174	168	180
IP	26	62	62	84	89	84	88
PM	78	121	121	143	148	151	152

75. The impact of the Wirral Draft Local Plan (Preferred Option) is relatively moderate when compared against the relevant Baseline scenario. The two forecast years of 2025 and 2037 illustrate this, where there is a total of only 1 additional junction which has a V/C ratio of greater than 85% between the 2025 Baseline and Preferred Option scenario. This increases to 17 additional junctions which are forecast to exceed the V/C threshold of 85% between the 2037 Baseline and Preferred Option scenarios.

76. The inclusion of strategic transport schemes planned during the Local Plan period are forecast to have a positive effect on network performance and capacity along the corridors to which the schemes are local. The highway assessment metrics for the Preferred Option plus Strategic Schemes scenario illustrate the impact of the schemes on the network, specifically in the comparison of traffic flows where there is a limited increase in flow on links surrounding the schemes, compared against the greater increases forecast for the 'without schemes' scenario. However, the impact of the schemes across the whole Wirral Borough network is forecast to increase the total number of junctions deemed to be over capacity. Across all periods, there are 7 junctions that have a V/C ratio greater than 85% for the Baseline with Strategic Schemes compared with the Baseline without Strategic Schemes. This number increases to 9 junctions over the 85% V/C threshold when the Wirral Local Plan Preferred Option is modelled. Modelling outputs are included as Figure 16, Figure 17, Figure 18, and Figure 19, Figure 20, Figure 21.
77. It should also be noted that rather than the provision of additional highway capacity, Wirral Council are committed to reducing car use from new developments through public transport and active travel improvements through the Wirral Mass Transit scheme, development mobility hubs, active travel junction improvements and walking and cycling investment. Further, it is worth noting that Wirral's ambition to primarily utilise brownfield sites for the delivery of the Local Plan will maximise the opportunity for residents to make use of existing transport hubs and infrastructure in established urban areas. This will also be complimented by reduced car parking numbers which will be supported as appropriate for planning applications for residential development within the Birkenhead 2040 Framework Area and town centres.

Figure 16 Junctions Over Capacity: 2037 Baseline Growth Scenario: AM



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Wirral Local Plan						
Date	Drawn	Checked	Approved	Scale at A4		
22/01/2021	D.Johnson	J.Whitehead	T.Millward	1:115,000		

\\mottmac\project\liverpool\TDMISData\Modelling\WirralModel\WPT-FutureYearModels\WPT-Analysis\03 Assignments\WTML\_WLP\_IDM001\_37FY\_DM\_001\04\_GIS\02\_Workspace\WTML\_IDM001\_37FY\_DM\_001\_JunctionCapacity.mxd

Figure 17 Junctions Over Capacity 2037 Baseline Growth Scenario: Inter Peak

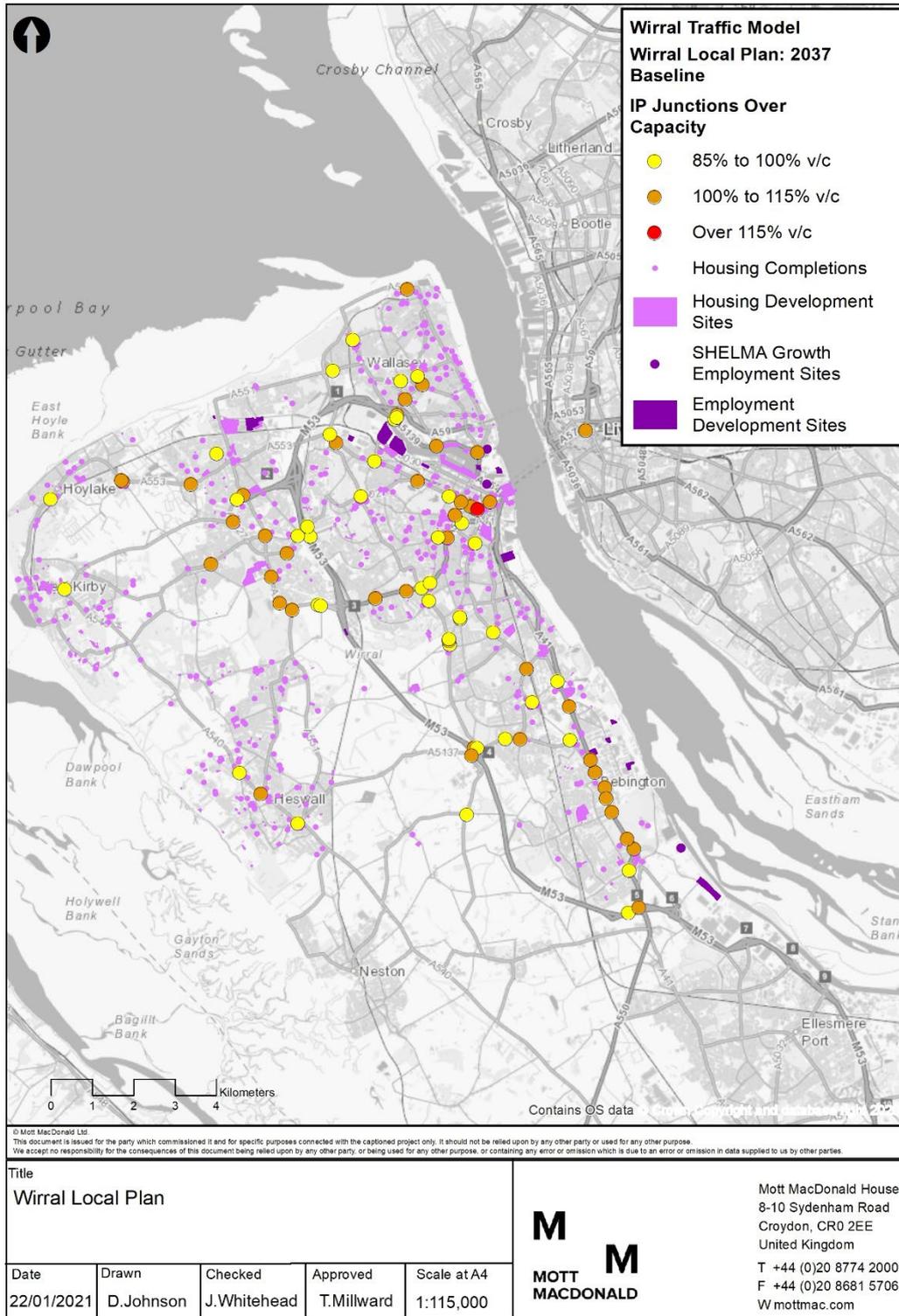
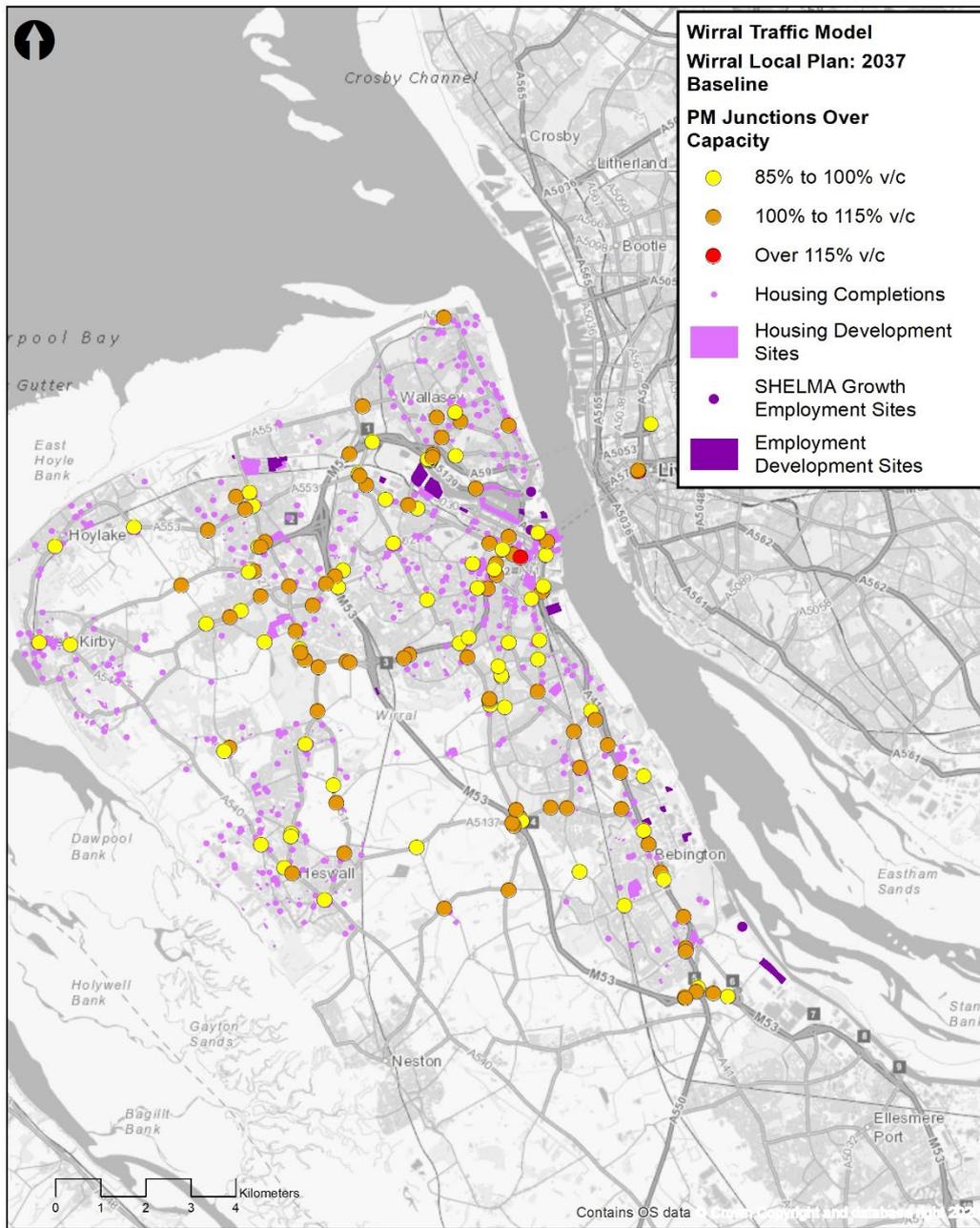


Figure 18 Junctions Over Capacity 2037: Baseline Growth Scenario: PM



**Wirral Traffic Model**  
**Wirral Local Plan: 2037**  
**Baseline**

**PM Junctions Over Capacity**

- 85% to 100% v/c
- 100% to 115% v/c
- Over 115% v/c
- Housing Completions
- Housing Development Sites
- SHELMA Growth Employment Sites
- Employment Development Sites

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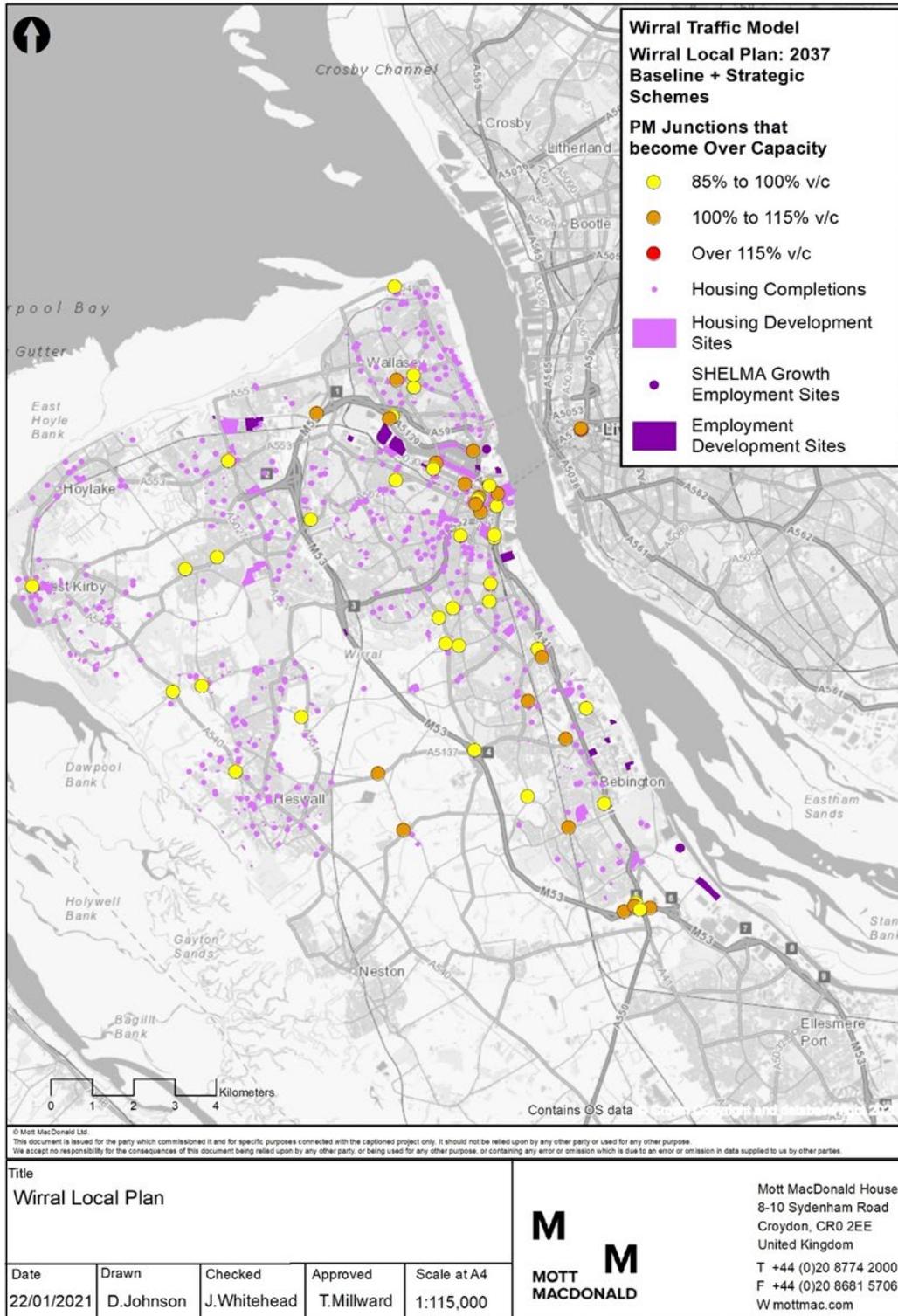
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Figure 21 Junctions that Become Over Capacity in the 2037 Preferred Option plus Strategic Schemes Scenario: PM



78. The transport model assessments have been scrutinised and agreed with National Highways with regards to the motorway network and further junction analysis undertaken. Analysis is noted to generally show marginal additional impact on junction operation with regard to Local Plan growth. However, capacity issues are noted, and therefore improvements to junction lane markings and signalisation have been identified to enhance the operation of M53 junctions 3, 4 and 5 junctions.

### **5.2.3 Mass Transit**

79. A Mass Transit network for the 'Left Bank' area of the Borough, centred on Birkenhead town centre, Wirral Waters and Seacombe has been discussed for several years and is recognised as an important facility in enabling sustainable regeneration within Wirral. The Birkenhead 2040 Framework recognises Mass Transit as a catalyst project.
80. Wirral, and the Left Bank area, is served by the highly successful Merseyrail network, the original mass transit network in the Borough linking Wirral with Liverpool, Chester and beyond. However, the majority of the area of focus for regeneration is only served peripherally by Merseyrail to the south and a large central area encompassing Wirral Waters, Seacombe and Liscard, is not served by Merseyrail at all.
81. It is long established that a priority of the Wirral Waters scheme is to prioritise means to access the Merseyrail network, as well as access to Birkenhead. Throughout most of the area unserved by rail, a high frequency bus network operates with routes between New Brighton, Wallasey and Liverpool, between Birkenhead and Wallasey, and between Birkenhead and Liverpool, all operating at high frequencies. These bus services do not currently serve Wirral Waters given the limited demand that exists.
82. In parallel with the Mass Transit business case development, an Active Travel Strategy is also underway which has identified and made suggestions to address shortfalls in active mode connectivity, provision, facilities and signage in this area.
83. Due to the significant amount of work already undertaken through the development of the strategies noted above, many of the Transport Analysis Guidance (TAG) requirements for a Strategic Outline Business Case (SOBC) have already been fulfilled and therefore the scheme proceeded immediately to Outline Business Case (OBC) stage for the initial phase of the Wirral Mass Transit Network.

84. Phase A is envisaged as the first phase of the Wirral Mass Transit system rollout and has been devised to address the requirements of new development likely to be in place by 2023 and shortly thereafter. This new development is, from the demand study work, expected to be concentrated in and around the Northbank and Tower Road areas of Wirral Waters, with the Eureka! museum development at Seacombe and certain new residential and commercial development within Birkenhead town centre and Wallasey. It is proposed that Phase A Mass Transit will include:
- A full re-cast of the existing bus network serving Wirral Waters to create three new bus-based mass transit routes. This would be accompanied by a newly branded network and a new network map and information portfolio;
  - New vehicles, currently envisaged to be similar to Belfast Glider although these could incorporate the latest Hydrogen technology currently being procured by Merseytravel for their fleet as a zero-emission solution;
  - A series of green Mobility Hubs to replace bus stops within the central part of the network and to provide an elevated, attractive, legible and integrated multi-modal approach to sustainable transport within the area;
  - A micro-mobility offer of an e-cycle and potential e-scooter scheme across the Left Bank area, including at the new mobility hubs, with consideration of innovative models of incentivised or subsidised deployment or pricing;
  - Public realm, route and signage enhancement linked to the walking and cycling strategy; and
  - Elements of on-street transit priority at key pinch points.
85. During future phases of the Wirral Mass Transit delivery, it is envisaged that the Phase A system will convert in phases to the ultimate envisaged mode, and the development/expansion of the network, including the use of further key off-street alignments around the network.
86. Further exploration, through the business case process and associated feasibility studies, is required to confirm the preferred mode and routes for the ultimate network solution for Wirral Mass Transit.
87. A high-level estimate of the funding required to support the development and delivery of Phase A was produced in September 2021, which came to £80m and was included in the Combined Authority's Bus Service Improvement Plan.
88. Headline dates for the Wirral Mass Transit OBC are currently anticipated to be as follows:
- October 2021 – LCRCA submitted Bus Service Improvement Plan to DfT, to include Capital Funding Bid for Phase A.

- February 2022 – appoint Multi-Disciplinary Consultant and Architectural Consultant.
- May 2022 – issue draft Strategic Case for the Ultimate Mass Transit Network.
- May 2022 – issue draft Economic, Financial, Commercial and Management Cases for Phase A.
- April 2022 – issue draft Monitoring and Evaluation Plan, and Benefits Realisation Plan.
- July 2022 – issue final Five Case OBC for Phase A.

89. It is important to note that the business case for implementing a sustainable and low carbon mass transit system is dependent on maximising the numbers of new dwellings and population in Birkenhead.

## 6. UTILITIES

### 6.1 ELECTRICITY

#### 6.1.1 Current Provision

Figure 22 National Grid Asset Map (published August 2019)



91. The majority of the Borough's electricity is provided via National Grid's high voltage electricity overhead transmission 275kV line from Capenhurst and underground cables from Liverpool to Prenton, as shown in Figure 22. Energy generated by the wind farms in Liverpool Bay also connects to the grid at Birkenhead. A trans-national high-voltage cable from Scotland, via the Irish Sea and Liverpool Bay, to Meols and Connah's Quay was also completed in 2018.
92. Scottish Power Energy Networks (SPEN) operate the 132kV (major), 33kV (primary) and 11 kV (secondary) substations and power lines within Wirral on an interconnected system. Welsh Power operate a Short Term Operating Reserve (STOR) site in Mersey Wharf in Bromborough with a capacity of 16MW.

93. SPEN's Long Term Development Statement<sup>26</sup> (LTDS) provides information on the operation and development of the system for the five-year period up to 2023. SPEN state that they expect to see modest demand growth throughout the period. It is anticipated that the main driver of demand growth, particularly during the latter half of the period, will be customer uptake of low carbon technologies in the form of electric vehicles and heat pumps.
94. Wirral Met College Hybrid Energy Centre provides an integrated heating and electrical supply solution to the site providing almost all the heating requirement and 65% of the electrical requirement. The centre consists of two 65kWe Capstone gas turbines, two 64kWh Sunamp - thermal storage blocks and 124kWh of TESVOLT - lithium ion battery storage.

### **6.1.2 Planned Works**

95. SPEN have a detailed 8-year plan (ED1) for 2015–2023<sup>27</sup>, which is built around conservative forecasts of demand growth and customer uptake of low carbon technologies. Projects identified within SPEN's 8-year plan, included within the IDS, are to reinforce the existing network not to create additional capacity.

### **6.1.3 Meeting Needs Arising From Growth**

96. Office of Gas and Electricity Markets (Ofgem) expects that any large developments, or network reinforcement required to connect new development, is customer funded. As such, the responsibility for establishing connections rests with the developer, who must contact SPEN regarding their development proposal. The developer will be responsible for part payment, or payment for all of the work and equipment needed for connection. SPEN, like all regional Distribution Network Operator's (DNO), operate a first come, first serve basis for electricity. This means that in areas with limited capacity, a development site may absorb the existing capacity in a substation, requiring the next development to contribute towards an upgrade.
97. The Council has declared a climate emergency. It has endorsed the local Cool 2 strategy in the face of this emergency. Investment in new energy infrastructure is needed if development across the area is to contribute to achieving net-zero carbon emissions to help avert the climate crisis. A recent BEIS (Department for Business, Energy & Industrial Strategy) feasibility study has confirmed a major potential opportunity for a Birkenhead District Heat Network and further funding has been awarded to develop the business case.

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<sup>26</sup>[https://www.spenergynetworks.co.uk/userfiles/file/SPD\\_Long\\_Term\\_Development\\_Summary\\_State\\_ment\\_Nov\\_2018.pdf](https://www.spenergynetworks.co.uk/userfiles/file/SPD_Long_Term_Development_Summary_State_ment_Nov_2018.pdf)

<sup>27</sup> [https://www.spenergynetworks.co.uk/userfiles/file/201403\\_SPEN\\_InnovationStrategy\\_MH.pdf](https://www.spenergynetworks.co.uk/userfiles/file/201403_SPEN_InnovationStrategy_MH.pdf)

98. The Liverpool City Region (LCR) benefits from one of the UK's largest tidal ranges. This affords the opportunity to harness the power of our tides to add to the existing track record in the region of supporting offshore renewable energy. The Mersey Tidal Power Project can supply our electricity needs and national plan for decarbonisation. An Outline Business Case is being prepared.
99. Joint work between Wirral Council, LCRC and SPEN has seen the DNO being awarded Green Recovery Funding from OFGEM. This funding will accelerate the upgrading of existing 6.6kV network in Birkenhead aligned to reinforce the network in advance of the majority of Local Plan development and heat network proposals. Work will be completed by April 2023.
100. SPEN produced a high-level assessment to identify the estimated load, infrastructure requirements and approximate cost of housing site allocations within the Local Plan (APPENDIX F Utilities Assessment). According to this assessment, overall levels of growth can be accommodated in Wirral. Primary Substations are being implemented including for the housing site allocations with outline permission, Land at Birkenhead Town Centre (RES-RA4.1, 4.2, 4.3) and for the Northbank housing site allocations at Wirral Waters (RES- RA6.3, 6.4, 6.5).

## 6.2 GAS

### 6.2.1 Current Provision

Figure 23 Gas and Oil Pipelines within Wirral



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

103. The high-pressure gas main for the Borough runs along the M53 Motorway, as shown in Figure 23.

### 6.2.2 Planned Works

104. National Grid's 10-year Gas Statement<sup>28</sup> outlines planned gas demand and large investments. This includes a number of smaller network reinforcement schemes and ongoing mains replacement programmes specific to Wirral.
105. Cadent are the local distribution network operator, providing gas to existing and new homes and businesses in Wirral. Cadent also support Independent Gas Transporters (iGTs) and Utility Infrastructure Providers (UIPs) to connect to their network.

### **6.2.3 Meeting Needs Arising From Growth**

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

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<sup>28</sup> <https://www.nationalgridgas.com/insight-and-innovation/gas-ten-year-statement-gtys>

Table 6 Cadent Gas Capacity Commentary

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

107. Table 6 above summarises the capacity commentary from Cadent Gas. In terms of future energy consumption, there is a downward trend in gas usage, typically due to regeneration of former industrial areas to other uses, milder winters plus greater energy efficiency in homes. However, networks need to be built to withstand heavy usage in peak periods e.g. cold periods.
108. The government's Net Zero Strategy: Building Back Greener sets an ambition that by 2035, no new gas boilers will be sold. Wirral Council will keep a watching brief on the outcomes of this ambition and advances in technology including hydrogen energy.
109. The HyNet North West<sup>29</sup> project has received funding as a track 1 cluster project supported by the Government, which will bring hydrogen to industrial customers and could also include a village trial if Cadent are successful in their submission. This could be done by 2025. If the trial is accepted, homes in the village will be fitted with hydrogen ready appliances. Wirral with its proximity to Hynet could be considered for hydrogen conversion once production gets to scale in the 2030's.

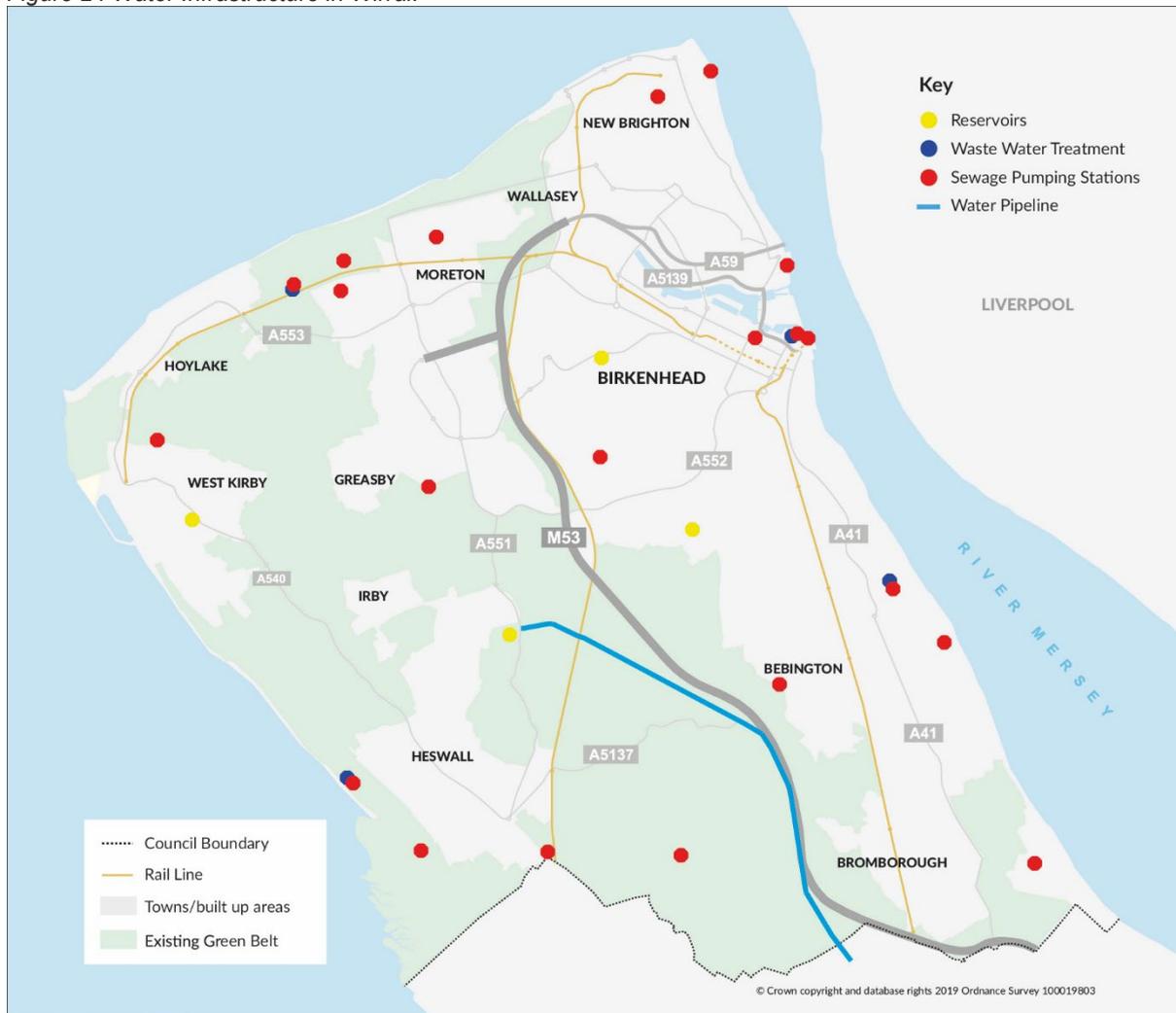
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<sup>29</sup> <https://hynet.co.uk/>

## 6.3 WATER

### 6.3.1 Current Provision

Figure 24 Water Infrastructure in Wirral.



110. The majority of Wirral's water supply is extracted from the River Dee and transferred to Sutton Hall Water Treatment Works, which supplies over 90 per cent of Wirral's water. There are some additional boreholes at Prenton, Grange and Newton to meet localised needs, with reservoirs at Crosshill (Barnston), Gorsehill, Flaybrick, Grange and Prenton.
111. United Utilities (UU) and Dwr Cymru Welsh Water (DCWW) are the water companies responsible for the management of the majority of the drainage networks within the Borough. Waste water Treatment Works (WwTW) are located at Birkenhead, Bromborough, Meols and Heswall as shown in Figure 24.
112. Water is supplied via a number of trunk mains connected to a network of distribution mains. Developers have a right to connect to the water supply network and public sewers and UU are liable for any infrastructure improvements if the network is under capacity.

### **6.3.2 Meeting Needs Arising from Growth**

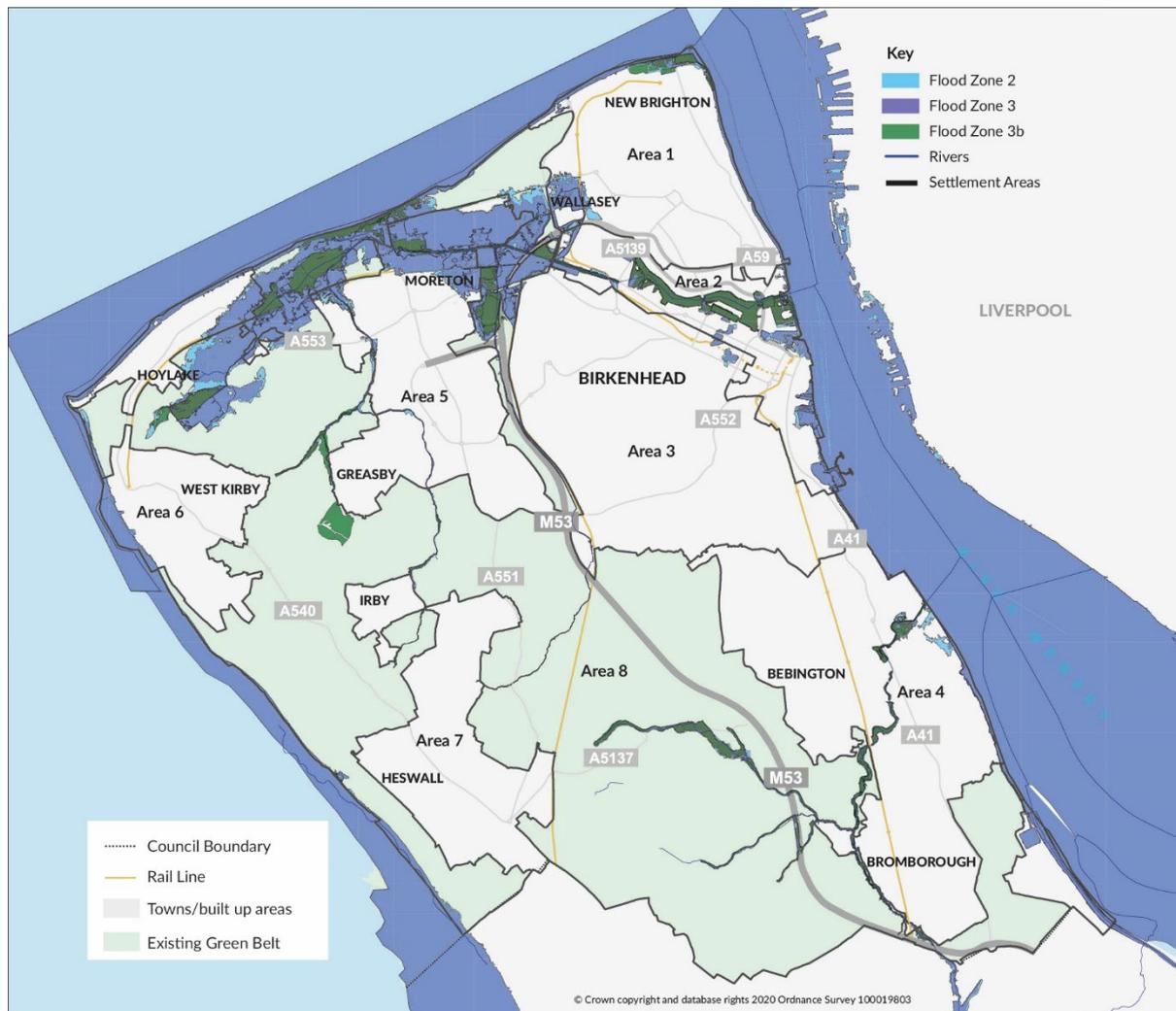
113. The public water supply enters the peninsula from the south, which poses challenges when providing additional water supply to northern areas of Wirral. A strategic water supply study for Wirral has been undertaken by UU. Wirral is heavily reliant on the supply from the River Dee at Sutton Hall. As public water supply comes from the south, the options to redistribute water supply to development sites in the north of the Borough may be on the fringe of the existing water supply. United Utilities will respond to the growth proposed through timing investment decisions to increase the supply at the timing of delivery.
114. A high-level wastewater assessment carried out by UU suggests that Birkenhead, Bromborough, North Wirral (Meols) and Heswall WwTWs have capacity to accept wastewater generated by projected growth within existing consents. Additional wastewater generated by potential development may also be accommodated within the existing sewer network; however, development will need to be carefully planned in any areas of known flooding.

## 6.4 FLOOD AND COASTAL EROSION

### 6.4.1 Current Provision

115. Flood and Coastal Erosion Risks in Wirral are managed by a variety of Risk Management Authorities. The roles and responsibilities are set out in Section 4.8 of the Level 1 Strategic Flood Risk Assessment (SFRA) (July 2019)<sup>30</sup> and Section 3 of the Local Flood Risk Management Strategy (LFRMS)<sup>31</sup> (July 2016). Figure 21 shows the Flood Risk map for the borough.

Figure 25 Flood Risk



<sup>30</sup> <https://www.wirral.gov.uk/planning-and-building/local-plans-and-planning-policy/local-planning-evidence-and-research-report-29>

<sup>31</sup>

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

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

- Duties and powers set out in the Flood and Water Management Act (FWMA) 2010, notably the management of flood risk from surface water, groundwater and from ordinary watercourses and the provision and maintenance of a flood risk asset register and record.
- Statutory consultation on the management of surface water for major development under the Town and Country Planning (Development Management Procedure) (England) Order (DMPO) 2015.
- Consenting and enforcement on ordinary watercourses as defined in the Land Drainage Act (LDA) 1991 (as amended by the FWMA).

117. Wirral Council, as Coast Protection Authority (CPA), is an infrastructure owner and manages risks associated with coastal flooding and coastal erosion through the provision and maintenance of coastal defences between the borough boundaries at Eastham and Heswall. Infrastructure and assets are managed in accordance with the Shoreline Management Plan (sub-cell 11a) 2010 (SMP) and the Wirral Coastal Strategy (WCS) 2013<sup>32</sup>.

118. Wirral Council, as Highway Authority, is both an infrastructure provider and asset owner and has flood risk management duties to manage highway flood risk under the FWMA. As well as capacity an essential area for improvement is the resilience of existing transport network to flooding, particularly surface water flooding following short duration, high intensity rainfall which is occurring more frequently. The Council's Highway Authority has the responsibility for managing flood risk on the highway, footway and cycleway. Highways England is responsible for the motorway and Merseyrail / Network Rail responsible for the railways. With the requirement for sustainable drainage systems and a move towards multifunctional benefits from surface water drainage, the Council as a Highway Authority may find that the nature of the drainage assets they adopt may evolve from traditional gullies to more sustainable features such as swales and ponds.

#### **6.4.2 Meeting Needs Arising From Growth**

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<sup>32</sup> <https://democracy.wirral.gov.uk/documents/s50014530/Appendix.pdf>

119. The Environment Agency have time limited Flood Defence Grant Aid to protect development constructed prior to 2012. Development after January 2012 is not eligible. There is, therefore, no current likelihood of infrastructure improvements being carried out to deal with unforeseen flood risk issues which arise post - construction. Consequently, all risk must now, therefore, be dealt with as part of the development process. Robust mechanisms for the installation and maintenance of flood risk assets are provided for through Local Plan policy requirements.
120. Site allocations in the Local Plan have been informed by the Strategic Flood Risk Assessment (SFRA). SFRAs have now been prepared Borough-wide (Level 1) and site-specific (Level 2), based on the most up to date flood risk information available, including climate change impacts. The Level 2 Strategic Flood Risk Assessment assesses sites at higher flood risk, to determine if further works can be carried out to bring potential development forward and ensure the site is safe for the lifetime of the development and not increase flood risk elsewhere, whilst providing wider sustainability benefits. A separate Wirral sequential and exception test report sets out how the sequential and exception tests have been applied in allocating sites in the Local Plan and the justification for the Council's preferred approach. Where necessary flood risk will be mitigated by developers as part of the scheme design informed by a site specific flood risk assessment.

#### Coastal Erosion and Tidal Flood Risk

121. Future development within the coastal zone requires a sustainable and strategic approach to risk management. This approach is set out in the SMP and WCS, which identifies interventions in the Short, Medium and Long Term (25, 50 and 100 years respectively). The WCS identifies the priorities for short term interventions for Wirral at West Kirby, Meols Parade, Wallasey Embankment and Rock Park Esplanade. In relation to coastal erosion, national policy requires Local Planning Authorities to consider whether one or more Coastal Change Management Areas should be designated in a Local Plan where rates of shoreline change are likely to be significant over the next 100 years. Having reviewed the available evidence, the Council has concluded that no Coastal Change Management Areas need to be designated in this Local Plan but that this should be reconsidered when the Local Plan is reviewed.
122. In relation to tidal flood risk a number of Local Plan allocations in the Moreton/Leasowe area benefit from the protection provided by the Wallasey Embankment. In addition, RES-RA 4.6 Former Croda sits within flood zone 3 adjacent to the Dibbinsdale Brook. It will be necessary to raise site levels to ensure the site is flood free during all tidal events and to mitigate the risk of tidal flooding during extreme tidal events. A river restoration scheme completed as part of the existing consent creates additional flood storage to offset any flood storage displacement caused by raising site levels.

### Surface Water Flood Risk

123. The SFRA identifies locations where the current level of surface water flood risk may preclude the site from development. Typically, surface water flows from development will need to be managed through the use of Sustainable Drainage Systems (SuDS). High-quality SuDS will be delivered through policy requirements and provisions for developer contributions to secure the management of surface water flood risk with ongoing maintenance and ownership to ensure they remain functional assets throughout the lifetime of development, in line with national and local standards. The Water and Sewerage Undertaker (United Utilities) will adopt SuDS that meet Sewers for Adoption standards although this is currently voluntary, in a similar vein to highway adoption.
  
124. Wirral's Level 2 Surface Water Management Plan (SWMP), is focusing on the management of surface water at known historical flooding locations of Heswall, Pensby, Irby, Thingwall.

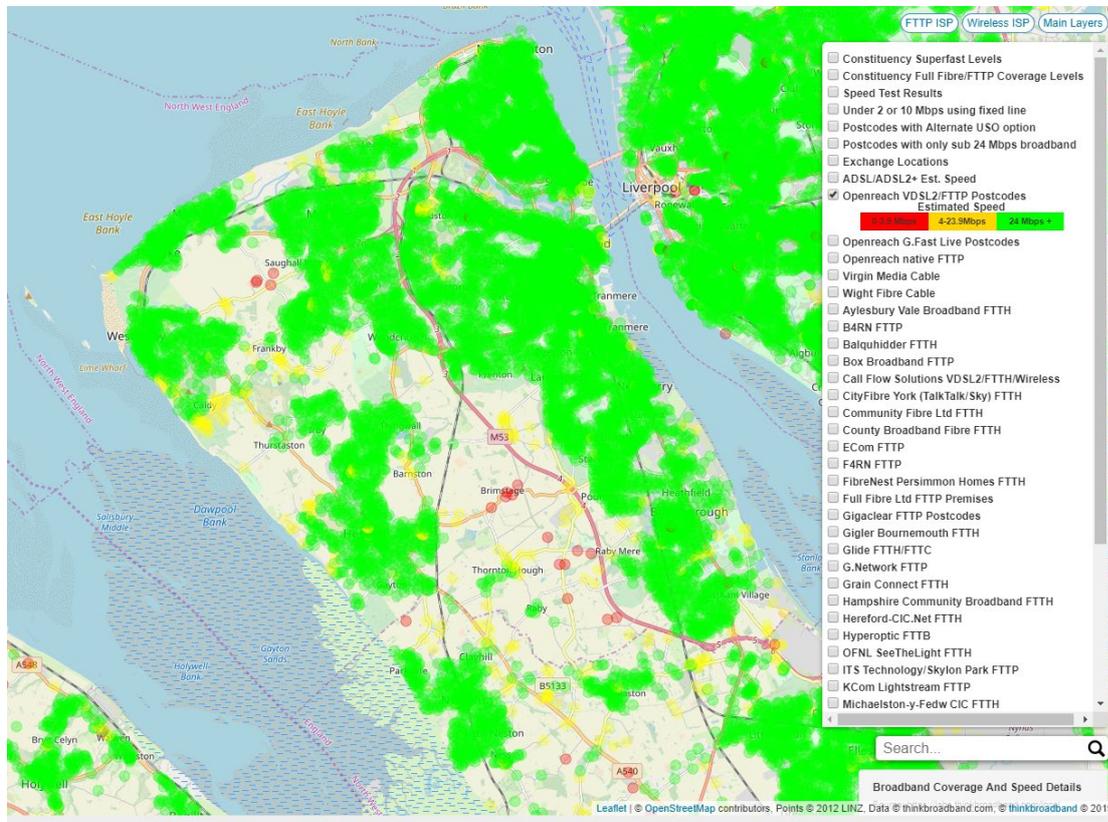
### Fluvial (River) Flood Risk

125. The Level 1 SFRA provides details on the location, condition and design standard of existing Environment Agency flood defence assets, based on the Environment Agency's Spatial Flood Defences dataset. The most significant fluvial flood defences maintained by the Environment Agency are the Rivers Birket and Fender flood defences. A number of the allocations in the Moreton/Leasowe area benefit from these defences. No new fluvial flood defences are required as a result of the proposals in the Local Plan.
  
126. The Level 1 SFRA also provides information on more sustainable alternatives to hard defences, including areas suitable for Natural Flood Risk Management (NFM) to protect, restore and re-naturalise rivers to reduce flood and coastal erosion risk. The interactive maps in Appendix A of the Level 1 SFRA shows which areas this may apply to across the Borough.

## 6.5 COMMUNICATIONS

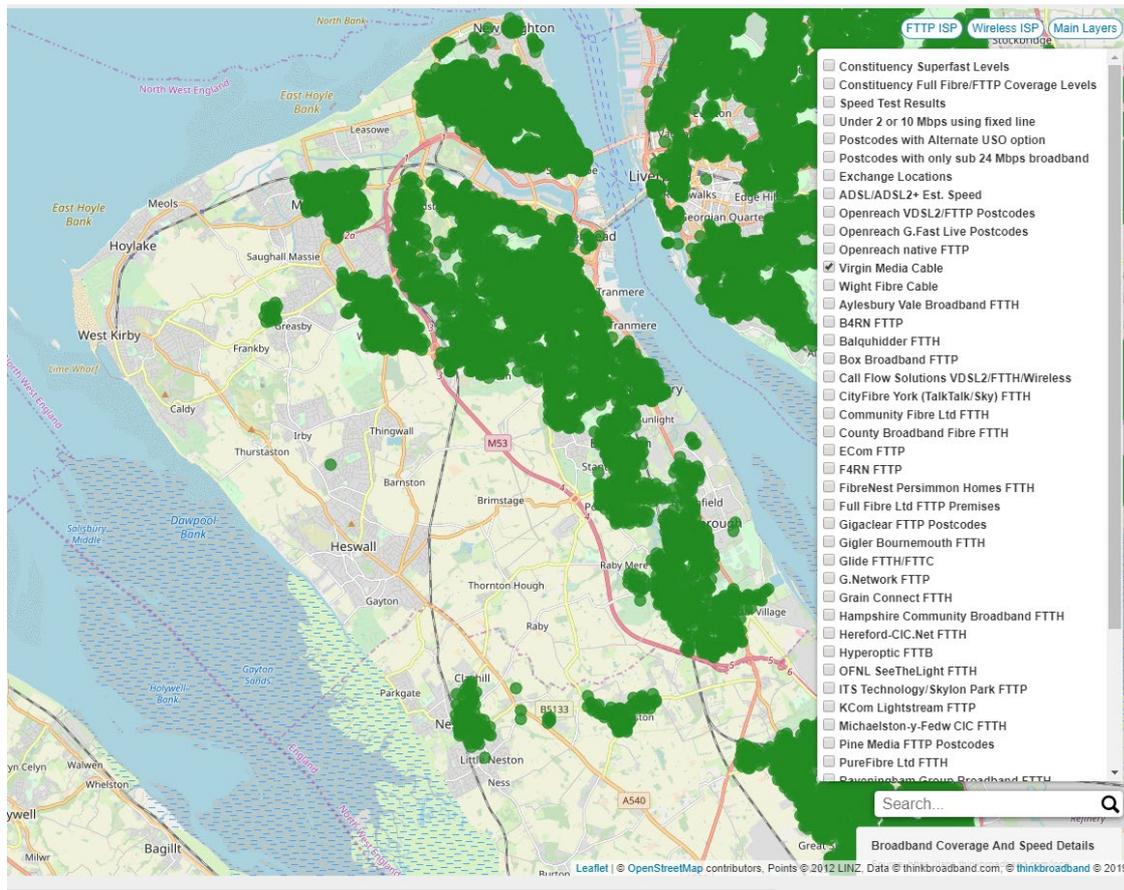
### 6.5.1 Broadband

Figure 26 Openreach Broadband Coverage



Source: thinkbroadband

Figure 27 Virgin Media Broadband Coverage



Source: thinkbroadband

127. Wirral already has access to Superfast Broadband, with Superfast Fibre connectivity (speeds of up to 100 meg) available to 99% of residents and businesses. Ultrafast Broadband (available to 79.5% of residents and businesses) is the term given to a broadband product that has speeds in excess of 100Mbps.
  
128. Since 2018, Openreach has embarked on a Fibre First programme to deliver ultrafast broadband (speeds of up to 1000 mb direct to premises) across the borough, initially in Wallasey, but to cover the whole of the Borough as part of phase one of its deployment plan. To date 6000 properties have been connected. Virgin Media is a private closed network while the network installed by Openreach is an open network which can be used by other providers. As part of Virgin Media's 'Project Lightning'<sup>33</sup> investment, 2000 homes in the Wallasey area have been connected, with Leasowe the next area to benefit from installations. New Brighton is also being considered but has not yet been programmed. At the time of writing, there is currently no coverage by Virgin Media in many areas to the west of the Borough. Broadband coverage is shown in Figure 26 and Figure 27 above.

<sup>33</sup> <https://www.virginmedia.com/corporate/about-us/our-key-projects>

### **6.5.2 Telecommunications**

129. Ofcom's Connected Nations update 2021<sup>34</sup> states that mobile coverage is very good in Wirral, with more than 99% of premises and roads having 2G (voice and low speed data rate), and 3G and 4G (high speed data) mobile network coverage.
  
130. 5G is the fifth generation of mobile networks. It is set to be far faster and more reliable, with greater capacity and lower response times. A 5G service currently includes parts of Birkenhead.

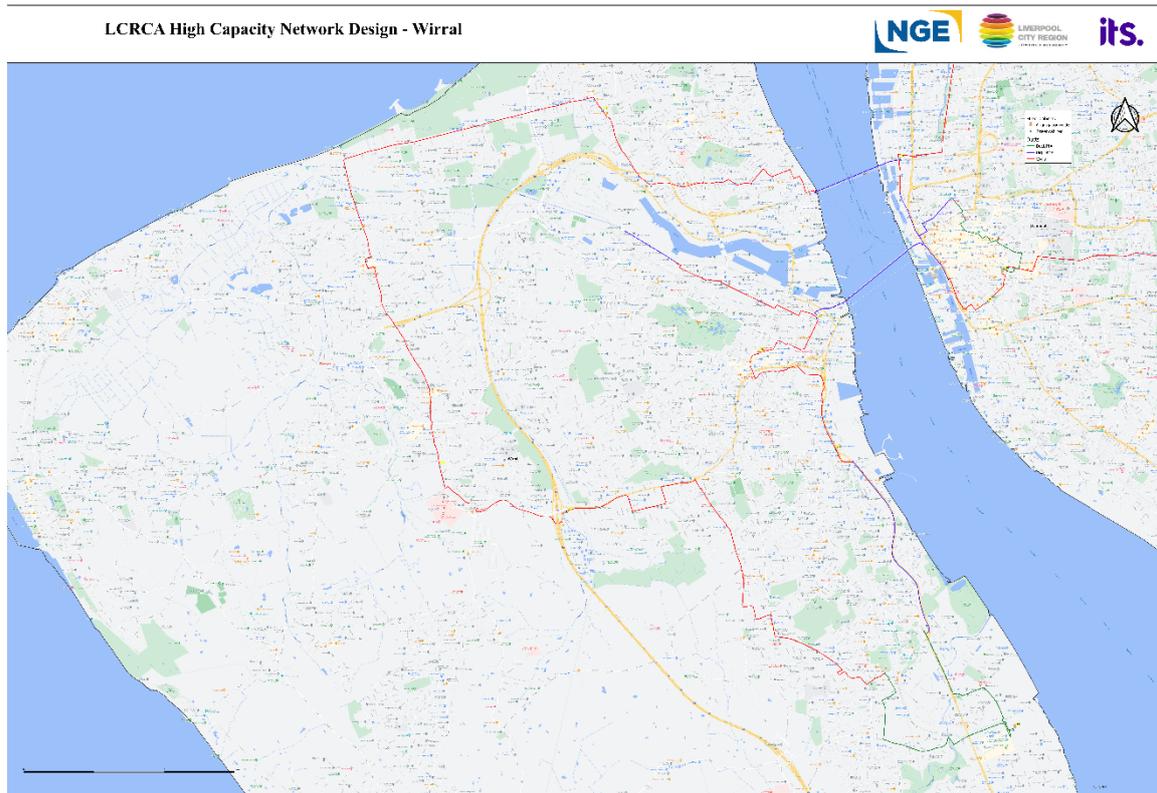
### **6.5.3 Meeting Needs Arising From Growth**

131. Openreach connections are provided free of charge in developments for 30 dwellings or more. Both Openreach and Virgin Media prefer a 9-month lead in time (before commencement) to put plans in place for delivering cable services to new buildings.
  
132. Funded by 50% Strategic Investment Fund (SIF) and 50% by private enterprise Wirral Council is a strategic partner in a LCR initiative which will deliver a 250km high speed Local Full Fibre Network across the region to be delivered by 2023. The proposed route for the LCR full fibre network runs through a number of Regeneration Areas and skirts housing site allocations at Hind Street, Moreton and Bromborough. Figure 28 shows the proposed route map for the LCR Full Fibre network.

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<sup>34</sup><https://www.ofcom.org.uk/research-and-data/multi-sector-research/infrastructure-research/connected-nations-update-summer-2021>

Figure 28 LCR Full Fibre Network



Source: ITS

133. Development will need to ensure a choice of network provider and to include ducting for cabling for full fibre broadband connections. Sites coming forward in the Regeneration Areas where appropriate will be able to connect to the LCR Full Fibre Network.

## **6.6 WASTE**

### **6.6.1 Current Provision**

134. Current Waste facilities serving the Borough include:
- Materials Recovery Facilities (MRF) –Bidston;
  - 3 Household Waste Recycling Centres (HWRC) at Bidston, Clatterbridge, and West Kirby;
  - Waste Transfer Stations at Bidston (only one transfer station serves Wirral although in an emergency waste could be directed to any of the 4 on Merseyside);
  - Rail Transfer loading station in Knowsley;
  - Merseyside Recycling & Waste Authority (MRWA) contracted energy from waste facility in Teeside.
135. The Council has an existing contract with Biffa for waste collection and street cleansing up until 2027. 32% of the Borough’s waste is recycled or composted. The amount of collected household waste per person reduced to 366.2kg per person in 2018/19, compared to 374.1kg in 2017/18. The average for England was 335kg per person in 2018/19<sup>35</sup>. Discussions with MRWA suggest this pattern has changed. The Covid-19 pandemic has seen domestic waste tonnages increase, as people work more from home and shop in different ways than before the pandemic. This will have a lasting effect on both the volumes and the nature of waste generated in domestic properties.
136. The spatial strategy, criteria for development management and site allocations that apply to new waste management development in Wirral, is set out in a separate, sub-regional Joint Waste Local Plan for Merseyside and Halton, which was adopted in July 2013 and runs to 2027.
137. The delivery of the Joint Waste Local Plan strategy relies upon improved facilities for the minimisation, collection, re-use and recycling of waste on site where waste is generated, as an integral part of new development or through improvements to the facilities available at existing sites.
138. Off-site facilities for new waste management development will normally be expected to be provided in industrial locations away from residential property and other environmentally sensitive land uses, with good access to the Strategic Route Network or transport by water.

### **6.6.2 Meeting Needs Arising from Growth**

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<sup>35</sup> <https://www.wirral.gov.uk/planning-and-building/local-plans-and-planning-policy/development-monitoring>

139. Discussions with MRWA suggest that changes brought about through legislation, the response to the Covid-19 pandemic and the move towards a net-zero carbon economy will influence the way in which waste is managed.
140. Future legislative changes will require waste to be managed in a different way. Waste management will be moved up the waste hierarchy, deposit return schemes will be introduced and an increase in waste avoidance, re-use and food waste management will be a legislative requirement.
141. Housing and population growth will require the number and type of waste facilities to change across the City Region. A combination of these factors, plus carbon reduction targets may see a longer-term strategy developed that consists of a more localised waste management infrastructure as opposed to the centralised hub approach currently in operation.
142. New development requiring additional capacity would result in additional costs relating to Council contracts for waste collection and disposal and increased street cleansing requirements for new highways.
143. Merseyside Environmental Advisory Service (MEAS) have undertaken an assessment of current waste management needs in the context of the sub-regional nature of the Joint Waste Local Plan to advise Wirral Council on up-to-date waste planning matters to inform the Wirral Local Plan.
144. There are three sites allocated for new waste development in Wirral in the Joint Waste Local Plan:
- W1: Car Parking/Storage Area, Cammell Laird Shipyard, Campbeltown Road, Birkenhead;
  - W2: Bidston MRF/HWRC Facility, Wallasey Bridge Road, Wallasey;
  - W3: Former Goods Yard, Adjacent Bidston MRF/HWRC, Wallasey Bridge Road.
145. Policy WM7 of the Joint Waste Local Plan expects existing operational and consented waste management sites to remain in waste management use. Any change of use from waste management will only be permitted in exceptional circumstances, where this can be justified by the developer or where equivalent provision has been secured.
146. There is only one active permitted waste site located within an area allocated for new housing development in the Wirral Local Plan:
- NW Construction Ltd, Riverbank Road, Bromborough (NOR342), located on the edge of housing site allocation RES-SA4.7.

147. There are also active permitted or licenced waste sites in the following Regeneration Areas: Hamilton Park (RA7), Waterfront (RA3), Wirral Waters (RA6), and Northside (RA8).
  
148. Developers will be required to ensure that that any loss of waste capacity is mitigated and that any proximity to existing waste uses is considered in scheme design and development.

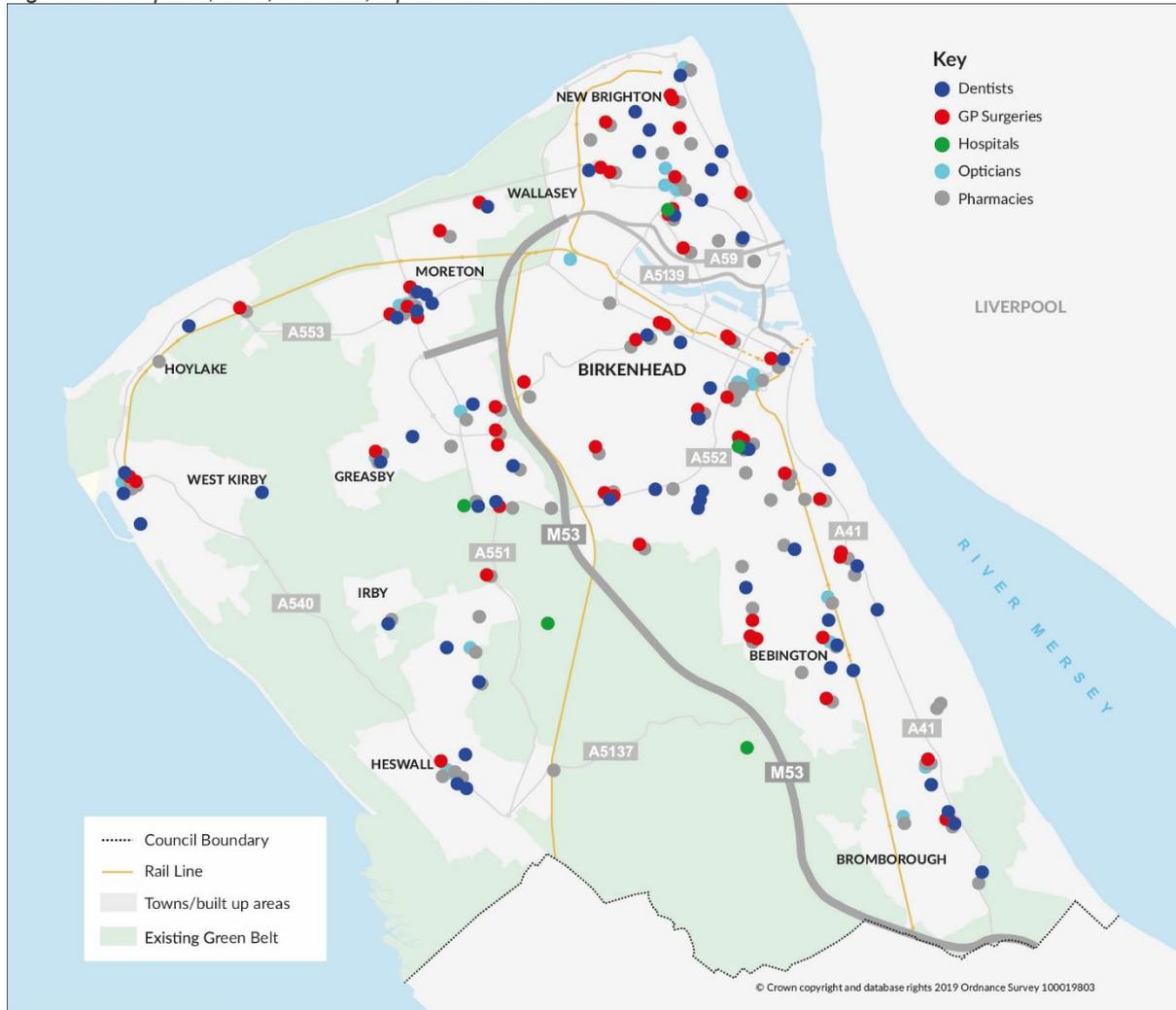
## 7. COMMUNITY INFRASTRUCTURE

### 7.1 HEALTH

#### **7.1.1 Primary Care**

150. Wirral Clinical Commissioning Group (CCG) commissions services from the following providers:
- Primary Care: 58 GP practices;
  - Secondary Care: Wirral University Teaching Hospital NHS Foundation Trust;
  - Mental Health: Cheshire and Wirral Partnership NHS Foundation Trust;
  - Community: Wirral Community Trust; and
  - Social Care: Wirral Borough Council.
151. Other providers:
- 83 pharmacies;
  - 45 dentists; and
  - 33 opticians.

Figure 29 Hospitals, GPs, Dentists, Opticians and Pharmacies



152. Figure 29 shows the Hospitals, GPs, Dentists, Opticians and pharmacies in Wirral. NHS Wirral has provided an assessment of the current capacity of GP surgeries across the Borough provided in Appendix D.

### 7.1.2 Secondary Care

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

154.

- Arrowe Park Hospital, Upton – delivering a full range of emergency and acute services for adults and children, plus maternity services;
- Clatterbridge Hospital, Bebington – undertaking the majority of planned surgical services and some specialist rehabilitation;

- St Catherine’s Community Hospital, Birkenhead – providing x-ray and some outpatient services; and
- Victoria Central Health Centre, Wallasey – providing x-ray and some outpatient services.

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

### **7.1.3 Pharmacies**

156. Wirral Pharmaceutical Needs Assessment 2018-2021<sup>36</sup> identifies that Wirral is generally very well served by community pharmacies. There is currently one pharmacy for every 3,402 residents, which in comparison to the national average of one pharmacy for every 5,000 resident population, is extremely favourable.

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

158. ‘Locally Commissioned Services’ are delivered equitably throughout the Borough with over two thirds of all community pharmacies providing alcohol misuse and smoking cessation services. Geographical mapping of locally commissioned services show that more services are delivered in the most densely populated areas of the Borough.

### **7.1.4 Planned Works**

159. NHS Wirral are currently updating their Estates Strategy which will take into account the level of growth planned as part of the Local Plan. A relocated and enhanced Marine Lake Medical Practice within a new health & wellbeing building is planned within the Local Plan period. Similarly, WUTH are refreshing the plan for their Estate with plans to reduce pressure at the Arrowse Park Hospital site through the provision of increased car parking numbers and transferring a number of services to Clatterbridge Hospital.

### **7.1.5 Meeting the Needs Arising from Growth**

160. Using an average standard of 1 GP per 1,800 patients and consultation with NHS Wirral and NHS Property Services, it is expected that existing GP practices will accommodate the overall level of growth planned. However, Regeneration Areas within Birkenhead delivering high numbers of residential units are likely to require

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<sup>36</sup> <https://www.wirralintelligenceservice.org/media/2319/wirral-pna-2018-to-2021-final.pdf>

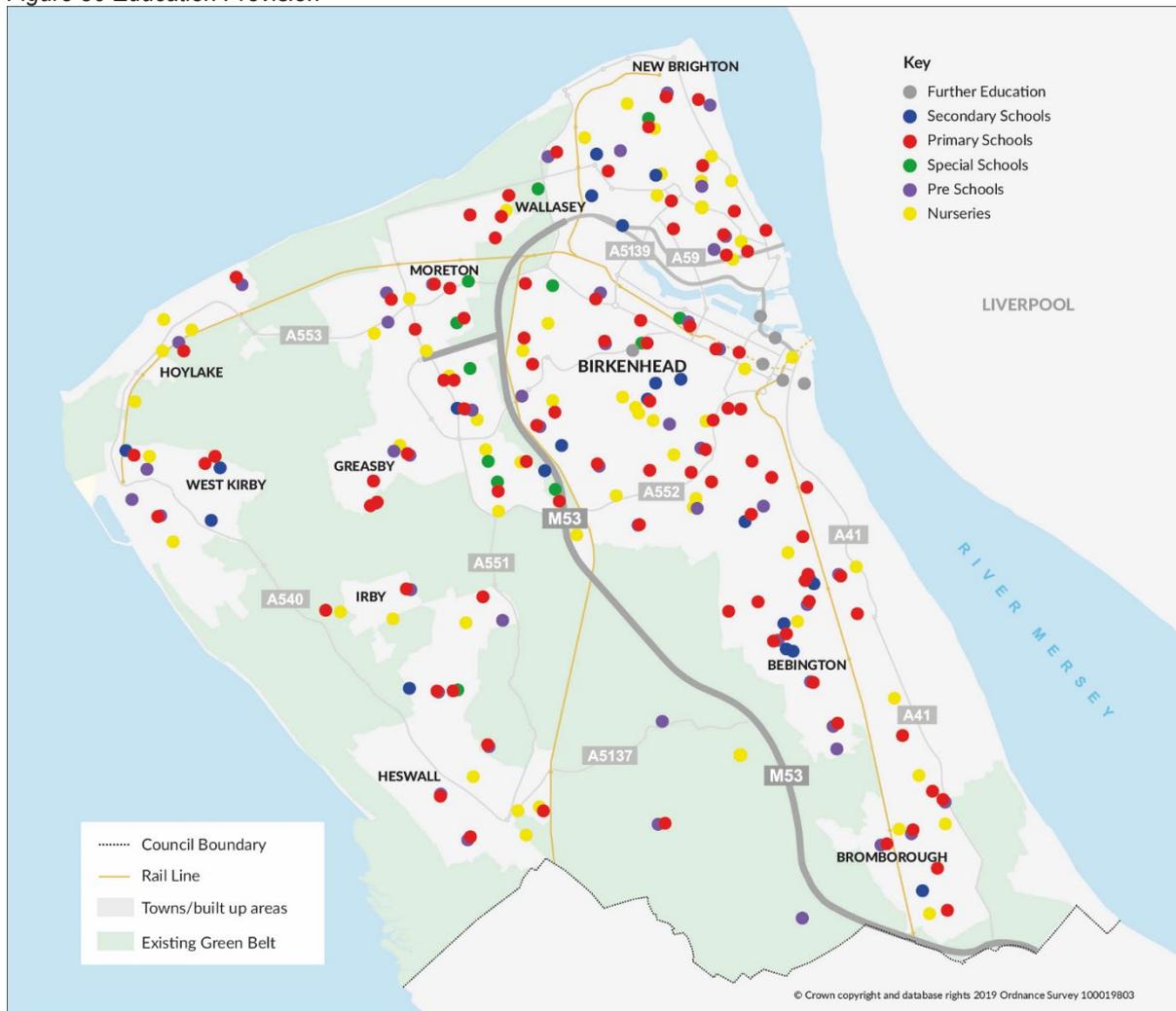
additional GP capacity to serve the increased numbers of patients in those areas where there does not appear to be existing capacity.

161. A Wellbeing and Opportunity Hub is to be delivered through the Birkenhead Town Deal at the boundary of the Waterfront and Hind Street Regeneration Areas. This will become a one hub site for all services provided by award winning charity Open Door, alongside a range of other health and wellbeing services. The hub will serve as a new national Centre of Excellence in how arts and culture can be used to reimagine how mental health is supported and understood.
162. Health centre use is being progressed for the ground floor of new office development within Birkenhead Town Centre adjacent to RES-RA4.1-4.3 and serving the wider Birkenhead Central Regeneration Area.
163. A requirement for health service provision is included within Local Plan Regeneration Area policy for Hamilton Park and Wirral Waters which could be accommodated within the planned new development or through the expansion of Vittoria Medical Centre.
164. The COVID 19 pandemic has reduced footfall at GP practices and resulted in the expansion of online services. Working with NHS Wirral, Wirral Council will monitor the ongoing impact and implications for the NHS Estate and demand arising from housing growth.
165. The main consideration for WUTH is not overall capacity, but the demographics of householders that are attracted to new build housing, which may increase demand on particular services such as e.g. maternity or Department of Medicine for the Elderly.

## 7.2 EDUCATION

### 7.2.1 Education Provision

Figure 30 Education Provision



166. In Wirral Local Education Authority area there are 3 Early Years Centres, 46 nursery classes attached to primary schools, 91 mainstream primary schools (including infant and junior schools), 20 secondary schools and 11 special schools, as shown in Figure 30.

### 7.2.1 Primary and Secondary

167. Wirral School's consist of:

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

168. Governors are responsible for the conduct of the community schools and voluntary controlled schools, but admissions are the responsibility of the Local Authority. For foundation schools, governors are responsible for the admissions arrangements and academies receive their funding directly from central government. However, the Council remains responsible for identifying capacity and coordinating funding to ensure that the academies comply with statutory requirements. Voluntary controlled schools are partly controlled by a charity. The charity owns the land and buildings and appoints some of the governors. Funding and admissions are the responsibility of the Local Authority. Voluntary aided schools are church or faith schools controlled by the relevant Diocese. They have more independence from the Local Authority and are responsible for their admission arrangements.
169. Many schools have received significant capital investment since 2001 to improve teaching, ancillary and activity spaces and to replace temporary mobile accommodation with new construction and refurbished buildings. A number of primary and secondary schools have been replaced with new premises under Government initiatives such as Building Schools for the Future and Priority School Building Programme Phase 1.
170. The School Capacity Survey (DfE, 2021) shows that in 2021, Wirral had 27,956 primary school places with 25,317 pupils on the roll, and 2,679 unfilled places. The numbers of pupils of primary school age are forecast to fall to 23,374 by 2025/26. These population forecasts do not take into account any committed or planned housing growth.
171. Primary places are planned on the basis of 21 'primary planning areas', which can contain between 1 and 10 individual schools. The Council undertakes its own projections of likely demand for school places every year, covering a five-year projection period for primary school places. These projections are based on a combination of factors including; actual pupil numbers, live birth registrations, birth rate trends, the physical capacity of schools and parental preferences.
172. The current capacity and expansion potential of Wirral Schools is included as Appendix D. There are some 'pinch points' for school place demand with the following primary planning areas currently over capacity: North Wallasey, Greasby, and Heswall and Pensby/ Thingwall. All schools within Settlement Area 7 Heswall are over 90% capacity.
173. The School Capacity Survey (DfE, 2021) shows that in 2021, Wirral had 25,057 secondary school places with 2,202 pupils on the roll, and 2,855 unfilled places. Pupil numbers were forecast to increase to 22,940 in 2025/26 with a projected decline to 21,773 by 2029/30, within the surplus capacity at a Borough level.

174. Secondary school places are projected on a seven-year period, with an assumed uplift of between 1-2% to incorporate those pupils travelling from outside of the Borough to attend school and those returning from private education. The projections are based on a combination of factors including actual pupil numbers, staying on rates for post-16 provision in schools, live birth registrations; birth rate trends; the physical capacity of schools and parental preferences. There are particular issues or capacity in non-selective schools in West Wirral and for some individual schools in other areas.
175. Works planned during the Local Plan period are included within the Infrastructure Delivery Schedule.

### **7.2.2 Further Education and Higher Education**

176. Some schools in Wirral have post-16 provision. Collectively in 2021 there were 3,321 students attending a school sixth form.
177. Wirral Metropolitan College has 16,000 students (3,000 aged 16-18 and 12,000 aged 19-37) and has 3 campuses in and around Birkenhead including Conway Park, Twelve Quays and newest Wirral Waters facility which opened in 2015 and delivers training and education for Construction and the Built Environment.
178. Maritime and Engineering College North West is a centre of vocational excellence for the maritime, engineering, manufacturing and related sectors. Facilities include 6,500 sqm riverside premises next to the Cammell Laird Shipyard at Monks Ferry.
179. Birkenhead Sixth Form College is the leading provider of A Level and BTEC courses for 16-19 year olds in the area and was rated as 'Outstanding' by Ofsted in 2017. During the academic year 2017/18, 1,313 sixth form students and 129 earners on post-19 funded programmes were enrolled.
180. University of Chester health and social care department opened a new facility in Marriss House in central Birkenhead in 2018 to train student nurses in practical clinical skills.

### **7.2.3 Early Years and Childcare Provision**

181. Table 7 below provides the numbers of early education and childcare providers of 3 and 4 year olds.

182. Types of Provision	183. Total
184. Child- minder	185. 196

186. Day Nursery	187. 76
188. Pre-school	189. 43
190. Extended Care	191. 41
192. School with F1 provision	193. 60
194. School with F1 and 2 year provision	195. 24

*Table 7 3 and 4 year olds Early Education and Childcare Providers*

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

#### **7.2.4 Meeting Needs Arising from Growth**

197. As part of the site specific and cumulative assessment of the Local Plan the past pupil yield from housing development has been calculated and applied to the Local Plan sites with planning permission, housing site allocations and housing numbers within regeneration areas. This has been undertaken for primary, secondary, nursery and Special Educational Needs and Disabilities (SEND) education. Wirral operates catchment areas for primary schools. There needs to be, as far as possible, a place available at the catchment school for a pupil's residential address. The yield for sites within the Local Plan sites has been reviewed against the predicted future capacity within catchment schools and School Small Planning areas. Other factors considered as part of analysis include acceptable walking distances and potential barriers for walking to school and the application of a reduction for parents choosing to send their child to a faith school, or out of area school.

198. This DfE guidance Securing Developer Contribution for Education states the following:

“This guidance draws on existing good practice and is intended to help you establish a robust and consistent evidence base, underpinned by the following principles:

- Housing development should mitigate its impact on community infrastructure, including schools;
- Pupil yield factors should be based on up-to-date evidence from recent housing developments;
- Developer contributions towards new school places should provide both funding for construction and land where applicable, subject to viability assessment when strategic plans are prepared and using up-to-date cost information;
- The early delivery of new schools within strategic developments should be supported where it would not undermine the viability of the school, or of existing schools in the area.

Local plans and other planning policy documents should set out the expectations for contributions from development towards infrastructure, including education of all phases (age 0-19) and special educational needs.

We recommend that you identify a preferred and 'contingency' school expansion project in a planning obligation, as long as both would comply with the Section 106 tests. This will help you respond to changing circumstances and new information, such as detailed feasibility work leading you to abandon a preferred expansion project.

We advise you to consider the realistic potential for schools in your area to expand or increase capacity through other alterations, in discussion with academy trusts, and identify site options for any new schools (within planned housing developments or on standalone sites). Including suitable projects in the local planning authority's infrastructure funding statement will ensure that developer contributions are clearly identified as the funding source where new schools, expansions or alterations are required due to housing growth."

199. The yield information, shown in Table 8, was calculated by Wirral Admissions and Place Planning team in November 2019.

	Houses	Flats
Primary School	0.25	0.05
Secondary School	0.15	0.03
SEND	0.07	0.01

*Table 8 Wirral Pupil Yield*

200. The following requirements for Local Plan housing site allocations and regeneration areas for growth have been identified in conjunction with the Local Education Authority.
- RES-SA4.7 Land off Dock Road South is c1500m away from a primary school. The anticipated pupil yield is higher than the spare capacity available. There will be a requirement for a developer contribution towards additional primary classroom provision.
  - Requirement for 1form entry primary school is included within Hamilton Park and Hind Street Local Plan Regeneration policy.
  - Requirement for appropriate and proportionate primary school place provision within Birkenhead Waterfront and Wirral Waters Regeneration Area policies.
  - Wirral Local Plan Appendix 10 Developer Contributions sets out how contributions towards education will be secured if required by the Local Education Authority.

- Education costs within the IDS are indicative based on latest masterplan information. Costs will be updated to reflect the number of residential units and housing mix within final scheme designs.

## 7.3 LEISURE

### 7.3.1 Current Provision

Figure 31 Leisure Provision



201. Figure 31 Leisure Provision shows the current indoor leisure provision within the borough.

202. Wirral Council runs and maintains the following leisure centres and facilities:

- Europa Pools Leisure Centre
- Guinea Gap Leisure Centre
- Leasowe Leisure Centre
- The Oval Leisure Centre
- West Kirby Concourse Leisure Centre
- West Kirby Marine Lake – Wirral Water Sports Centre
- Wirral Tennis and Leisure Centre
- Woodchurch Leisure Centre

- Municipal Golf Courses – three 18 holes golf courses, one 9-hole golf course, 2 footgolf and 1 pitch and put course.

203. Numerous sports halls and some floodlit artificial turf pitches are also provided at secondary schools across the borough. Beechwood Recreation Centre transferred from Council ownership to Tranmere Rovers Football Club in 2020. There are private indoor soccer facilities at The Hive in Birkenhead, Soccer Dome in Seacombe, Activity for All in Arrowe Park, and at the Birkenhead and Shaftesbury Youth Clubs. Private health club facilities including a swimming pool and indoor running track are also available at Total Fitness in Prenton and the Village Hotel and DW Fitness in Bromborough. Grange Road West Recreation Centre has been transferred to community ownership to provide a dedicated gymnastics centre. Further information is set out within the most recent Indoor Sports Facilities Needs Assessment.

### **7.3.2 Indoor Sports Facilities Needs Assessment 2019 and Indoor & Built Facilities Strategy 2021**

204. An Indoor Sports Facilities Needs Assessment<sup>37</sup> was carried out in 2019 and an Indoor and Built Facilities Strategy produced in 2021 summarising the provision and future requirements to accommodate growth. There are currently:

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

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

206. The Indoor Sports Facilities Needs Assessment study made the following recommendations for the life and population projections during the local plan

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<sup>37</sup> <https://www.wirral.gov.uk/planning-and-building/local-plans-and-planning-policy/local-planning-evidence-and-research-report-30>

period detailed in Table 9 Indoor Sports Facilities Needs Assessment Recommendations:

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

*Table 9 Indoor Sports Facilities Needs Assessment Recommendations*

### **7.3.3 Playing Pitch and Outdoor Sports Strategy & Action Plan 2021**

207. A Playing Pitch and Outdoor Sports Strategy was produced on behalf of Wirral Council in 2021. The study identified:

- 215 grass football pitches located across 77 sites;
- 5 full size 3G pitches with an additional 4 planned and 8 smaller size 3 pitches;
- 68 grass rugby union pitches in Wirral located across 23 sites;
- 25 grass wicket squares across 19 sites;
- 5 full-sized sand-based hockey pitches and 6 smaller sizes pitches;
- 165 tennis courts across 38 sites; and
- 60 bowling greens in Wirral across 40 sites.

208. The assessment identified a shortfall of pitch provision for all sports with the exception of hockey and bowls. The future position expects that current shortfalls would be exacerbated. Demand is in particular not being met in the Wallasey Settlement Area 1, including New Brighton, Liscard and Wallasey Village; and in Hoylake, West Kirby and Thurstaston in Settlement Area 6.

209. The Strategy suggests that for the most part, some shortfalls can be met by better utilising current provision, such as through improving quality, re-configuring (or re-designating) pitches, installing additional floodlighting, improving ancillary facilities and enabling access to existing unused provision, such as at currently unavailable school sites. However, in some instances the extent of these improvements and

changes will have to be significant, such as for adult football (also impacted upon by a lack of youth 11v11 pitches) and senior rugby union given the considerable deficits identified. Grass pitches in particular need to continue to be protected.

210. Notwithstanding the above, there is a substantial shortfall of 3G pitches for football training that can only be met through increased provision. An increase in 3G provision could also help reduce grass pitch shortfalls through the transfer of match play, which in turn can aid pitch quality improvements and increase capacity. That being said, given the large 3G shortfall identified, it may be unrealistic to eradicate the entire deficit, at least in the short-term. In that regard, innovative approaches should be considered, where possible, with partnership working between sports around shared surfaces also encouraged.
211. Where shortfalls are not present and demand is being met, this does not necessarily equate to a surplus of provision, with any spare capacity instead considered to be one of the solutions to overcoming the identified shortfalls. As such, there is a resultant need to protect all existing playing pitch and outdoor sport provision until all demand is met, or there is a requirement to replace provision in accordance with the NPPF.

#### **7.3.4 Local Football Facility Plan 2019**

212. The Local Football Facility Plan<sup>38</sup> for Wirral, was commissioned and produced by the Football Association. The plan was produced to build on the information contained in the Playing Pitch Strategy and identify opportunities for grassroots football facility improvement/investment within the following categories:

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

213. The plan identifies priority areas for development within each of the above categories based on the information collected from wide selection of consultees including affiliated football clubs in Wirral. The Plan will need to be updated to reflect the findings of the most recent Playing Pitch and Outdoor Sports Strategy.

#### **7.3.5 Meeting the Needs Arising from Growth**

214. Local Plan policies ensure the protection of existing playing pitches and facilities working with Sports England.

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<sup>38</sup> <https://www.wirral.gov.uk/planning-and-building/local-plans-and-planning-policy/local-planning-evidence-and-research-report-16>

215. Local Plan Policy WS 5.3 will require new residential development to contribute to the provision of appropriate facilities for outdoor sport and recreation in line with the needs identified within the latest Playing Pitch and Outdoor Sports Strategy for the Borough. Where on-site provision would not be appropriate or achievable, an appropriate financial contribution will be required to secure improvements to existing facilities and/or to support the delivery of appropriate strategic provision to serve the development proposed.
216. For housing site allocations there will be a financial contribution for playing pitches per dwelling minus the cost of any on site provision. The expectation will generally be that playing pitch contributions will be spent on improvements to local sites in accordance with the Playing Pitch and Outdoor Sports Strategy but contributions may also need to be spent at strategic locations where greater value for money and scales of provision can be secured. For other outdoor sports, where facilities are being replaced the contribution will be assessed on a case by case basis, based on the scale and type of facility to be lost and replaced.
217. Wirral Council have also recently commissioned a Leisure Facilities Masterplan and Investment Strategy. This Strategy will be informed by the Indoor Built Facilities and Playing Pitch and Outdoor Sports strategies (summarised above) and the proposals to be contained within the Local Plan.
218. Sports England Sports Facilities and Playing Pitch Calculators will be utilised to calculate the contribution from each new housing development, where appropriate, towards the needs arising from development identified in the relevant indoor and outdoor sports Assessments and Strategies.

## 7.4 LIBRARIES

### 7.4.1 Current Provision

Figure 32 Wirral Libraries



219. There are currently 24 libraries in Wirral as shown in Figure 32.

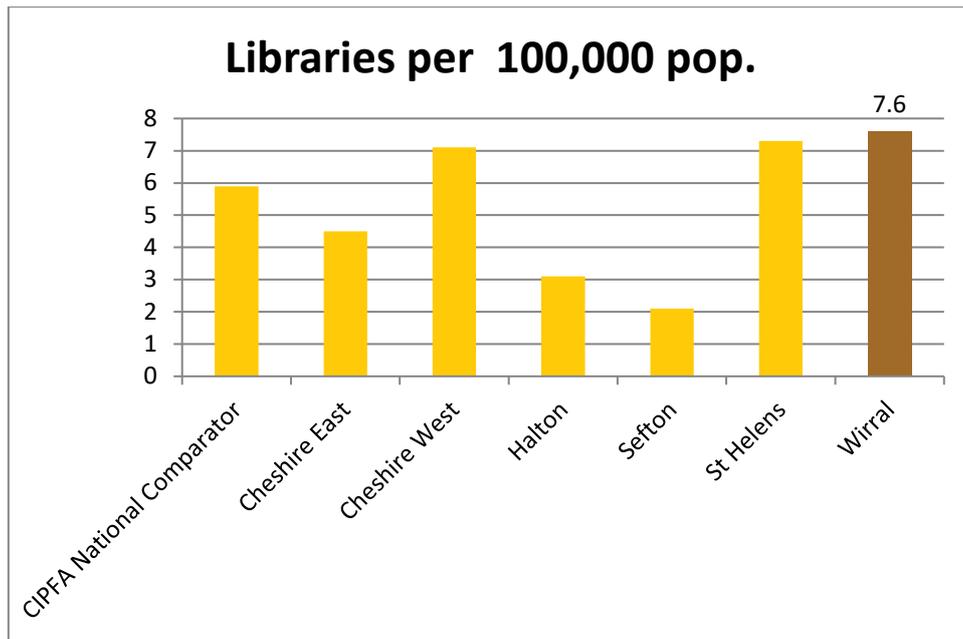


Figure 33 Libraries per 100,000.

220. Wirral has a high number of libraries in comparison to neighbouring authorities and national comparators as shown in Figure 33 above.

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

#### **7.4.2 Meeting Needs Arising from Growth**

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

223. Regeneration Areas provide opportunities for flexible community spaces which could accommodate the library service.

## **7.5 COMMUNITY AND CULTURAL FACILITIES**

### **7.5.1 Current Provision**

224. Wirral boasts range of cultural opportunities. Fort Perch Rock in New Brighton (Settlement Area 1) hosts a museum, exhibitions, and tea-room. Williamson Art Gallery is located in Oxton in Settlement Area 3 Birkenhead suburban area. Assets in Port Sunlight Garden Village in Settlement Area 4 include the Lady Lever Art Gallery, Port Sunlight Museum and Gladstone Theatre. Birkenhead Priory is the oldest standing building on Merseyside located within the commercial core additional facilities in this settlement area include Wirral's space and science attraction Spaceport on Wirral's waterfront which is to be replaced by Eureka! the National Children's Museum, and the U Boat story at Woodside Ferry Terminal. Facilities in community ownership: Pacific Road Arts Centre, and Wirral Tramway Museum and Heritage tramway. West Kirby Arts Studio and Shore Cottage Arts Studio are located in Settlement Area 6.
225. There is an extensive network of community groups, activities and services operating from community centres, public halls and places of worship across the Borough. Wirral has in excess of 1500 organisations in the Voluntary, Community, Faith and Social Economy (VCFSE) Sector. The data set that details these groups does not contain information about the capacity of these groups. There are numerous Community Centres, hubs and venues in Wirral, these centres offer a physical location for multiple organisations and groups that represent different communities. The ownership of the majority of Community Centres in Wirral have been transferred to community groups.

#### Children's Centres

226. Ten children's centres across the Borough offer specialist provision to both statutory services such as health visitors or midwifery as well as community services like story time, stay and play and support groups.

#### Provision for Older People

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

#### Environmental Groups

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

#### Mental Health

229. There has been a national shift in the awareness of mental health and an increase in people wanting to make positive differences to their own mental health. The VCFSE Sector has responded in Wirral, there are over 300 groups and organisations that offer services to residents with improving mental health as an outcome.

#### Faith Sector

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

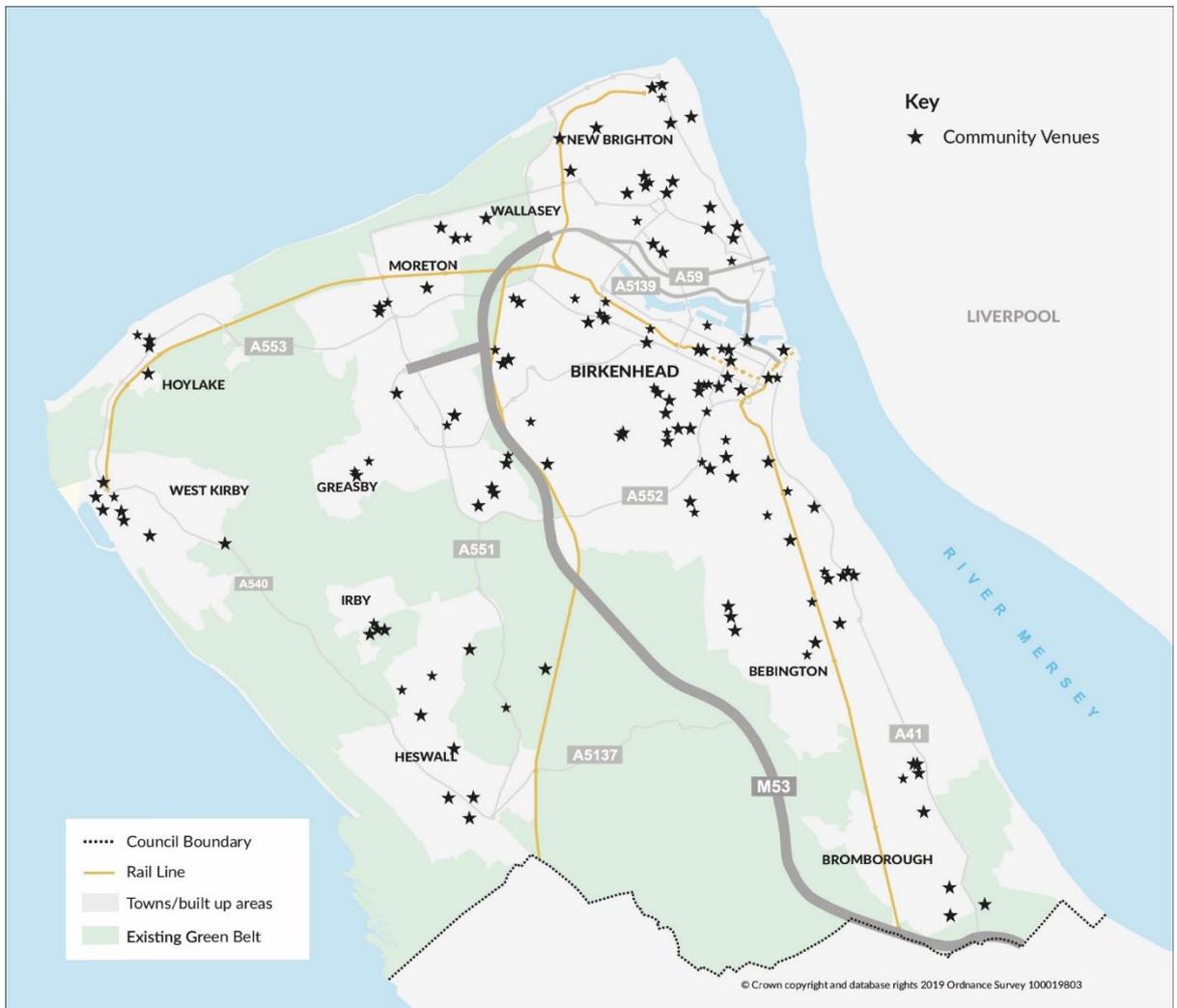
#### Uniformed Groups

231. There are 209 Uniformed Groups in Wirral, as shown in Table 10 below, that are volunteer led and allow young people to join to become part of a national movement. Uniformed groups give young people opportunities to gain skills and experiences that are outside of day-to-day life. They also allow adults to volunteer their time to help young people to raise their aspirations.

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

*Table 10 Uniformed Groups*

Figure 34 Community Facilities



232. Community facilities are shown in Figure 34 above.

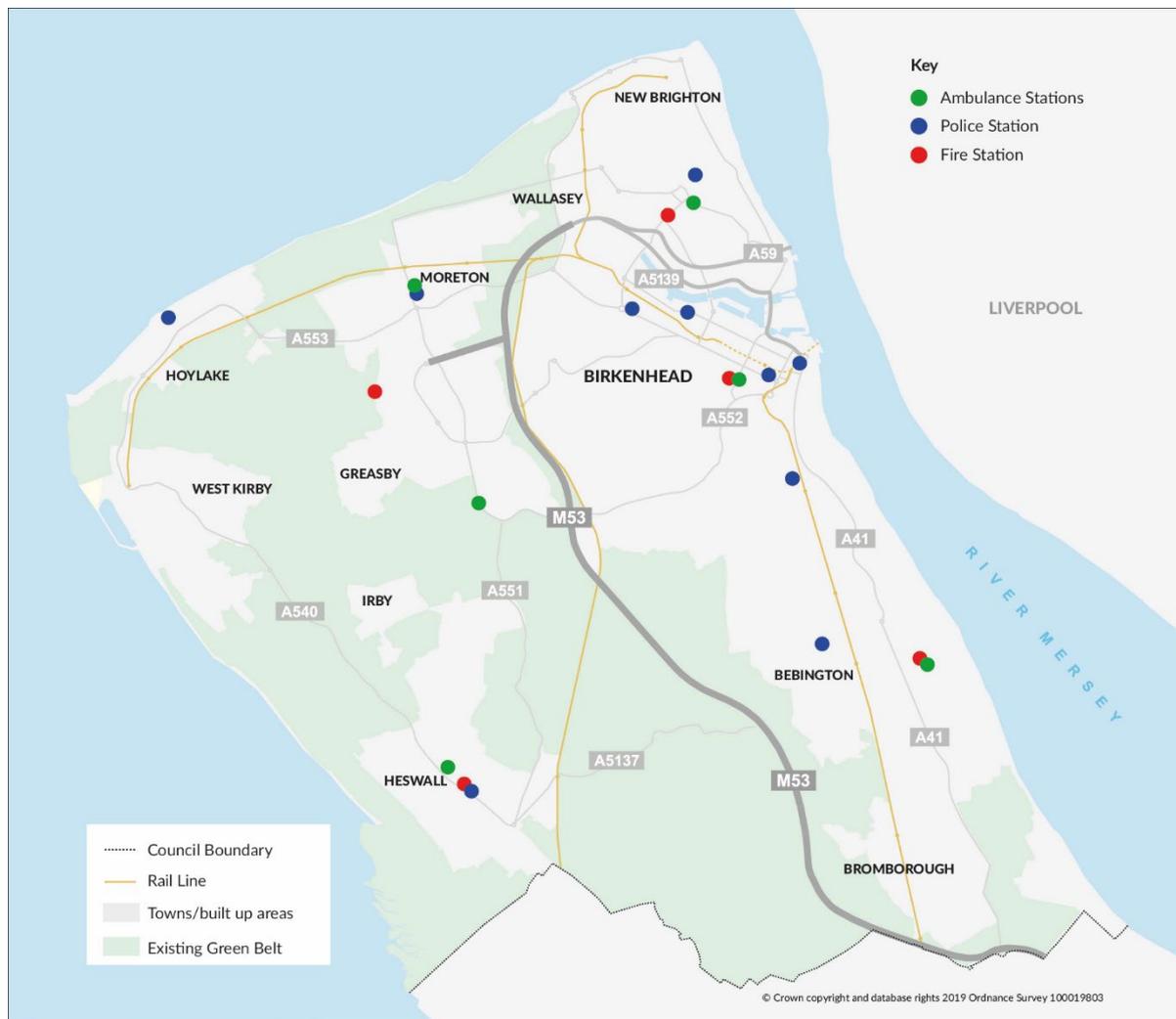
### **7.5.2 Meeting Needs Arising from Growth**

233. The Council is committed to working with groups and local people to continue to transfer ownership of the remaining community centres to community groups in the long-term. Any demand arising from growth, is likely to be catered for within existing facilities. Regeneration Areas provide opportunities for flexible community spaces which could accommodate community groups and cultural activities.

## 8. EMERGENCY SERVICES

### 8.1 CURRENT PROVISION

Figure 35 Police, Fire and Ambulance Stations



#### 8.1.2 MERSEYSIDE POLICE

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

235. As shown in Figure 35 Merseyside Police has Police Stations in Wallasey, Birkenhead and Bebington and Wirral Custody Suite in Birkenhead. Following a number of closures community police stations have been introduced at:

236.

- Heswall Library
- Hoylake Community Hub

- Moreton Library and One Stop Shop
- Rock Ferry Centre
- St James Centre

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

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

### **8.1.3 FIRE AND RESCUE**

239. There are Community Fire Stations located in:

- Birkenhead
- Bromborough
- Heswall
- Saughall Massie
- Wallasey

240. The two key Community Fire Stations for services in Wirral are Bromborough and Saughall Massie (opened in 2019). Saughall Massie Community Fire Station replaced facilities at Upton and West Kirby. Merseyside Fire and Rescue Service<sup>39</sup> operational response model is based around a 10-minute 'blue light' attendance time to any property. The majority of Wirral is now covered by a 10-minute response time with the exception of small parts of Hoylake.

### **8.1.4 AMBULANCE**

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

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

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<sup>39</sup> <https://www.merseyfire.gov.uk/asp/Default2.aspx>

242. The NWS Estates Strategy 2018-2023<sup>40</sup> sets out the capital investment for the next five years and the usage of its estate.

## **8.2. MEETING NEEDS ARISING FROM GROWTH**

243. After consultation with the emergency services, further need for infrastructure as a result of the Local Plan is not considered necessary.

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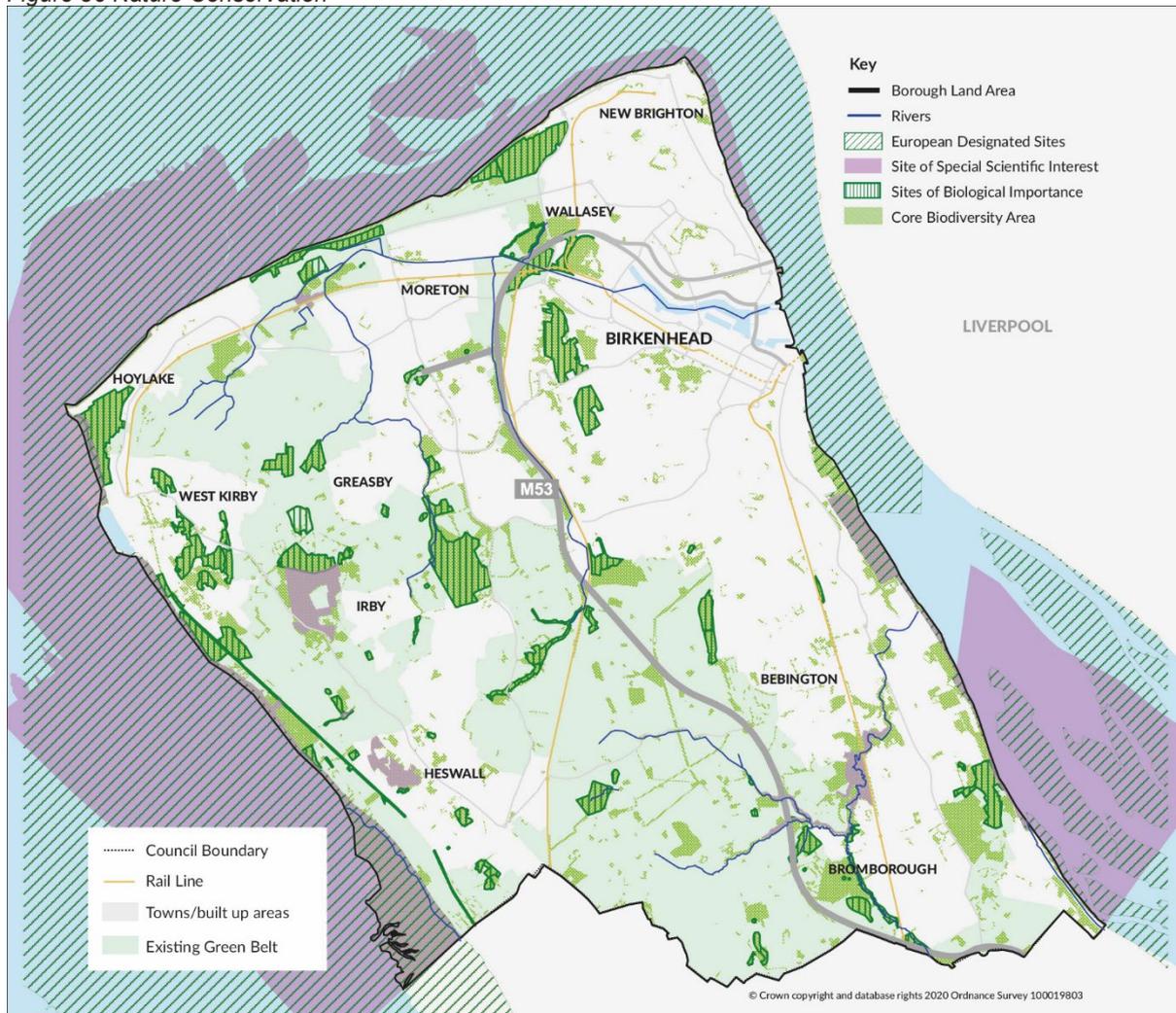
<sup>40</sup> <https://www.nwas.nhs.uk/content/uploads/2019/04/estates-strategy-2018-23-version-10.pdf>

# 9. GREEN INFRASTRUCTURE

## 9.1 CURRENT PROVISION

### 9.1.1 Nature Conservation

Figure 36 Nature Conservation



245. The majority of Wirral's coastline is of international importance for nature conservation. The Dee and Mersey Estuaries and the Mersey Narrows and North Wirral Foreshore are designated as Wetlands of International Importance under the Ramsar Convention and as Special Protection Areas under the EC Wild Birds Directive. The Dee Estuary including the North Wirral Foreshore is also designated as a European Special Area of Conservation. These sites form part of the wider network of Natura 2000 sites, where minimising the disturbance to bird species will be an important consideration for future development proposals.
246. The Merseyside authorities have commissioned a Recreation Mitigation Strategy (RMS) for all European sites in the City Region in partnership with Natural England and the National Trust, which is intended to be completed by the end of 2023. This is aimed at enabling sustainable housing and tourism development across the City Region, whilst securing sustainable, long term protection of the internationally important wildlife on the coast from recreation impacts. The strategy would be based on the provision and enhancement of Staffing, Access Management and Monitoring (SAMM) and Suitable Alternative Natural Greenspace (SANG), depending on the location of development, funded by a levy on new residential development. Pending the introduction of a Liverpool City Region-wide approach, Wirral Council is developing an interim position statement to identify an appropriate local per dwelling tariff and the Wirral-specific SAMM measures and SANG sites it would fund. Arrowe Country Park is an example of a potential SANG that could be promoted as an alternative destination to the coast.
247. A Site of Special Scientific Interest (SSSI) is a conservation designation denoting a protected area which is considered to be of special interest by virtue of its fauna, flora, geological or physiographical/geomorphological features. There are 12 SSSIs in Wirral:
- Dee Cliffs
  - Dee Estuary
  - Dibbinsdale
  - Heswall Dales
  - Meols Meadow
  - Mersey Estuary
  - Mersey Narrows
  - New Ferry
  - North Wirral Foreshore
  - Red Rocks
  - The Dungeon

- Thurstaston Common

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

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

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

250. Sites of Biological Importance (SBI) are non-statutory sites protected through the Local Plan process for their ecological attributes and nature conservation value. The schedule of sites has continued to be surveyed on a rolling basis by the Cheshire Local Wildlife Sites Partnership and was last updated in January 2017. There are 69 SBIs in Wirral.

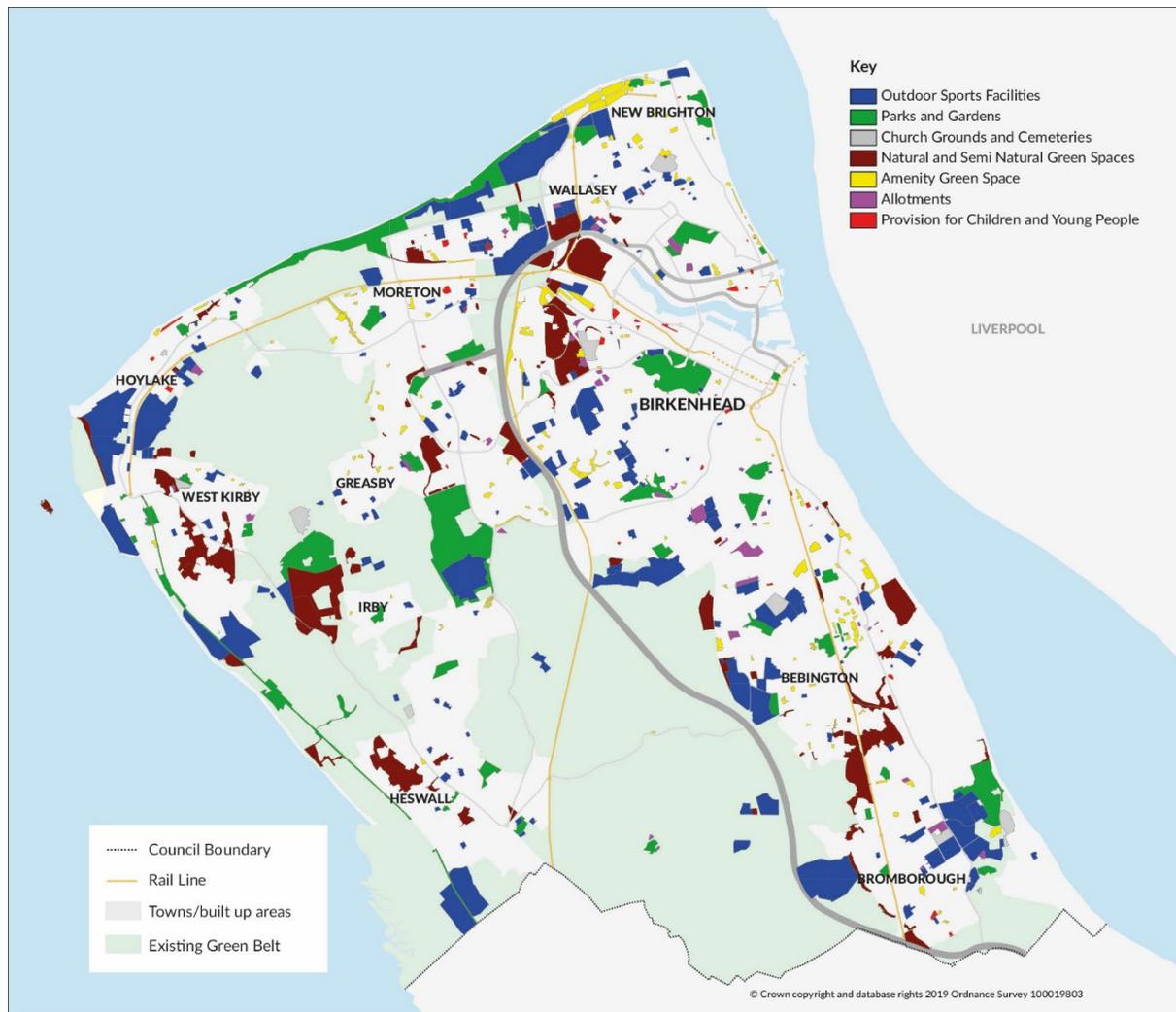
251. There are over 531 open space sites including parks, green space, provision for young people, allotments, and cemeteries, 27 of which achieved a green flag award in 2019. There are five County Parks at:

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

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

### 9.1.2 Open Space Assessment 2021

Figure 37 Wirral Open Space



253. The existing pattern of open space provision in Wirral is shown in Figure 39 above. The latest Wirral Open Space Assessment and Standards Paper 2021, has reviewed the current and future open space requirements for the Borough. A summary of the main findings is set out below.
254. There are 53 sites classified as parks and gardens totalling over 580 hectares. This is an equivalent to 1.80 ha per 1,000 population. Fields in Trust (FIT) suggests a standard of 0.80 ha per 1,000 population. Some catchment gaps are identified but these are often served by other forms of open space provision. Most park sites rated above the threshold for both quality and value but over a third (36%) fell below. Lower scoring sites tend to lack ancillary features.
255. There are 91 natural and semi-natural greenspace sites covering 574 hectares. Eight had restricted or no access. FIT suggests a standard of 1.80 ha per 1,000 population. Wirral as a whole currently has 1.78 ha per 1,000 population. Shortfalls are identified in the Wallasey, Birkenhead and Mid Wirral areas but other forms of provision such as amenity greenspace and parks could also help to serve these gaps. Over a quarter (24 sites) fell below the relevant quality threshold.
256. There are 209 amenity greenspace sites equating to over 216 hectares of provision. FIT suggests a standard of 0.60 hectares per 1,000 population. Overall, Wirral (0.71 ha per 1,000 population) meets the FIT standard. Birkenhead, Heswall and West Kirby and Hoylake have potential shortfalls but are often also served by other types of provision. Almost a third (28%) fell below the threshold for quality, due to a lack of ancillary features or overall general condition.
257. There are 51 allotments sites: equating to more than 57 hectares. Current provision of 0.18 ha per 1,000 population is below the National Society of Allotment and Leisure Gardeners recommended amount (0.25 ha per 1000 people). Waiting lists exist for allotments across the area suggesting supply is not meeting demand. There were particular shortfalls in Heswall, Mid Wirral, Wallasey and in West Kirby and Hoylake.
258. 111 play sites were identified: a total of 9.86 hectares, less than half the FIT suggested standard of 0.25 ha per 1,000 population, with particular shortfalls in Birkenhead, Heswall and Bromborough. A high proportion of play sites (75%) rated above the threshold for quality but lower quality scores tended to reflect a lack in and/or range of equipment and overall general condition.
259. No shortfall in cemetery provision was identified.

## **9.2 PLANNED WORKS**

260. Wirral's Parks and Open Spaces Strategy 2014 guides future parks and open space service planning, delivery and partnership working over the period 2014-2024.

### **9.3 MEETING NEEDS ARISING FROM GROWTH**

261. Local Plan Policy WS 5 and Appendix 10 defines the requirements for green infrastructure provision and developer contributions. All residential development will be required to contribute to open space provision, less the cost of any on-site provision secured. The following open space requirements have been identified:

262. For housing site allocations over 50 units:

- A minimum of 1.5ha open space will be required including equipped play at RES-SA4.7 Former D1 Oils, Dock Road South.
- A minimum of 0.4ha equipped play will be required on the site at Unilever Research and Development, and RES-SA5.3 Land East of Typhoo. The play equipment requirement could be shared between RES-SA4.2 Former MOD, Old Hall Road and RES-SA4.3 Land at Riverside Park depending on siting and design.

263. Within Regeneration Areas the following open space requirements have also been identified:

- Dock Branch Park (OS-SA2.7), a section of old, disused railway line that runs from Birkenhead Docks, approximately 1km south into Birkenhead town centre will be reclaimed as a multi-purpose open space and green corridor connecting key areas of Birkenhead and unlocking immediately adjacent development potential.
- Housing sites whether allocated or coming forward as part of a broad location for growth will need to make provision in accordance with Policy WS 5.2

264. In areas where no on-site provision is made, an equivalent financial contribution towards the improvement of existing open space and play facilities will be required. The cost of any on-site provision will be deducted from the open space contribution required.

265. The Council will also seek contributions as set out in the Wirral Recreation Management Interim Approach, where appropriate, to mitigate any recreational disturbance impacts at the coast in compliance with the Habitats Regulations and Habitats Directive. This is set out in Local Plan Policy WS 5.5.

## 10. INFRASTRUCTURE COSTS, FUNDING AND DELIVERY

### 10.1 VIABILITY TESTING

266. Aspinall Verdi have undertaken a 2022 update to the local plan viability study undertaken by Keppie Massie in November 2018. Given the time that has passed the Council required a new baseline viability assessment based on current property market evidence.
267. The report urges caution in relation to the widespread introduction of the Community Infrastructure Levy at this time. However, given the scale of regeneration works ongoing in the Borough and the likely market changes that will occur as a result, it is recommend that this is kept under review until the Birkenhead 2040 Framework is more established. The report states that this does not negate the necessity for developers to make infrastructure contributions where possible through S106/278 mechanisms.
268. Site specific testing was undertaken for site allocations which, by virtue of their size, would have a significant impact on the overall housing numbers in the Plan if they were unable to be delivered. Site specific infrastructure costs are consistent with those within the infrastructure delivery plan, determined through site assessment work and through extensive engagement with infrastructure providers and landowners / developers.

### 10.2 INFRASTRUCTURE COSTS

269. Table 11 below sets out a summary of the Infrastructure Delivery Schedule including the estimated total costs for the Local Plan period. This shows a total cost of £527.9m for infrastructure delivery during the Local Plan period, of which £153.9m is classed as critical or essential infrastructure. £82.4m of funded infrastructure is to be delivered in the first 5 years of the local plan. All critical or essential infrastructure to be delivered in first 5 years has grant funding in place, funding bids submitted or will be secured through developer contributions.

Table 11 Local Plan Infrastructure Cost Summary

	2021/22- 2025/26	GAP	2026/27- 2030/31	GAP	2031/32- 2036/37	GAP	TOTAL
<b>Critical and Essential</b>							
Education	£2,343,000	£0	£7,886,736	£0	£7,239,324	£0	£17,469,060
Flood Prevention	£1,870,000	£0	£0	£0	£0	£0	£1,870,000
Health	£0	£0	£0	£0	£0	£0	£0
Green Infrastructure	£3,621,950	£0	£20,924,570	£0	£0	£0	£24,546,520
Libraries	£1,000,000	£0	£0	£0	£0	£0	£1,000,000
Public Realm	£4,424,331	£0	£0	£0	£0	£0	£4,424,331
Transport	£57,128,567	£19,591,469	£22,175,691	£20,748,665	£1,800,000	£1,800,000	£81,104,258
Sport	£3,774,000	£0	£0	£0	£0	£0	£3,774,000
Utilities (critical)	£8,212,069	£0	£11,485,000	£0	£0	£0	£19,697,069
<i>Essential TOTAL</i>	<i>£82,373,917</i>	<i>£0</i>	<i>£62,471,997</i>	<i>£0</i>	<i>£9,039,324</i>	<i>£0</i>	<i>£153,885,238</i>
<i>Essential TOTAL unfunded</i>		<i>£19,591,469</i>		<i>£20,748,665</i>		<i>£1,800,000</i>	<i>£42,140,134</i>
<b>Desirable</b>							
Education	£0	£0	£0	£0	£0	£0	£0
Flood Prevention	£0	£0	£0	£0	£0	£0	£0
Health	£8,600,000	£0	£6,880,740	£0	£0	£0	£15,480,740
Green Infrastructure	£0	£0	£0	£0	£0	£0	£0
Libraries	£281,000	£0	£0	£0	£0	£0	£281,000
Public Realm	£0	£0	£0	£0	£0	£0	£0
Transport	£33,920,000	£33,000,000	£161,882,542	£145,289,000	£137,388,229	£136,419,000	£333,190,771
Sport	£0	£0	£0	£0	£0	£0	£0
Utilities	£4,000,000	£0	£21,061,693	£21,061,693	£0	£0	£25,061,693
<i>Desirable TOTAL</i>	<i>£46,801,000</i>	<i>£0</i>	<i>£189,824,975</i>	<i>£0</i>	<i>£137,388,229</i>	<i>£0</i>	<i>£374,014,204</i>
<i>Desirable TOTAL unfunded</i>		<i>£33,000,000</i>		<i>£166,350,693</i>		<i>£136,419,000</i>	<i>£335,769,693</i>
TOTAL Cost	£129,174,917	£0	£252,296,972	£0	£146,427,553	£0	£527,899,442
TOTAL Unfunded	£0	£52,591,469	£0	£187,099,358	£0	£138,219,000	£377,909,827

### 10.3 FUNDING AND DELIVERY

270. Developer contributions will be sought towards infrastructure requirements in accordance with Local Plan policies, but the Council recognises that grant funding / forward funding will be required to support the delivery of comprehensive longer term regeneration. The Council is proactively working with delivery partners to progress business cases and funding bids to secure the timely delivery of infrastructure. The Housing Delivery Strategy provides further details.

271. The specific funding sources and delivery agents per infrastructure item are detailed in Table 12 below.

*Table 12 Funding Sources and Delivery Agents*

	Funding Sources	Delivery Agents
Transport	LCRCA -Strategic Investment Fund (SIF), Transforming Cities Fund (TCF), Local Growth Fund (LGF), Brownfield Land Fund, City Region Sustainable Transport Settlement (CRSTS), Sustainable Urban Development Fund (SUD) European Regional Development Fund, Predevelopment Funding  Sustainable Transport Enhancement Package (STEP)  Active Travel Fund Tranche 1 and 2 MHCLG Future High Streets Fund (FHSF), Towns Fund  Homes England  DfT Integrated Transport Block (ITB) DfT Bus Back Better Capital Funding HM Treasury Levelling Up fund Developer contributions	Wirral Council  Merseytravel
Utilities	Utilities providers BEIS (Heat Network) ITS & NRG (LCR Full Fibre Network) Developer contributions	Utilities providers Wirral Council
Education	DfE Basic Needs Funding Developer Contributions	Wirral Council Academy Trust
Health	Wirral NHS Clinical Commissioning Group	NHS Property Services

		GP Practices
Green Infrastructure	Developer Contributions	Wirral Council Developer
Sport	Developer Contributions	Wirral Council Developer

272. More than £78.5m has already been secured towards major regeneration projects in Birkenhead. This is made up of £19.6m from the governments Levelling Up Fund, £25m from the Town Deal to deliver ten transformational projects including Dock Branch Park, £24.6m which was awarded through the Government's Future High Streets Fund to support the transformation of the town centre, plus £8.3m awarded by the LCRCA to support the removal of the flyovers into the town and a further £1m for Town Deal accelerator funds to help bring forward projects, particularly in the Argyle Street area.

273. Wirral Mass Transit Phase A has been included in the LCRCA Bus Service Improvement Plan (BSIP) submission to DfT for capital funding.

274. The Birkenhead Heat Network project is progressing to Outline Business Case with funding from BEIS.

275. Wirral Council is working closely with Homes England and other government agencies to unlock further funding opportunities and set up a bespoke delivery vehicle (please refer to the Housing Delivery Strategy for further details). Infrastructure items have been packaged into phased and costed delivery strategies with business cases and bids for grant funding being progressed.

276. Table 13 provides a summary of progress to date towards the funding and delivery of essential and critical infrastructure required to enable the delivery of housing as anticipated by the Local Plan housing trajectory to support growth in the first 5 years of the Local Plan.

**Table 13 Essential and Critical Infrastructure Delivery Progress Years 0-5**

Ref	Infrastructure Item	Site or Regeneration Area	Infrastructure Delivery Progress
TR-AT4	Package of walking and cycling improvements including traffic free route along the dock edge and riverside, resurfacing, and junction improvements.	Regeneration Areas in Birkenhead	LCRCA has funded a £2.7million package of cycling investment enhanced access, improvements and expansion of the Wirral Circular Trail route including Northbank to Duke Street Connect (TPT-RA6.2), Woodside

			to Four Bridges (TPT-RA3.1) and Tower Road to Seacombe Ferry (TPT-RA2.1) and Price Street.
TR-AT6	Woodside Gyrotory Reconfiguration	RA3 Waterfront	Levelling up Funding (£19.6M) has been awarded for the reconfiguration of Woodside gyrotory reallocating space to pedestrians and cyclists, delivering space for public realm. This funding is also delivering waterfront public realm and way finding, replacement of the Woodside Ferry landing stage, renewal of the terminal building and International Battle of the Atlantic Centre waterfront visitor attraction. The scheme will also incorporate an access solution for Rose Brae via Chester Street/Church Street.
TR-PT4	Woodside Ferry Terminal Renewal	RA3 Waterfront	
PR1	Waterfront Public realm and wayfinding	RA3 Waterfront	
TR-HY2	Chester Street/Church Street	RA3-RES3.4	
TR-AT7	Public Realm Improvements: Argyle Street, Conway Street, and Europa Boulevard.	RA4	Future High Streets Funding (£4.1m) has been awarded which is delivering. Public Realm Improvements at Conway Street, Europa Boulevard including a 'super - crossing' at Conway Street. Europa Boulevard / Conway Street Junction is to be downgraded to single approach lane and Birkenhead Bus Station is being modified with and enhanced travel centre building.
TR-PT6	Birkenhead Bus Station Improvements	RA4	
TR-AT8	Conway Street and Europa Boulevard dedicated cycle links (TPT-RA4.2)	RA4	The Council has submitted a £2.25m bid to the Active Travel Capital Fund Tranche 3.
TR-AT9	Argyle Street bi-directional segregated walking and cycling route (TPT-RA4.1) and Argyle St roundabout	RA4	This scheme is funded via a £9.7m package from LCRCA Levelling Up Funding.
TR-HY3	Flyover removal and creation of movement and access solution for the Hind St Regeneration Area.	RA5	Removal of Birkenhead flyovers to open up development land implementation of at grade links to support flyover removal, access to Hind Street Regeneration Area is included within LCRCA CRSTS prospectus submitted to government January 2022. An Outline Business Case is under development with a view to planning application submission late 2022.
E4	1 classroom extension of Cathcart Street Primary School.	RES-RA 4.1, 4.2, 4.3	A contribution to a school classroom extension has been funded via s106 agreement as part of the Wirral Growth Company planning approval.

U7	Primary electricity substation	RES-RA 4.1, 4.2, 4.3	A primary substation is being delivered as part of the Wirral Growth Company Town Centre planning approval.
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277. Table 14 provides a summary of progress to date towards infrastructure to support site allocations within Wirral Local Plan in areas where grant support is required. This table makes some reference to infrastructure projects that are not critical or essential to Local Plan delivery. A full breakdown of the latest understanding of infrastructure requirements and costs is included within the IDS.

*Table 14 Site Specific Infrastructure Delivery Progress (in areas where grant funding is required)*

Site Allocation	Units	Infrastructure Delivery Progress
RES-RA2.1 and RES-RA5.2 Land at Birkenhead Road	650	Peel L&P have been granted an allocation of Brownfield Land Funding by the LCRCA of £5.2m for delivery of up to 495 units on this site. The LCRCA require RES-RA2.1 to have started at the latest by 31st March 2025. Funding is secured from Sustainable Urban Development Fund (SUD) to deliver a package of active travel infrastructure to support sustainable development. Active Travel routes will be delivered from Tower Road in two directions -along Birkenhead Road and along the dock edge to Woodside. Wirral Mass Transit Phase A has been included in the LCRCA Bus Service Improvement Plan (BSIP) submission to DfT for capital funding. Phase A is concentrated in and around the Northbank and Tower Road areas of Wirral Waters, with the Eureka! museum development at Seacombe. Mass Transit will provide new "Belfast Glider" style vehicles, mobility hubs including a micro-mobility offer. The business case is due to be completed in 2022.
RA3-RES3.4 Rose Brae	180	To access the site requires the opening of currently closed connection between Church Street and Chester Street. The plan for delivery of a realigned Gyrotory at Woodside is being developed including consideration of the access solution to this site. This scheme plus the creation of a new public space, a new visitor destination, a new ferry landing stage and improvements to the Waterfront for active travel are being delivered using funds secured from the Levelling Up Fund (£19.6m).
RES-RA 4.1, 4.2, 4.3, 4.4 WGC Town Centre Plots	449	Future High Streets Funding (£4.1m) has been awarded which is delivering public realm improvements at Conway Street, Europa Boulevard including a 'super - crossing' at Conway Street. Europa Boulevard / Conway Street Junction is to be downgraded to single approach lane and Birkenhead Bus Station is being modified with an enhanced travel centre building.

		A primary sub station has planning approval and is being delivered as part of the wider town centre redevelopment. Developer contributions have been provided towards a primary school classroom extension, draining of Conway Playing Fields and open space.
RES-RA5.1 Land at Hind Street	1400	An Outline Business Case is under development with a view to planning application submission late 2022 including the implementation of at grade links to support flyover removal, access to the development and relocation of the on gas pressure reduction infrastructure. Flyover removal and access solution is included within LCRCA CRSTS prospectus submitted to government January 2022. Land is being provided for a school in the northern section of the site.
RES-RA 6.3, 6.4, 6.5, 6.6, 6.7 Northbank Wirral Waters	1034	Significant infrastructure improvements have already been implemented around Wirral Waters including the Northbank cycle way along Dock Road to provide segregated walking and cycling routes and site accesses. As mentioned above, the proposed Mass Transit scheme Phase A will be concentrated in and around the Northbank area.
RES-RA 6.2 Vittoria Studios	2200	Homes England are funding the development of a detailed business case for completion in Spring 2022. Supporting access infrastructure includes: Corporation Road wall permeability, active travel bridge link to Sky City, public realm, and Access to Vittoria Studios (£10m). BEIS have awarded Peel NRE commercialisation Green Heat Network Funding (GHNF) for the further development of a proposed Heat Network Scheme. The West Float Greenway is being delivered through ERDF funding. Walking and cycling routes and junction upgrades identified as part of the Birkenhead 2040 Framework to further enhance the sustainable access to Wirral Waters have been packaged and prioritised into a Draft Active Travel Strategy for delivery through grant funding.

278. As set out in Local Plan Appendix 10 Developer Contributions, Wirral Council may wish to negotiate planning obligations depending on the individual circumstances of a site and proposal, where obligations are necessary, directly related to the development and fairly and reasonably related in scale and kind to the development in question. Planning obligations will be secured via a planning obligation agreement, often referred to as a Section 106 agreement. Contributions may be financial or 'in kind' (where a developer builds or directly provides the infrastructure or mitigation necessary to fulfil the obligation) negotiated as part of planning applications. A section 278 agreement would be used where planning permission has been granted for a development that requires improvements to, or changes to, public highways.

279. Infrastructure requirements which are directly related to more than one development site and required to make more than one development site acceptable in planning terms can be funded through pooled planning obligations from a number of relevant developers. For example, the requirement for potential contributions have been identified by LCRCAs in the Bromborough area to enhance bus service frequency, these are considered to have the potential to be pooled.
280. A Community Infrastructure Levy (CIL) charge has not yet been introduced in Wirral. However, the Levy is viewed by the Council as a positive tool, which could help to fund required infrastructure to support sustainable development. It is possible that should a CIL charge be introduced in Wirral, it is used in part towards the types of infrastructure identified. In any instance, the Council will ensure that the funding requirements of developer contribution agreements are distinct from any CIL.

## 11. CONCLUSION

281. The Infrastructure Delivery Plan (IDP) has been developed to identify infrastructure to support growth from planned development in the Local Plan. It identifies the costs of necessary infrastructure for development, how these costs can be met and provides information on how infrastructure will be delivered. The infrastructure identified has been incorporated into the Infrastructure Delivery Schedule (IDS) as set out in Appendix A.
282. The Local Plan will provide for a minimum of 13,360 additional homes and 65.6 hectares of employment land within the period 2021 – 2037. Commentary on infrastructure has been considered at the Borough wide level, across the Draft Birkenhead 2040 Framework Area, Regeneration Area (RA) level, Settlement Area (SA) level and housing site allocations on a site by site basis for sites over 50 units. Key relevant strategic policies in the Wirral Local Plan are WS 10 Infrastructure Delivery and WS 9 Strategy for Transport.
283. The IDP has been developed in partnership with key stakeholders and infrastructure providers, and through interdepartmental working with Wirral Council colleagues. A Developers Forum has been established and site promoters/ developers/ landowners have been individually engaged. Reciprocal information sharing has taken place to inform Site Viability Testing and the development of the IDP.
284. Infrastructure has been classified in respect to how it will be needed to support the planned growth, for example, critical enabling infrastructure, essential mitigation infrastructure and desirable infrastructure. This has been documented in the Infrastructure Delivery Schedule. The IDS shows £527.9m of infrastructure delivery during the Local Plan period, of which £153.9m is classed as critical or essential infrastructure. £82.4m of funded infrastructure is to be delivered in the first 5 years of the local plan. All critical or essential infrastructure to be delivered in first 5 years has grant funding in place, funding bids submitted or will be secured through developer contributions.
285. Developer contributions will be sought towards infrastructure requirements wherever viable, but the Council recognises that grant funding / forward funding will be required to support the delivery of comprehensive longer term regeneration as required by Local Plan policies. Site specific infrastructure for housing site allocation requirements will be developer funded. Infrastructure items in the Birkenhead 2040 Framework area have been packaged into a delivery strategy for which business cases and funding bids are being developed. More than £78.5m has already been secured towards major regeneration projects in Birkenhead.

# APPENDIX A

## INFRASTRUCTURE DELIVERY SCHEDULE

Settlement Area	Regeneration Area	Site Name	Site Reference Number	IDP ID number	Birkenhead 2040 Framework Reference	Infrastructure Category	Project Name	Project Description	Cost	Funding Confirmed Y/N	Funding Gap	Funding Source	Lead	Partners	Phasing			Critical, Essential, Desirable	Relevant to more than one site/ Regeneration Area/ Settlement Area	Land Requirement
															0-5 years (2021-2026)	6-10 years (2027-2031)	11-15 years (2032-2037)			
Settlement Area 2	Regeneration Areas in Birkenhead	Regeneration Areas in Birkenhead - Seacombe River Corridor (RA1), Scots Quay (RA2), Birkenhead Waterfront (RA3), Central Birkenhead (RA4), Hind Street & St Werburghs (RA5), Wirral Waters (RA6), and Hamilton Park (RA7)	RA1, RA2, RA3, RA4, RA5, RA6, RA7	TR-AT1	MSS_AT_01	Transport-Active travel	Dock Branch Park (Wirral Waters to Argyle St)	Disused rail corridor transformation to a linear park and active travel corridor creating opportunities for surrounding sites.	£ 19,000,000.00	N - Bid submitted	£ 19,000,000.00	LCRCA CRSTS	Wirral Council	LCRCA				Desirable	Y	Y
Settlement Area 2	Regeneration Areas in Birkenhead	Regeneration Areas in Birkenhead - Seacombe River Corridor (RA1), Scots Quay (RA2), Birkenhead Waterfront (RA3), Central Birkenhead (RA4), Hind Street & St Werburghs (RA5), Wirral Waters (RA6), and Hamilton Park (RA7)	RA1, RA2, RA3, RA4, RA5, RA6, RA7	TR-AT2	MSS_AT_03	Transport-Active travel	Dock Branch Park (Argyle St to Green Lane)	Disused rail corridor transformation to a linear park and active travel corridor creating opportunities for surrounding sites.	£ 10,000,000.00	N	£ 10,000,000.00	TCF	Wirral Council	LCRCA				Desirable	Y	Y
Settlement Area 2	Regeneration Areas in Birkenhead	Regeneration Areas in Birkenhead - Seacombe River Corridor (RA1), Scots Quay (RA2), Birkenhead Waterfront (RA3), Central Birkenhead (RA4), Hind Street & St Werburghs (RA5), Wirral Waters (RA6), and Hamilton Park (RA7)	RA1, RA2, RA3, RA4, RA5, RA6, RA7	TR-PT1	MSS_PT_01	Transport-Public transport	Mass Transit System Phase A	Mass transit providing enhanced public transport system providing 'last mile' links between the new neighbourhoods and the existing modernised Merseyrail system.	£ 80,000,000.00	N - Bid submitted	£ 80,000,000.00	DT / LCRCA	Wirral Council					Desirable	Y	
Settlement Area 2	Regeneration Areas in Birkenhead	Regeneration Areas in Birkenhead - Seacombe River Corridor (RA1), Scots Quay (RA2), Birkenhead Waterfront (RA3), Central Birkenhead (RA4), Hind Street & St Werburghs (RA5), Wirral Waters (RA6), and Hamilton Park (RA7)	RA1, RA2, RA3, RA4, RA5, RA6, RA7	TR-PT2		Transport-Public transport	Mass Transit System Phase B	Mass transit providing enhanced public transport system providing 'last mile' links between the new neighbourhoods and the existing modernised Merseyrail system.	unknown	N	unknown	DT / LCRCA	Wirral Council					Desirable	Y	
Settlement Area 2	Regeneration Areas in Birkenhead	Regeneration Areas in Birkenhead - Seacombe River Corridor (RA1), Scots Quay (RA2), Birkenhead Waterfront (RA3), Central Birkenhead (RA4), Hind Street & St Werburghs (RA5), Wirral Waters (RA6), and Hamilton Park (RA7)	RA1, RA2, RA3, RA4, RA5, RA6, RA7	TR-PT3		Transport-Public transport	Mass Transit System Phase C	Mass transit providing enhanced public transport system providing 'last mile' links between the new neighbourhoods and the existing modernised Merseyrail system.	unknown	N	unknown	DT / LCRCA	Wirral Council					Desirable	Y	
Settlement Area 2	Regeneration Areas in Birkenhead	Regeneration Areas in Birkenhead - Seacombe River Corridor (RA1), Scots Quay (RA2), Birkenhead Waterfront (RA3), Central Birkenhead (RA4), Hind Street & St Werburghs (RA5), Wirral Waters (RA6), and Hamilton Park (RA7)	RA1, RA2, RA3, RA4, RA5, RA6, RA7	U1		Utilities	Heat Network Phase 1	Heat network decarbonising Birkenhead's heat supply. Phase 1: Connects to Wirral Growth Company planned developments including Birkenhead Town Centre and Hamilton Square.	£ 21,061,693.00	N	£ 21,061,693.00	BES	Wirral Council	Peel L&P				Desirable	Y	Y
Settlement Area 2	Regeneration Areas in Birkenhead	Regeneration Areas in Birkenhead - Seacombe River Corridor (RA1), Scots Quay (RA2), Birkenhead Waterfront (RA3), Central Birkenhead (RA4), Hind Street & St Werburghs (RA5), Wirral Waters (RA6), and Hamilton Park (RA7)	RA1, RA2, RA3, RA4, RA5, RA6, RA7	U2		Utilities	Heat Network Phase 2	Heat network decarbonising Birkenhead's heat supply. Phase 2: Extends east to Woodside Waterfront planned development and west to Marina View planned development.	unknown	N	unknown	BES	Wirral Council	Peel L&P				Desirable	Y	Y
Settlement Area 2	Regeneration Areas in Birkenhead	Regeneration Areas in Birkenhead - Seacombe River Corridor (RA1), Scots Quay (RA2), Birkenhead Waterfront (RA3), Central Birkenhead (RA4), Hind Street & St Werburghs (RA5), Wirral Waters (RA6), and Hamilton Park (RA7)	RA1, RA2, RA3, RA4, RA5, RA6, RA7	U3		Utilities	Heat Network Phase 3	Heat network decarbonising Birkenhead's heat supply. Phase 3: Extends west to Victoria Studios and Sky City planned developments with additional energy centre located within Victoria Studios development area.	unknown	N	unknown	BES	Wirral Council	Peel L&P				Desirable	Y	Y
Settlement Area 2	Regeneration Areas in Birkenhead	Regeneration Areas in Birkenhead - Seacombe River Corridor (RA1), Scots Quay (RA2), Birkenhead Waterfront (RA3), Central Birkenhead (RA4), Hind Street & St Werburghs (RA5), Wirral Waters (RA6), and Hamilton Park (RA7)	RA1, RA2, RA3, RA4, RA5, RA6, RA7	U4		Utilities	Full Fibre Network	LCR Connect is a full-fibre, ultrafast, gigabit-capable network spanning the Liverpool City Region.	£ 4,000,000.00	Y	none	LCRCA OF and ITS, NRG	Wirral Council	LCRCA				Desirable	Y	
Settlement Area 2	Regeneration Areas in Birkenhead	Regeneration Areas in Birkenhead - Seacombe River Corridor (RA1), Scots Quay (RA2), Birkenhead Waterfront (RA3), Central Birkenhead (RA4), Hind Street & St Werburghs (RA5), Wirral Waters (RA6), and Hamilton Park (RA7)	RA1, RA2, RA3, RA4, RA5, RA6, RA7	TR-AT3		Transport-Active travel	Waterfront Animation and Connectivity	Waterfront Animation and Connectivity providing connectivity and wayfinding improvements to enhance active travel and linkages between the town centre and the waterfront.	£ 16,593,542.00	Y	none	MHCLG Towns Fund	Wirral Council					Desirable	Y	Y
Settlement Area 2	Regeneration Areas in Birkenhead	Regeneration Areas in Birkenhead - Seacombe River Corridor (RA1), Scots Quay (RA2), Birkenhead Waterfront (RA3), Central Birkenhead (RA4), Hind Street & St Werburghs (RA5), Wirral Waters (RA6), and Hamilton Park (RA7)	RA1, RA2, RA3, RA4, RA5, RA6, RA7	H1		NHS Provision	Well Being and Opportunity Hub	Wellbeing and Opportunity hub repurposes an existing building to create a new, one-site hub for all services provided by award winning charity Open Door, alongside a range of other health and wellbeing services.	£ 6,880,740.00	Y	none	MHCLG Towns Fund	NHS Foundation Trust	Wirral Council				Desirable	Y	
Settlement Area 2	Regeneration Areas in Birkenhead	Regeneration Areas in Birkenhead - Seacombe River Corridor (RA1), Scots Quay (RA2), Birkenhead Waterfront (RA3), Central Birkenhead (RA4), Hind Street & St Werburghs (RA5), Wirral Waters (RA6), and Hamilton Park (RA7)	RA1, RA2, RA3, RA4, RA5, RA6, RA7	TR-AT4		Transport-Active travel	Active Travel Network	Package of walking and cycling improvements including traffic free route along the dock edge and riverside, resurfacing, and junction improvements.	£ 2,690,146.00	Y	none	LCRCA	Wirral Council					Essential	Y	
Settlement Area 2	Regeneration Areas in Birkenhead	Regeneration Areas in Birkenhead - Seacombe River Corridor (RA1), Scots Quay (RA2), Birkenhead Waterfront (RA3), Central Birkenhead (RA4), Hind Street & St Werburghs (RA5), Wirral Waters (RA6), and Hamilton Park (RA7)	RA1, RA2, RA3, RA4, RA5, RA6, RA7	TR-AT5	MSS_AT_05	Transport-Active travel	LCWIP Phase 2	Local Cycling & Walking Infrastructure Plan (LCWIP) route between New Brighton and Birkenhead	£ 14,000,000.00	N - Bid submitted	£ 14,000,000.00	LCRCA CRSTS	Wirral Council					Desirable	Y	
Settlement Area 1	Regeneration Area 1 Seacombe River Corridor	Regeneration Area 1 Seacombe River Corridor	RA1	E1		Education - Primary Schools	Redevelopment of Riverside Primary School	Redevelopment of Riverside Primary School	£ 1,600,000.00	Y	none	Wirral Council Capital Programme	Wirral Council					Essential		
Settlement Area 1	Regeneration Area 1 Seacombe River Corridor	Regeneration Area 1 Seacombe River Corridor	RA1	OS1		Open Space	Developer contribution for open space across Regeneration Area.	Developer contribution for open space across Regeneration Area.	£ 1,163,480.00	Y	none	Developer	Developer					Essential		
Settlement Area 2	Regeneration Area 2 Scott's Quay	Regeneration Area 2 Scott's Quay	RA2	OS2		Open Space	Developer contribution for open space across Regeneration Area.	Developer contribution for open space across Regeneration Area.	£ 855,500.00	Y	none	Developer	Developer					Essential		
Settlement Area 2	Regeneration Area 2 Scott's Quay	Land East of Birkenhead Road	RES-RA2.1, RES-2.2	U5		Utilities	HV Substation	Electricity substation	£ 559,000.00	Y	none	Developer	Developer					Critical		
Settlement Area 2	Regeneration Area 2 Scott's Quay	Land East of Birkenhead Road	RES-RA2.1, RES-2.2	OS3		Open Space	Developer contribution for open space for site allocation.	Developer contribution for open space for site allocation.	£ 1,368,800.00	Y	none	Developer	Developer					Essential		
Settlement Area 2	Regeneration Area 3 Waterfront	Regeneration Area 3 Waterfront	RA2	TR-AT6	WF_AT_01	Transport-Active travel	Woodside Gyrotory Reconfiguration	Reconfiguration of Woodside gyrotory, realocating space to pedestrians and cyclists, delivering space for public realm.	£ 5,223,066.00	Y	none	HM Treasury - Levelling Up Funding	Wirral Council					Essential	Y	
Settlement Area 2	Regeneration Area 3 Waterfront	Regeneration Area 3 Waterfront	RA3	TR-PT4	WF_PT_01	Transport-Public transport	Woodside Ferry Terminal Renewal	Replacement of the Woodside Ferry landing stage and refurbishment of the terminal building.	£ 8,974,208.00	Y	none	HM Treasury - Levelling Up Funding	LCRCA					Essential	Y	
Settlement Area 2	Regeneration Area 3 Waterfront	Regeneration Area 3 Waterfront	RA3	PR1		Public realm	Waterfront Public realm and wayfinding	Public Realm improvements at Time Gun Park & Bridge and Birkenhead's Waterfront.	£ 4,414,311.00	Y	none	HM Treasury - Levelling Up Funding	LCRCA					Essential		
Settlement Area 2	Regeneration Area 3 Waterfront	Regeneration Area 3 Waterfront	RA3	TR-PT5	WF_PT_02	Transport-Public transport	Hamilton Square Station - Shore Road Entrance	A new entrance to the existing station, potentially located on Shore Road.	£ 3,780,000.00	N	£ 3,780,000.00	unknown	LCRCA					Desirable	Y	
Settlement Area 2	Regeneration Area 3 Waterfront	Regeneration Area 3 Waterfront	RA3	TR-HY1	WF_HY_04	Transport-Highways	Chester Street/ Ivy Street	Improved pedestrian and cycle facilities, including a dedicated pedestrian crossing to facilitate direct pedestrian movement between Pilgrim Street and Market Street.	£ 104,000.00	N	£ 104,000.00	unknown	Wirral Council					Desirable		
Settlement Area 2	Regeneration Area 3 Waterfront	Regeneration Area 3 Waterfront	RA3	E2		Education - Primary Places	Developer contribution for school places across Regeneration Area.	Developer contribution for school places across Regeneration Area.	£ 1,312,512.00	Y	none	Developer	Wirral Council					Essential	Y	
Settlement Area 2	Regeneration Area 3 Waterfront	Regeneration Area 3 Waterfront	RA3	OS4		Open Space	Developer contribution for open space across Regeneration Area.	Developer contribution for open space across Regeneration Area.	£ 1,539,900.00	Y	none	Developer	Developer					Essential		
Settlement Area 2	Regeneration Area 3 Waterfront	Regeneration Area 3 Waterfront	RA3	H2		NHS Provision	NHS provision for Regeneration Area	Developer contribution per dwelling for NHS provision across Regeneration Area.	unknown	Y	none	Developer	CCG	Wirral Council				Essential	Y	
Settlement Area 2	Regeneration Area 3 Waterfront	Rose Brae, Church Street, Woodside	RA3-RES3.4	TR-HY2	WF_HY_02	Transport-Highways	Chester Street/Church Street	Opening of currently closed connection between Church Street and Chester Street.	£ 191,460.00	Y	none	HM Treasury - Levelling Up Funding	Wirral Council					Essential		
Settlement Area 2	Regeneration Area 3 Waterfront	Rose Brae, Church Street, Woodside	RA3-RES3.4	U6		Utilities	Electricity - HV substation.	HV Electricity substation	£ 378,500.00	Y	none	Developer	Wirral Council	Scottish Power Energy Networks				Critical		
Settlement Area 2	Regeneration Area 3 Waterfront	Rose Brae, Church Street, Woodside	RA3-RES3.4	OS5		Open Space	Developer contribution for open space for site allocation.	Developer contribution for open space for site allocation.	£ 615,960.00	Y	none	Developer	Developer					Essential		
Settlement Area 2	Regeneration Area 4 Central Birkenhead	Regeneration Area 4 Central Birkenhead	RA4	TR-AT7	TC_PT_01, TC_PR_03, TC_PR_04	Transport-Active travel	Public Realm Improvements: Argyle Street, Conway Street, Europa Boulevard	Public Realm Improvements: Argyle Street, Conway Street, Europa Boulevard including a 'super-crossing' at Conway Street. Europa Boulevard / Conway Street junction to be downgraded to single approach lane	£ 3,380,225.00	Y	none	Future High Street Funding	Wirral Council	Wirral Growth Company				Essential		
Settlement Area 2	Regeneration Area 4 Central Birkenhead	Regeneration Area 4 Central Birkenhead	RA4	TR-AT8	TC_PT_01, TC_PR_03, TC_PR_04	Transport-Active travel	Conway Street and Europa Boulevard dedicated cycle links (TPT-RA4.2)	Conway Street and Europa Boulevard dedicated cycle links (TPT-RA4.2)	£ 2,250,000.00	N - Bid submitted	£ 2,250,000.00	Active Travel Capital Fund	Wirral Council	Wirral Growth Company				Essential		
Settlement Area 2	Regeneration Area 4 Central Birkenhead	Regeneration Area 4 Central Birkenhead	RA4	TR-AT9	TC_PT_01, TC_PR_03, TC_PR_04	Transport-Active travel	Argyle Street bi-directional segregated walking and cycling route (TPT-RA4.1) and Argyle St roundabout	Argyle Street bi-directional segregated walking and cycling route (TPT-RA4.1) and Argyle St roundabout	£ 9,700,000.00	Y	none	LCRCA Levelling Up	Wirral Council	Wirral Growth Company				Essential	Y	
Settlement Area 2	Regeneration Area 4 Central Birkenhead	Regeneration Area 4 Central Birkenhead	RA4	E3		Education - Primary Places	Developer contribution for school places across Regeneration Area.	Developer contribution for school places across Regeneration Area.	£ 2,932,644.00	Y	none	Developer	Wirral Council					Essential	Y	
Settlement Area 2	Regeneration Area 4 Central Birkenhead	Regeneration Area 4 Central Birkenhead	RA4	OS6		Open Space	Developer contribution for open space across Regeneration Area.	Developer contribution for open space across Regeneration Area.	£ 3,422,000.00	Y	none	Developer	Developer					Essential		
Settlement Area 2	Regeneration Area 4 Central Birkenhead	Regeneration Area 4 Central Birkenhead	RES-RA 4.1, 4.2, 4.3	TR-PT6		Transport-Active travel	Birkenhead Bus Station Improvements	Modifications to Birkenhead Bus Station and enhanced travel centre building.	£ 748,000.00	Y	none	Future High Street Funding	Wirral Council	Wirral Growth Company				Essential	Y	
Settlement Area 2	Regeneration Area 4 Central Birkenhead	WGTC Town Centre Plots E, G, I and J	RES-RA 4.1, 4.2, 4.3	U7		Utilities	Primary Electricity substation	Primary Electricity substation	£ 2,376,216.55	Y	none	Developer	Developer					Critical		
Settlement Area 2	Regeneration Area 4 Central Birkenhead	WGTC Town Centre Plots E, G, I and J	RES-RA 4.1, 4.2, 4.3	E4		Education - Primary Places	1 classroom extension of Cathcart Street Primary School.	1 classroom extension of Cathcart Street Primary School.	£ 275,000.00	Y	none	Developer	Wirral Council	Developer				Essential		
Settlement Area 2	Regeneration Area 4 Central Birkenhead	WGTC Town Centre Plots E, G, I and J	RES-RA 4.1, 4.2, 4.3	S1		Sport and Leisure	Playing Pitch Contribution towards Conway Playing Fields drainage scheme.	Playing Pitch Contribution towards Conway Playing Fields drainage scheme.	£ 100,000.00	Y	none	Developer	Wirral Council	Developer				Essential		
Settlement Area 2	Regeneration Area 4 Central Birkenhead	WGTC Town Centre Plots E, G, I and J	RES-RA 4.1, 4.2, 4.3	OS7		Open Space	Developer contribution for open space and children's play for site allocation.	Developer contribution for open space and children's play for site allocation.	£ 100,000.00	Y	none	Developer	Wirral Council	Developer				Essential		
Settlement Area 2	Regeneration Area 5 Hind Street & St Werburghs	Regeneration Area 5 Hind Street & St Werburghs	RA5	TR-HY3	HS_HY_01	Transport-Highways	Flyover removal and creation of movement and access solution for the Hind St Regeneration Area.	Removal of Birkenhead flyovers to open up development land and barriers to connectivity. Implementation of at grade links to support flyover removal, access to Hind Street Regeneration Area and relocation of gas reduction infrastructure.	£ 17,341,469.00	N - Bid submitted	£ 17,341,469.00	LCRCA	Wirral Council	LCRCA				Essential	Y	Y
Settlement Area 2	Regeneration Area 5 Hind Street & St Werburghs	Regeneration Area 5 Hind Street & St Werburghs	RA5	OS8		Open Space	Developer contribution for open space for site allocation.	Developer contribution for open space across Regeneration Area.	£ 821,380.00	Y	none	Developer	Wirral Council					Essential		
Settlement Area 2	Regeneration Area 5 Hind Street & St Werburghs	Land at Hind Street, Tramore	RES-RA5.1	U8		Utilities	Electricity - EHV substation.	EHV Electricity substation	£ 3,370,000.00	Y	none	Developer	Wirral Council	Scottish Power Energy Networks				Critical		
Settlement Area 2	Regeneration Area 5 Hind Street & St Werburghs	Land at Hind Street, Tramore	RES-RA5.1	E5		Education - Primary Places	Primary school - 1form entry	Primary school - 1form entry	£ 6,000,000.00	Y	none	Developer	Wirral Council					Essential	Y	Y

Settlement Area	Regeneration Area	Site Name	Site Reference Number	IDP ID number	Birkenhead 2040 Framework Reference	Infrastructure Category	Project Name	Project Description	Cost	Funding Confirmed Y/N	Funding Gap	Funding Source	Lead	Partners	0-5 years (2021-2026)	6-10 years (2027-2031)	11-15 years (2032-2037)	Critical, Essential, Desirable	Relevant to more than one site/Regeneration Area/Settlement Area	Land Requirement
Settlement Area 2	Regeneration Area 5	Land at Hind Street, Trammere	RES-RA5.1	OS9		Open Space	Developer contribution for open space for site allocation.	Developer contribution for open space for site allocation.	£ 2,477,600.00	Y	none	Developer	Wirral Council					Essential		
Settlement Area 2	Regeneration Area 6	Regeneration Area 6 Wirral Waters	RA6	TR-AT10	WW_AT_04	Transport-Highways	A5139 Dock Road / A5088 Wallasey Bridge Road junction	A5139 Dock Road / A5088 Wallasey Bridge Road junction delivery of safe dedicated walking and cycling facilities, including full signalisation.	£ 250,000.00	N	£ 250,000.00	unknown	Wirral Council	Peel L&P				Essential		
Settlement Area 2	Regeneration Area 6	Regeneration Area 6 Wirral Waters	RA6	TR-AT11	WW_AT_03	Transport-Highways	Duke Street / Dock Road / Gorsey Lane junction	Duke Street / Dock Road / Gorsey Lane junction delivery of safe dedicated walking and cycling facilities, including full signalisation.	£ 250,000.00	N	£ 250,000.00	unknown	Wirral Council	Peel L&P				Essential		Y
Settlement Area 2	Regeneration Area 6	Regeneration Area 6 Wirral Waters	RA6	TR-HY4	SQ-AT-01	Transport-Highways	A5027 Dock Road / A554 Tower Road / A554 Birkenhead Road junction	Convert to a signalised T-junction with controlled pedestrian and cycle crossing points.	£ 3,000,000.00	N	£ 3,000,000.00	unknown	Wirral Council	Peel L&P				Essential	Y	
Settlement Area 2	Regeneration Area 6	Regeneration Area 6 Wirral Waters	RA6	TR-HY5	WW_HY_02	Transport-Highways	Wirral Waters Cross Dock Connectivity: Replacement of Poulton Bridge with a fixed structure	Wirral Waters Cross Dock Connectivity: Replacement of Poulton Bridge with a fixed structure.	£ 4,000,000.00	N	£ 4,000,000.00	unknown	Wirral Council	Peel L&P				Desirable	Y	
Settlement Area 2	Regeneration Area 6	Regeneration Area 6 Wirral Waters	RA6	TR-HY6	WW_HY_01	Transport-Highways	Wirral Waters Cross Dock Connectivity: Replacement of Duke Street bridge	Wirral Waters Cross Dock Connectivity: Replacement of Duke Street bridge	£ 10,000,000.00	N	£ 10,000,000.00	unknown	Wirral Council	Peel L&P				Desirable	Y	
Settlement Area 2	Regeneration Area 6	Regeneration Area 6 Wirral Waters	RA6	TR-AT12	WW_AT_02	Transport-Active travel	Wirral Waters Supporting Road Infrastructure: A5027 Gorsey Lane / Kingsway Tunnel junction improvements	Capping of the A59 cutting and rationalisation of the highway to deliver a small green space connection above the cutting, in place of the existing roundabout. Including reconfiguration and simplification of the junction.	£ 15,000,000.00	N	£ 15,000,000.00	unknown	Wirral Council					Desirable		
Settlement Area 2	Regeneration Area 6	Regeneration Area 6 Wirral Waters	RA6	TR-AT13	WW_AT_05	Transport-Active travel	West Float Greenway - Beaufort Road and Wallasey Bridge Road (City Boulevard)	West Float Greenway - Beaufort Road and Wallasey Bridge Road (City Boulevard)	£ 920,000.00	Y	none	ERDF SUD LCR Green Sustainable Travel Corridor	Wirral Council	Peel L&P				Desirable		
Settlement Area 2	Regeneration Area 6	Regeneration Area 6 Wirral Waters	RA6	TR-AT14		Transport-Active travel	Wallasey Bridge Road improvements	Wallasey Bridge Road footway and cycle improvements from Bidston Moss to junction with A5139 Dock Road	£ 3,000,000.00	N	£ 3,000,000.00	unknown	Wirral Council	Peel L&P				Desirable		
Settlement Area 2	Regeneration Area 6	Regeneration Area 6 Wirral Waters	RA6	TR-AT15		Transport-Active travel	Dock Road cycle route - Duke St to Wallasey Bridge Road	Dock Road cycle route - Duke St to Wallasey Bridge Road	£ 4,000,000.00	N	£ 4,000,000.00	unknown	Wirral Council	Peel L&P				Desirable	Y	
Settlement Area 2	Regeneration Area 6	Regeneration Area 6 Wirral Waters	RA6	TR-AT16		Transport-Active travel	Gorsey Lane/Oxford Road to Central Park	Gorsey Lane/Oxford Road to Central Park cycle link	£ 5,000,000.00	N	£ 5,000,000.00	unknown	Wirral Council	Peel L&P				Desirable		
Settlement Area 2	Regeneration Area 6	Regeneration Area 6 Wirral Waters	RA6	TR-AT17		Transport-Active travel	Patten Street (Corporation Road to Brassley Street)	Patten Street (Corporation Road to Brassley Street) cycle link	£ 30,000.00	N	£ 30,000.00	unknown	Wirral Council	Peel L&P				Desirable		
Settlement Area 2	Regeneration Area 6	Regeneration Area 6 Wirral Waters	RA6	TR-AT18		Transport-Active travel	Brassley Street (Laird Street to Cavendish Street)	Brassley Street (Laird Street to Cavendish Street) quiet street	£ 30,000.00	N	£ 30,000.00	unknown	Wirral Council	Peel L&P				Desirable		
Settlement Area 2	Regeneration Area 6	Regeneration Area 6 Wirral Waters	RA6	TR-AT19		Transport-Active travel	Cavendish Street	Cavendish Street quiet street	£ 200,000.00	N	£ 200,000.00	unknown	Wirral Council	Peel L&P				Desirable		
Settlement Area 2	Regeneration Area 6	Regeneration Area 6 Wirral Waters	RA6	H3		NHS Provision	NHS provision for Regeneration Area	Developer contribution per dwelling for NHS provision across Regeneration Area.	unknown	N	unknown	Developer	CCG	Wirral Council				Essential	Y	
Settlement Area 2	Regeneration Area 6	Wirral Waters - Vittoria Studios	RES-RA6.2	TR-AT20	WW_AT_01 WW_AT_09	Transport-Active travel	Vittoria Studios Infrastructure Delivery Plan	Vittoria Studios supporting access infrastructure including Corporation Road walk permeability, active travel bridge link to Sky City, public realm, Access to Vittoria Studios.	£ 10,059,555.00	N	£ 10,059,555.00	Unknown	Peel L&P	Wirral Council				Essential		
Settlement Area 2	Regeneration Area 6	Wirral Waters - Vittoria Studios	RES-RA6.2	U9		Utilities	EHV Substation	EHV Substation	£ 6,857,500.00	Y	none	Developer	Developer	Scottish Power Energy Networks				Critical		Y
Settlement Area 2	Regeneration Area 6	Wirral Waters - Vittoria Studios	RES-RA6.2	OS10		Open Space	Developer contribution for open space for site allocation.	Developer contribution for open space for site allocation.	£ 3,614,800.00	Y	none	Developer	Developer					Essential	Y	
Settlement Area 2	Regeneration Area 6	Wirral Waters - Vittoria Studios	RES-RA6.2	E6		Education - Primary Places	Developer contribution for school places for site allocation.	Developer contribution for school places for site allocation.	£ 1,886,736.00	Y	none	Developer	Developer	Wirral Council				Essential	Y	
Settlement Area 2	Regeneration Area 7	Regeneration Area 7 Hamilton Park	RA7	TR-AT-21	HP_AT_01 (HF20, HF26, HF39) WW_AT_06 (HF01)	Transport-Active travel	Duke Street	Duke Street active travel connections along east side of Duke Street including Duke Street Bridge crossing and Corporation/Duke St roundabout and Duke Street/Dock Road (ped/cycle crossings)	£ 1,129,000.00	N	£ 1,129,000.00	Unknown	Wirral Council					Essential	Y	
Settlement Area 2	Regeneration Area 7	Regeneration Area 7 Hamilton Park	RA7	TR-AT-22	WW_AT_07 (HF06), HP_AT_09 (HF10), HP_AT_11 (HF07), HP_AT_12 (HF13)	Transport-Active travel	Hamilton Park Phase 1 Junction Improvements	Hamilton Park Phase 1 Junction Improvements (Cleveland Street / Vittoria Street, Vittoria Street / Price Street, Cleveland Street / Watson Street, Vittoria Street / Corporation Road)	£ 3,700,000.00	N	£ 3,700,000.00	Unknown	Wirral Council					Essential		
Settlement Area 2	Regeneration Area 7	Regeneration Area 7 Hamilton Park	RA7	TR-AT-23		Transport-Active travel	Livingstone Street Cycle Street	Livingstone Street Cycle Street Vittoria Studios to Birkenhead Park	£ 1,960,110.00	N	£ 1,960,110.00	Unknown	Wirral Council					Essential	Y	
Settlement Area 2	Regeneration Area 7	Regeneration Area 7 Hamilton Park	RA7	TR-AT-24		Transport-Active travel	Corporation Road	Corporation Road	£ 400,000.00	N	£ 400,000.00	Unknown	Wirral Council					Essential	Y	
Settlement Area 2	Regeneration Area 7	Regeneration Area 7 Hamilton Park	RA7	TR-AT-25	HP_AT_02 (HF21, HF22, HF23, HF25, HF27)	Transport-Active travel	Cleveland Street	Cleveland Street - delivery of a segregated cycleway.	£ 5,500,000.00	N	£ 5,500,000.00	unknown	Wirral Council					Desirable	Y	
Settlement Area 2	Regeneration Area 7	Regeneration Area 7 Hamilton Park	RA7	TR-AT-26	HP_AT_03 (HF28, HF30)	Transport-Active travel	Price Street (TPT-RA7.1)	Price Street (TPT-RA7.1) - delivery of dedicated cycle infrastructure	£ 969,229.00	Y	none	LCRCA	Wirral Council					Desirable	Y	
Settlement Area 2	Regeneration Area 7	Regeneration Area 7 Hamilton Park	RA7	TR-AT-27	HP_AT_04 (HF35)	Transport-Active travel	Park Road North	Park Road North - delivery of a segregated cycleway.	£ 7,350,000.00	N	£ 7,350,000.00	unknown	Wirral Council					Desirable		
Settlement Area 2	Regeneration Area 7	Regeneration Area 7 Hamilton Park	RA7	TR-AT-28	HP_AT_05 (HF24, HF31, HF32, HF34)	Transport-Active travel	Vittoria Street	Vittoria Street - delivery of dedicated cycle infrastructure	£ 3,239,000.00	N	£ 3,239,000.00	unknown	Wirral Council					Desirable	Y	
Settlement Area 2	Regeneration Area 7	Regeneration Area 7 Hamilton Park	RA7	TR-AT-29	HP_AT_06 (HF26 & HF29)	Transport-Active travel	Watson Street	Watson Street - delivery of dedicated cycle infrastructure	£ 4,980,000.00	N	£ 4,980,000.00	unknown	Wirral Council					Desirable		
Settlement Area 2	Regeneration Area 7	Regeneration Area 7 Hamilton Park	RA7	TR-AT-30		Transport-Active travel	Neighbourhood Streets / Liveable Neighbourhoods Scheme	'Home Zone' treatment for Beckwith St, St Anne St & Cathcart St.	£ 11,460,000.00	N	£ 11,460,000.00	unknown	Wirral Council					Desirable		
Settlement Area 2	Regeneration Area 7	Regeneration Area 7 Hamilton Park	RA7	TR-AT-31		Transport-Active travel	Reinstatement of Arthur Street & Marshall Street	Recreate the historic north-south connections between East Float and the park.	£ 8,850,000.00	N	£ 8,850,000.00	unknown	Wirral Council					Desirable		
Settlement Area 2	Regeneration Area 7	Regeneration Area 7 Hamilton Park	RA7	H4		NHS Provision	NHS provision for Regeneration Area	Developer contribution per dwelling for NHS provision across Regeneration Area.	unknown	N	unknown	Developer	CCG	Wirral Council				Essential	Y	
Settlement Area 2	Regeneration Area 7	Regeneration Area 7 Hamilton Park	RA7	OS11		Open Space	Developer contribution for open space for Regeneration Area.	Developer contribution for open space for Regeneration Area.	£ 3,507,550.00	Y	none	Developer	Developer					Essential		
Settlement Area 2	Regeneration Area 7	Regeneration Area 7 Hamilton Park	RA7	E7		Education - Primary Places	Developer contribution for school places across Regeneration Area.	Developer contribution for school places across Regeneration Area.	£ 2,994,168.00	Y	none	Developer	Wirral Council					Essential	Y	
Settlement Area 1	Regeneration Area 9	Regeneration Area 9 Liscard	RA9	TR-HY7		Transport-Highways	Liscard Masterplan public realm and highway works to improve gyratory.	Liscard Masterplan public realm and highway works to improve gyratory.	£ 7,185,000.00	N	£ 7,185,000.00	Developer	Wirral Council					Desirable		
Settlement Area 1	Regeneration Area 9	Regeneration Area 9 Liscard	RA9	OS12		Open Space	Developer contribution for open space for Regeneration Area.	Developer contribution for open space for Regeneration Area.	£ 342,200.00	Y	none	Developer	Wirral Council					Essential		
Settlement Area 1	Regeneration Area 9	Former Municipal Buildings, Seaview Road, Liscard	RES-RA9.1	TR-HY8		Transport-Highways	Upgrades to Egerton Grove	Upgrades to modal filter, footway, carriageway and street lighting on Egerton Grove.	£ 150,000.00	Y	none	Developer	Developer					Essential		
Settlement Area 1	Regeneration Area 9	Former Municipal Buildings, Seaview Road, Liscard	RES-RA9.1	U10		Utilities	HV Substation	HV Substation	£ 115,000.00	Y	none	Developer	Developer	Scottish Power Energy Networks				Critical		
Settlement Area 1	Regeneration Area 10	Regeneration Area 10 New Brighton	RES-RA10	OS13		Open Space	Developer contribution for open space for Regeneration Area.	Developer contribution for open space for Regeneration Area.	£ 855,500.00	Y	none	Developer	Wirral Council					Essential		
Settlement Area 4		Land at Civic Way, Bebington	RES-SA4.1	TR-AT32		Transport-Active travel	Improvements to Civic Way	Improvements to pavements and footways along Civic Way including tactile paving at dropped kerbs and redundant accesses.	£ 75,000.00	Y	none	Developer	Developer					Essential		
Settlement Area 4		Land at Civic Way, Bebington	RES-SA4.1	OS14		Open Space	Developer contribution for open space for site allocation.	Developer contribution for open space for site allocation.	£ 120,000.00	Y	none	Developer	Developer					Essential		
Settlement Area 4		Former MOD, Old Hall Road, Bromborough	RES-SA4.2	OS15		Open Space	Developer contribution for open space for site allocation.	Developer contribution for open space for site allocation.	N/A	Y	none	Developer	Developer					Essential		
Settlement Area 4		Former MOD, Old Hall Road, Bromborough	RES-SA4.2	OS16		Open Space	Developer contribution for open space for site allocation.	Developer contribution for open space for site allocation.	£ 368,500.00	Y	none	Developer	Developer					Essential		
Settlement Area 4		Former MOD, Old Hall Road, Bromborough	RES-SA4.2	TR-AT33		Transport-Active travel	Bus Stop upgrades Old Hall Road	Bus Stop upgrades Old Hall Road	£ 319,000.00	Y	none	Developer	Developer	Merseytravel				Essential		
Settlement Area 4		Former MOD, Old Hall Road, Bromborough	RES-SA4.2	TR-AT34		Transport-Active travel	Pedestrian Crossing Old Hall Road	Pedestrian Crossing Old Hall Road	£ 319,000.00	Y	none	Developer	Developer	Wirral Council				Essential		
Settlement Area 4		Former MOD, Old Hall Road, Bromborough	RES-SA4.2	TR-P77		Transport-Public transport	Subsidised bus service contribution	Subsidised bus service contribution	£ 750,000.00	Y	none	Developer	Developer	Merseytravel				Essential	Y	
Settlement Area 4		Former MOD, Old Hall Road, Bromborough	RES-SA4.2	U11		Utilities	HV Substation	HV Substation	£ 314,000.00	Y	none	Developer	Developer	Scottish Power Energy Networks				Critical		
Settlement Area 4		Former MOD, Old Hall Road, Bromborough	RES-SA4.2	U12		Utilities	Utilities - sewers may need developer contribution	Utilities - sewers may need developer contribution	£ 300,390.00	Y	none	United Utilities, developer contribution	United Utilities	United Utilities				Critical		
Settlement Area 4		Land at Riverside Park, Riverwood Road, Bromborough	RES-SA4.3	U13		Utilities	Utilities - sewers may need developer contribution	Utilities - sewers may need developer contribution	£ 247,990.00	Y	none	United Utilities, developer contribution	United Utilities	United Utilities				Critical		
Settlement Area 4		Land at Riverside Park, Riverwood Road, Bromborough	RES-SA4.3	U14		Utilities	LV Main	LV Main	£ 170,000.00	Y	none	Developer	Scottish Power Energy Networks	Scottish Power Energy Networks				Critical		
Settlement Area 4		Land at Riverside Park, Riverwood Road, Bromborough	RES-SA4.3	TR-P78		Transport-Public transport	2 x bus stops upgrades on Riverside Road	2 x bus stops upgrades on Riverside Road	£ 133,200.00	Y	none	Developer	Developer	Merseytravel				Essential		
Settlement Area 4		Land at Riverside Park, Riverwood Road, Bromborough	RES-SA4.3	OS17		Open Space	Developer contribution for open space for site allocation.	Developer contribution for open space for site allocation.	£ 276,800.00	Y	none	Developer	Wirral Council					Essential		
Settlement Area 4		Former Croda, Prizes Way, Bromborough Pool	RES-SA4.6	TR-P79		Transport-Public transport	2 x bus stop upgrades	2 x bus stop upgrades	£ 28,500.00	Y	none	Developer	Merseytravel					Essential		
Settlement Area 4		Former Croda, Prizes Way, Bromborough Pool	RES-SA4.6	TR-P710		Transport-Public transport	Subsidised bus service contribution	subsidised bus service	£ 750,000.00	Y	none	Developer	Merseytravel					Essential		
Settlement Area 4		Former Croda, Prizes Way, Bromborough Pool	RES-SA4.6	U15		Utilities	HV substation	HV substation	£ 322,000.00	Y	none	Developer	Scottish Power Energy Networks	Scottish Power Energy Networks				Critical		
Settlement Area 4		Former Croda, Prizes Way, Bromborough Pool	RES-SA4.6	U16		Utilities	Utilities	Developer contribution for sewers	£ 261,473.00	Y	none	United Utilities, developer contribution	United Utilities	United Utilities				Critical		
Settlement Area 4		Former Croda, Prizes Way, Bromborough Pool	RES-SA4.6	TR-AT35		Transport-Active travel	Dibbin Brook Path	Introduction of a path along the Dibbin Brook connecting to the pedestrian cycle bridge to Port Sunlight. River Park	£ 150,000.00	Y	none	Developer	Developer	Environment Agency				Essential		
Settlement Area 4		Former Croda, Prizes Way, Bromborough Pool	RES-SA4.6	OS18		Open Space	Developer contribution for open space for site allocation.	Developer contribution for open space for site allocation.	£ 200,000.00	Y	none	Developer	Wirral Council					Essential		
Settlement Area 4		Former D1 Oils, Dock Road South, Bromborough	RES-SA4.7	U17		Utilities	Utilities - sewers may need developer contribution	Developer contribution for sewers	unknown	Y	none	United Utilities, developer contribution	United Utilities	United Utilities				Critical		
Settlement Area 4		Former D1 Oils, Dock Road South, Bromborough	RES-SA4.7	U18		Utilities	EHV substation	EHV substation	£ 3,885,000.00	Y	none	Developer	Developer	Scottish Power Energy Networks				Critical		
Settlement Area 4																				

Settlement Area	Regeneration Area	Site Name	Site Reference Number	IDP ID number	Birkenhead 2040 Framework Reference	Infrastructure Category	Project Name	Project Description	Cost	Funding Confirmed Y/N	Funding Gap	Funding Source	Lead	Partners	0-5 years (2021-2026)	6-10 years (2027-2031)	11-15 years (2032-2037)	Critical, Essential, Desirable	Relevant to more than one site/Regeneration Area/Settlement Area	Land Requirement	
Settlement Area 4		Former D1 Oils, Dock Road South, Bromborough	RES-SA4.7	OS19		Open Space	0.4ha for childrens play	On site provision of open space	N/A	Y	none	Developer	Developer					Essential			
Settlement Area 4		Former D1 Oils, Dock Road South, Bromborough	RES-SA4.7	OS20		Open Space	Developer contribution for open space for site allocation.	Developer contribution for open space for site allocation.	£ 2,156,650.00	Y	none	Developer	Wirral Council					Essential			
Settlement Area 4		Former D1 Oils, Dock Road South, Bromborough	RES-SA4.7	EB		Education - Primary Places	Developer contribution for school places for site allocation.	Developer contribution for school places for site allocation.	£ 468,000.00	Y	none	Developer	Wirral Council					Essential			
Settlement Area 4		Unilever Research, Quarry Road East, Bebington	RES-SA4.11	TR-AT44		Transport-Active travel	Upgrade subway between Bromborough Road and Westgate Road.	Upgrade the subway (lighting and refurbishment) between Bromborough Road and Westgate Road.	£ 60,000.00	Y	none	Developer	Developer	Wirral Council					Essential		
Settlement Area 4		Unilever Research, Quarry Road East, Bebington	RES-SA4.11	TR-AT45		Transport-Active travel	Traffic signal infrastructure where Bromborough Road passes below the rail line to the south of the site including cycle detectors	Traffic signal infrastructure where Bromborough Road passes below the rail line to the south of the site including cycle detectors	£ 50,000.00	Y	none	Developer	Developer	Wirral Council					Essential		
Settlement Area 4		Unilever Research, Quarry Road East, Bebington	RES-SA4.11	TR-AT46		Transport-Active travel	Waiting restrictions on Bromborough Road	Waiting restrictions on Bromborough Road between Unilever site access and toucan crossing to minimise potential for overspill on street parking.	£ 10,000.00	Y	none	Developer	Developer	Wirral Council					Essential		
Settlement Area 4		Unilever Research, Quarry Road East, Bebington	RES-SA4.11	OS21		Open Space	0.4ha for childrens play	On site provision of open space	N/A	Y	none	Developer	Developer	Wirral Council					Essential		
Settlement Area 4		Unilever Research, Quarry Road East, Bebington	RES-SA4.11	OS22		Open Space	Developer contribution for open space for site allocation.	Developer contribution for open space for site allocation.	£ 280,000.00	Y	none	Developer	Wirral Council	Wirral Council					Essential		
Settlement Area 5		Moreton Family Centre, Pasture Road	RES-SAS.1	U19		Utilities	HV substation	HV substation	£ 220,000.00	Y	none	Developer	Wirral Growth Company	Scottish Power Energy Networks					Critical		
Settlement Area 5		Moreton Family Centre, Pasture Road	RES-SAS.1	TR-PT11		Transport-Public transport	Additional bus stop	Additional bus stop adjacent to the site, in between the current provision on Pasture Road.	£ 15,000.00	Y	none	Developer	Wirral Growth Company	Wirral Council					Essential		
Settlement Area 5		Moreton Family Centre, Pasture Road	RES-SAS.1	TR-AT47		Transport-Active travel	Upgrade street lighting	Upgrade street lighting on Pasture Road.	£ 20,000.00	Y	none	Developer	Wirral Growth Company	Wirral Council					Essential		
Settlement Area 5		Moreton Family Centre, Pasture Road	RES-SAS.1	TR-AT48		Transport-Active travel	Upgrade footway	Upgrade footway along Pasture Road.	£ 50,000.00	Y	none	Developer	Wirral Growth Company	Wirral Council					Essential		
Settlement Area 5		Moreton Family Centre, Pasture Road	RES-SAS.1	OS23		Open Space	Developer contribution for open space for site allocation.	Developer contribution for open space for site allocation.	£ 120,000.00	Y	none	Developer	Developer						Essential		
Settlement Area 5		East of Typhoo, Reeds Lane, Moreton	RES-SAS.3	TR-PT12		Transport-Public transport	2 x bus stop upgrades on Reeds Lane (Category F)	2 x bus stop upgrades on Reeds Lane (Category F)	£ 177,026.00	Y	none	Developer	Developer	Merseytravel					Essential		
Settlement Area 5		East of Typhoo, Reeds Lane, Moreton	RES-SAS.3	TR-AT49		Transport-Active travel	1 x pelican crossing on Reeds Lane	2 x pelican crossing on Reeds Lane	£ 140,000.00	Y	none	Developer	Developer	Wirral Council					Essential		
Settlement Area 5		East of Typhoo, Reeds Lane, Moreton	RES-SAS.3	TR-PT13		Transport-Public transport	Contribution to bus services	Contribution to bus services	£ 750,000.00	Y	none	Developer	Developer	Merseytravel					Essential		
Settlement Area 5		East of Typhoo, Reeds Lane, Moreton	RES-SAS.3	U20		Utilities	HV Substation	HV Substation	£ 320,000.00	Y	none	Developer	Developer	Scottish Power Energy Networks					Critical		
Settlement Area 5		East of Typhoo, Reeds Lane, Moreton	RES-SAS.3	OS24		Open Space	0.4ha for childrens play	On site provision of open space	N/A	Y	none	Developer	Developer						Essential	Y	
Settlement Area 5		East of Typhoo, Reeds Lane, Moreton	RES-SAS.3	OS25		Open Space	Developer contribution for open space for site allocation.	Developer contribution for open space for site allocation.	£ 200,000.00	Y	none	Developer	Developer						Essential		
Settlement Area 5		Farmer Foxfield School, Douglas Drive, Moreton	RES-SAS.4	OS26		Open Space	Developer contribution for open space for site allocation.	Developer contribution for open space for site allocation.	£ 140,000.00	Y	none	Developer	Wirral Council						Essential		
Settlement Area 5		Farmer Foxfield School, Douglas Drive, Moreton	RES-SAS.4	TR-AT50		Transport-Active travel	Upgraded footways adjacent to the site	Upgraded footways adjacent to the site Ely Avenue to Holyoke Road.	£ 500,000.00	Y	none	Developer	Developer	Wirral Council					Essential		
Settlement Area 8		Settlement Area 8		TR-HY9		Transport-Highway	MS3 Junction 3 signal timings and road markings	MS3 Junction 3 Signalisation of MS3 southbound node. Including local resurfacing and street lighting	£ 600,000.00	N	£ 600,000.00	Unknown	Wirral Council	National Highways					Essential	Y	
Settlement Area 8		Settlement Area 8		TR-HY10		Transport-Highways	MS3 Junction 4 signal timings and road markings	MS3 Junction 4 Remarking gyratory and MS3 northbound off-slip, local resurfacing and 2 new advance direction signs	£ 100,000.00	N	£ 100,000.00	Unknown	Wirral Council	National Highways					Essential	Y	
Settlement Area 8		Settlement Area 8		TR-HY11		Transport-Highways	MS3 Junction 5 signal timings and road markings	MS3 Junction 5 Signalisation of New Chester Road northbound node, remarking New Chester Road southbound approach, local resurfacing and 4 new advance direction signs.	£ 1,100,000.00	N	£ 1,100,000.00	Unknown	Wirral Council	National Highways					Essential	Y	
Settlement Area 3		Settlement Area 3		TR-PT15		Transport-Public transport	Woodchurch New Rail Station	Woodchurch New Rail Station	£ 20,000,000.00	N	£ 20,000,000.00	Unknown	LCRCA	Network Rail					Desirable	Y	Y
Settlement Area 3		Settlement Area 3		TR-PT16		Transport-Public transport	Beechwood New Rail Station	Beechwood New Rail Station	£ 20,000,000.00	N	£ 20,000,000.00	Unknown	LCRCA	Network Rail					Desirable	Y	Y
Settlement Area 3		Settlement Area 3		TR-PT14		Transport-Public transport	Town Meadow New Rail Station	Town Meadow New Rail Station	£ 20,000,000.00	N	£ 20,000,000.00	Unknown	LCRCA	Network Rail					Desirable	Y	Y
Settlement Area 1		Settlement Area 1		TR-HY12		Transport-Highways	Kingsway Toll Plaza Remodelling	Kingsway Toll Plaza Remodelling	£ 15,000,000.00	N	£ 15,000,000.00	Unknown	LCRCA	Wirral Council					Desirable	Y	Y
Settlement Area 2		Settlement Area 2		TP-AT51		Transport-Active travel	Enhanced access, improvements and expansion of the Wirral Circular Trail route - Northbank to Duke Street Connect (TPT-RA6.2), Woodside to Four Bridges (TPT-RA3.1) and Tower Road to Seacombe Ferry (TPT-RA2.1)	Enhanced access, improvements and expansion of the Wirral Circular Trail route - Northbank to Duke Street Connect (TPT-RA6.2), Woodside to Four Bridges (TPT-RA3.1) and Tower Road to Seacombe Ferry (TPT-RA2.1)	£ 1,864,292.56	Y	none	LCRCA	Wirral Council						Essential		
Settlement Area 3, 4		Settlement Area 3, 4		TP-AT52		Transport-Active travel	LCWIP Corridor Phase 3 Birkenhead to Eastham (not yet defined).	Local Cycling and Walking Infrastructure Plan (LCWIP) - Phase 3 Birkenhead to Eastham (not yet defined).	unknown	N	unknown	LCRCA	Wirral Council						Desirable	Y	
Settlement Area 5		Settlement Area 5		TP-AT53		Transport-Active travel	Implementation of Birket Scheme - Pasture Road to Reeds Lane, Moreton	Implementation of Birket Scheme - Pasture Road to Reeds Lane, Moreton	£ 3,000,000.00	N	£ 3,000,000.00	LCRCA	Wirral Council						Desirable		
Settlement Area 8		Settlement Area 8		TP-AT54		Transport-Active travel	Enhanced highway and active travel connections between Greasby, Meols and West Kirby - Saughall Massie Road and Heron Road Improvements (TPT-SAB.1)	Enhanced highway and active travel connections between Greasby, Meols and West Kirby - Saughall Massie Road and Heron Road Improvements (TPT-SAB.1)	£ 20,000,000.00	N	£ 20,000,000.00	LCRCA	Wirral Council						Desirable		
Settlement Area 4		Settlement Area 4		S3		Sport and Leisure	Bebington Oval Facility Upgrade	Bebington Oval Facility Upgrade	£ 666,000.00	Y	none	Wirral Council Capital Programme	Wirral Council						Essential		
Settlement Area 5		Settlement Area 5		S4		Sport and Leisure	Evolution - Leasow Leisure Centre - Alternative Provision	Evolution - Leasow Leisure Centre - Alternative Provision	£ 1,885,000.00	Y	none	Wirral Council Capital Programme	Wirral Council						Essential		
Settlement Area 6		Settlement Area 6		S5		Sport and Leisure	West Kirby Concourse/ Guinea Gap reception upgrade	West Kirby Concourse/ Guinea Gap reception upgrade	£ 351,000.00	Y	none	Wirral Council Capital Programme	Wirral Council						Essential		
Settlement Area 1		Settlement Area 1		S6		Sport and Leisure	Wirral Tennis and Sports Centre - Facility Upgrade	Wirral Tennis and Sports Centre - Facility Upgrade	£ 772,000.00	Y	none	Wirral Council Capital Programme	Wirral Council						Essential		
Settlement Area 4		Settlement Area 4		L1		Libraries	Eastham Library Refurbishment	Eastham Library Refurbishment	£ 40,000.00	Y	none	Wirral Council Capital Programme	Wirral Council						Desirable		
Settlement Area 5		Settlement Area 5		L2		Libraries	Moreton Youth Club and Library Refurbishment	Moreton Youth Club and Library Refurbishment	£ 1,000,000.00	Y	none	Wirral Council Capital Programme	Wirral Council						Essential		
Settlement Area 1		Settlement Area 1		L3		Libraries	Seacombe Library Refurbishment	Seacombe Library Refurbishment	£ 66,000.00	Y	none	Wirral Council Capital Programme	Wirral Council						Desirable		
Settlement Area 1		Settlement Area 1		L4		Libraries	Wallasey Library Refurbishment	Wallasey Library Refurbishment	£ 175,000.00	Y	none	Wirral Council Capital Programme	Wirral Council						Desirable		
Settlement Area 6		Settlement Area 6		H5		NHS Provision	Marine Lake Medical Practice	Marine Lake Medical Practice- relocated medical practice	£ 8,600,000.00	Y	none	NHS Trust capital and NHS England capital contribution	Wirral Community Health & Care NHS Foundation Trust	Marine Lake Medical Practice GPs					Desirable		
Settlement Area 6		Settlement Area 6		F1		Flood Prevention	West Kirby - Provide improved secondary defence measures along South Parade	West Kirby - Provide improved secondary defence measures along South Parade	£ 571,000.00	Y	none	Flood Defence Grant-in-Aid contribution Flood Levy	Wirral Council						Essential		
Settlement Area 1		Settlement Area 1		F2		Flood Prevention	Wallasey Embankment - Extend linear rock toe to Wallasey embankment	Wallasey Embankment - Extend linear rock toe to Wallasey embankment	£ 707,000.00	Y	none	Flood Defence Grant-in-Aid contribution (if approved)	Wirral Council						Essential		
Settlement Area 5		Settlement Area 5		F3		Flood Prevention	Greasby SW improvements - Improvements identified in Greasby Surface Water Catchment modelling	Greasby SW improvements - Improvements identified in Greasby Surface Water Catchment modelling	£ 162,000.00	Y	none	Flood Defence Grant-in-Aid contribution (if approved)	Wirral Council						Essential		
Settlement Area 5		Settlement Area 5		F4		Flood Prevention	Moreton Sandbrook Drainage	Moreton Sandbrook Drainage	£ 430,000.00	Y	none	Wirral Council	Wirral Council						Essential		
									£ 527,899,441.71			£ 377,909,827.00									

## APPENDIX B

### INFORMATION SOURCES

Document	Author	Date
Roads Investment Strategy 2 2020-2025	DfT	2020
Environment Agency Grant Memorandum	Environment Agency	2013
River Dee Catchment Flood Management Plan	Environment Agency	2010
Mersey Estuary Catchment Flood Management Plan	Environment Agency	2009
LCR Bus Service Improvement Plan	LCR	2021
LCR Electric Vehicle Strategy for the Liverpool City Region	LCR	2014
LCR Ferries Long Term Strategy	LCR	2015
LCR Freight Strategy	LCR	2017
Joint Waste Local Plan	LCR	2013
LCR LCWIP	LCR	2019
LCR Local Journeys Strategy	LCR	2017
LCR Long Term Rail Strategy	LCR	2014
LCR PROWIP 2018-2028	LCR	2018
LCR Road Safety Strategy 2017-2020	LCR	2017
LCRCA Transport Plan	LCR	2019
LCR Transport Plan for Growth	LCR	2015
LCR Statement of Common Ground	LCR	2019
The third Local Transport Plan for Merseyside	Merseyside Partners	2011
National Planning Policy Framework (NPPF)	MHCLG	2019
2019 Gas Ten Year Statement	National Grid	2018
2019 Electricity Ten Year Statement	National Grid ESO	2018

Wirral Clinical Commissioning Group Strategic Plan 2014-2019	NHS Wirral CCG	2014
Highways England Strategic Business Plan 2020-2025	National Highways	2020
Highways England Delivery Plan 2020-2025	National Highways	2020
NWAS Estate Strategy	North West Ambulance Service	2019
North West England and North Wales Shoreline Management Plan SMP2	North West & North Wales Coastal Group	2012
Ofcom's Infrastructure Report	OFCOM	2018
Mersey Ports Master Plan Consultation Draft	Peel Ports	2011
Transport for the North Strategic Transport Plan	TfN	2019
Business Plan 2015-2020	United Utilities	2014
Proposed Business Plan 2020-2025	United Utilities	2018
Water Resources Management Plan 2015-2040	United Utilities	2015
Water Resources Management Plan 2020-2045	United Utilities	2019
Draft Birkenhead 2040 Framework	Wirral Council	2020
Cool 2 Climate Change Strategy for Wirral	Wirral Council	2019
This is Wirral Transport	Wirral Council	2019
Wirral Coastal Strategy	Wirral Council	2013
Wirral Highway Infrastructure Asset Management Strategy	Wirral Council	2020
Wirral Indoor & Built Facilities Needs Assessment Report	Wirral Council	2019
Wirral Indoor & Built Facilities Strategy	Wirral Council	2019

Local Football Facility Plan for Wirral	Wirral Council	2019
Wirral Local Plan Baseline Modelling Report	Wirral Council	2019
Wirral Local Plan Preferred Options Report	Wirral Council	2021
Wirral Local Plan Baseline Viability Study	Wirral Council	2018
Wirral's Local Flood Risk Management Strategy	Wirral Council	2017
Wirral Network Management Plan	Wirral Council	2009
Wirral Open Space Assessment	Wirral Council	2019
Wirral Open Space Standards Paper	Wirral Council	2020
Wirral Pharmaceutical Needs Assessment 2018 - 2021	Wirral Council	2018
Wirral Playing Pitch and Outdoor Sports Strategy	Wirral Council	2016
Wirral's Preliminary Flood Risk Assessment Report	Wirral Council	2017
Wirral's Draft Strategic Transport Framework	Wirral Council	2018
Wirral Transport Strategy	Wirral Council	2015
Wirral Water Cycle Study	Wirral Council	2013
Level 1 Strategic Flood Risk Assessment	Wirral Council	2019
Wirral Retail & Centres Study	WYG	2019

## APPENDIX C

### ACCESSIBILITY

1. Accessibility software TRACC has been utilised to identify the percentage land area and estimate percentage population within walking and cycling/ public transport time thresholds for each of the Borough's Settlement Areas to key community services. The thresholds used are consistent or more robust than those used by Department for Transport when calculating accessibility statistics. The thresholds are shown in Table 15 below.

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

*Table 15 Accessibility Mapping Thresholds*

- Walking and cycling accessibility to key services including primary and secondary schools, GP practices, food stores and leisure has been assessed for all settlement areas. Results are shown in Table 16 below.

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

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

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

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

*Table 16 Walking and Cycling Accessibility Results*

3. As can be seen from Table 16, facilities are within the accessible cycling distance of the entirety of almost all settlement areas except for Settlement Area 8 - Rural Area, as there are a limited number of facilities and centres of population within the green belt.
4. Between 60-70% of the population live within a 10-minute walk of a primary school within Settlement Areas 1 Wallasey, 3 Suburban Birkenhead, 4 Bebington, Bromborough and Eastham and 5 Mid Wirral. There are no schools within the commercial core (Settlement Area 2), reflected in the small proportion of land area (21%) and population (c30%) within the walking threshold. Approximately 40% of land area and 30% of population in Area 6 Hoylake and West Kirby and Area 7 Heswall are within 10 minutes walk of a primary school.
5. Secondary school provision in the Borough serves a wider catchment which reflects the higher accessibility threshold of 20% and lower percentage of land area and population within this catchment. The highest walking accessibility is in Area 3 Suburban Birkenhead, 5 Mid Wirral and 6 which have the greatest concentration of secondary schools.
6. Settlement Area 1 - Wallasey has the highest walking accessibility to GP practices with 86% of land area and 97% of population within 15 minutes walk time of a GP practice. Settlement Area 7 - Heswall has the lowest walking accessibility to GP practices with 26% of land area and 25% of population within 15 minutes walk time. Followed by Settlement Area 6 - Hoylake and West Kirby with 36% of land area and 36% of population within 15 minutes walk time.
7. Walking accessibility to food stores is high, with up to 86% of the land area and 91% of, within 15 minutes in settlement area 1. Similar to the pattern for primary schools and GPs there is a lower percentage of the land area and population in Settlement Area 2 being the commercial core and Settlement Area 6 West Kirby and Hoylake and Settlement Area 7 Heswall.
8. Over 95% of all areas, except for Settlement Area Rural Area, are within 15 minutes walk of leisure facilities.

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

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

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

Local Centre (10 minute threshold)		
Settlement Area 1	100%	100%
Settlement Area 2	36%	100%
Settlement Area 3	78%	94%
Settlement Area 4	48%	88%
Settlement Area 5	54%	87%
Settlement Area 6	6%	24%
Settlement Area 7	32%	60%
Settlement Area 8	13%	60%

*Table 17 Public Transport Accessibility*

9. Table 17 above shows public transport accessibility to key facilities from Wirral's 8 settlement areas.
10. At least 90% of all SA's except for Settlement Area 8 - Rural Area are within 20 minutes public transport journey time of an area of employment.
11. The location of further education facilities and limited east-west public transport connections means that settlement area 7 Heswall has only 15% of its land area and 9% of the population within 30 minutes of a further education facility. A similar pattern is shown for public transport accessibility from settlement areas to Liverpool within 45 minutes travel time and Birkenhead within a 25 minutes travel time where a low proportion of the land area and population in Settlement Areas 6 and 7 meet the threshold.
12. When considering access to Town, District and Local Centres accessibility by public transport within 15 minutes to each settlement area reflects the presence of each type of centre within a settlement area. Where there is a Town Centre (Birkenhead, Heswall, Liscard, West Kirby and Moreton) within the settlement area accessibility by public transport is available in 15 minutes to over 90% of the population. Settlement Area 5, the location of Moreton the smallest Town Centre is the exception to this -77% of the land area and 80% of the population can access a Town Centre within 15 minutes by public transport. There are only 3 District Centres Bromborough Village, Prenton and Hoylake which is reflected in the small numbers able to access these centres outside of Settlement Areas 3, 4 and 6. Accessibility to Local Centres is 100% within 15 minutes by public transport in Settlement Areas 1 and 2, c90% in areas 3, 4 and 5. Only 13% of the land area and 60% of the population within Settlement Area 8 are within 15 minutes travel time of a Local Centre.
13. Over 90% of all settlement land area and population can access WUTH facilities within 30 minutes public transport journey time with the exception of the rural settlement Area 8 and Settlement Area 6 - Hoylake and West Kirby, where 50% of the land area and 50% of the population can access a hospital within 30 minutes public transport journey time.

## Appendix D

### SCHOOL AND GP CAPACITY

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

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

Settlement Area 1 Wallasey

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

Settlement Area 2 Commercial Core

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

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

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

Settlement Area 3 Suburban Birkenhead

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

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

Settlement Area 4 Bebington, Bromborough and Eastham

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

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

Settlement Area 5 Mid Wirral

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

Settlement Area 6 Hoylake and West Kirby

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

Settlement Area 7 Heswall

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

Settlement Area 8 Rural Area

## APPENDIX E GLOSSARY

Term/ Acronym	Definition
AQMA	Air Quality Management Area
AOD	Above Ordinance Datum (AOD). Ordinance Datum is the internationally recognised standard value for sea level.
BEIS	Department for Business, Energy & Industrial Strategy
BSF	Building Schools for the Future
BSIP	Bus Service Improvement Plan
CCG	Clinical Commissioning Group
CPA	Coastal Protection Authority
CRSTS	City Region Sustainable Transport Settlement
DCWW	Dwr Cymru Welsh Water
DfE	Department for Education
DfT	Department for Transport
DMPO	Development Management Procedure Order
DNO	Distribution Network Operator
EHV	Extra High Voltage
ERDF	European Regional Development Fund
EV	Electric Vehicle
FHSF	Future High Streets Fund
FIT	Fields in Trust
FWMA	Flood and Water Management Act
Ha	Hectares
HIAMS	Highway Infrastructure Asset Management Strategy
HV	High Voltage
HWRC	Household Waste Recycling Centre
IDP	Infrastructure Delivery Plan
IDS	Infrastructure Delivery Schedule
iGT	Independent Gas Transporters
IP	Inter Peak
ITB	Integrated Transport Block
kV	Kilovolts
LCR	Liverpool City Region
LCRCA	Liverpool City Region Combined Authority
LCWIP	Local Cycling & Walking Investment Plan
LDA	Land Drainage Act
LGF	Local Growth Fund

LLFA	Lead Local Flood Authority
LNR	Local Nature Reserve
LV	Low Voltage
MEAS	Merseyside Environmental Advisory Service
MHCLG	Ministry of Housing & Local Government
MRF	Materials Recovery Facility
MRWA	Merseyside Recycling & Waste Authority
NH	National Highways
NO <sub>2</sub>	Nitrogen Dioxide
NPPF	National Planning Policy Framework
NTS	National Transmission System
NWAS	North West Ambulance Service
OFGEM	Office of Gas and Electricity Markets
PM	Particulate Matter
RA	Regeneration Area
ROWIP	Rights of Way Improvement Plan
SA	Settlement Area
SANG	Suitable Alternative Natural Greenspace
SBI	Site of Biological Importance
SDS	Spatial Development Strategy
SEN	Special Educational Needs
SFRA	Strategic Flood Risk Assessment
SHLAA	Strategic Housing Land Availability Assessment
SIF	Strategic Investment Fund
SMP	Shoreline Management Plan
SWMP	Surface Water Management Plan
SOCG	Statement of Common Ground
SSSI	Site of Specialist Scientific Importance
SuD <sub>s</sub>	Sustainable Drainage Systems
TCF	Transforming Cities Fund
TfW	Transport for Wales
UIP	Utilities Infrastructure Providers
UU	United Utilities
WCS	Wirral Coastal Strategy
WTM	Wirral Transport Model

WUTH	Wirral University Teaching Hospital
WwTW	Waste Water Treatment Works
V/C	Volume over capacity

## APPENDIX F Utilities Assessment

## Summary of Wirral Local Plan Housing Trajectory (Regulation 18)

### SPEN Electric Heating + Slow Charge EV Charging Study (8kVA)

Status	Site Ref	Capacity	Source	Category	SchemeName	X	Y	Year 0to5	Year 6to10	Year 11 to15	Estimated Load Requirements (kVA)	Can the Existing LV Network Accommodate it?	Work Required	Diversions?	Approximate Cost (For Full Works)	Comments	HV GROUP
Proposed Housing Allocation	SHLAA 2081	500	PDL	Major - Wirral Waters	Legacy	331326.85	390329.64	500	0	0	4000	NO	EHV Substation	NO	£3,050,000.00	The following sites are in close proximity: 2082, 2081, 2080, 2079, 2078, 2062, 769 & 756 Part of the Northbank Development which we have already had extensive discussions over. On this site, we have agreed that a Primary substation site must be provided so that SPEN can build in the future if required. For an all-electric load a Primary substation would be required for these sites to feed the whole Northbank Development and 8xHV X-type S/S required for Legacy.	EGREMONT T1 / LISCARD T1 / POULTON T1 / STONE MANGANESE T1
Proposed Housing Allocation	SHLAA 2080	150	PDL	Major - Wirral Waters	Tower Road	332076.43	390175.5	150	0	0	1200	NO	HV Substation	NO	£525,000.00	3xHV X-type S/S required. See SHLAA 2081	EGREMONT T1 / LISCARD T1 / POULTON T1 / STONE MANGANESE T1
Proposed Housing Allocation	SHLAA 2079	34	PDL	Major - Wirral Waters	Belong	331984.84	390181.1	34	0	0	272	NO	HV Substation	NO	£151,000.00	1xHV X-type S/S required. See SHLAA 2081	EGREMONT T1 / LISCARD T1 / POULTON T1 / STONE MANGANESE T1
Proposed Housing Allocation	SHLAA 2078	120	PDL	Major - Wirral Waters	Urban Splash 1	331851.55	390213.36	120	0	0	960	NO	HV Substation	NO	£380,000.00	2x HV X-type S/S required. See SHLAA 2081	EGREMONT T1 / LISCARD T1 / POULTON T1 / STONE MANGANESE T1
Proposed Housing Allocation	SHLAA 2082	230	PDL	Major - Wirral Waters	Urban Splash 2	331592.4	390355.56	230	0	0	1840	NO	HV Substation	NO	£645,000.00	3xHV X-type S/S required See SHLAA 2081	EGREMONT T1 / LISCARD T1 / POULTON T1 / STONE MANGANESE T1
Proposed Mixed Use Allocation	SHLAA 0753	1795	PDL	Major - Wirral Waters	Marina View	331907.77	389667.13	0	1325	470	14360	NO	EHV Substation	NO	£7,092,500.00	Primary S/S would be required and 29x HV Substations. LV disconnections for the existing buildings required.	
Proposed Mixed Use Allocation	SHLAA 0755	1705	PDL	Major - Wirral Waters	Vittoria Studios	331456.29	389890.59	0	1175	530	13640	NO	EHV Substation	NO	£6,857,500.00	Primary S/S would be required and 28x HV Substations. LV disconnections for the existing buildings required.	
Proposed Housing Allocation	SHLAA 0424	170	PDL	Major - Growth Company	Europa Car Park	332095.85	389072.79	100	70	0	1360	NO	HV Substation	LV&HV	£655,000.00	Will require 3x HV X-type S/S minimum, disconnection of 4x LV services within site boundary, diversion of 4x LV cables and 1x HV cable. Also there is a S/S site that may need diverting depending on site layout; relocation of substation will cost approximately £100k extra	Bentnck Street / Chester Street
Proposed Housing Allocation	SHLAA 0957	50	PDL	Major - Growth Company	Europa South	332088.65	388944.68	50	0	0	400	NO	NO	NO	£75,000.00	SEE SHLAA 0956	
Proposed Housing Allocation	SHLAA 0956	55	PDL	Major - Growth Company	Europa North	332053.24	388875.85	55	0	0	440	NO	EHV Substation	LV&HV	£2,582,500.00	Easiest Solution is to combine SHLAA 0956,0957, 4081 and 4082. Would Require a Primary Substation, 6x HV X-type S/S to feed a total combined load of 2760kVA. Diversions for all sites would include relocating 3x GM Substations, 2x HV cables, 132kV auxiliary cable, 8x LV Cables and 3x LV disconnections.	Bentnck Street / Chester Street
Proposed Housing Allocation	SHLAA 1827	69	PDL/GF	Major - Growth Company	Foxfield	325555.63	389670.84	69	0	0	552	NO	HV Substation	NO	£320,000.00	Will Require 2x HV X-type Substations, Extension of LV Main and 69x LV services. LV Reinforcement required to facilitate	
Proposed Housing Allocation	SHLAA 1610	60	PDL	Major - Growth Company	Civic Way	333118.79	384223.03	60	0	0	480	NO	HV Substation	NO	£190,000.00	Will Require 1x HV Y-type Substations, Extension of LV Main and 60x LV services. LV Reinforcement required to facilitate	
Proposed Housing Allocation	SHLAA 2008	60	PDL	Major - Growth Company	Moreton Family Centre	326163.95	390301.18	40	20	0	480	NO	HV Substation	LV	£220,000.00	Will Require 1x HV Y-type Substations, Extension of LV Main and 60x LV services. LV Disconnection required .	
Proposed Housing Allocation	SHLAA 2007	38	GF	Major - Growth Company	Pasture Road	326215.93	390262.77	38	0	0	304	NO	HV Substation	NO	£170,000.00	Will Require 1x HV Y-type Substations, Extension of LV Main and 38x LV services. HV Substation on site but assumed staying in situ since it will feed the site, relocation of substation will cost approximately £100k extra.	
Proposed Housing Allocation	SHLAA 2010	8	PDL	Minor - Growth Company	Knutsford Road	326257.61	390151.73	8	0	0	64	YES	LV Main	LV&HV	£16,000.00	Extension of LV Main and 8x LV services. 1x HV cable and 1x LV cable to be diverted.	
Proposed Housing Allocation	SHLAA 1665	178	PDL	Major - Affordable Housing Programme	Rock Ferry High	332910.44	385820.79	178	0	0	1424	NO	HV Substation	LV	£567,000.00	3x HV Y-type S/S will be required, it has been assumed that the current HV Substation on site will be staying in situ, relocation of substation will cost approximately £100k extra. LV cable to be diverted across site.	Egerton/ Rock Ferry / Shell Tranmere
Proposed Housing Allocation	SHLAA 0557	178	PDL	Major	Beaufort Road	330018.92	390193.4	178	0	0	1424	NO	HV Substation	LV	£567,000.00	Will Require 3x HV X-type Substations, Extension of LV Main and 178x LV services. As of date IDNO 312kVA POC Accepted (S111863 and S104564).	
Proposed Housing Allocation	SHLAA 2068	100	GF	Major	Typhoo	326806.06	390855.33	100	0	0	800	NO	HV Substation	LV&HV	£320,000.00	2x HV Y-type S/S will be required. LV and HV cable diversions for site entrance will be required.	CADBURY'S T1 / CADBURYS T2 / HOPFIELD RD T1
Proposed Housing Allocation	SHLAA 2006	87	GF	Major	Rear of Gibson House	331722.18	392371.32	87	0	0	696	NO	HV Substation	NO	£290,500.00	Will Require 2x HV Y-type Substations, Extension of LV Main and 87x LV services.	
Proposed Housing Allocation	SHLAA 2005	15	PDL	Major	Gibson House	331664.76	392334.02	15	0	0	120	YES	LV Main	NO	£45,000.00	Extension of LV Main and 15x LV services. LV Disconnection required and diversion of 1x LV cable. HV Substation on site but assumed staying in situ since it will feed the site, relocation of substation will cost approximately £100k extra.	
Proposed Housing Allocation	SHLAA 4081	130	PDL	Major - Growth Company	Europa Pools	331943.45	388969.61	0	130	0	1040	NO	HV Substation	NO	£195,000.00	SEE SHLAA 0956	
Proposed Housing Allocation	SHLAA 4082	110	PDL	Major - Growth Company	Vue Cinema	332034.79	388947.84	0	110	0	880	NO	HV Substation	NO	£165,000.00	SEE SHLAA 0956	
Proposed Housing Allocation	SHLAA 4080	23	PDL	Major - New Ferry	Olinda Street	333594.9	385249.62	0	23	0	184	NO	HV Substation	LV	£125,000.00	Will Require 1x HV Y-type Substations, Extension of LV Main and 23x LV services. LV disconnections required.	
Proposed Housing Allocation	SHLAA 1833	11	PDL	Major - New Ferry	Bebington Road	333630.65	385195.62	0	11	0	88	YES	LV Main	NO	£20,000.00	Extension of LV Main and 11x LV services. Can be fed from SHLAA 4080	
Proposed Housing Allocation	SHLAA 4079	45	PDL	Major - New Ferry	Woodhead Street CP	333726.19	385230.61	0	45	0	360	NO	HV Substation	LV&HV	£182,500.00	Will require 1x HV Y-type S/S, disconnection of 11x LV services within site boundary, diversion of 2x LV cables and 1x HV cable.	
Proposed Housing Allocation	SHLAA 0752	507	PDL	Major - Woodside	Woodside	332855.65	389222.01	0	120	250	4056	NO	HV Substation	EHV & 132kV	£3,160,500.00	Will require a new primary substation and 9x X-type substations. Diversion costs cannot be determined without more detailed site layout plans. This site has National Grid Cables EHV cables, HV cables and LV cables. This will be very expensive. I have assumed that some of the substations can stay in situ and that the primaries can stay in situ. This will be a very expensive and difficult site.	
Proposed Housing Allocation	SHLAA 0478	119	PDL	Major - Rose Brae	Rose Brae	332919.62	388944.83	0	119	0	952	NO	HV Substation	NO	£378,500.00	2x HV X-type S/S required, 4x LV and 2x HV cables partially onsite. Assumed not diverted.	Bentnck Street / Chester Street
Proposed Housing Allocation	SHLAA 4078	580	PDL	Major - Hind Street	Hind Street	332340.66	388229.91	0	580	0	4640	NO	EHV Substation	LV	£3,370,000.00	Lack of capacity on nearby 6.6kV network. A Primary S/S would be required and 10x HV Substations. LV disconnections for the existing buildings required.	
Potential Housing Allocation	SHLAA 0756	172	PDL	Major	Northern Case	332238	390244	0	0	172	1376	NO	HV Substation	LV	£559,000.00	Will require HV cable lay to site boundary, 3x HV X-type s/s and an LV disconnection. There will be a lack of capacity in this area with the Northbank development. HV connection assumed from primary substation in SHLAA 2081	EGREMONT T1 / LISCARD T1 / POULTON T1 / STONE MANGANESE T1
Potential Housing Allocation	SHLAA 1715	76	PDL	Major - Growth Company	Old Hall Road	335607	382043	70	6	0	608	NO	HV Substation	EHV	£314,000.00	Will require 2x HV Y-type S/S and diversion of 1x EHV cable on site boundary.	MORGANITE CERAMICS T1 - PLYMOUTH T2
Potential Housing Allocation	SHLAA 1864	20	PDL	Major - Growth Company	Liscard Municipal	330657	392201	20	0	0	160	NO	HV Substation	LV	£115,000.00	Will require 1x HV Y-type S/S, HV cable excavation, Extension of LV Main and 20x LV services. LV Disconnection Required.	N/A
Potential Housing Allocation	SHLAA 2072	108	PDL	Major	Prices Way	334565	384510	50	58	0	864	NO	HV Substation	NO	£322,000.00	Requires 2x HV Y-type S/S.	CEREAL PARTNERS T1 / LEVER GEORGIA AVE T1 / POOL LA T1 / UML LEVER BROMBOROUGH T2
Potential Housing Allocation	SHLAA 3039	50	PDL	Major - Affordable Housing Programme	Crossways	329187	389859	50	0	0	400	NO	HV Substation	LV	£175,000.00	Will require 1x HV Y-type S/S, HV cable excavation, Extension of LV cable and 50x LV services. LV disconnections required.	N/A
Potential Housing Allocation	SHLAA 4012	85	GF	Major	Southwood Road	335858	382000	62	23	0	680	YES	LV Main	EHV	£170,000.00	HV Double Y-type S/S already on site which has been assumed to be staying in situ since it can be used to feed the site. If the HV s/s was to be replaced it would be an extra £150k. LV mains to be brought off the existing s/s to provide 85xLV services. Diversions required for 1x HV cable, 1x EHV cable. There is a 132kV OHL that is overalling this site. I would recommend adjusting your site boundary so that the 132kV OHL doesn't need diverting as it is very costly!! (Approx £1m a span) There are also National Grid Gas Pipelines on this site.	MORGANITE CERAMICS T1 - PLYMOUTH T2
Potential Housing Allocation	SHLAA 4021	1,350	PDL	Major	Dock Road South	335344.38	383972.8	0	450	500	10800	NO	EHV Substation	HV	£3,885,000.00	Will require a primary substation, 16x HV Y-type S/S, Demolition of substation building within site boundary and diversion of 1x HV cable.	CEREAL PARTNERS T1 / LEVER GEORGIA AVE T1 / POOL LA T1 / UML LEVER BROMBOROUGH T2
Potential Housing Allocation	SHLAA 4084	127	PDL	Major	Wirral Business Park	326591	387068	16	111	0	1016	NO	HV Substation	LV&HV	£490,500.00	Will require re-location of existing HV X-type sub on site to supply the new site and an additional 2 extra HV X-type s/s. Diversion of 1x LV cable required.	ARROWE PK HOSP T1 - CHAMPION PLUGS T1 - CHAMPION WOODCHURCH T1
Potential Housing Allocation	SHLAA 4085	83	PDL	Major - Affordable Housing Programme	Sevenoaks Extra Care	333077	386588	83	0	0	664	NO	HV Substation	NO	£324,500.00	Requires 2x HV X-type S/S.	EGERTON T1 - ROCK FERRY T1 - SHELL TRANMERE T1
Potential Mixed Use Allocation	SHLAA 4086	120	PDL	Major	New Palace Amusements	330970	394205	0	120	0	960	NO	HV Substation	LV	£340,000.00	Will Require 2x HV Y-type Substations, Extension of LV mains and 120x LV services.	N/A
Potential Mixed Use Allocation	HLA 691300	132	PDL	Major - Planning Permission	Former Rank Bingo	332218	388691	0	0	132	1056	NO	HV Substation	LV	£498,000.00	Requires 3x HV X-type S/S and LV disconnection.	BIRKENHEAD CENTRAL/ TRANMERE/ SINGLETON AVE?

# LOCAL PLAN

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