

Policy CS41 – Transport Schemes

Summary of Comments Received	Recommended Response
Point 2 of Policy CS41 should be altered to read: “schemes to support the delivery and integration of Wirral Waters and the Mersey Waters Enterprise Zone with the surrounding areas, <u>including the Wirral Street Car;</u> ”	No change is recommended, as the Wirral Street Car is one potential solution and the existing more general wording offers greater flexibility to a wider range of possible solutions. A reference to the Wirral Street Car will however be included in the accompanying Core Strategy Infrastructure Plan.
Policy CS41 is welcomed but Point 3 should be amended to read: “schemes to facilitate greater use of public transport and to support <u>greater, more efficient use of and improved access to the rail network</u> ”	No change is recommended because the existing wording would already support these objectives, by supporting the more efficient use of the rail network.
Point 5 of Policy CS41, instead of only protecting routes that are 'critical', should protect existing routes and those where there is potential for the development of future sustainable transport infrastructure. Unsustainable schemes, such as road-widening projects, which will only provide more road capacity, should not receive policy protection.	No change is recommended because the existing wording would allow the protection of all routes that may be critical in developing future transport infrastructure, where a scheme has been identified.
Recognition needs to be given to the condition, comfort and security of railway stations.	No change is recommended because the existing wording would already support schemes to facilitate the greater use of public transport, which would include railway station improvements.
There should be clear policy support for key transport infrastructure aspirations to protect and enhance the accessibility of the Borough by protecting the route of the Birkenhead Docks rail link via Rock Ferry for potential future public transport purposes; providing for the possible reopening of the Birkenhead Docks rail link via Bidston for freight purposes relating to the Port of Liverpool, subject to feasibility and demand; for improvements to the Borderlands Railway Line; and transport improvements associated with Wirral Waters.	No change is recommended because Policy CS41 already provides for schemes to promote improved access to the ports and Birkenhead Town Centre and to support the delivery and integration of Wirral Waters. The greater use of the Borderlands railway line is identified as a priority in Policy CS6 – Priorities for Suburban Birkenhead, Policy CS10 – Priorities for Heswall and Policy CS11 – Priorities for the Rural Areas.
An additional point should protect all existing rail corridors, including freight lines that are currently out of use, for future rail use, and encourage the ongoing maintenance of all routes.	No change is recommended because Policy CS40 – Transport Requirements already provides for alignments for future road, rail or active travel provision to be safeguarded.