

**OFFICER DECISION FORM**

**DECISION TO BE TAKEN BY:** DIRECTOR OF NEIGHBOURHOODS

**KEY DECISION** YES

**DIRECTORATE:** REGENERATION AND PLACE

**WARDS AFFECTED: BIRKENHEAD AND TRANMERE**

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**SUBJECT:**

**BIRKENHEAD TOWN CENTRE MOVEMENT SCHEMES (CONWAY STREET/EUROPA BOULEVARD AND GRANGE RD/ CHARING CROSS/GRANGE RD WEST)**

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**1.0 DECISION:**

The Director of Neighbourhood Services approves the implementation of the various Traffic Regulation Orders required to support the delivery of the Birkenhead Town Centre Movement Schemes (Conway Street/Europa Boulevard and the Grange Road/ Charing Cross/Grange Road West projects) as described in paragraph 3.3 and 3.6 of the attached report.

**2.0 REASONS FOR THE DECISION**

- 2.1 The implementation of the Traffic Regulation Orders is essential to enable the delivery of the Conway Street/Europa Boulevard project and the Grange Road/ Charing Cross/Grange Road West project. are designed in accordance with the latest active travel design guidance to create an environment that is safe for both walking and cycling and to help embed walking and cycling as part of new long-term commuting habits. The projects are funded via the Future High Streets Fund and Active Travel Tranche 3 Funding which cannot be used for any other purpose.
- 2.2 A two-stage consultation has been undertaken regarding the projects, with the outcome of Phase 1 on the outline design of the scheme, as reported to Environment, Climate Emergency and Transport Committee on 24 July 2023, being considered to be generally favourable. Phase 2 statutory consultation on the proposed Traffic Regulation Orders was undertaken between 28 June

2023 and 19 July 2023. Consideration of feedback from both consultations as set out in Section 3 of this report has supported this decision making.

### **3.0 STATEMENT OF COMPLIANCE**

3.1 The recommendations are made further to legal advice from the Monitoring Officer and the Section 151 Officer has confirmed that they do not incur unlawful expenditure. They are also compliant with equality legislation and an equality analysis and impact assessment has been completed. The recommendations reflect the core principles of good governance set out in the Council's Code of Corporate Governance.

### **4.0 DECLARATION OF INTEREST**

4.1 The officers involved in the project have no interests to declare.

4.2 The Director of Neighbourhoods as the nominated officer for this decision has no interest to declare.

**Signed:**



**Officer: Jason Gooding**

**Title: Director of Neighbourhood Services**

**Date: 20/12/23**

**A list of background papers on this issue is held with:**

Contact Officer: Julie Barnes

Date:

**Date of Publication:**

**Date of Expiry of Call-In Period:**

<b>REPORT TITLE</b>	<b>BIRKENHEAD TOWN CENTRE MOVEMENT SCHEMES (CONWAY STREET/EUROPA BOULEVARD AND/GRANGE RD/CHARING CROSS/GRANGE RD WEST)</b>
<b>REPORT OF</b>	<b>LEAD COMMISSIONER TRANSPORT AND TECHNOLOGY</b>

## **REPORT SUMMARY**

This report seeks the approval of the Director of Neighbourhood Services to implement the various Traffic Regulation Orders required to support the delivery of the Birkenhead Town Centre Movement Schemes.

The report considers the objections and expressions of support received during the Phase 2 statutory consultation regarding the traffic regulation orders required to implement two proposed movement schemes in the Birkenhead and Tranmere ward:

- Conway Street/Europa Boulevard; and
- Grange Road/Charing Cross/Grange Road West.

The Environment, Climate Emergency and Transport Committee delegated the decision making regarding the objections and expressions of support received during the Phase 2 consultation on the Birkenhead Town Centre Movement Schemes to the Director of Neighbourhoods on 24 July 2023.

The Conway Street/Europa Boulevard project and the Grange Road/Charing Cross/Grange Road West projects are both critical projects in the Birkenhead 2040 regeneration programme and are part of the council's Future High Street Fund (FHSF) programme. The Conway Street/Europa Boulevard project also has an allocation of Active Travel Tranche 3 Funding (ATF3) from the Liverpool City Region Combined Authority and a contribution from the Wirral Growth Company LLP. The delivery of the projects is therefore key to the regeneration of Birkenhead town centre, aiming to make the town centre more attractive through the delivery of public realm enhancements, improved connectivity and accessibility and enabling active and sustainable travel movements.

The approval to spend the grant funding, the procurement process and authority to appoint a contractor to enable delivery of the schemes have been subject to separate approvals.

The Wirral Plan 2021-2026 sets out the Council's vision to secure the best possible future for our residents, defined by the community prosperity we create and supported by our excellent people and services. This proposal directly supports the following key themes within that plan:

- A clean-energy, sustainable borough that leads the way in its response to the climate emergency and is environmentally friendly.

- A prosperous inclusive economy where local people can get good jobs and achieve their aspirations; and
- Safe, vibrant communities where people want to live and raise their families.

The Traffic Regulation Orders are essential to enable delivery of the infrastructure improvements which will be a critical pump priming element to the ongoing regeneration plans for Birkenhead and will contribute significantly to creating a platform for further investment.

This matter affects the Birkenhead and Tranmere ward.

This matter is a Key Decision given the impact on two or more wards.

## **RECOMMENDATIONS**

The Director of Neighbourhood Services is recommended to approve the implementation of the various Traffic Regulation Orders required to support the delivery of the Birkenhead Town Centre Movement Schemes (Conway Street/Europa Boulevard and the Grange Road/Charing Cross/Grange Road West projects) as described in paragraph 3.3 and 3.6 of this report.

## **SUPPORTING INFORMATION**

### **1.0 REASONS FOR RECOMMENDATION**

- 1.1 The implementation of the Traffic Regulation Orders is essential to enable the delivery of the Conway Street/Europa Boulevard project and the Grange Road/ Charing Cross/Grange Road West project. Both projects are critical projects in the Birkenhead 2040 regeneration programme and designed in accordance with the latest active travel design guidance to create an environment that is safe for both walking and cycling and to help embed walking and cycling as part of new long-term commuting habits. The projects are majority funded via the Future High Streets Fund and Active Travel Tranche 3 Funding. The funding cannot be used for any other purpose.
- 1.2 A two-stage consultation has been undertaken regarding the projects, with the outcome of Phase 1 on the outline design of the scheme, as reported to Environment, Climate Emergency and Transport Committee on 24 July 2023, being considered to be generally favourable. Phase 2 statutory consultation on the proposed Traffic Regulation Orders was undertaken between 28 June 2023 and 19 July 2023. Consideration of feedback from both consultations as set out in Section 3 of this report has supported this decision making.

### **2.0 OTHER OPTIONS CONSIDERED**

- 2.1 Do not implement the traffic regulation orders. This is not considered appropriate as this would mean that the legal orders required to implement the traffic management measures required to deliver the infrastructure improvements could not be implemented. The schemes are a critical pump priming element to the ongoing regeneration plans for Birkenhead and will contribute significantly to creating a platform for further investment and therefore not to implement these orders which are essential to enable deliver of the schemes is not considered a viable option.

### **3.0 BACKGROUND INFORMATION**

#### **Conway Street/Europa Boulevard Project**

- 3.1 The Conway Street/Europa Boulevard project is part of the Council's Future High Street Fund programme and supported with funding from the Active Travel Tranche 3 programme. In total £8.9 million of capital funding has been awarded to the council to deliver the project. The project is a key component of the regeneration of Birkenhead town centre, aiming to make the town centre more attractive and support increasing active and sustainable travel movements. One aspect of this report is concerned with the implementation of the Traffic Regulation Orders required to deliver the project as set out in paragraph 3.2 below.
- 3.2 The three elements of the proposed project which the implementation of the traffic regulation orders is required to support are:

## **1 – Conway Street**

This aims to improve the look and feel of Conway Street from its junction with Hemingford Street to the roundabout at Argyle Street, and to improve accessibility for all. The scheme includes the full replacement of paving materials on the north side, new trees complementing the existing ones. A fully segregated cycleway will be introduced on the north side of the road with better pedestrian and cycle crossing points along Conway Street. Existing access points along this section of Conway Street will either be closed or made one way and made safer for pedestrians by raising the footway levels at each junction.

## **2 – Europa Boulevard**

This aims to reduce the overly wide dual carriageway and share the available space more evenly. It includes the introduction of a fully segregated cycleway on the west side of the Boulevard, with northbound and southbound vehicular traffic using the east side of the boulevard. The scheme also includes the replacement of the current pavement with quality surfacing to improve the look and accessibility of the street environment.

## **3 – Europa Car Park**

This aims to remove part of the Europa Car Park nearest to the bus station to allow the delivery of enhanced public realm and accessibility improvements, enabling a higher quality connection between Conway Park Station and Birkenhead Town Centre. The removal of the small section of the car park is required to enable a legible and safe route from Europa Boulevard and Conway Park Station via the new crossing point on Conway Street through to the town centre. A short section of Claughton Road near the bus station will operate as a shared surface i.e. for all users not just traffic. This element will result in the loss of approximately 50 car spaces in this car park but capacity is available in nearby car parks to accommodate any displaced vehicles.

3.3. Traffic regulations orders are required to;

- Introduce a one-way road system (to amend layout from two lanes in each direction to new layout of one lane in each direction) on Conway Street (between Park Street and Argyle Street), and introduce a bus lane in both directions;
- Introduce on-street parking restrictions on Conway Street (between Park Street and Argyle Street) – to prevent parking via the introduction of double yellow lines with the exception of two taxi/loading bays;
- Introduce a bus lane in both directions on Conway Street (between Adelphi Street and Argyle Street);
- Introduce on-street parking restrictions on Europa Boulevard (between Conway Street and Price Street) to prevent parking via double yellow lines with the exception of two parking bays, one designated for taxis.

The consultation also provided notification of the intent to, by resolution;

- Introduce cycle facilities on Conway Street (between Park Street and Argyle Street);
- Introduce cycle facilities on Europa Boulevard (between Conway Street and Price Street).

The traffic regulation orders are required to be introduced to facilitate the public realm improvements on Conway Street and Europa Boulevard. This will manage the movement of traffic on the A553 in Birkenhead town centre and support wider transformative regeneration projects. Traffic Regulation Orders are not required for the introduction of the proposed cycle facilities.

### **Grange Road/Charing Cross/Grange Road West**

- 3.4 The Grange Road/Charing Cross/Grange Road West project is part of the Council's FHSF programme. £2.97 million of capital funding has been awarded to the Council to deliver the project. The project is a key component of the regeneration of Birkenhead town centre, aiming to make the town centre more attractive and support increasing active and sustainable travel movements. Another aspect of this report is concerned with the implementation of the traffic regulation orders required to deliver the project set out in paragraph 3.4 below.
- 3.5 The three elements of the project proposed which the implementation of the traffic regulation orders is required to support are:

#### **1 – Grange Road**

This element aims to improve the look and feel of Grange Road, and to improve accessibility for all. It includes the full replacement of paving materials, new trees complementing the existing ones, and upgrade of the street furniture. Another element of the proposal is the implementation of timed vehicular access restrictions, using electric bollards at the junction of Grange Road and Charing Cross, to reduce fly-parking on the street. This will improve the enforcement of the existing No Vehicular Access restriction between core shopping hours.

#### **2 – Charing Cross**

This element aims to improve road safety at the Charing Cross junction. It includes the replacement of the existing crossings with wide, straight crossings allowing pedestrians to cross the road quickly and easily. It also includes the replacement of the current pavement with quality surfacing to improve the look and accessibility of the street environment.

#### **3 – Grange Road West**

The third element is a trial along part of Grange Road West between the Charing Cross junction and Clayton Street. The trial will mean traffic will only

be allowed to travel in a westbound direction. Coloured surfacing and planters will be used to identify the boundary between the pedestrian area and one way traffic from Charing Cross – encouraging more people to visit and dwell along Grange Road West.

3.6. Traffic regulations orders are required to;

- Introduce a one-way road system on Grange Road West (between Grange Road and Clayton Street)
- Introduce on-street parking restrictions on Grange Road West (between Grange Road and Clayton Street) to prevent all parking with the exception of loading within provided bay.
- Prohibition of driving on Grange Road (between Grange Road West and St John Street) with exception of access to business owners at designated times for loading and unloading.

The traffic regulation orders at Grange Road West are to be introduced on an experimental basis to facilitate public realm improvements. This will ease the movement of traffic in Grange Road West and prevent reversing manoeuvres over a long distance when approaching cars are unable to pass. This will also provide a designated area on Grange Road West for goods vehicles to load and unload during daytime hours and for taxis to wait during the nighttime.

The traffic regulation orders at Grange Road are to be introduced to facilitate public realm improvements. This will ease the movement of traffic in Grange Road, St John Street, Vincent Street, Horatio Street and Catherine Street and prevent reversing manoeuvres over a long distance when approaching cars are unable to pass.

### **Phase 1 Consultation**

3.7 Public consultation (non-statutory) was held on the Conway Street and Europa Boulevard Active Travel Project from 6 February to 19 March 2023 allowing people to provide their views.

3.8 The methodology and results of the Phase 1 consultation for Conway Street/Europa Boulevard were presented to the Environment, Climate Emergency and Transport Committee on the 24 July 2023 as follows:

- 71.6% of 88 respondents support the proposals to Conway Street;
- 70.5% of 88 respondents support the proposals to Europa Boulevard; and
- 62.1% of 88 respondents support the proposals to Europa Car Park.

3.9 Public consultation (non-statutory) was held on the Charing Cross and Grange Road Active Travel Project from 28 November 2022 to 22 January 2023 allowing people to provide their view.



- 3.10 The methodology and results of the Phase 1 consultation for Grange Road/Charing Cross/Grange Road West were presented to the Environment, Climate Emergency and Transport Committee on the 24 July 2023 as follows,
- 81% of 154 respondents supported the proposals for Grange Road.
  - 81.2% of 154 respondents supported the proposals for Charing Cross.
  - 73.9% of 154 respondents supported the proposals for Grange Road West.

### Phase 2 Consultation

- 3.11 Phase 2 statutory consultation for both projects was undertaken between 28 June 2023 and 19 July 2023. Phase 2 of consultation is to give notice and specific detail of the Traffic Regulation Orders that would be required to make the proposals effective should the projects be approved for implementation. Response rates for traffic regulation orders consultations are generally expected to be lower than a Phase 1 consultation on the overall scheme design and objectives. The Phase 2 statutory consultation process enables objections and expressions of support to be considered detailed officer responses provided for consideration.
- 3.12 The results of the consultation, including officers responses are set out in detail in Appendix 1 – 4 and are summarised as follows;

**Table 1 - Conway Street/Europa Boulevard Project – Phase 2 consultation responses (statutory consultation)**

		Support	Object
1	Do you support or object to the proposed introduction of a one-way road system (to amend layout from two lanes in each direction to new layout of one lane in each direction) on Conway Street?	50% 11 no.	50% 11 no.
2	Do you support or object to the proposed introduction of on-street parking restrictions on Conway Street?	45.5% 10 no.	54.5% 12 no.
3	Do you support or object to the proposed introduction of a bus lane on Conway Street?	58.3% 14 no.	41.7% 10 no.
4	Do you support or object to the proposed introduction of cycle facilities on Conway Street?	50% 12 no.	50% 12 no.
5	Do you support or object to the proposed introduction of on-street parking restrictions on Europa Boulevard?	52.2% 12 no.	47.8% 11 no.
6	Do you support or object to the proposed introduction of cycle facilities on Europa	62.5% 15 no.	37.5% 9 no.

	Boulevard?		
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**Table 2 - Grange Road/Charing Cross/Grange Road West – Phase 2 consultation responses (statutory consultation)**

		Support	Object
1	Do you support or object to the proposed introduction of a one-way road system on Grange Road West?	53.5% 23 no.	45.5% 20 no.
2	Do you support or object to the proposed introduction of on-street parking restrictions on Grange Road West?	54.8% 23 no.	45.2% 19
3	Do you support or object to the proposed prohibition of driving on Grange Road?	58.1% 25 no.	41.9% 18 no.

#### **4.0 FINANCIAL IMPLICATIONS**

4.1 The cost of introducing the traffic regulation orders is part of the wider funding package and approval to spend to enable delivery of the schemes has been subject to separate reporting however for background financial information is set out in paragraph 4.2 to 4.5 below.

4.2 The Grange Road/Charing Cross/Grange Road West Project is funded via Future High Streets Fund. £2,969,245 of funding has been allocated.

4.3 The Conway Street/Europa Boulevard Project has allocated funding totalling £8,924,059 broken down as follows;

Future High Streets Fund	£3,904,059
Active Travel Tranche 3- initial award	£2,225,000
Active Travel Tranche 3 – further award	£1,625,000
Wirral Growth Company contribution	£1,170,000

4.4 The ongoing maintenance costs would be included within existing highway maintenance programme. A 20-year life cycle plan for the maintenance of the Projects is currently being developed and discussions are continuing to take place with the Liverpool City Region Combined Authority regarding future highway maintenance funding allocations from the City Region Sustainable Transport Settlement.

4.5 Wirral Growth Company's Birkenhead Commercial District budget includes a contribution to Wirral Council in respect of public works of £1,170,000. These are for works to be undertaken by the Council as outlined above in the report in proximity to the Birkenhead Commercial District.

## **5.0 LEGAL IMPLICATIONS**

- 5.1 The Council has statutory duties as defined by the Highways Act 1980, Road Traffic Regulations Act 1984, Road Traffic Act 1988, Local Government Act 1972 and the Traffic Management Act 2004. Traffic Regulation Orders are created under the Road Traffic Regulation Act 1984.
- 5.2 The Council can create by resolution a cycle track (defined by Section 329 of the Highways Act 1980 as “a way over which only pedal cycles have a right of way with or without a right of way on foot”) in or by the side of a highway which comprises a made up carriageway (Section 65 of the Act). The Notice of Intent was introduced through Section 65 (1) (2) and 66 of the Highways Act 1980.
- 5.3 On 24 July 2023 the Environment, Climate Emergency and Transport Committee resolved that;

*“The outcome of the Phase 1 consultation regarding the Conway Street/Europa Boulevard and the Charing Cross/Grange Road/Grange Road West scheme and associated officer comments which are included with Appendix 1 – 4 of this report be noted” and;*

*“Delegated authority regarding the implementation of the Conway Street/Europa Boulevard scheme and the Grange Road/ Charing Cross/Grange Road West scheme be given to the Director of Neighbourhoods, following consultation with the Ward Members, Chair and Spokespersons of the Economy, Regeneration and Housing Committee and the Environment, Transport and Climate Emergency Committee regarding the objections and expressions of support received during the Phase 2 consultation”.*

- 5.4 The procurement and tender award to appoint a contractor to enable delivery of the schemes have been subject to separate approval.

## **6.0 RESOURCE IMPLICATIONS: ICT, STAFFING AND ASSETS**

- 6.1 The projects have been added to the Council’s Capital Programme. Existing staff resources, supplemented with external consultant and contractor support as appropriate will be used for delivery of the project.
- 6.2 The Council public car park at Europa Square is proposed to be reduced in size by approximately 50 spaces to support the improved public realm and active travel links required as part of the project.
- 6.3 There are no ICT implications.

## **7.0 RELEVANT RISKS**

- 7.1 Failure to deliver the Birkenhead Movement Schemes would be viewed negatively by the DLUHC, the LCRCA, the Department for Transport and Active Travel England, and may impact future funding allocations.

- 7.2 The schemes are estimated to start on site in Spring 2024. The deadline for spending the Future High Streets Funding and the deadline for committing the Active Travel Funding is currently the end of March 2024. As part of the recent submission to Government regarding the Simplification Pilot this will extend the Future High Street spend to 31 March 2026. Confirmation of this extension is anticipated shortly.
- 7.3 As with all highway schemes there is the risk that due to unforeseen circumstances once works commence on site that the current programme may exceed the required timescales. Given the works are due to commence prior to March 2024 this is considered to provide sufficient confidence to the funders regarding approval of any extension.
- 7.4 Project delivery risks will be recorded in a detailed risk register and management and mitigation of these risks will be undertaken by the project manager and monitored via the Project Management Office.
- 7.5 There is a risk of loss of car parking revenue however it is estimated the current car parking facilities in the area will accommodate any displaced vehicles and that any loss will be minimal. Appropriate communications will take place to ensure the public are well informed of the changes and the alternative arrangements for parking facilities are signposted.

## **8.0 ENGAGEMENT/CONSULTATION**

- 8.1 Ward Councillors, Chairs and Vice-Chairs and Spokespersons of Environment, Climate Emergency and Transport Committee and Economy, Regeneration and Housing Committee and the Active Travel Working Group have been engaged throughout the development of both projects and the Environment, Climate Emergency and Transport Committee received a report on the project including the Phase 1 consultation results in July 2023. Regular engagement has also taken place with the Birkenhead and Tranmere Ward members who have attended monthly briefing sessions where regular updates on these projects have been provided. All public and stakeholder consultation materials have also been shared with Ward Councillors, Chairs and Vice-Chairs and Spokespersons of Environment, Climate Emergency and Transport Committee and Economy, Regeneration and Housing Committee and the Active Travel Working Group.
- 8.2 Public and stakeholder consultation on both projects has been undertaken as outlined in section 3 and consultation has also been undertaken with the Emergency Services, Freight Transport Association, Road Haulage Association, Merseytravel and Wirral's Active Travel Forum including the Royal National Institute of Blind People (RNIB). Letters with plans were delivered to residents and businesses found within the vicinity of the project, seeking their views on the proposals.
- 8.3 As per the committee resolution the Director of Neighbourhoods has consulted with the Ward Members, Chair and Spokespersons of the Economy,

Regeneration and Housing Committee and the Environment, Transport and Climate Emergency Committee on consideration of the objections and expressions of support received specifically during the Phase 2 statutory consultation.

## **9.0 EQUALITY IMPLICATIONS**

- 9.1 Wirral Council has a legal requirement to make sure its policies, and the way it carries out its work, do not discriminate against anyone. An Equality Impact Assessment is a tool to help council services identify steps they can take to ensure equality for anyone who might be affected by a particular policy, decision or activity.
- 9.2 The Council has an obligation under the Equality Act 2010 and the Public Sector Equality duty (Sect 149 2011) to show due regard to the duty and show due regard to mitigate any negative impacts that may affect people with protected characteristics under the Act.
- 9.3 An Equality Impact Assessment has been completed and this is published at <https://www.wirral.gov.uk/communities-and-neighbourhoods/equality-impact-assessments>. This EIA considers an issue raised by a member of the public with regard to the impact of the Conway Street/Grange Road project on wheelchair/mobility scooter users and a preference for shared space over segregated facilities for users.
- 9.4 The response provided notes that design of cycle tracks must consider the guidance provided in the cycle infrastructure design guide Local Transport Note 1/20. This sets out that on urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians and that shared use routes in streets with high pedestrian or cyclist flows should not be used. It should be noted that the design of Conway Street/Europa Boulevard and Grange Road/Charing Cross has been reviewed by Active Travel England in accordance with this guidance, and the council are continuing to liaise with them as the projects develop.

## **10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS**

- 10.1 Liverpool City Region Combined Authority has published its Five Year Climate Action Plan. It builds upon the Pathway to Net Zero document, which set out our ambition to achieve net zero by 2040 or sooner. 67% of the carbon emissions from transport in Liverpool City Region are from cars. To reduce the environmental impact, we need to encourage people out of cars to walk, wheel and use public transport.
- 10.2 Delivery of active travel projects will enable increased numbers of journeys to be undertaken by sustainable modes, especially for local journeys, therefore reducing residents' reliance on the private car and reducing carbon emissions. Increasing cycling and walking will help combat climate change. By encouraging and enabling people to travel more on foot and by cycle instead of private car harmful emissions will be reduced. Promoting active travel can

result in reduced emissions of Nitrogen Dioxide, particulate matter and Carbon Dioxide helping to tackle the Environment and Climate change Emergency.

- 10.3 Gear Change Cycling Strategy produced by Government in Summer 2020 identifies that mode shift to active transport is one of the most cost-effective ways of reducing transport emissions and that meeting the targets to double cycling and increasing walking would lead to savings of £567million annually from air quality alone and prevent 8,300 premature deaths each year in England and provide opportunity to improve green spaces and biodiversity.

## **11.0 COMMUNITY WEALTH IMPLICATIONS**

- 11.1 This project helps deliver Wirral's wider Community Wealth Building commitments to deliver a prosperous, inclusive economy that benefits local residents.
- 11.2 It supports several key Community Wealth Building aims, including: Maximising the Wirral Pound – buying locally wherever possible to support local businesses and employment. Evidence shows that making changes that are good for walking and cycling are also good for local businesses. Local people who walk and cycle spend more in local shops than those who drive as they visit more often and cumulatively spend more.
- 11.3 The project also supports community development – enabling resilient local communities that are more sustainable by protecting the environment, minimising waste and energy consumption and using other resources more efficiently.

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## **APPENDICES**

- Appendix 1:** Conway Street/Europa Boulevard - Objections and Expressions of Support Report from the 'Have Your Say' website.
- Appendix 2:** Conway Street/Europa Boulevard - Officer responses to Objections and Expressions of Support
- Appendix 3:** Charing Cross/Grange Road/Grange Road West Objections and Expressions of Support Report from the 'Have Your Say' website.
- Appendix 4:** Charing Cross/Grange Road/Grange Road West

## Officer responses to Objections and Expressions of Support

**Appendix 5A/B/C:** Conway Street/Europa Charing Cross/ Scheme Drawings Ref  
*00107316-MMD-01-XX-DR-C-0102-A1.pdf*  
*100107316-MMD-01-XX-DR-C-0103-A1.pdf*  
*100107316-MMD-01-XX-DR-C-0104-A1.pdf*

**Appendix 6:** Charing Cross/Grange Road/Grange Road West Scheme  
Drawings Ref No. 2902-PLA-XX-XX-DR-L-0001-  
*GeneralArrangement.pdf*

## BACKGROUND PAPERS

**Gear Change Plan for Cycling and Walking** – Department for Transport July 2020  
<https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england>

**Gear Change Plan One Year One**– Department for Transport July 2021  
[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1007815/gear-change-one-year-on.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1007815/gear-change-one-year-on.pdf)

**Cycling Infrastructure Design Local Transport Note 1/20**  
<https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

**Sustrans Bike Life Report Liverpool City Region**  
<https://www.sustrans.org.uk/bike-life/bike-life-liverpool-city-region/>

## SUBJECT HISTORY (last 3 years)

<b>Council Meeting</b>	<b>Date</b>
<b>TOWN / HIGH STREET FUNDS: FUTURE HIGH STREET FUND</b> Policy & Resources Committee	17 March 2021
<b>TOWN / HIGH STREET FUND: FUTURE HIGH STREET FUND</b> Economy Regeneration & Development Committee	4 March 2021
<b>FUTURE HIGH STREETS FUND MOVEMENT SCHEMES</b> Economy Regeneration & Development Committee	19 October 2022
<b>ACTIVE TRAVEL FUNDING - TRANCHE 3</b>	19 October 2022

Economy Regeneration & Development Committee	
<b>UTILISATION OF PROCURE PARTNERSHIPS FRAMEWORK</b> Economy Regeneration & Development Committee	26 January 2023
<b>BIRKENHEAD TOWN CENTRE MOVEMENT SCHEMES (CONWAY STREET/EUROPA BOULEVARD &amp; CHARING CROSS/GRANGE RD/GRANGE RD WEST)</b>  Environment, Climate Emergency and Transport Committee	24 July 2023