



West Kirby Public Realm Improvements

Final Report

December 2007

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Chapter 01

Introduction

Introduction



Key Aims

This study is a response to the brief as set out by the Metropolitan Borough of Wirral which asked for the preparation of outline designs and cost estimates for public realm improvements in Central West Kirby, North West Wirral, Merseyside. The study area embraces Grange Road, Dee Lane, The Crescent and Banks Road to the limits indicated on the study area plan. The brief also required an examination of the opportunities for the refurbishment of the existing Edwardian street canopies in both West Kirby and Hoylake. The aim being to materially uplift the look, feel and general ambience of West Kirby, assisting its regeneration and stimulating its economy.

Public Realm & Streetscape

The principal component of this work is for a range of quality bespoke public realm/streetscene improvements within the above target area and the delivery of an indicative scheme of improvements to include surfaces, lighting, public art features, street furniture, signage, planting etc. This work is to be equivalent to RIBA Stage C. The commission also requires related traffic management, traffic circulation, car-parking and pedestrian movement improvements to be addressed,

Canopies

The second and linked component of the commission is a requirement to look at the existing stretches of street canopies in both Banks Road and Acacia Grove, Central West Kirby and Market Street, Hoylake. The requirement will include a desk-top identification of all known existing ownership and maintenance factors, condition survey of existing structures and the development of costed options for the refurbishment/replacement of existing structures and the possible erection of new structures.

Consultation

The commission required consultation with MBW technical officers, local Council representatives and engagement with the general public alongside a review of appropriate background studies and documentation, principally the Regeneration Plan for Hoylake and West Kirby and CABE, English Heritage and Department for Transport design guides, to ensure that any proposals responded to the wider regeneration initiatives in the borough and regional and national guidance.

Costs & Funding

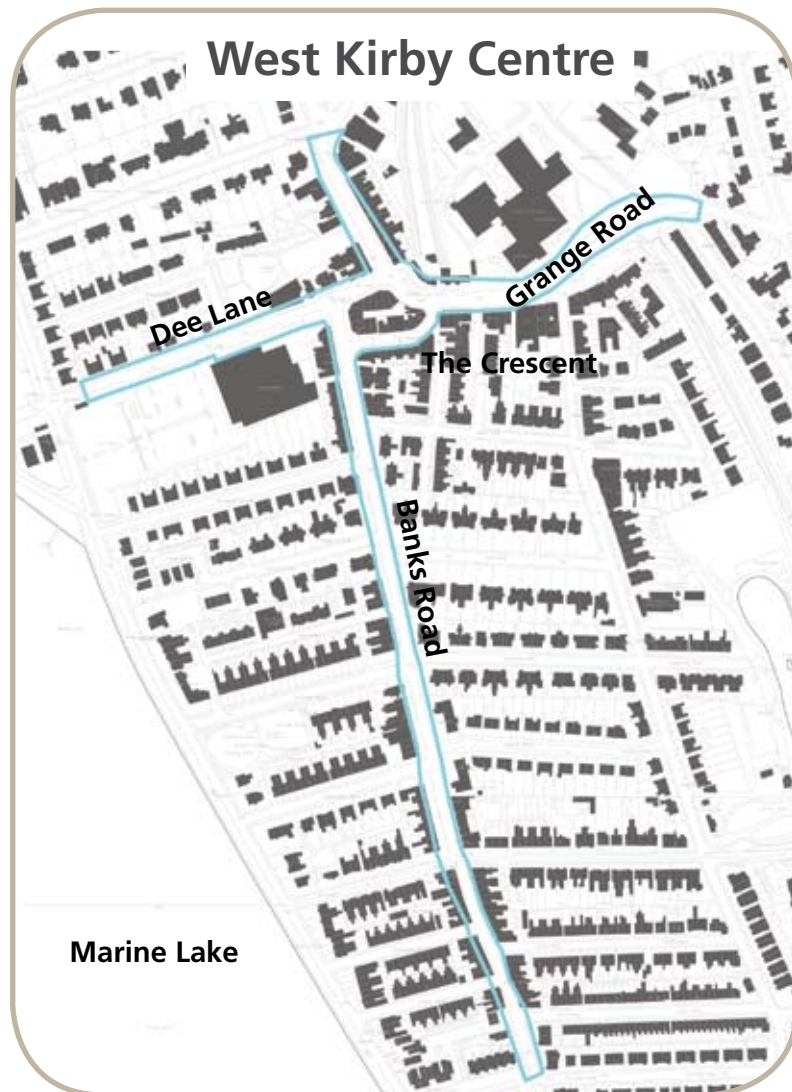
The brief also required an estimate of indicative costs for the above proposals as well as additional public realm improvements for both 'The Sail' Project and the 'Greater Concourse', which are two potential significant projects occupying land at each end of the commission study area. Potential sources of funding are required to be identified from both the public and private sector sources.

Deliverables

- Topographical survey
- Preparation of 1:500 scale sketch masterplan and 1:200 outline design layouts
- Preparation of illustrative sections/perspectives
- Preparation of precedent materials specification and images
- Preparation of initial brief on scope and guidance on procurement of artwork elements
- Transportation/highways/traffic management/parking /movement/utilities elements
- Options for piloting the pedestrianisation of The Crescent
- Cost schedules

Key Design Objectives

- Exploration of improved pedestrian safety in Central West Kirby
- Improve the retail zones especially in terms of the shop front setting in Central West Kirby as a quality experience
- Enhance the general ambience of Central West Kirby in relation in particular to the 'village' feel, the 'sense of place' and the contribution of historic assets
- Develop a discreet 'theme' in regard to the overall public realm design
- Improve car-parking arrangements within the target areas and minimise conflicts between vehicles and walkers/cyclists
- Ensure integration of public transport facilities (including taxis)
- Maximise provision of cycle parking and directional signage to key destinations
- Improve the quality of the hard and soft landscape, lighting, signage and street furniture
- To highlight and improve gateways and gateway features along Grange Road, Banks Road, Dee Lane and in front of West Kirby station
- To improve linkages to the Promenade, the Marine Lake and adjacent streets
- Provide clear guidance to the prospective developers of the Sail and Greater Concourse projects in regard to the public realm
- To introduce appropriate public art features in key locations to enhance the 'sense of place'
- Rationalise servicing to shops and utilities infrastructure
- Integrate the two elements of this commission – public realm improvements and canopy improvements



The Study Area

Chapter 02

Executive Summary

Executive Summary



Masterplan

Executive Summary

This section of the report identifies the key findings of the study. They follow from an examination of the study area and the problems and opportunities revealed. The proposals encompass the results of consultations between Atkins and Wirral Metropolitan Borough Councils technical representatives, Council members and the wider business and residential communities which have been undertaken over a period of several months.

Introduction

West Kirby town essentially came into being through the arrival of the railway in the 19th Century and still retains its Victorian and Edwardian charm. The town has a strong sense of place and character and is known today for its association with sailing, and in particular the Marine Lake, the expansive sea views over the estuary towards the Welsh hills and the iconic Hilbre Islands. It possesses an appeal, which stretches beyond the local area into the huge population catchments of Merseyside and the North West.

Each of the study areas principal roads has positive and distinctive character, elements which have been used to underpin the proposals in order to root them to place and ensure an appropriate set of solutions has been developed

Although the existing West Kirby centre has a great deal to offer its residents and visitors there remain numerous opportunities to significantly improve its general appeal and facilities. This study will provide the springboard for the implementation of a set of improvements planned to enhance the town centre over the next few years.

The conclusions of this study have been underpinned by a thorough understanding of the current site issues and potential within the site boundary and beyond. This has resulted in a series of solutions for each road / area. Accurate costings, potential funding avenues and appropriate programming for delivery support these proposals. Details are covered in the following chapters.

Proposals: Main Recommendations

The following solutions are intended to enrich the underlying qualities of West Kirby centre to deliver an enhanced sense of place and a more vibrant local centre. These will improve both the functionality and aesthetics of the place providing a robust set of proposals for future generations of inhabitants and visitors to enjoy.



Before

Grange Road - Town Centre (Village Square/Village Green)

After - Visualisation



Grange Road Proposals

- Redress the balance between cars and pedestrians reducing impacts of traffic.
- Provide widened footways where possible whilst catering for shop deliveries.
- Create a clear heart to the "village" centre adjacent to the railway station, clock tower and local landmark buildings with a small hard surfaced square in high quality materials improved signage, tree planting and sculpture.
- Reduce street signage and clutter where possible.
- Create effective links to the Concourse development using surfacing and signage to create defined routes to the sea front.
- Provide high quality pavement surfacing in natural stone with strong kerbed edges and new road surfacing.
- Retain key bus locations with new shelters and raised bus-boarder access kerbs.
- Enhance the current pedestrian crossing adjacent to Wirral Country Park with signage and improved surfacing, and enhance the green aspects heading south from the town centre towards open countryside.
- Grange Road public space. The improvements would ideally be part of a general upgrade of surfacing and signage to materially uplift the presence and importance of this key area.



Before

The Crescent - Proposals

- Pedestrianise and provide high quality flush stone surfacing, new tree planting and street furniture ie new lighting, seating and bins.
- Provide 2 dedicated disabled parking bays close by on Banks Road subject to detail design considerations.
- Provide temporary access for delivery vehicles with controlled access times.
- Promote use of this quieter, safer and car-free link from the station to the seafront as an alternative route for pedestrians.
- Pilot a scheme to test it's impact prior to full implementation.

The Crescent - Town Centre (Village Square)

After - Visualisation





Before

After - Visualisation



Dee Lane – (Village Promenade)

Dee Lane – Proposals

- Create an improved sense of approach towards the seafront.
- Widen the footway to residential side of the carriageway by 500mm in high quality paving.
- Provide greater pedestrian emphasis approaching the Promenade with the removal of kerb stones and the provision of a flush carriageway/footway surface.
- Improve street lighting.
- Provide natural stone surfacing and kerb edging.
- Suggest placement for a seafront Artwork.
- Retain key access into supermarket and potential “Sail” development.
- Retain key disabled spaces adjacent to supermarket.
- Re-surface highway.
- Provide new cycle parking facilities and directional signage for the seafront.



Before

Banks Road – Proposals

- Formalise currently unmarked street parking in designated bays.
- Improve road safety at side-road junctions with build-outs where possible.
- Resurface footways in natural stone with stone kerbing.
- Create a series of mini destinations to encourage use and economic activity along entire length with seating, canopies, cycle stands and planting.
- Create new pedestrian crossings(s) at the lower end close to the junction with Church Road.
- Provide new street lighting.

After - Visualisation



Banks Road – (Village Centre)

Promenade

Promenade – Proposals

- 2.4 metre wide echelon parking along the Promenade at 45 degrees with 3.6 metre wide running carriageway.
- New street furniture, seating, bins and cycle racks.
- Relocate existing lighting.
- 20mph speed limit enforced through introduction of speed tables at junctions and speed humps.



Before

After - Visualisation





Edwardian Canopies

Alongside these proposals and integral to an enlivened street scene is the refurbishment of the existing Edwardian canopies on Banks Road, Acacia Grove and Market Street (Hoylake).

The details of the actions undertaken and the costs of refurbishment and replacement are covered in the report offered by Shepley Engineering who have developed their proposals with Atkins and MBW Conservation Architects. They have recommended the following course of action.

- Removal of all existing canopies which are in various states of repair ranging from fair to poor;
- Refurbishment off site to meet original patterns and re construction in modern materials for long term sustainable future life-span;
- Reinstatement of canopies in original positions; and
- Based on historic maps and photos selective reinstatement of full canopies in appropriate positions in selected locations in West Kirby and Hoylake.

Part of the study was to determine the ownership of the canopies and potential responsibility for repair and future maintenance operations. This has proved to be inconclusive after a detailed land registry search for each property where canopies are located proved that ownership could not be connected to either the adjacent property or the local authority.

Unifying Elements

These proposals are to be linked by a series of unifying elements which will help to cement the scheme as one and create the enhanced identity required. The distinctive nature of the street layouts, the scales and styles of enclosing buildings and views to and from each road will ensure that individual identity and local distinctiveness will be maintained.

Elements

- Natural stone paving, kerbing and parking bays using a limited palette of paving units in warm colours referring to the local sandstone geology;
- A coordinated set of lighting columns and luminaries, street benches and litter bins; and
- Themed approach to artwork and furniture i.e inset flags revealing elements of the locality concentrating on the Arts and Crafts detailing within the area and the marine/sailing links.



Cycling

Cycling is an important part of the West Kirby experience and there is much evidence of high levels of use in connection with the Wirral Way and the Promenade which are two key destinations adjacent to the study area. There are currently no formal cycling lanes or local connections in the study area and the provision of new ones is deemed inappropriate as it would result in increased road widths to the detriment of widened footways, a key goal of the brief. However, cycling should be encouraged and to this end specific directional signs, cycle parking and information should be provided to promote cycling between key destinations such as the Promenade and the Wirral Way. Directional signage for longer distance circular routes should also be incorporated.

Car Parking

Car Parking is a major aspect of the scheme and efforts have been made to address the widest possible area to recognise the potential impacts of the adjacent developments, and the extra demand for spaces such enhancements might engender. To this end the study has looked at the potential to enhance parking provision and sought to establish basic numbers from the other potential significant developments including the Sail and the Concourse and to encourage the use of ancilliary parking by improving routes from them to central destinations. Adjacent provision, including the Promenade and Bridge Road car park, have been included in the review in order to present a holistic solution.

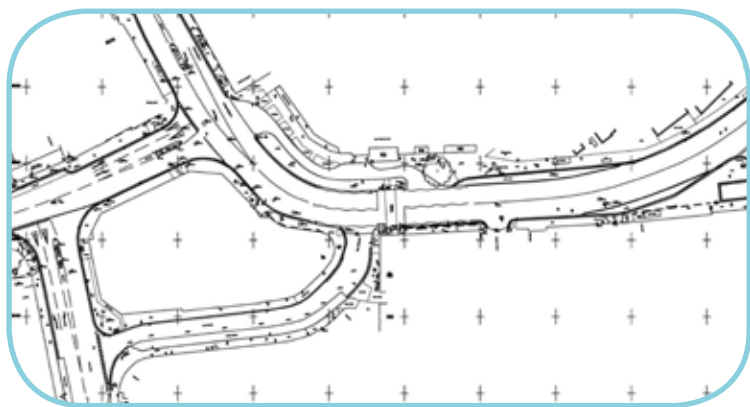




Chapter 03

Baseline Analysis

Baseline Analysis



Topographic Survey Extract

Topographic Survey

A full topographical survey was conducted which covered the study area, plans were produced in autocad format at 1:200 scale. These picked up all the streetscape elements from the building footprint to building footprint and for example show locations of all kerbs, bus stops drainage gulleys, lamp posts signage etc. These will be used as a basis for the developing designs.

Movement & Accessibility Assessment

This note outlines the findings of a baseline assessment of movement and accessibility issues for the West Kirby study area. The assessment is based on site visits and discussions with key stakeholders such as Chamber of Commerce representatives and Council officers. An initial evidence base is presented before the main movement and accessibility issues are summarised and potential improvement projects listed.

Evidence Base

Place

A context appraisal has been undertaken to identify how the existing streets relate to buildings and public spaces and how they link to important local destinations. The context appraisal informs the movement strategy by identifying strong/weak connections to key local places.

The streets within the study area provide an interface to the West Kirby retail and leisure offer. Important individual places/destinations within this area include the Railway Station, Marine Lake and seafront, Library and Leisure Centre (and related Concourse development site) and Morrisons supermarket. All these places/destinations are located around the key intersection of Grange Road/Dee Lane/Banks Road.

Movement

The street hierarchy has been defined from on-site observations and with reference to traffic surveys undertaken on Thursday 3rd May and Saturday 5th May. Surveys were undertaken at the junctions of Grange Road with Dee Lane and The Crescent, and at the junction of Dee Lane/Banks Road. Surveys were undertaken between the hours of 07:30-09:30 and 15:15-18:15 on the Thursday and from 12:00-16:00 on the Saturday. Saturday 5th May was the May Day Bank Holiday weekend and traffic flows were anticipated to be higher than a normal weekend.

Grange Road forms the Main Street within the study area and has a significant movement function, connecting West Kirby with the local area and beyond and also forming the primary bus route in the town. Traffic surveys undertaken on Grange Road recorded a two-way flow to the immediate north of Dee Lane of

over 1200 vehicles in the weekday morning peak period (08:15-09:15) and over 1400 vehicles in the afternoon peak period (15:15-16:15). A survey undertaken on the Saturday lunch-time (12:30-13:30) of the May Day Bank Holiday recorded a two-way flow of 1255 vehicles

Grange Road bisects the town centre retail area and seafront attractions from key public transport access nodes and attractions (Library and Leisure Centre and future Concourse development site). A Pelican crossing provides a key pedestrian link across Grange Road from The Crescent to the Railway Station. However, the importance of vehicular movement on Grange Road has been to the detriment of pedestrian facilities in the vicinity of this crossing. The footway on the southern side of Grange Road adjacent to the Pelican crossing and junction with The Crescent is inadequate to cope with the high pedestrian footfall observed at this location, and pedestrian desire lines are apparent through shrubbery outside the railway station.



Existing crossing on Grange Road and soft landscape outside the station

The Hoylake and West Kirby Masterplan recommended potential projects to resolve traffic/pedestrian conflicts on Grange Road and improve access between the Railway Station/Concourse and Banks Road and the seafront. These included traffic calming Grange Road, and pedestrianising Grange Road between the junctions with Dee Lane and Orrysdale Road. The projects would require improvement/realignment of the existing Bridge Road railway bridge and/or junction improvements.

The railway station is served by a single lane eastbound approach road with drop-off bays outside the station entrance. The approach road runs parallel to Grange Road but is offset by a strip of soft landscaping. Traffic surveys recorded that the station approach road is used by only a small number of vehicles.

Banks Road is a traditional High Street with a large number of small retailers with flats above shop premises, although sections of the eastern side of Banks Road are primarily residential in nature. Banks Road retains an important movement function with traffic surveys revealing 366 two-way vehicle movements in the weekday morning peak period and 474 movements in the weekday afternoon



Movement and Accessibility Plan



Example of services location plan

peak period. A survey undertaken on the Saturday lunch-time of the May Day Bank Holiday recorded a two-way flow of 466 vehicles. The street is also important as the main shopping area; the northern end of Banks Road appears to experience the highest pedestrian footfalls and retailers at the southern end of the street appear quiet by comparison.

Parking is permitted along the majority of the western side of Banks Road either in the form of time-limited bays or unrestricted kerbside. Waiting is restricted on the entire eastern section of Banks Road by either Single Yellow Lines (SYLs) or Double Yellow Lines (DYLs).

DYLs prevent parking on both sides of Banks Road near the southern extent of the study areas as the carriageway width narrows. However due to the high number of shops lining both sides of this section of Banks Road, illegal parking was observed to take place on site.

Due to a lack of parking restrictions on the western side of Banks Road close to the junctions with residential side-roads, visibility for vehicles exiting the side road can be severely restricted. In addition, the presence of parked cars along the western side of Banks Road and the absence of formal pedestrian crossing facilities away from the busier retail area at the northern end of Banks Road can make crossing difficult.



Banks Road showing issues of illegal parking and restricted visibility from residential side roads



Dee Lane is a Mixed-Use Street running from Grange Road to Banks Road and on to the seafront. The section of Dee Lane between the junctions with Grange Road and Banks Road is dominated by retail units and banks. Traffic surveys recorded two-way vehicle flows of 478 in the weekday morning peak period and 878 vehicles in the weekday afternoon peak period. A survey undertaken on the Saturday lunch-time of the May Day Bank Holiday recorded a two-way flow of 1064 vehicles. To the west of the junction with Banks Road residential properties line the northern side of the street whilst the southern side provides access to the large Morrisons supermarket, service yard and car park in addition to the Council-owned Dee Lane car park.

The western end of Dee Lane provides direct access to the seafront and the street forms the primary vehicular and pedestrian access route to the Marine Lake and South Parade from the town centre. Dee Lane is of generous width (approx 7.5 metres) and whilst the footway on the southern side of the street is of an appropriate width (3 metres) to cater for the likely number of pedestrian movements in summer months, the footway on the northern side is 2 metres wide at its narrowest point.



Dee Lane showing carriageway and footway widths and disabled parking

Parking provision for disabled drivers is made on the southern side of Dee Lane adjacent to Morrisons in the form of echelon parking. Further parking for disabled drivers is provided within the Morrisons car park. Elsewhere Dee Lane is subject to parking controls in the form of SYLs and DYLs. However, overspill parking by disabled drivers was observed to occur on DYLs to the west of the formalised echelon parking. To the west of the access to the Morrisons service yard Dee Lane is subject to a 5 tonne weight restriction to prevent Heavy Goods Vehicles from using South Parade.

The Crescent is primarily a Shopping Street lined by small sized retail units and banks/building societies. The street provides a one-way vehicular link from Grange Road to Banks Road and also acts as an important two-way pedestrian link from Banks Road towards the Railway Station, Library and Leisure Centre.

Footways are provided along both sides of the street and parking is provided for approximately 11 cars on the southern side of the street. Parking on the southern side of the street is restricted to stays of 60 minutes between 9am-9pm with no return within 60 minutes. Parking on the northern side of the street is controlled by a mixture of DYLs and SYLs but illegal parking was observed on site, although the width of the carriageway (approximately 6.5 metres including parking bays) means that this does not generally cause an obstruction to passing traffic. It is likely that bays on The Crescent are generally used for short-stay parking to visit banks, cash machines or shops. Street lighting is provided at the back of the footway.

At the north-eastern end of The Crescent there is a vehicular access to a private courtyard used for parking to the rear of the ‘Abbey’ building society. In addition, from the north-eastern end of The Crescent a pedestrianised alleyway leads southwards and is lined by a small number of retail units and pavement cafes.



Parking on The Crescent



Access

Pedestrian access is provided by footways running alongside the carriageway. Very few instances of pavement parking obstructing footways were observed on site. In the majority of cases footways are of adequate width, although in certain locations, the footway width appears to be inappropriate to cater for the volume of pedestrian flows (2.5m on southern side of Grange Road adjacent to Pelican crossing), or is out of character for the street (northern side of Dee Lane).

Pedestrian refuges with dropped kerbs and tactile paving are provided at the junctions of Grange Road/Dee Lane and Dee Lane/Banks Road. A central refuge is also provided within the carriageway on Grange Road near the junction with Orrysdale Road. Pelican crossings are provided on Grange Road outside



Poor pedestrian provisions on Grange Road



the Railway Station and on Banks Road to the south of the junction with The Crescent. No further formal pedestrian crossing points are provided on Banks Road.

A review of accidents occurring within the study area in the three year period 01/01/04-31/12/06 revealed a total of five accidents resulting in slight injuries to pedestrians. One of these accidents occurred on Banks Road near the junction with Church Road and a second occurred at the junction of Banks Road/Dee Lane. The three other accidents occurred on Grange Road between Westbourne Road and the existing Pelican crossing outside the station.

There are no cycle lanes along any of the streets within the study area. Cycle parking was only observed on The Crescent in the form of a single Sheffield stand, and near the junction of Banks Road with Dee Lane.

Parking

Designated on-street parking bays are provided on Banks Road, Grange Road and The Crescent. In addition, parking spaces for Blue Badge holders are provided on Dee Lane. Council operated Pay & Display public off-street car parks are accessed from Dee Lane, Bridge Road and at the Concourse development. The Morrisons supermarket on Dee Lane also operates a large car park. The following table summarises parking provision at each location, including the number of spaces allocated for Blue Badge holders. In addition to the locations shown in the table, extensive on-street parallel parking also exists on South Parade. Current on-street parking provision has been estimated by measuring the total length of kerbline along which parking is permitted, either in the form of existing limited waiting bays or unrestricted road-side.

West Kirby Parking Provision

Parking Location	Number of Spaces	Blue Badge Spaces
Dee Lane Car Park	173	4
Bridge Road Car Park	43	0
Concourse Car Park	171	5
Morrisons Car Park	213*	15*
Banks Road On-Street	51*	0
Grange Road On-Street	8*	0
The Crescent On-Street	11*	0
Dee Lane On-Street	0	8*
South Parade	125*	0

*estimated values

All Council operated Pay & Display car parks are open 24 hours, with charges in operation from 08:00-18:30 Monday to Sunday including Bank Holidays. Limited waiting on-street parking on The Crescent, Banks Road, Grange Road and South Parade is restricted to 1 hour, with no return within 1 hour.

Charges for short-stay parking in the Dee Lane car park are low, with stays of up to 1 hour costing 45p, up to 2 hours costing 75p, up to 3 hours costing 95p and up to 4 hours costing £1.05. There is no limit on the duration of stay with parking for over 6 hours costing £6.90. Site visits and discussions with Wirral MBC have revealed that the car park is generally underused, with approximately half of the spaces occupied on an average day. However it is understood that the car park is often full on Summer weekends.

Charges are lower in the Concourse car park, with stays of up to 1 hour costing 20p, up to 2 hours costing 30p, up to 3 hours costing 40p, up to 4 hours costing 50p, and up to 5 hours costing £1.10. Stays of over 5 hours cost £6.70. It is understood that a significant number of spaces in the Concourse car park are reserved for permit holders only and as a result demand often exceeds capacity.

Charges in the Long Stay Bridge Road car park are 85p for up to 1 hour and £3.50 for over 1 hour. In addition the Morrisons supermarket provides free parking up to a limit of 2 hours, with no return within 3 hours. The car park is signed as being for customers only, but it is understood that it is widely used by non-customers subject to the maximum duration of stay. However, it is also understood that the potential for Morrisons to restrict parking to customers only via a barrier system remains a threat.

It is understood that the enforcement of parking contraventions within Wirral became “decriminalised” from 17th November 2003 and is now carried out by council-managed parking attendants.

Public Transport

Grange Road is the principal bus route through the study area, although a small number of services also use Banks Road. Bus stops on Grange Road allow interchange with rail services from West Kirby station. Regular bus services operate to destinations on the Wirral and Liverpool city centre. Clear and concise timetable information is provided at all bus stops within the study area.

Regular Merseyrail services are available from West Kirby to Liverpool city centre. From Monday to Saturday trains operate at 15 minute intervals between 06:00 and 18:30 and at 30 minute intervals from 18:30 until 23:00. On Sundays trains operate at 30 minute intervals between 08:00 and 23:00 hours. The journey time into Liverpool city centre is approximately 30 minutes. Interchange for onward journeys to Chester/Ellesmere Port or Southport/Ormskirk/Hunts Cross is available from Birkenhead or Liverpool city centre respectively.

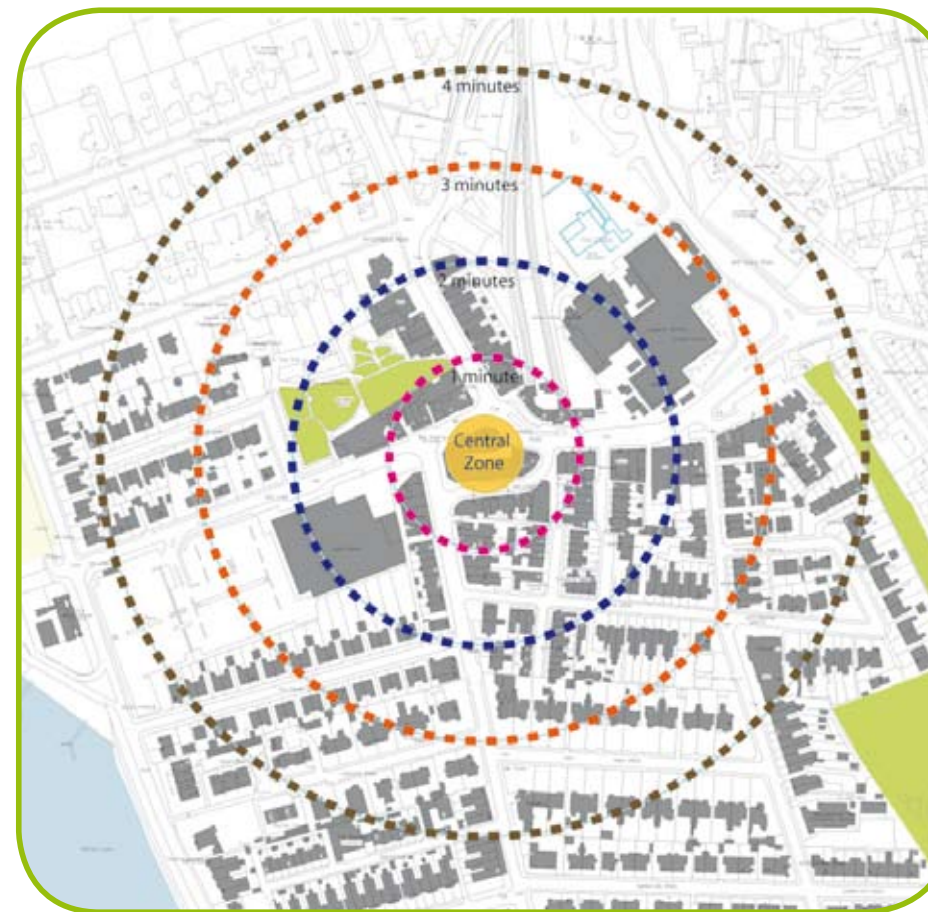
Main Issues

- Important town centre destinations include the Railway Station, Marine Lake and seafront, Library and Leisure Centre (and related Concourse development site) and Morrisons supermarket;
- Key pedestrian linkages between the town centre destinations are provided by Dee Lane and The Crescent;

- The Pelican crossing on Grange Road provides an important facility for pedestrians crossing the busy vehicular route and links public transport nodes on the northern side of Grange Road to the rest of the town centre. However, desire lines show that pedestrians would also like to cross Grange Road immediately south-east of the junction with Dee Lane;
- The town is well served by public transport services, but pedestrians are often required to cross the busy Grange Road to access services;
- In certain locations, the footway width appears to be inappropriate to cater for the volume of pedestrian flows (2.5m on southern side of Grange Road adjacent to Pelican crossing), or is out of character for the street (northern side of Dee Lane);
- Visibility for vehicles exiting residential side-roads onto Banks Road is severely restricted in certain locations due to on-street parking on Banks Road;
- The presence of parked cars along the western side of Banks Road and the absence of formal pedestrian crossing facilities away from the busier retail area at the northern end of Banks Road can make crossing difficult;
- Shops at the southern end of Banks Road do not have any on-street parking facilities, forcing shoppers to park illegally or on nearby residential streets;
- Due to a high turnover of parked cars and associated vehicle movements, The Crescent does not provide the attractive pedestrian environment that the building architecture and street-type deserve;
- Intrusive non-residential parking associated with shops and businesses on Banks Road takes place on residential streets leading between Banks Road and South Parade; and
- High demand for on-street and off-street parking provision particularly in Summer months. Development proposals for the Concourse and Sail projects generate uncertainty over future off-street parking provision.

Potential Improvement Projects

- Pedestrianise The Crescent, to deliver significant public realm improvements and relocate parking to the Dee Lane off-street car park;
- Improve pedestrian environment around existing Pelican crossing between The Crescent and the Railway Station;
- Improved signing for the Bridge Road and Concourse off-street car parks, and new pedestrian signage indicating walk distances to key destinations;
- Consider the provision of a formal pedestrian crossing point (either refuge or Pelican) on Banks Road to be provided on a pedestrian desire line (possibly between the junctions with Shrewsbury Road and Church Road);
- Widen footway along the northern side of Dee Lane;



Average walking distances from centre



Parking Plan

- Restrict parking near junctions of the western side of Banks Road with residential side roads to provide adequate visibility for vehicles exiting side roads;
- Provide cycle parking close to the seafront and railway station;
- Provide additional seating along Banks Road to provide rest points and to encourage street activity (seating should be considered at every 100m on key pedestrian routes); and
- Provide a junction table at the junction of Dee Lane with the South Parade to bring the carriageway flush with the level of the footways and allow pedestrians to cross on one level.



Character Analysis Plan

Local Character Analysis

This plan indicates the various and startling changes in character over the relatively small study area. Illustrations as to the nature of these changes are provided by accompanying photographs which demonstrate the key areas of retail "village" core, civic core, rural fringe, seafront approach and sea front and retail street. These characters are important in helping to develop appropriate themes, ideas, layouts and materials which will reflect these characteristics to bring identity and distinction to the proposals.



Grange Road



Dee Lane



The Crescent



Banks Road



Land Use Plan

Land Use

This plan illustrates the distribution of usage within the study area with basic divisions identified to show retail, business, residential leisure/ craft and eating and drinking establishments. This supports the character studies and is helpful in detailing proposals to suit adjacent needs for example delivery, access and commercial arrangements.



Mental Mapping

This is an important aspect of any study which tries to understand the key defining elements of a place and reveal its essential qualities. A mental map is simply the abiding memory of a place as held by residents, visitors and users and can be seen as the “signature” aspects of a place. Once defined these can be used to provide clues towards enhancements and where best to place a focus for intervention and improvements. Following informal discussions with members of the public and first time viewers, it is clear that West Kirby has several such potential areas, including the Hilbre Island views, the Marine Lake and the activity on it and the approach spaces towards the seafront as well as the arrival spaces adjacent to the station and retail core including the street activities which occur within them.



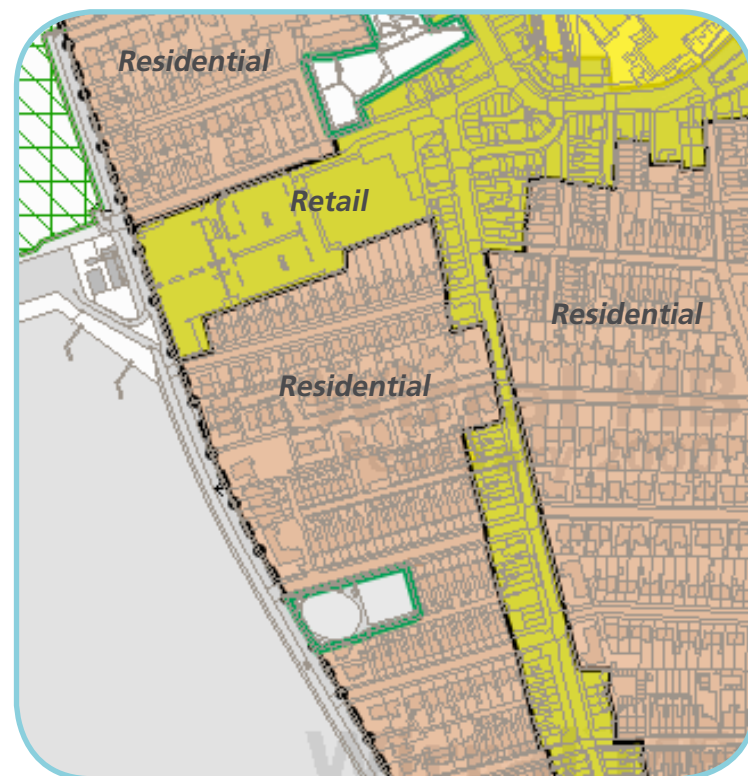
Demographics

- Above average population of children up to 18 years old
- Below average population between the ages of 20 – 40
- Above average 40+, especially 60+

Features of this town include;

- High family income
- High interest in current affairs
- Medium housing with mortgages
- Very high proportion of people educated to degree level
- Medium amount of couples with children
- High car ownership with 2 cars being very common
- House prices well above the England and Wales average





UDP Extract

Town Planning Issues

Wirral Borough Council has identified environmental improvements to the town centre including the possible re-instatement of the old Edwardian-style covered walkways as an opportunity to improve the image of West Kirby.

A range of key policy and strategy documents have been reviewed as part of this study. This section includes a commentary of the issues arising from these documents which should be taken into account, and sets the policy framework context to inform the proposals for an improved public realm in West Kirby.

Design

- A key issue, throughout the policy documents reviewed, is the preference to retain an area's Character and identity to reinforce local distinctiveness. The concept that new proposals should enhance and improve existing areas was introduced by PPS 1(Delivering Sustainable Communities).
- Wirral UDP policy SH1 (Criteria for Development in Key Town Centres) requires the design, scale, landscaping arrangements and choice of materials of new proposals to help create a sense of place and reinforce local distinctiveness.
- Development which will protect, maintain and enhance features which contribute to the identity, character and culture of the region is encouraged through Wirral UDP Policy EM1 (Integrated Land Management).
- Policy SH8 (Criteria for Shop Fronts) provides specific design criteria framework for shop front design. The policy recommends, in terms of older shopping streets and the traditional shop front features, that where possible, these features should be retained or replicated in new shop fronts in older shopping areas
- Tourism development which improves the public realm is encouraged by policy W7 (Tourism Development in the North West) of the Regional Spatial Strategy Good design attracts tourism.
- There is support for the reinstatement of covered walkways from the North West Development Agency – it's "New Vision for Coastal Resorts" states that this would add polish to West Kirby and its identified "pleasant, Edwardian ambience".

Retail

- A key issue relating to Retail is the promotion of vitality and viability of town centres. This is a core objective of PPS 6 (Planning for Town Centres). This is echoed by UDP policy SH1 (Criteria for Development in Key Town Centres), through which the Wirral Council is committed to the retention and enhancement of town centres.

- This is supported by the main Retail Development policy within the Regional Spatial Strategy - Policy W5 – which promotes "retail investment where it assists in the regeneration and economic growth of the North West's town and city centres".
- The importance of design in new retail development is another key issue. PPS 6 also promotes high quality and inclusive design of retail development which improves the quality of the public realm, protects and enhances the architectural and historic heritage of centres and ensures that town centres provide an attractive, accessible and safe environment for shoppers and residents.
- There is strong policy support for retail development in allocated areas. The study area in West Kirby has been allocated under Policy SH1 as a Key Town Centre and, under policy SH6, as a Primarily Commercial Areas. Both policies have a presumption in favour of retail Use Classes: A1 (shops), A2 (financial and professional services), A3 (Restaurants and Cafes), B1 (Business) and D1 (Non Residential Institutions). Other, non retail uses, are considered a secondary function and may be considered where appropriate.
- There is a policy of restraint regarding conversion of ground floor retail units to residential uses.

Tourism

- The Regional Spatial Strategy sets out in Policy W7 the Principles for Tourism Development in the North West region. It requires plans and strategies to "ensure high quality, environmentally sensitive, well-designed tourist attractions, infrastructure and hospitality services". This is to enable a number of outcomes to be realised, including improving the public realm.
- Through "A New Vision for Coastal Resorts", The North West Development Agency describes West Kirby town centre as "tired" and threatened by increasing retail competition. This has resulted in a "further decline of town centre offer". However, it also refers to the town's pleasant Edwardian ambience as a major strength.
- West Kirby has been identified, through Policy TLR 1 "Principles for Tourism Development", as a location where tourism is to be encouraged.
- Policy TL5 "The Control of Tourism in West Kirby" is interlinked with policies SH1 and SH6 and limits the location of new tourist attractions and related facilities to the commercial and retail core, as shown on the Proposals Map.



Other Considerations

- Disabled Access standards are to be applied to all new developments. Policy TR13 of the Wirral UDP sets out these standards, and makes reference to pedestrian priority areas and the provision of car parking spaces which similarly will take account of the needs of disabled people.
- A Supplementary Planning Document has been produced by Wirral Council which provides dimensions required for parking spaces and bays, along with requirements for service vehicles. Any proposals for alterations to on-street parking must ensure that the minimum standards as described in the SPD are met.

Funding

Introduction

This section of the report looks specifically at the funding sources that are available to cover the capital and revenue costs associated with the proposed work. An initial search of funding opportunities for West Kirby Public Realm Improvements has been undertaken.

The regeneration of the Wirral Waterfront has been continuing since 1987 when it commenced with the refurbishment of the historic Woodside Ferry Terminal Building.

Over the last 18 years the regenerative effort has almost exclusively centred within the “corridor” along the Mersey between New Brighton and Bromborough and in the order of £700 million of investment has been achieved with major economic, social and environmental benefits.

Searches have been focused on civic trust and building heritage groups, environmental concern groups, government agencies, government departments and private funds. Research has also been undertaken into the funding opportunities available for tourism projects, particularly focused on improving facilities in order to boost tourism.

Funding Sources

Making The Case

Wirral MBC will have to put together a strong case as to why these proposed public realm improvement works are required. They must be able to demonstrate the benefits to the local community and gain consensus for funding from both within the Council and external funding agencies including possible contributions from the businesses and shop owners who will be direct beneficiaries of the scheme.

There is strong evidence to suggest public realm spending significantly improves trade and has measurable economic impacts on targeted areas. This argument is supported by RENEW Northwest’s “Places Matter” publication (Autumn 2007).

Various Funding Sources

The implementation of works to improve the public realm has been estimated to cost £4.5 million. There are a number of funding sources that should be considered to fund the West Kirby Public Realm Improvements.

Metropolitan Borough of Wirral

Further funding should be sought from the Metropolitan Borough of Wirral to build on the work carried out to date. This money should help lever in matched funding from other matched funding sources in both the Other Public Sector and Private Sector.

The following is a list of potential funding sources which have been initially considered for this commission.

Mersey Waterfront Regional Park

The Mersey Waterfront Regional Park spans more than 135km of the City Region’s coastline, taking in the river Mersey and its estuary and parts of the Dee and Ribble rivers and boasts a glorious multitude of assets worthy of any world-class waterfront.

Established in 2003 the programme has with its project partners delivered more than 40 projects along the waterfront to transform the Liverpool city region and beyond. Supported by North West Development Agency the programme is moving into its second phase which is expected to see further pan waterfront initiatives and increased investment in key strategic places between now and 2010.

West Kirby lies on the Dee Estuary, however, the Regional Park covers this area and is likely to be included in the Mersey Waterfront Way which will link existing parks and walks in the area into one large leisure project. Mersey Waterfront will provide funding for individual projects in the development of this project and it may be a possible avenue for future funding for new paths, facilities and maintenance grants.

NW Competitiveness Programme 2007-13 (European Structural Funds)

The North West Competitive Programme 2007-13 succeeds the Objective 1 Programme for Merseyside and will set the direction for the use of European Regional Development Fund (ERDF) in the North West.

The new programme will have a slightly different focus placing a far greater emphasis on the ‘Lisbon Agenda’ and the need for increased economic growth and competitiveness. It will be managed by Northwest Development Agency.

The region will also have a much smaller amount of ERDF resource at its disposal and Merseyside’s ring fenced allocation amounts to approximately £213m of ERDF. Of this allocation Merseyside will be able to use 10% (£21.3m) on Convergence (current Objective 1) type activity – largely around infrastructure.

Wirral Council will need to enter into an early dialogue with both the above

funding partners to discuss how support for the proposals for West Kirby can be optimised.

North West Development Agency (NWDA)

The NWDA’s draft RES targets the development of tourism signature projects for its coastal towns as part of its transformational agenda for the North West. Within this policy, projects such as the Mersey Waterfront are targeted and a promise to maximise the economic benefit of the region’s coastal resorts.

This is supported in the Regional Spatial Strategy. The NWDA Tourism Strategy mentions several capital intensive projects such as the Mersey Waterfront project. However, at the same time it acknowledges that existing attractions must be enhanced. West Kirby could benefit from both of these issues.

West Kirby, as part of the Mersey Waterfront would be a key figure in boosting the region’s leisure and tourism economy, exploiting the area’s natural assets. As such it would be likely that improvement to the public realm to enhance West Kirby as a visitor destination would be eligible for funding.

Heritage Lottery Fund & Townscape Heritage Initiative

Heritage Grants are available through the Heritage Lottery Fund annual distributions, which is set up to enhance the UK’s heritage and increase enjoyment of heritage buildings. Not-for-profit organisations can apply and private owners can be funded as part of a partnership where the private gain is outweighed by public benefit.

The Townscape Heritage Lottery fund previously supported around twenty projects a year and is also supported by the Heritage Lottery Fund annual distributions. The aims of THI are to support projects aimed at regeneration of the historic environment in towns and cities, with priority given to deprived areas.

Grant Aid

This is funding through English Heritage to promote the wider appreciation of the historic environment, on condition that a guaranteed level of public access is provided for a minimum of ten years after the work has been completed. Grants are available to preserve listed buildings. Funding sources from heritage related aspects are considered to be low.

Environment Agency

The Environment Agency may have funds available to support projects which enhance countryside access with educational, historical and heritage emphasis.

Arts Council Funding

Will support permanent or temporary works in public places or publicly accessible places and provide grants to individuals or organisations in the north-west. There are no limits to funding but applicants are strongly advised to seek partnership funding.

The approval Panel favours work that is innovative, striking, challenging and ambitious in its vision. To qualify for support the proposal must be of the highest quality be viable technically and financially and there is a public benefit for the community to help improve the image or interpretation of an area.

Contributory Grant Regime

West Kirby should also consider the pros and cons of setting up a grant regime that involves a voluntary contribution from building owners/retailers that will benefit from the proposed improvements. In advance of investigating further the ownership of properties is being pursued through Land Registry Searches to find out whether this would be a viable way forward. This is of particular relevance to the canopy restoration.

Miscellaneous Others

A number of other grant schemes were found, such as biodiversity grant schemes and the Reserves enhancement scheme (although this was for voluntary bodies) which have now closed. A number of National Lottery funding schemes, through the New Opportunities Fund and the Big Lottery Fund were also found, however, these have now all closed with only a limited number of schemes now open, none of which West Kirby Public Realm improvements would appear to be eligible for.

If a retail unit is owned by a charity there may be scope to apply to the Architectural Heritage Fund. For optional appraisal grants up to £7,500 and development costs up to 25,000 towards the capital costs of a listed building. The Architectural Heritage Fund aims to promote the conservation of the historic buildings by providing advice, information and financial assistance for projects undertaken by charities. Finally there may be funds available from private sources that wish to promote heritage and townscapes in coastal locations.

Costings

An initial first order of potential costs was established by utilising the specifications and 2006 rates in relation to the Hoylake Market Street public realm improvements as a comparator. A rough split between footways and carriageways was used to work out an average cost per square metre which was then applied to a broad area calculation to generate an overall budget cost figure for the various roads within the study area.

The split was broadly as follows;

Carriageways 11,278m2 @ £49.38m2 = total of **£556,907.64**

Footways 13,344m2 @ £291.24m2 = **£3,886,306.56**. This included street furniture and associated elements.

Total Estimated Cost = **£ 4,443,214.20**

This cost also included 20% prelims and approximately 3% contingencies but excludes canopy repairs.



Chapter 04

Public Consultation

Public Consultation



Consultation Event



Consultation Presentation Boards

Public Consultation

Three public consultation events were held in connection with this project. Two relating to the public realm and one specifically for the canopies. The first two were held on June 19th 2007 at Westbourne Hall, 2pm – 4pm and 7pm – 9pm to present the Public Realm scheme background. They were well advertised and attended by members of the public, traders and community representatives including local councillors. Here the actions to date were presented as well as the outline proposals for comments through an open question session which followed. The meetings were well attended with over 250 people in attendance in total over the two events. Questionnaires were filled in and the comments below are a summary of the key issues which were raised during question sessions and recorded on the sheets.

- There is a clear need to coordinate the parking needs within the wider area and if there is a loss or status quo regarding the public realm proposals they must be seen against potential gains in other areas ie Sail, Concourse, Promenade and other minor ancillary areas.
- Retain existing crossing points and support for more and safer crossing points at the centre of Grange Road to cater for the elderly and Mums and Toddlers. Traffic congestion and more emphasis to pedestrians were key issues a generally poor environment also considering the quality of the sea front and views beyond.
- Pedestrianisation of The Crescent. There seemed to be a general consensus of approval for taking this forward as a pilot. Evidence for the traders is required to allay their fears of loss of potential passing trade by citing other similar examples.
- No strong feelings were expressed regarding a theme, the arts and crafts and sea sports approach with a contemporary slant seemed the most acceptable.
- Natural stone paving materials in warm colours were generally well accepted if details for non slip finish are adopted. There was a generally held opinion that the pavements were in need of refurbishment.
- Cycling issues raised included dedicated lanes and provision of locking stations, plus provision for the partially sighted was also raised. Detail designs to be in accordance with DDA.
- Any new stretches of canopy should be Edwardian “authentic” in terms of detailing.
- Consider safer by design approach in standards to help reduce potential for anti social behaviour, particularly if The Crescent is pedestrianised. Improved lighting levels was seen as a potential foil to these activities.
- Provide a lay by at the western end of Grange Road where the footway is at its widest as there is no current provision.

- Provide a more definable centre or Hub close to the station ie a mini square under the clock tower.
- Bins – concern over them over-flowing at peak times. New proposals should make provisions for more bins/larger bins.
- Concourse/station – Create a square, gateway, and more shop activity into units. Support for a market place in connection with this scheme or the Concourse.
- Public art – most people in favour generally but would like to be consulted further before confirming details etc. Competitions and use of local artists suggested.
- There was support for increased tree planting in the area.

West Kirby – have YOUR say on town centre improvements

The next phase of the Hoylake and West Kirby regeneration masterplan is underway and now it is West Kirby in the spotlight



To ensure you have your say on how West Kirby might look – to make it an attractive place for current and future generations to either live or visit – don't miss this chance to come along to one of the following public meetings.

All are welcome, whether old or young – your views count!

Tuesday 19th June

at Westbourne Hall,
Westbourne Road, West Kirby.

Afternoon session: 2pm – 4pm
Evening session: 7pm – 9pm.



Chapter 05

Technical Consultation

Technical Consultation



Technical Consultations

Ongoing consultations have been undertaken with the majority of the officers listed below and have taken the form of meetings, e mail correspondence and telephone conversations. Consultations have also been undertaken with the Boroughs lighting engineering department, Merseytravel, on site with the resident site Engineer on the current Hoylake project and at public events where representatives of West Kirby and Hoylake traders and community representatives were present along with the Civic Society. We have also consulted with the lighting manufacturers and suppliers who were responsible for the Hoylake scheme who are familiar with the local conditions and constraints.

A land registry search has also been undertaken to establish potential responsibility for the canopies. We have also secured information regarding the extent of local statutory services.

Metropolitan Borough of Wirral Contacts

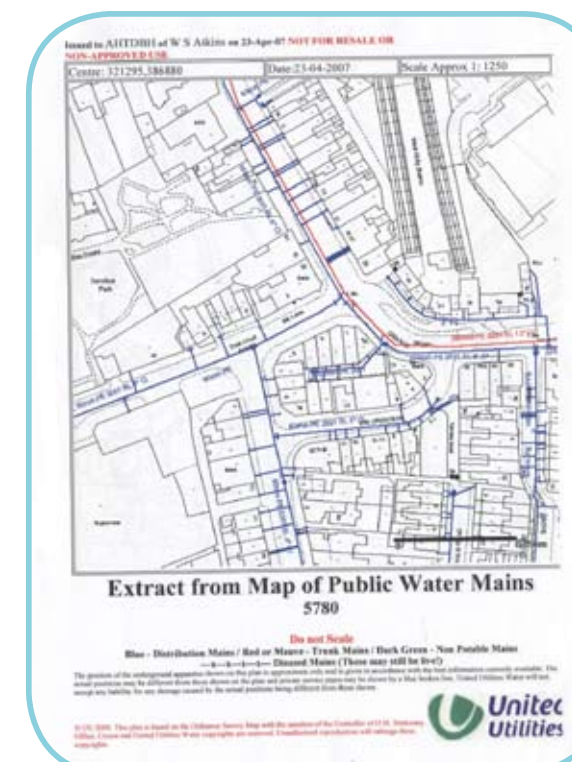
- Howard Mortimer, Team Leader – Special Initiatives
- Neil Mitchell, Project Manager – Special Initiatives
- John Entwistle, Principal Planning Officer – Forward Planning
- Simon Fox, Design Consultancy Manager – Design Consultancy Team
- Mark Redman, Principal Assistant Engineer – Traffic Management Division
- Phil Black, Parking Services Manager – Parking Services Team
- Matthew Davies, Development Control Manager – Development Control
- Graham Arnold, Principal Conservation Officer – Development Control
- Kevin Ellis, Group Leader – Street Lighting
- Colin Simpson, Curator – Arts and Museums
- Steve Foden, Access Officer – Equalities Team
- Mandy Keenan - Cycling Officer

Other External Contacts

- Steve Cook - Forward Planning Merseytravel
- Elizabeth Davey - Chair Hoylake & District Civic Society
- Ally McDermott - Chair West Kirby Chamber of Trade



Land Registry map



Service Location

Chapter 06

Design Proposals

Design Proposals



Options and precedents

The following proposals have been developed by a multi disciplinary design team including landscape architects, highways and civil engineers, quantity surveyors and lighting advisors. They have been discussed and reviewed alongside technical representatives of Wirral Borough Council as well as members of the public. A number of options were considered during this process including some radical proposals. These included one way systems along Banks Road and Dee Lane, full pedestrianisation and shared surfacing treatments to Grange Road, road bridges linking the Station to Dee Lane and fully covered arcades along The Crescent. Options regarding choice of materials, the introduction of roundabouts at the junction of Grange Road and Dee Lane, and the reintroduction of traffic signals at the same junction were also considered. All were discounted for various reasons, mainly relating to prohibitive costs, significant extensions of public consultation required, perceived public response, effectiveness or viability.

Precedents were taken from similar successful schemes in similar locations. Special note was made regarding the pedestrianisation of The Crescent and lessons learned from other similar schemes which were implemented and resulted in increased footfall and benefits to shops, owners and users (see The Crescent).

Reference was also made to key documents including the “Streets For All” manual by English Heritage North-West version, CABI’s best practice guidance “The Principles For Inclusive Design 2006” and the “Manual For Streets” 2007 from the Department for Transport, plus Leicester City Councils design for shopfronts and the Disability Discrimination Act 2005.

The key source of precedent was the development at Hoylake which served as a good template in terms of suitable materials, scale and quality of the proposals. This report acknowledges the good aspects of this scheme and seeks to improve on some of the minor problems encountered including sett paving details and appropriate street furniture, artworks and lighting.



Strategic Framework Plan

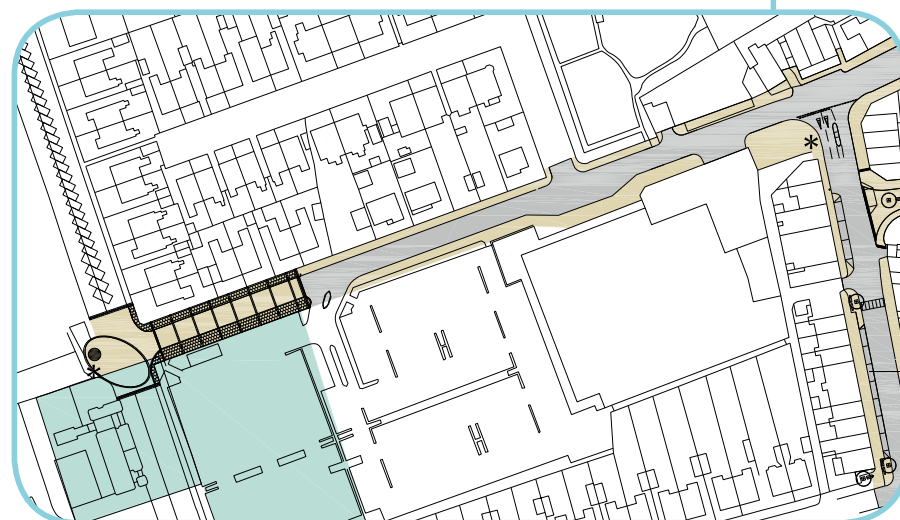
Strategic framework plan

This plan sets out a basic vision for the study area which refers to and enhances the key changes in character exhibited across the various roads, streets and places. This draws upon the theme of creating a stronger sense of place with a village green, a village promenade and a village square along with an extended leisurely village shopping street. The core of this vision is to create a low key, conservative scheme in high quality materials which will bring a co-ordinated feel to the proposals and re-introduce the gentrified charm and ambience associated with the Edwardian origins of the place. Subtle design changes will enhance key areas to draw out their own unique flavours ie along Dee Lane towards the seafront and to create a clear central space with a village feel adjacent to the station.



Dee Lane – (Village Promenade)

- Create an improved sense of approach towards the sea front with enhanced views towards Hilbre Island with possible removal of telephone mast and a good relationship to the proposed sail development in terms of public realm surfacing and access arrangements.
- Widen the footway to residential side of the carriageway by 500mm to increase pedestrian emphasis.
- Provide more pedestrian emphasis at the end of the road approaching the prom with use of a shared surface and flush edged design to the streetscape providing a 7.0 metre carriageway.
- Improve street lighting with the introduction of a more appropriate curved column and luminaire to provide a more relaxed informal street scene.
- Provide natural stone surfacing and strong kerb edging with simple pallets of materials. Provide a new road surface in asphalt, reduce street signs where possible.
- Provide an appropriate sea front piece of Artwork as a full stop to end the road and introduce the beachscape beyond.
- Retain key access into the current supermarket and potential “Sail” development. (Entry has been tested by vehicle tracking).
- Retain key disabled spaces outside the supermarket.
- Provide cycle parking facilities close to the sea front.



Plan View



Visualisation



Grange Road - Town Centre (Village Square/Village Green)

Redress the balance between cars and pedestrians reducing the impacts of traffic by:

- Providing widened footways whilst catering for shop deliveries.
- Create a clear heart to the “village” centre adjacent to the railway station, clock tower and local landmark buildings with a small hard surfaced square in high quality materials improved way finding signage, tree planting and appropriate sculpture.
- Reduce street signage clutter wherever possible.
- Create effective links to the Concourse development using compatible surfacing and signage to create defined routes to the sea front via The Crescent.
- Provide high quality pavement surfacing in natural stone with strong kerbed edges and new road surfacing in asphalt.
- Retain key bus stop locations with new shelters and raised bus-boarder access kerbs.
- Enhance the current pedestrian crossing adjacent to Wirral Country Park with signage and improved surfacing, and enhance the green aspects heading south from the town centre towards open countryside.
- Create cycle parking facilities by the Station and at the entrance to the Country Park.
- Grange Road public space. The improvements would ideally be part of a general upgrade surfacing and signage to materially uplift the presence and importance of this key area (subject to owner approval).



Station Forecourt Proposals

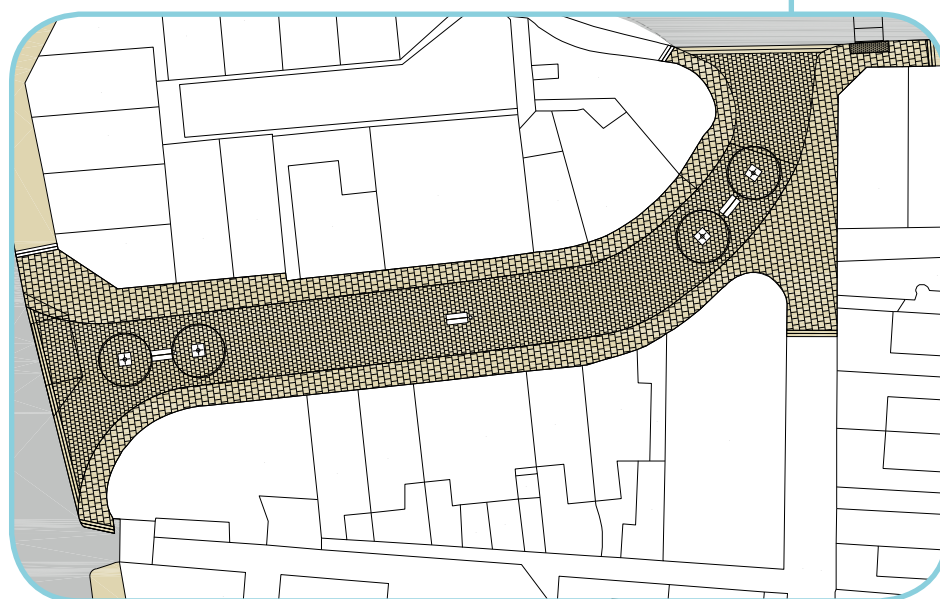


Visualisation



The Crescent - Town Centre (Village Square)

- Pedestrianise the road and provide high quality flush stone surfacing, new tree planting and street furniture ie new lighting, seating and bins.
- Potential to reinstate canopies on The Crescent see canopy section for details.
- Provide 2 disabled parking bays close by on Banks Road to help compensate for loss of parking spaces. Promote use of other nearby parking to compensate for loss of remaining spaces ie off street parking at the Concourse, Bridge Road, and Dee Lane car parks and on-street along Banks Road (see wider area parking strategy plan later in this section).
- Provide temporary access for delivery vehicles with controlled access times and effective means of securing access by use of manual or automatic drop bollards.
- Promote use of this quieter, safer and car free link from the station to the sea front.
- Provide shop traders with evidence from other similar schemes regarding the benefits of pedestrianisation in terms of increased footfall and economic benefits. There is evidence from locally implemented schemes in Cheshire, Lancashire and other areas at locations such as Chester, Macclesfield, Wilmslow and Altrincham.
- Piloting is recommended to test the potential impact of pedestrianisation. This should be implemented after a process of consultation with shop owners to ensure adequate notice is given, press notices would also be helpful in raising the profile. Means of securing the road ends with temporary barriers to be discussed and agreed with MBW highways team. Large (removable) tree planters with trees and shrubs should also form part of the streetscene during the trial period which should last for a minimum of 3 months.



Plan View



Visualisation



Banks Road – (Village Centre)

- Formalise currently un-marked parking in designated bays.
- Improve road safety and side road junctions with build-outs restricting parking but improving visibility for pull out.
- Resurface footways in natural stone with stone kerbing and resurface carriageways with asphalt.
- Create a series of mini destinations to encourage use and economic activity along entire length with new seating/rest points, canopy restoration and re introduction, cycle stands and planting.
- Create new pedestrian crossing at lower end close to Church Road. This would necessitate relocating the south-bound bus stop to the southern side of the junction with Church Road.
- Provide new street lighting and bespoke furniture including signage to promote use of parks and show visitors other attractions and walking distances to the sea.



Plan View



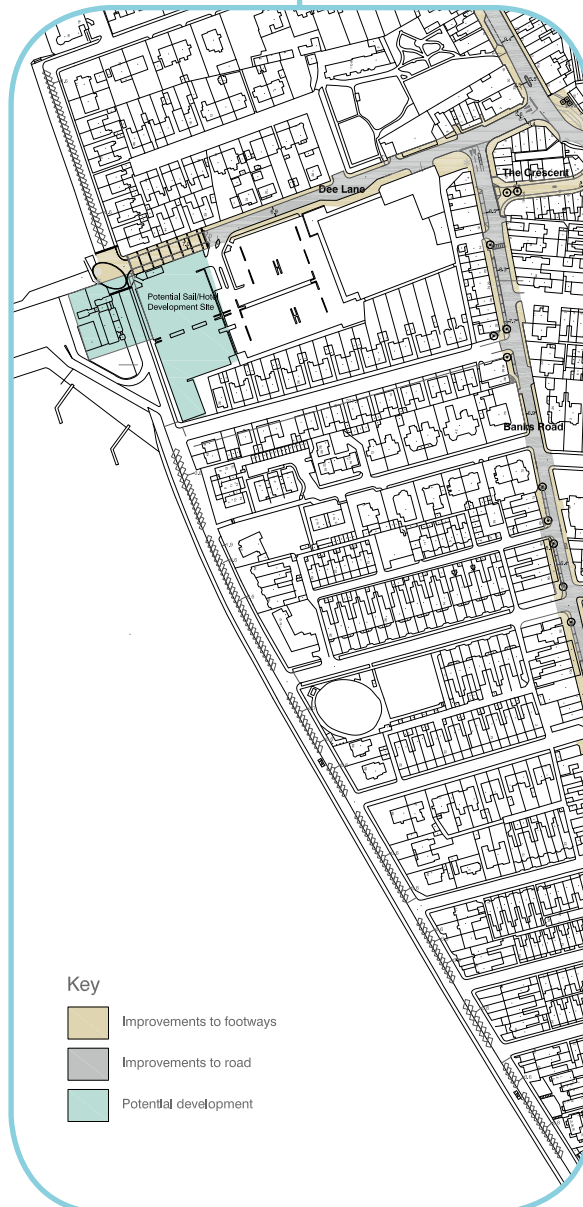
Visualisation



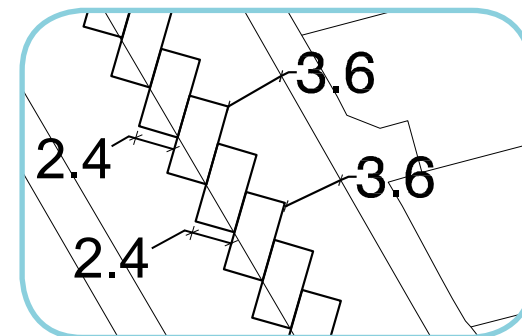


Promenade

- Create 45 degree echelon parking along the Promenade. Bays to be 2.4 metres wide with 3.6 metre running carriageway.
- Speed ramps at junctions.
- New street furniture, seating, bins and cycle racks.
- Relocate lighting columns.
- Create 20mph zone along the Promenade enforced through the introduction of speed tables at junctions and speed humps.
- Reduce the Promenade by approximately 1 metre to accomodate echelon parking.



Plan View



Detail Layout





Existing Parking Diagram

Car Parking

Car parking is a major aspect of the scheme and efforts have been made to address the widest possible area to recognise the potential impacts of the adjacent developments, and the extra demand for spaces such enhancements might engender. To this end the study has looked at the potential to enhance parking provision and to encourage the use of ancilliary parking by improving routes from them to central destinations. Adjacent provision including the Promenade, Bridge Road the Concourse have also been included in the review in order to present a holistic solution which embraces all parking needs in the area.

Outline parking provision estimates have been sourced for the Sail and the Concourse developments.

Current parking provision on Banks Road has been estimated by measuring the total length of kerbline along which parking is permitted, either in the form of the existing limited waiting bays or unrestricted road-side. This has enabled a comparison of existing and proposed on-street parking provision. Although the proposed formalisation of parking along Banks Road coupled with the pedestrianisation of The Crescent would lead to a reduction in parking provision, the improved pedestrian environment and enhanced signing will encourage parking in alternative nearby locations and improve the visitor experience within the study area. Formalised parking bays on Banks Road should be for short-stay use only, thereby ensuring a high turnover of vehicles in this “High Street” setting and forcing shop-keepers and office workers to park in one of the long-stay off-street car parks. Consideration should be given to the introduction of a Pay and Display charging system to enable and finance effective enforcement of waiting limits. Dedicated disabled bays should be provided on Banks Road close to the pedestrianised Crescent.

Cycling Provision

Cycling is an important part of the West Kirby experience and there is much evidence of high levels of use in connection with the Wirral Way and the Promenade which are two key destinations adjacent to the study area. There are currently no formal cycling lanes or local connections in the study area and the provision of new ones is deemed inappropriate as it would result in increased road widths to the detriment of widened footways, a key goal of the brief. It is also not compatible with on street parking. However cycling between these key destinations and the station should be encouraged and to this end specific directional signs, cycle parking and information should be provided to promote its use over the relatively short distances which connect the key places where there is more freedom for cyclists ie along the Promenade and Wirral Way to Hoylake, Heswall and other nearby locations as well as local signage to other key routes. This might also link to proposed circular routes around the area. Cycle parking would be located at key points including shops and cafes/bars as well as on the Promenade and the Station. These proposals have been developed with the MBW Cycling Officer.



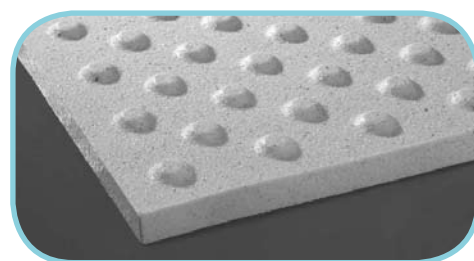
Coordinating Elements

Highways & Pavement Surfacing

These are the fundamental coordinating elements of the scheme which will bring unity to the proposals and are key contributors in helping to define the quality of the final scheme. It is the intention that all footways in the study area will be re surfaced in natural stone in warm sandstone colours in shades of buff and brown to match the standards set at Hoylake and in reference to the local sandstone geology. This was achieved by use of an Italian porphyry surface at Hoylake.

A simple pallet will be adopted with varying sizes of material. 100mm cubed setts will be used for parking bays and 75 mm min thick paving units, it is not intended to use setts for pedestrian walkways. Details are to be agreed but the successful details used at Hoylake were bedded on 100mm thickness ST3 concrete with setts bedded in half depth. A dry mortar mix was brushed in and watered in and topped with silver sand. 10mm joints would be used. Materials would be agreed at time of specification, use of local British sources are to be considered subject to cost and maintenance requirements. Porphyry products are preferred.

Aco drains are to be avoided as gulleys are preferred by MBW. The road surfaces are to follow MBW guides, HRA would be used as the preferred product.



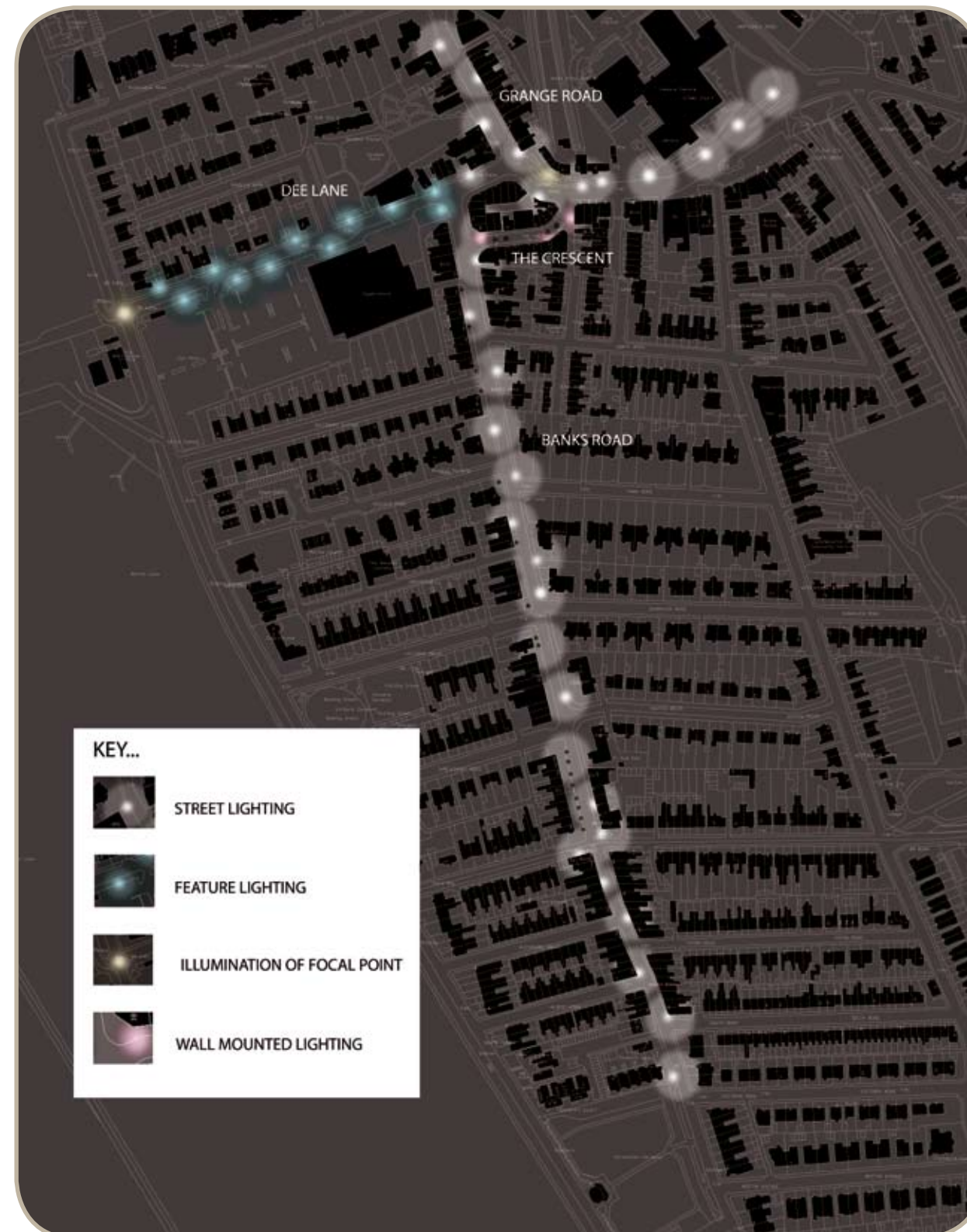


Street Furniture

This is a vital element of the street scene and has been selected so as to compliment the architectural diversity of the area not to conflict with it and to provide a further unifying element within the street. The choice of colours, materials and style of design is chosen to complement the streetscape and provide appropriate levels of comfort, durability for the public realm and hostile coastal conditions and visibility. Use of timber and steel benches, bollards and litter bins should be considered with choice of proven long term products in public realm situations. Requirements for the partially sighted will be carefully considered at detail design stage so that contrasting colours and definition can be maintained in order not to provide unnecessary hazards.

Bespoke 'crafted' versions of seating should be used at selected locations to enhance the connections to the Edwardian origins of the town.





Lighting Strategy Plan

Street Lighting Proposals

Lighting proposals are based on the existing provision in terms of location of columns and general distribution within the study area, with embellishment in certain key locations to highlight changes in character or particular features.

Our approach is based on replacement of existing columns and luminaires as part of the general upgrade of street furniture in order to modernise the street scene aesthetic.

A coordinated and unified approach is proposed with modifications to a general theme proposed at Dee Lane and The Crescent whose exceptional local character sets them apart.

Low key proposals which will not compete or detract from the Edwardian charm or sense of place lie at the heart of the proposals.

Grange Road and Banks Road – Replace 30 general columns and luminaires with modern equivalents to the same height and distribution, using simple tapered columns and simple elegant luminaire heads which will not compete with the existing street scene and built form but appear recessive. Colours are to be neutral tones of blue grey.

Where new art work and square has been created outside the station provide feature lighting to enhance area.

Dee Lane – Replace the existing 13 columns and luminaires with a relaxed and informal style to enhance the change in emphasis and character to this important sea front approach. A curved arm would be more appropriate here but the tapering column, luminaire head style and colour choice are to be the same as those used for more general areas to ensure some consistency.

The Crescent - Where possible and subject to wayleave investigations and approvals wall mounted lighting would be more appropriate here as it would reduce clutter and provide enhanced street ambience and a greater level of pedestrian emphasis.

Technical Specification - Guidance from Metropolitan Borough of Wirrals Lighting department.

All final lighting proposals are to be subject to a final approval by MBW lighting engineers. They have confirmed some flexibility in choice of columns and luminaires subject to future availability of equipment for replacement and long term durability. The Hoylake scheme was cited as an example of a commitment to accepting a change from a standard solution in certain key areas.

Appropriate levels of illumination will be maintained to meet minimum standards required.



Heritage type products are not considered suitable or products which might dominate the street scene but low key, appropriate and modern elegant choices.

Consideration can be given to wall mounted lighting to reduce pavement clutter but it should be only be considered in focused areas and subject to investigations into wayleaves and assessment of wall suitability which will be determined by others at a future stage.

Lighting levels and type of light ie white light could match that achieved at the Hoylake redevelopment.

Avoid low level lighting as a general maxim as it may be subject to vandalism.

There are a variety of existing column height currently in West Kirby ie 10 and 8m. These heights are suitable to avoid casual vandalism.

The proposals suggested are illustrated on a lighting strategy plan which covers the general distribution and type of lighting columns and luminaires proposed. Some visualisations of the general street scene have also been produced. These show the types of lighting suggested within an improved street scene and demonstrate their contribution.

Final design solutions should consider the potential for Christmas lights to be incorporated which has been raised during the consultation process.

Columns should be in tones of neutral grey to reduce visual impact.



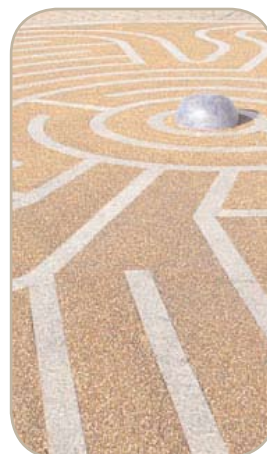
Dee Lane Visualisation



Grange Road Visualisation



Successful Precedents



Artworks

Use of Art to enhance the Public realm

Provision of Public Art

The provision of public art is a challenging subject which has the ability to create support or hostility and suspicion in equal measure. The aim of this study is to provide a framework for the provision of public art which is appropriate to place, enhances the areas and will allow for the widest possible support by the public.

Art in public places is most successful when it becomes part of a place and almost indistinguishable from the local context. All public art will generate debate but avoiding negativity and excessive hostility is an artform in itself. Art can be represented in many forms and can be installed as a stand alone sculpture or woven into the fabric of our streets and public places in the form of furniture, signs, marks and other more subtle interventions. There is a place for all forms when properly executed in appropriate materials and delivered with flair and skill.

When Artwork is successfully employed in the public arena, the results can be spectacular and villages, towns, cities and regions can be transformed and defined by them. This report provides several examples where great results have been achieved. In each case, by following a process which is relevant to West Kirby, that is one which interprets the essential qualities of West Kirby in a low key but thought provoking and resonant way.

This is not always easily achieved and providing a framework for delivering public Art which has a universal appeal, is appreciated and positively recognised by the public will still be an elusive goal. It is also one which will depend greatly on the funds available, the detailed brief provided and the quality of the artists invited to respond.

Artwork strategy

This project demands that a framework is put in place which sets up a series of suitable site locations and also provides broad descriptions from which to secure an appropriate interpretation for an artist (s) to develop going forward.

Suggestions are made as to the type, style and content of suitable works but only in the context of guidance. These are illustrated in the following words and images.

There are three key areas where it is considered that Art should be specifically used to enhance the proposals or add to the sense of place, identity and local character.

This study has concluded that Art inspired pieces would be most successful if they follow the guidelines below and are placed in the following locations where they would find a meaningful home.



Artwork Strategy Plan



West Kirby as a Gateway - Art ideas

The West Kirby Triumvirate. One off “sculptural pieces” of Art to be sited at three key gateways and locations in West Kirby.

The first is the Village centre arrival space which is located off the railway station in front of the clock tower and at the corner of the busiest vehicular and pedestrian thoroughfare – This would support the idea of providing a more defined heart of West Kirby. This space represents the natural village centre but is currently dominated by through traffic and poor pedestrian facilities. Possibilities - a piece based on an Edwardian beehive door handle, an oversized version, a large scale in bronze or other similar metal to suggest the opening of a door to another place, a threshold space, a solid heavy piece to signify the centre of gravity of the town / village,

The second location is at the end of the Dee Lane approach to the sea front, which possibly greets the most number of visitors to West Kirby and is a defining public space. Here a piece representing the coastal gateway and sea-shore threshold is appropriate. Possibilities – A coastal pebble “sea throne” suggesting a place to stop and view, in a form which looks as if it has been carved and smoothed by the elements and sits out of its surroundings like the distant Hilbre Island which lies beyond and punctuates the horizon.

The third location is Wirral Country Park entrance – Another significant portal which represents West Kirbys links to the spectacular surrounding countryside. Possibilities - A Timber sculpture fashioned from reclaimed local materials from the park, marking the beginning or end of a significant woodland coastal path.

These pieces would represent the triumvirate of West Kirbys basic appeal, the local village centre and arrival from the train station, which would be composed from a heavy metal, the gateway to the sea shore as represented in weathered stone and at the gateway to the countryside an appropriate timber construction. Each piece would represent the areas they lead to, in their style, materials and suggestive forms.

West Kirby Origins

Because of the particular nature of the origins of West Kirby which grew in Edwardian times during a recognised period of Art known as the “Beaux Arts” and in recognition of the continuing echo of this in the many arts and crafts based shops in the area including linen, textiles, antiques, clocks etc which are still based on Banks Road it is considered appropriate to integrate subtle references to this into the street pavement and furniture... This could take the form of one off quotes which encourage people to recognise the skills and qualities of their forefathers, for example, “take time to look above and around..”

Local arts and crafts details taken from architectural details or canopy details could be extracted or shot blast into flags and on walls or reinterpreted in modern materials to decorate particular items of furniture as if they have escaped from their original Edwardian homes and dissipated into the nearby environment. Similarly, research could be undertaken to discover local poetic interpretation of

the area and leave quotes or extracts in the floor and “wallscape”. These could also refer to the sailing and coastal sports which dominate the area.

Finally it is important that the pieces respond to the local character, identity and historic settings without becoming a pastiche or slavish copy of motifs and designs prevalent in the Edwardian times. They should reinforce the idea of a place which has not lost sight of its origins, but is looking firmly forward to the future.

Suggestions for Procurement

The previous text has outlined the qualities it considers are required in order to deliver appropriate and high quality artistic interpretations to enhance the public realm in West Kirby. In order to progress this the following steps are recommended. These should be agreed and refined with local representatives of relevant groups and MBW Arts and Museum officers.

- Secure adequate funds from sources identified in the funding section.
- Invite a selection of Artists to enter a competition using the framework criteria above as a brief.
- Select a chosen winner or shortlist of 2 to 3 artists to develop their ideas further
- Present finalised ideas in a public arena for a vote based on a panel of key stakeholders and taking account of the public’s preferred choice(s)
- Appoint artist(s) to implement their work





Street Planting

The location and type of tree planting is another essential ingredient of an attractive public realm and care has been taken to ensure that proposals are realistic and compatible with street layouts, visibility, below ground services and microclimate according to current known information. Trees will be selected to withstand the hostile local conditions and public realm pressures. Sizes should be a minimum of 18-20cm and preferably 20-25cm girth. An ideal tree pit specification detail is illustrated for all below ground and support mechanisms including irrigation but it is stressed that this is subject to confirmation of below ground obstacles and site service locations which should be confirmed by cat scan or other means at the next stage of development. Shrub planting is not considered appropriate in the study area due to ongoing maintenance potential for litter traps and the local hostile climate. The nature of the existing street scene is such that robust lines of tree planting and bulb planting in green areas are deemed to have a more significant impact. The introduction of spring bulbs to verges where they are not currently present is also desirable for example along the Grange Road verges in a southern direction towards the outlying rural areas.

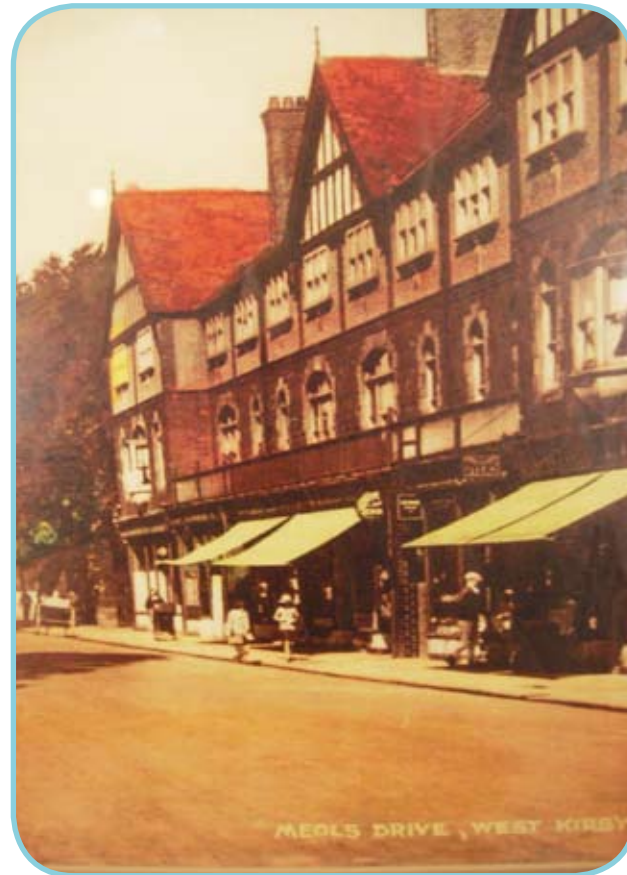
The introduction of hanging baskets should be considered in specific locations where it already occurs and at key locations to help with summer appeal but the effects of the local windy environment have been noted during consultations as a prohibitive factor and should therefore only be located in the most sheltered of areas ie parts of Banks Road and The Crescent.



Chapter 07

Canopies

Canopies



Edwardian Canopies

Integral to an enlivened street scene is the refurbishment of the existing Edwardian canopies on Banks Road and Acacia Grove in West Kirby and Market Street, Hoylake.

The details of the Surveys undertaken, the findings and proposals for remediation and renewal, including the costs of refurbishment and replacement with new stretches of authentically crafted canopies are covered in a separate detailed report offered by specialist contractor Shepley Engineering, who have developed their proposals with Atkins and MBW Conservation Architects.

A summary of the above report is provided as part of this report.

Brief

To look at existing stretches of street canopies on Banks Road and Acacia Grove in West Kirby and Market Street, Hoylake. Provide a desk top analysis of all known ownership and a condition survey of the existing structures plus the development of costed options for the refurbishment / replacement of existing structures and the possible erection of new structures.

Site Survey

A condition survey has been carried out on a total of 32 canopies including a photographic survey and assessment of roofs, support columns and spandrels / decoration.

Findings

The canopies were in various states of repair ranging from good to poor and in one case where urgent repairs were required.

Research

Old photographs, documents and Ordnance survey plans were used to determine the extent of former original stretches of canopy to consider where new stretches of canopy or awnings might be appropriate as both dominated the street scene in Edwardian times providing shelter, shade and decoration along the street.

Recommendations

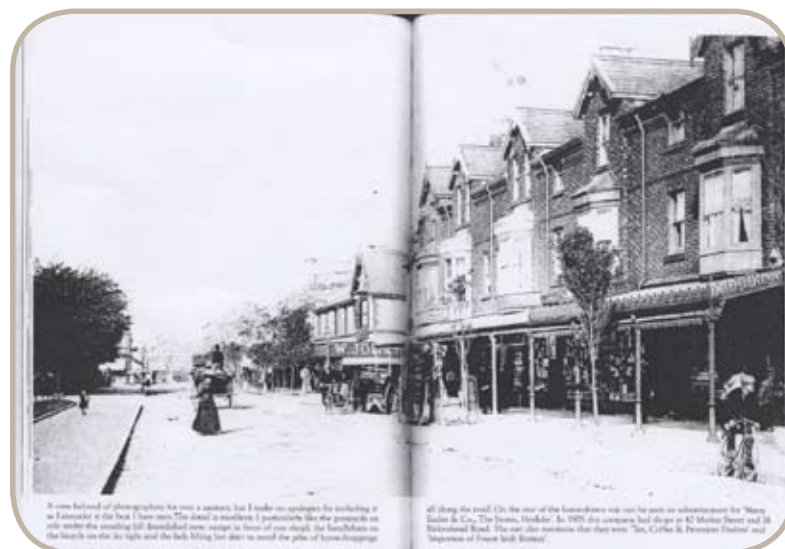
- Removal of all existing canopies which are in various states of repair to effect comprehensive refurbishment.
- Refurbishment off site to meet original patterns and re construction in modern materials for long term, sustainable future life-span
- Reinstatement of canopies back into original positions.

West Kirby.

- Based on historic maps and photos reinstatement of full canopies at West Kirby including an additional length adjacent to Church Road is proposed. Following consultation, full scale re introduction of awnings particularly along Grange road is not considered appropriate in West Kirby due to the effects of local conditions notably strong winds. However individual shops should be offered a choice as some canopies are present on Dee Lane and individual shop owners may wish to consider their use. Details of potential costs for new canopies and awnings are given overleaf.

Hoylake

- At Hoylake the existing canopy although not authentically restored is well maintained and it is recommended that this is not taken away for replacement although costs have been provided as required by the brief.
- Hoylake reinstatement of canopies. Following consultations with shop traders there was a clear desire to reinstate new lengths of authentic canopy to a high standard of design. An appropriate length of circa 300m along a stretch of Market street between Albert Road and Lake Place has been identified as a reasonable core area.
- The photographs of Hoylake indicate that there was a great range of styles of canopy within long single stretches. The cost indicated overleaf is for the reproduction of a single style. As it is anticipated that the price quoted is for a mid range complexity canopy, others of more and less complexity would increase and reduce in cost to reproduce making the quote a reasonable, mid-range for budget purposes.





Canopy Proposals Drawing

Costs for repair of canopies.

The total cost for repair of all canopies is £198,995. This is split as follows

82 -90 Banks Road - £37,582

85 -87 Banks Road - £46,533

94-100 Banks Road - £36,959

Acacia Grove Canopies - £52,104

Hoylake - £25,817

As it is not recommended to repair the Hoylake canopy this figure can be reduced by £25,817 to £173,178.

The works programme would consist of the following approximate timescales.

Taking down of structures, remove from site to repair workshop 1-2 weeks.

Refurbish off site 8 -10 weeks.

Reinstate on site 1-2 weeks.

Cost to recreate an authentic Edwardian canopy utilising materials and designs of the day - £1,786 per linear metre based on a 3.2m depth canopy.

Cost for new canopies West Kirby/Hoylake is estimated at £500,000.

Ownership issues

Part of the study was to determine the ownership of the canopies and potential responsibility for repair and future maintenance operations. This has proved to be inconclusive after a detailed land registry search for each property where canopies are located proved that ownership could not be connected to either the adjacent property or the local authority. In many cases the shops are tenanted and owners may not be aware of future proposals. Should any works be carried out in the future they will be subject to appropriate notification through the planning process.

The use of pavements to display products in and around canopies and the subsequent issues of public rights of way and access are also subject to individual approval with the local authority.

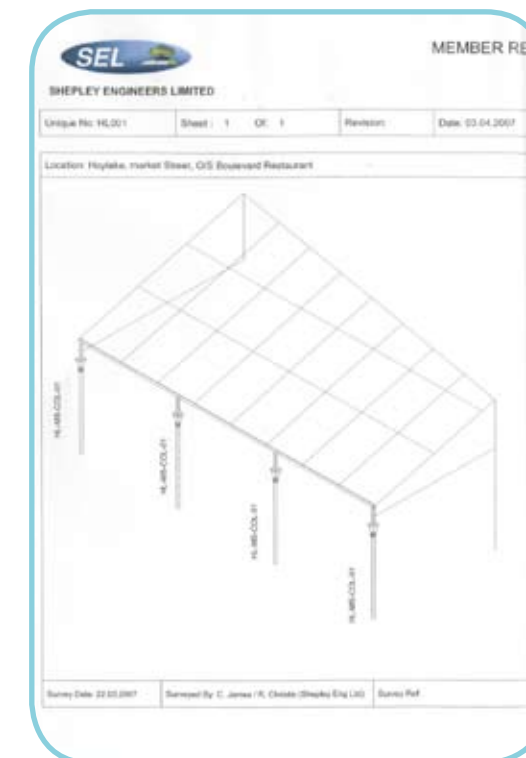
Costs for awnings

To provide a robust canopy in canvas acrylic draylon with arms and roll back function into an aluminium box, a 5m x 2m canopy would cost £2,127, excl VAT. With automatic wind and sun sensors this would increase to £2,797 excl VAT.

More cost effective versions which are less robust are priced around £1600 - £2000.



Canopy Survey Information



Land Registry Map

Chapter 08

Funding

Funding



FUNDING

Numerous sources of funding have been identified in the baseline study. During the process of this commission and in line with developing solutions it has become apparent that the most likely sources will focus on the following bodies.

- Local Authority
- NWDA
- Mersey Waterfront

Private money in connection to the significant multi million pound developments occurring at the Sail and the Concourse where section 106 type agreements or contributions from the Developers might be levered in order to enhance the adjacent public realm.

Local Business groups / owners have also indicated a willingness to contribute to the refurbishment and re installation of Edwardian canopies which are seen as of benefit, increasing commercial footfall and spend.

Arts Council funds for the Artworks and interpretations suggested.

Levels of funding cannot be accurately determined at this point.

For details of likely costs please refer to chapter 9.



Chapter 09

Costs

Introduction

Initial Estimate

Introduction

The initial estimate has been based on the outline masterplan included in this report. The costs have been sourced from cost data from works of a similar nature in the local area, including the recent public realm works at Hoylake. The costs shown on the following table are split into the following suggested phases:-

Phase 1 – Dee Lane

Phase 2 – The Crescent

Phase 3 – Grange Road

Phase 4 – Upper Banks Road

Phase 5 – Lower Banks Road

Phase 6 – Promenade, South Parade

Separate columns are also included to reflect the potential public realm costs adjacent to the sail development and concourse.

The estimate is based at 3rd quarter 2007 prices.

At this stage there are no definitive proposals for the order or timing of phases, so no allowances have been made in the estimate. In general, the more phases that can be carried out concurrently, the more cost effective the work will be. If, however, each phase is run one after the other, the costs would increase (for example, plant may incur minimum hire charges, thus producing an increased cost for small areas of work). Phasing will also need to take into consideration adjacent developments.

It should also be noted that the areas priced are those within the red boundary line as shown on the masterplan drawing.

The cost estimate for all six phases is shown at approximately £ 3.742m. However the following section containing clarifications and exclusions should be borne in mind when interpreting the cost estimate.

Exclusions

- The estimate excludes the following items:-
- VAT
- Professional Fees
- Abnormals
- Inflation
- Planning and Building Control Fees
- Legal Costs

- Costs Associated with Phasing
- New Awnings to Shopfronts
- Maintenance Cost
- Supply Infrastructure
- Reinforcement

Notes & Assumptions

The following notes and assumptions have been made:-

- Where possible existing sub bases will be retained
- 15% Preliminaries have been included
- 4.5% has been included for traffic management costs
- An allowance of 10% has been included for contingencies to cover the potential cost increases as a risk of design development and on site risks.
- A provisional allowance of £100,000 has been included for artwork generally

The costs shown are split into the following suggested phases:-

Phase 1 – Dee Lane - **£533,437**

Phase 2 – The Crescent - **£346,318**

Phase 3 – Grange Road - **£1,010,054**

Phase 4 – Upper Banks Road – **£653,355**

Phase 5 – Lower Banks Road – **£813,900**

Phase 6 – Promenade, South Parade – **£385,000**

SUB-TOTAL - £3,742,064

Canopy repairs - **£200,000**

New canopies - **£500,000**

Sail development - **£206,000**

Concourse - **£277,000**

SUB-TOTAL - £1,183,000

TOTAL £4,925,064

Initial Costs Estimate

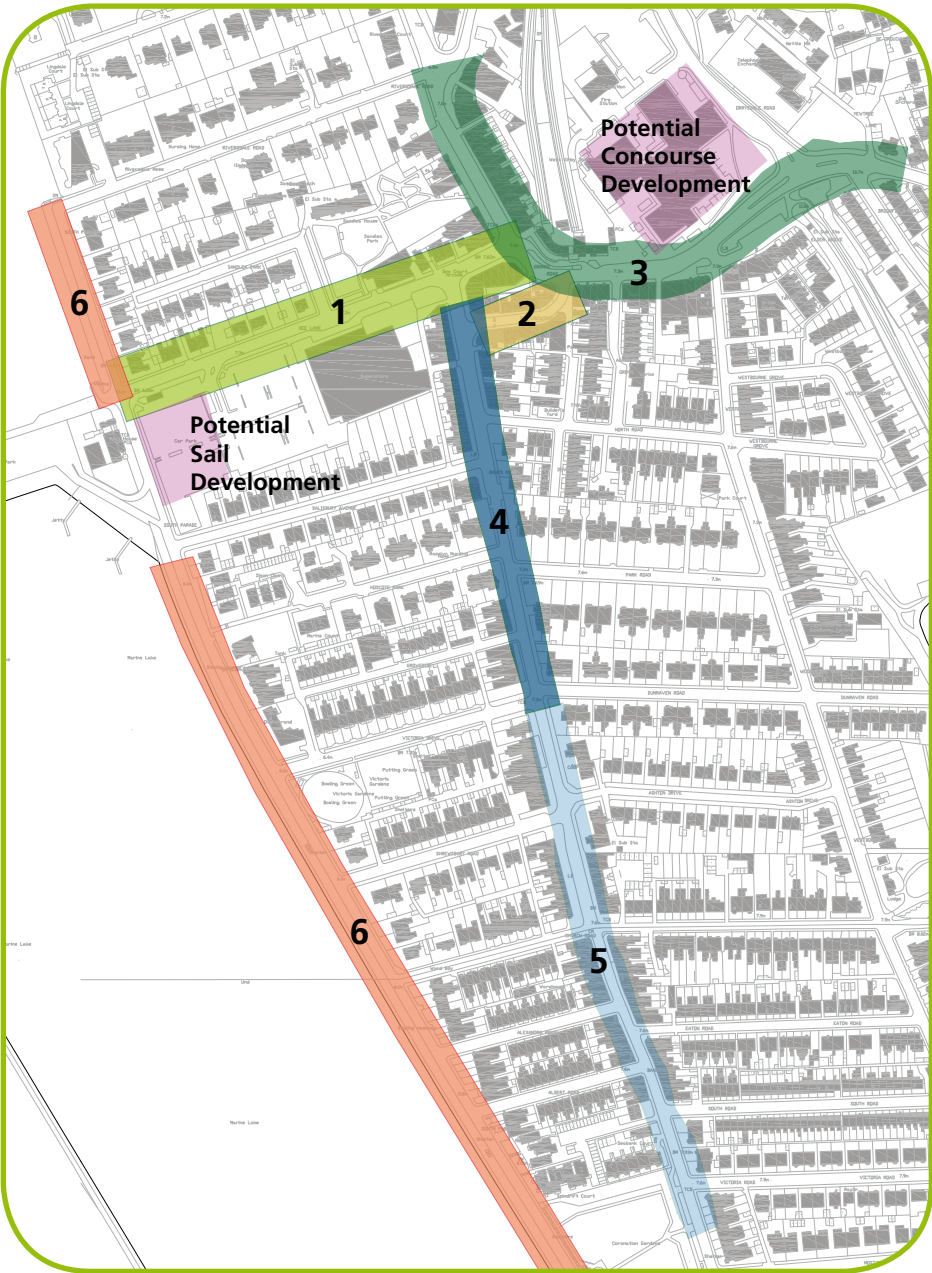
Ref	Cost Description		Lower Dee Lane	Upper Dee Lane	The Crescent	Grange Road	Upper Banks Road	Lower Banks Road	Promenade	Concourse Area	Sail
Series 100	Preliminaries										
a		General Preliminaries	22,615.35	38,256.15	39,519.00	115,259.10	74,555.55	92,875.65		31,661.25	23,521.35
b		Traffic Management	6,784.61	11,476.85	11,855.70	34,577.73	22,366.67	27,862.70		9,498.38	7,056.41
Series 200	Site Clearance										
a		Remove Existing Street Furniture / Columns Generally	1,653.00	3,716.00	1,833.00	6,801.00	5,710.00	6,587.00		4,493.00	2,762.00
b		Break up and Remove Existing Road Surfaces	405.00	232.00	60.00	2,078.00	1,766.00	2,311.00		-	1,992.00
c		Break up and Remove Existing Footway Surfaces and Kerbs	3,654.00	10,867.00	4,369.00	21,708.00	17,754.00	19,855.00		8,134.00	4,707.00
d		Demolition of Individual Features / Structures	-	-	-	3,250.00	-	-		3,500.00	-
Series 500	Drainage and Service Ducts										
a		Adaptations to Existing Surface Water Drainage Systems	3,126.00	6,487.00	5,744.00	11,458.00	9,359.00	7,785.00		2,595.00	2,595.00
Series 700	Pavements										
a		Allowance for Works to Sub Base / Regulating Course	6,067.00	1,015.00	16,223.00	9,080.00	7,717.00	145.00		-	-
b		Milling Existing Road Surfaces	578.00	2,276.00	99.00	5,970.00	3,019.00	3,901.00		-	-
c		New Wearing Course to Milled Surfaces	5,363.00	21,105.00	920.00	55,359.00	27,994.00	32,269.00		-	-
d		Formation of New Mini-roundabout	-	-	-	15,000.00	-	-		-	-
Series 1100	Kerbs, Footways and Paved Areas										
a		Allowance for Works to Sub Base	4,870.00	13,770.00	5,160.00	25,190.00	22,140.00	24,120.00		12,850.00	9,000.00
b		New Granite Kerbs and Associated Drainage Channels	12,273.00	28,107.00	15,390.00	69,579.00	46,075.00	56,216.00		1,476.00	12,935.00
c		New Footways - 400mm Wide Granite Flags	50,780.00	133,796.00	52,126.00	287,550.00	211,437.00	230,346.00			-
d		New Footways / Vehicular Pavings - 100x100 Granite Setts	14,815.00	-	55,933.00	12,396.00	26,807.00	35,071.00		-	90,702.00
e		New Footways - Blister Paving	396.00	1,585.00	594.00	1,981.00	3,764.00	3,962.00		1,981.00	1,981.00
Series 1200	Traffic Signs and Road Markings										
a		General Signage	900.00	2,100.00	900.00	8,440.00	3,600.00	4,500.00		1,000.00	2,000.00
b		Road Markings / studs	632.00	1,552.00	728.00	3,804.00	2,468.00	3,028.00		-	600.00
c		Bollards	1,785.00	-	2,560.00	-	2,231.00	2,231.00		1,338.00	1,785.00
d		New pelican crossing	-	-	-	-	-	20,000.00		-	-
Series 1300	Road Lighting Columns, Brackets and CCTV Masts										
a		Road Lighting Columns	14,000.00	16,800.00	-	30,800.00	22,400.00	30,800.00			16,800.00
b		Wall Mounted Lighting	-	-	3,450.00	-	-	-		-	-
c		Uplighters	-	-	8,500.00	5,950.00	8,500.00	9,350.00			5,100.00
d		Feature Lighting	-	-	-	30,000.00	-	-		-	-
e		Allowance for protection / diversions	1,000.00	1,000.00	10,000.00	10,000.00	2,500.00	2,500.00		5,000.00	2,500.00
Series 2500	Special Structures										
a		Artwork	25,000.00	-	-	50,000.00	12,500.00	12,500.00		-	-
b		Bins	1,350.00	1,350.00	2,025.00	2,700.00	1,350.00	2,700.00		2,700.00	1,350.00
c		Benches	2,122.00	3,183.00	6,366.00	4,244.00	6,366.00	6,366.00		10,610.00	-
d		Cube Seats	-	-	-	4,520.00	-	-		-	-
e		Cycle Racks	-	1,100.00	-	2,200.00	1,100.00	1,100.00		440.00	-
f		Works to individual areas	-	5,000.00		26,000.00	-	-		-	-
g		Allowance for Repair Works to Canopies	-	-	60,000.00	55,000.00	40,000.00	90,000.00		-	-
Series 3000	Landscape and Ecology										
a		New Trees, Including Pits and Grilles	-	-	10,480.00	7,336.00	10,480.00	11,528.00		5,240.00	-
General	Contingencies										
a		General Allowance for Design Dev & Site Contingencies	18,016.90	30,477.40	31,483.47	91,823.08	59,395.92	73,990.93			18,738.68
		PHASE TOTAL (£)	198,185.85	335,251.39	346,318.17	1,010,053.91	653,355.14	813,900.28	385,000.00	277,458.09	206,125.43



Chapter 10

Phased Programme of Works

Phased Programme of Works



Phasing Plan

Phased Programme of Works

A planned Programme of Phasing is illustrated below. This has been developed to recognise the potential associated developments notably the Sail and the Concourse schemes, which are both currently in evolution. As the study embraces a large area with several key roads this also suggests that a phased programme of works would be sensible. The uncertainty regarding the timing of the above developments, the funding streams, plus the needs of the business and residential communities also demands that disruption and commercial pressures are recognised and that careful phasing over a long period would be the most appropriate form of delivery.

Exact timing of each phase is to be determined but should be planned to avoid Christmas shopping and peak holiday periods ie November 10th to January 19th and May 30th - September 05th. This would suggest key development periods between September and mid November ie 10 weeks and January to May ie 18 weeks.

Although some flexibility should be maintained and final proposals will be subject to detailed traffic management approval the suggested broad phased areas are as follows.

- Phase 1 – Dee Lane
- Phase 2 – The Crescent
- Phase 3 – Grange Road
- Phase 4 – Upper Banks Road
- Phase 5 – Lower Banks Road
- Phase 6 – Promenade, South Parade

The canopies would be phased separately. Prioritising West Kirby ahead of Hoylake.

Each phase would be subject to available funding being sourced and further design development to take proposals from outline solutions towards detailed design and production information stages for implementation on site. As such it is not possible to predict a planned start on site date for any of the phases with any certainty. As a minimum a 5 year rolling programme of design and implementation work should be anticipated.

Risks

The key risks associated with the proposals are outlined below along with suggested strategies for reducing or resolving them.

- Funding unavailable inadequate or unobtainable - spread risk with provision of numerous potential sources including private.

- Inaccurate location of services ie water mains, electricity and gas from plans provided by the authorities impacting on proposals ie street trees - Check with on site cat scan survey or equivalent at next stage.
- Below ground makeup of road or pavement subbases impaired or inadequate to support new proposals - Investigate with trial pits at next stage and make worse case scenario in cost section.
- Drainage site levels topographical problems - utilise existing runs and falls where possible in new proposals no obvious drainage problems exist given site observations.
- Scale of proposed development - phase operations to focus delivery and reduce potential disruption within the busy centre but maintain momentum to ensure continued public support.
- Natural stone materials source and supply - ensure several potential sources are identified, keep pallettes simple and or European origins preferred to avoid current uncertainty on shipping costs from Indian and Chinese sources.
- Inappropriate adjacent developments - ensure new schemes are sympathetic and tie into public realm proposals regarding scale, content, style, access, movement, parking provision, use of materials etc.
- Ownership of the space in front of the station - which is a key area belongs outside the jurisdiction of the local authority in private hands - this is a key area which could upset the proposals if not delivered. Measures to be taken to investigate ways of unlocking its potential.
- Planning - ensure proposals are in line with the UDP and local designations, and regional and national guidance.

Chapter 1

Appendices

Appendices

Appendices (CD)

- Topographic Survey
- Baseline Analysis Plans
- Strategic Masterplan
- Overall Masterplan
- 1:500 plan of each area
- Lighting Plan
- Canopy Report
- Land Registry searches
- Service locations

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