



Have your say

Active Travel Consultation: Birkenhead Road



Consultation: 23 November – 21 December 2022

Report: 02 February 2023

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1.0 Executive Summary

Wirral Council is seeking feedback on proposals to introduce a package of highway measures and environmental improvements along Birkenhead Road, Seacombe Ward. The Birkenhead Road Active Travel Scheme consultation asked for feedback regarding the following proposed changes:

- An upgraded segregated pedestrian footway and cycle track along the east side of Birkenhead Road (between Kelvin Road and Seacombe View).
- Removal of existing vehicle parking bays along the east side of Birkenhead Road.
- Provision of new vehicle parking bays along the western side of Birkenhead Road (between house numbers 30 – 56), improving safety by removing the need for residents and visitors to cross the road to access their vehicles.
- Pedestrian and cycle priority crossings at side roads.
- Improvements to pedestrian crossing points at dropped kerb accesses along the west side of Birkenhead Road.
- Removal of existing bus bay on the east side of Birkenhead Road, opposite 100 Birkenhead Road, to be replaced with a Bus Stop Bypass facility opposite 76 Birkenhead Road.
- Introduction of Traffic Regulation Orders (double yellow lines).
- Revision of existing Traffic Regulation Orders (double yellow lines) along the western side of Birkenhead Road, to enable vehicle parking.
- Removal of trees from the eastern side of Birkenhead Road to allow for footway and cycle track upgrades. New trees will be planted at Corbyn Street and the Seacombe Ferry area.

The consultation sought the views of Wirral residents and other stakeholders to understand levels of support and understand why residents support or object to the proposals. These findings will be considered at the meeting of the Active Travel Working Group on 07 February 2023.

1.1 Key Findings

- The engagement generated 169 responses.
- 50.9% of respondents support the proposals and 49.1% object to the proposals.
- Two petitions in objection to the proposals were received with a combined number of 379 signatures.

2.0 Methodology

The consultation was carried out between 23 November – 21 December 2022. The approach used was an online public consultation through the ‘Have your say’ consultation portal at www.haveyoursay.wirral.gov.uk with a page dedicated to the Birkenhead Road Active Travel Scheme.

A photograph of Birkenhead Road as it is now, and a visual representation of the proposed scheme was shown on the project page and the Project Board was available in the Documents section. Detailed concept plans showing the extent of the proposals were also available to view in the Documents section of this page.

The project page provided images of Birkenhead Road area as it is now and the proposed improvement scheme. Detailed concept plans, showing the extent of the proposals, were available to view in the Documents section on the page along with a project board highlighting key features of the scheme and visual representations of the proposed scheme.

An online questionnaire was provided for residents to engage with. Respondents were also able to submit freepost correspondence regarding the scheme to a nominated address, request help completing the questionnaire, or submit additional comments via a dedicated email address, which was published on the ‘Have your say’ website alongside the online tool.

Following the consultation, the feedback will be considered at the meeting of the Active Travel Working Group on 07 February 2023.

2.1 Questionnaire

The consultation questionnaire was developed to gain an idea of the level of support for the scheme, along with the reasons for the support or objections.

The questionnaire asked respondents if they supported or objected the proposals in a closed question, followed by an open free text question where they could expand and explain the rationale behind their previous answer. It was mandatory for the responder to include the reason for their support or objection as this is required for the evidence base for decision making on the schemes.

Following the closure of the consultation, the responses to each of the questions were collated and included in this report. Free text responses have been provided in full.

2.3 Analysis of Respondents

Respondents to the online tools were provided with the option to provide demographic information about themselves. It must be noted that this is an option and that not all

respondents included this information. This data allows the demographic results to be included in this report to enable analysis of the scope of responses and representation from different demographic groups.

2.4 Interpretation of Results

In terms of the results, it is important to note that:

- The public consultation is not representative of the overall population but provides information on the opinion of those residents who engaged.

2.5 Communication

The consultation was promoted through the council's organic channels to reach Wirral residents and encourage them to have their say on the proposals. This included:

- Organic social media (content shared across Facebook and Twitter)
- Media releases issued to local print and digital media (covered in Wirral Globe, Birkenhead News and Liverpool Echo)
- Wirral View news articles
- Resident email – Wirral View

In addition, residents, and businesses local to Birkenhead Road scheme area were sent letters giving notice of the engagement and encouraging their participation.

3.0 Results

3.1 The Questionnaire

The questionnaire was responded to by 169 people. 167 responses came through the online portal, and 2 postal responses were received.

3.1.1 Question 1: Do you support or object to the planned proposals?

Respondents selected one option indicating if they support or object to the proposed changes to Birkenhead Road. 167 people responded to this question online, and 2 submitted postal responses. In total, 50.9% of respondents support the proposals and 49.1% object to the proposals.

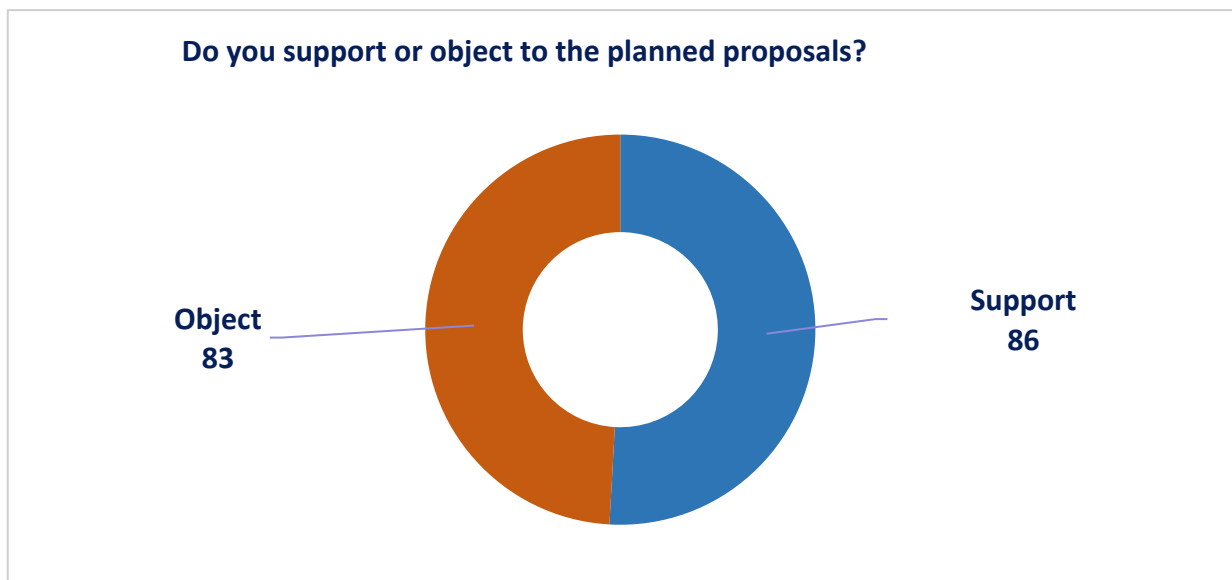


Figure 1: Chart displaying the number of people who support and object to the proposals.

Do you support or object to the planned proposals?	Total	%
Support	86	50.9%
Object	83	49.1%
Total	169	100.0%

Table 1: Table displaying the number of people who support and object to the proposals.

The reasons for objections and support are included in Appendix 1.

3.2 Direct Representations

Two petitions objecting to the proposals have been received with a combined 379 responses. The representations are included in Appendix 2.

4.0 Demographics and Site Traffic

4.1 Demographics

Registration was required to engage in the online consultation. The registration form included questions regarding demographics including gender, age group, ethnicity, and sexual orientation, however not all questions in the registration form were compulsory and respondents could choose to select 'prefer not to say' or skip the question. The demographics results are summarised below. The same questions were included on the paper-copy questionnaires.

Most of the respondents (77.8%) classed themselves as local residents.

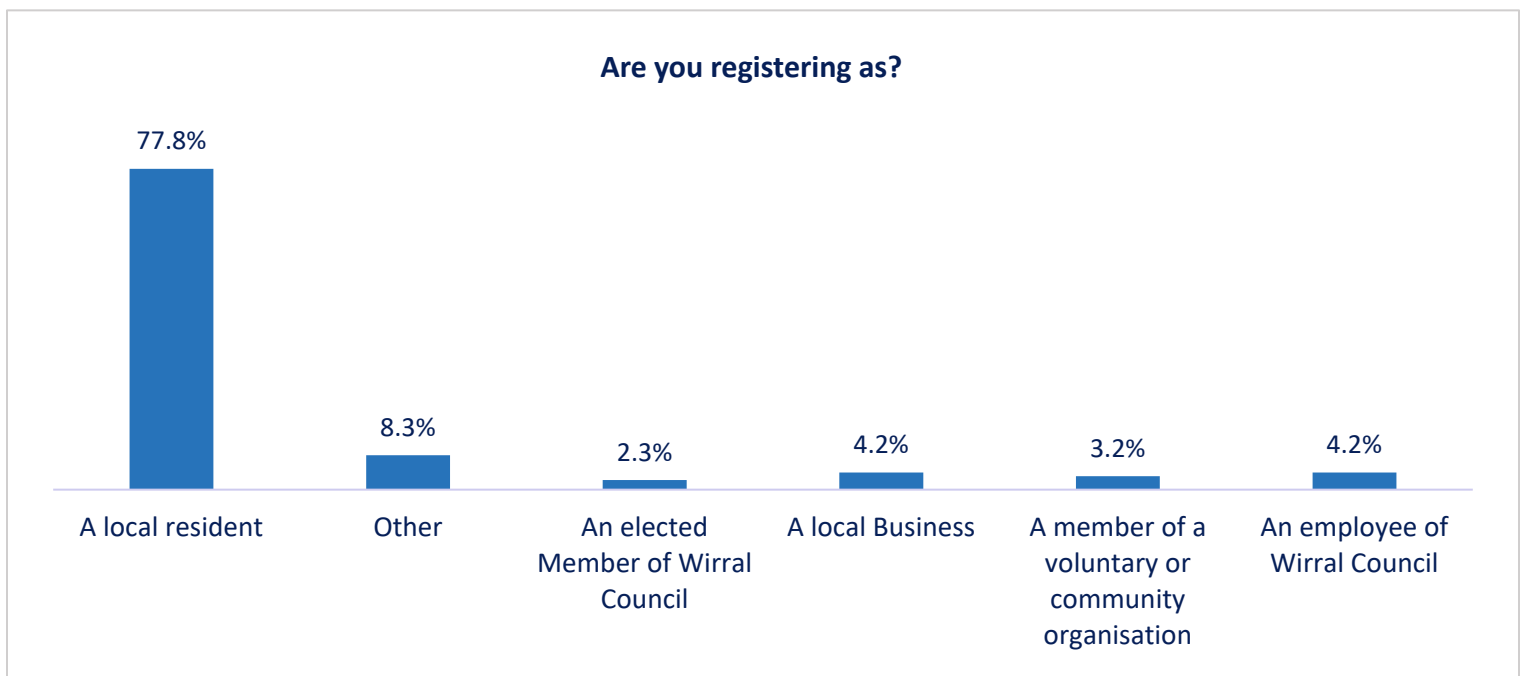


Figure 1: Who are you registering as?

The gender of respondents was 58.5% male and 39.5% female, with 2.1% preferring not to say.

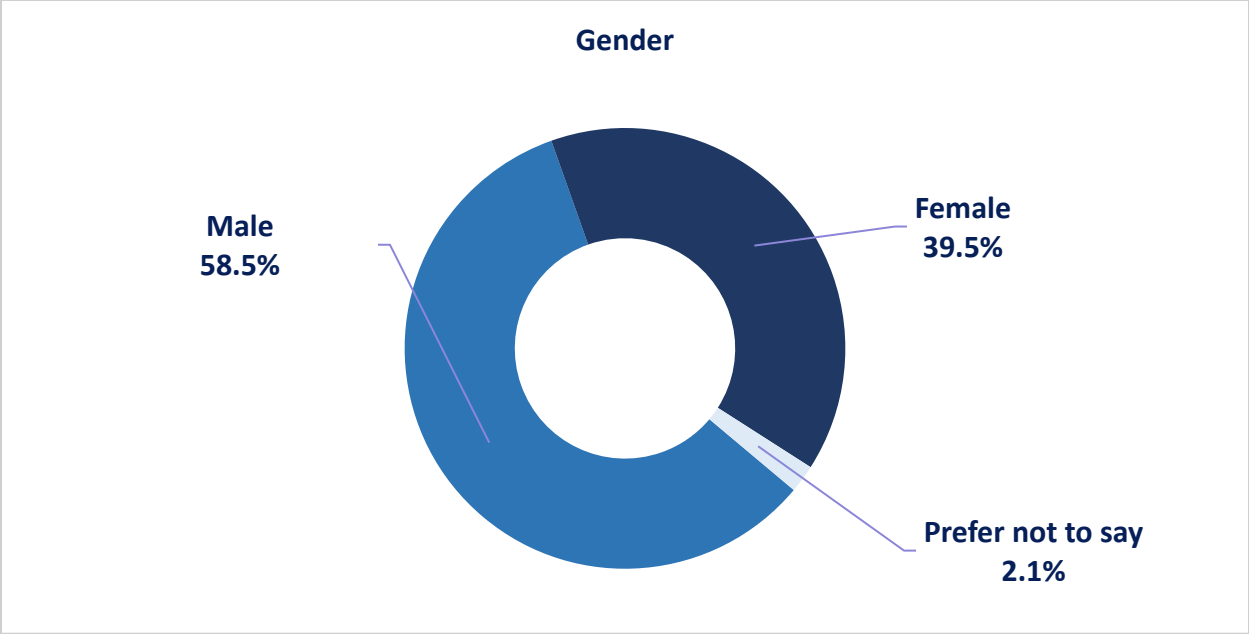


Figure 2: Gender of respondents

The age group profile is illustrated below, the most common age group was 55-64 years (21.9%), followed by 65-74 years (20.4%). Under 25's only made up 4.1% of respondents.

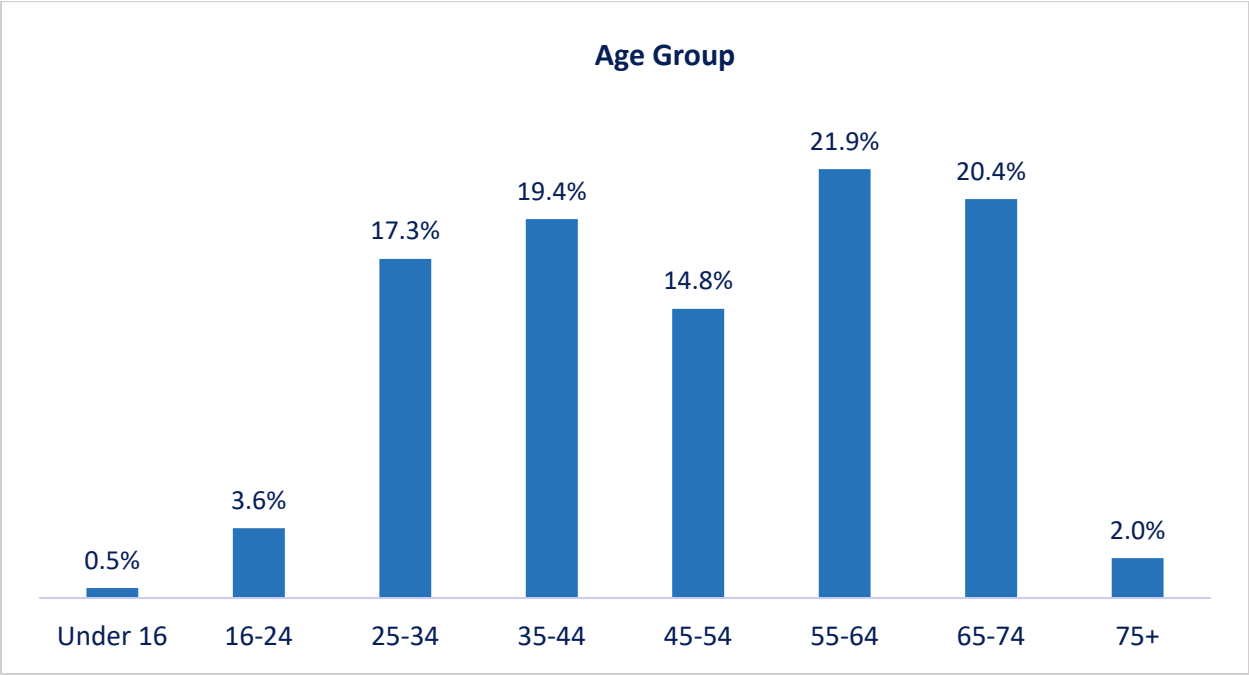


Figure 3: Age group of respondents

90.7% of respondents were White British, 3.6% of respondents were of a non-white or other ethnicity.

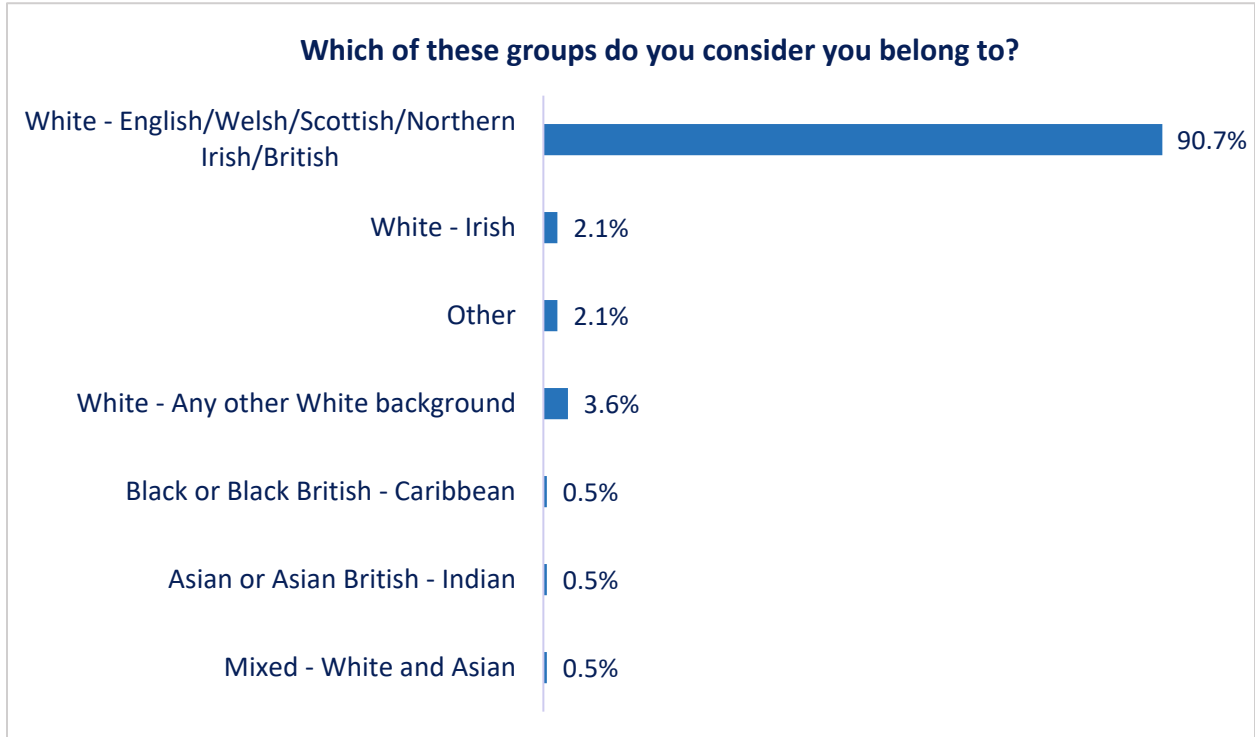


Figure 4: Ethnicity of respondents

78.9% of respondents were heterosexual, 2.1% were gay/ lesbian, 1.5% bisexual and 17.5% preferred not to say.

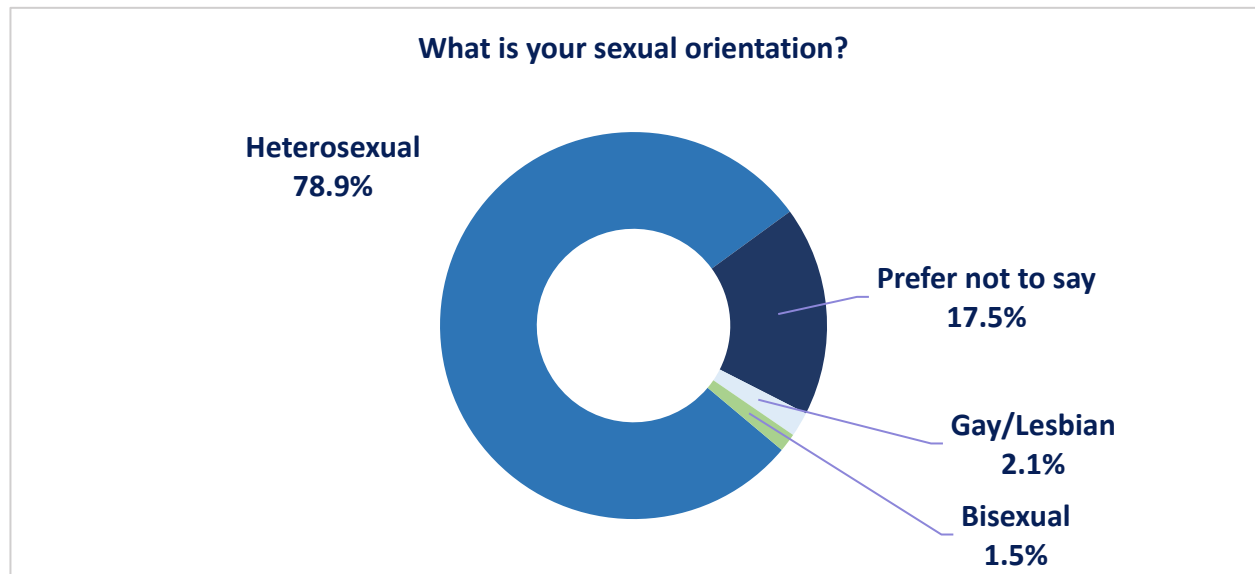


Figure 5: Sexual orientation of respondents

8.5% of respondents said they had a disability, 5.1% preferred not to say, and 86.3% said they did not have a disability.

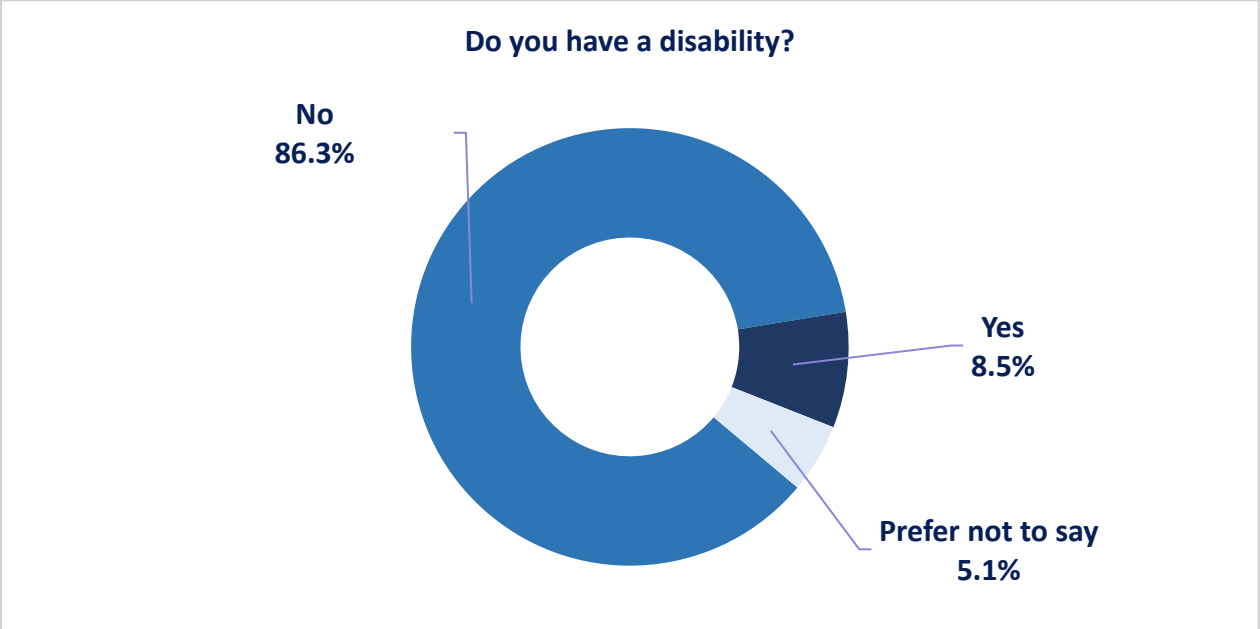


Figure 6: Disability status of respondents

Each of the 22 Wirral Wards had some representation. The most represented Ward was Seacombe (11.5%), followed by New Brighton (8.0%). The least represented wards were Leasowe and Moreton East and West Kirby and Thurstaston, each with 1% of responses. Additionally, 4.5% of responses came from outside Wirral.

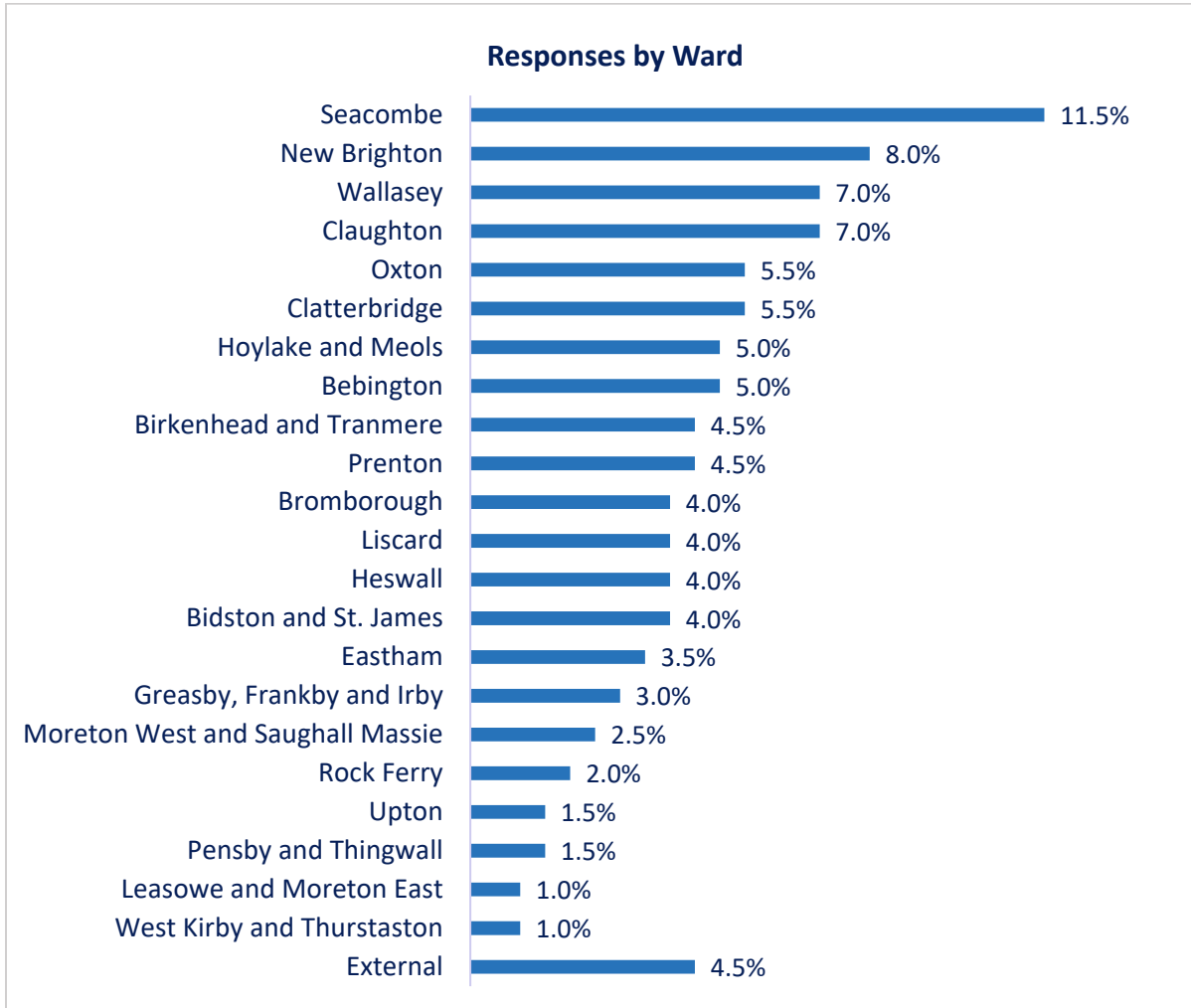


Figure 7: Wirral Ward representation

4.2 Have your say - Site Traffic

Reviewing the site activity, visits, and how people visit the site can be useful to evaluate if people are aware of the site, as well as to ensure engagement activities are deployed effectively, and to a wide range of different people – enhancing public engagement in the future. 887 visited the Birkenhead Road Active Travel Scheme consultation page of the Have Your Say site, of these 223 visited multiple project pages and 79 downloaded a document. 167 people in total completed the questionnaire.

These figures cannot be viewed as definitive as they are based on site tracking through ‘cookies’ and there are a number of factors that can impact on this. These include that cookies may be disabled or deleted, individuals may access the site multiple times through different devices or different browsers. However, the figures can be used to gauge how much interest has been generated in individual projects through the rate of engaged participants.

The route that people access the site is known as the traffic source. The ‘Have your say’ portal allows analysis to be carried out on traffic source, and if they lead to engagement in the site tools such as the questionnaire. This analysis allows a greater understanding of which communication and promotional tools to use to optimise engagement.

For this project a range of traffic sources have been reviewed and summarised in the table below. Most visits to the site were either direct visits where people typed the internet address into their web browser (380 visits) or links clicked from social media sites (360). Direct visits generated a rate of engagement of 24.2%, meaning 24.2% of these visits resulted in completion of the survey. Social media visits had an engagement rate of 13.9%.

TRAFFIC CHANNEL	AWARE VISITS	INFORMED VISITS (%)	ENGAGED VISITS (%)
DIRECT	380	218 (57.4%)	92 (24.2%)
SOCIAL	360	164 (45.6%)	50 (13.9%)
EMAIL	4	3 (75%)	3 (75%)
SEARCH ENGINE	46	19 (41.3%)	7 (15.2%)
.GOV SITES	2	1 (50%)	0 (0%)
REFERRALS	95	47 (49.5%)	15 (15.8%)

Table 2: Site traffic sources

Appendix 1: Rationale

Support

1. When electric scooters are brought in, this will help travel
2. I have cycled this route on the shared user path, and I agree with the proposals. This will improve the existing SUP and make it safer. e.g., the bus stop area is not very safe at the moment.
3. I cycle to work in this area. These will be much welcomed improvements.
4. Safer for cycling and also improving air quality hopefully with less cars
5. I think it will be a good transport/ infrastructure upgrade, however I'm curious if the cycle Lane should be on the western side with the shops/ houses or the eastern side with the lorries/ warehouses. What will happen with this "Scottsfield" industrial park? Will it be fully utilised considering its prominent location surrounded by water?

I'm not sure if removing the trees will be good?

Either way it should encourage taking the bus, walking and cycling 😊👍.

6. The plans look to support safer cycling and walking. improved lighting will be needed on the cycle path side of the road as that side of the road is currently unlit.
Is it possible to have islands every 20/30 houses situated within the parking bays to plant trees in to make up for the trees being removed on the opposite side of the road?
If the AT plan encourages more people to walk then there may need to be some more litter bins placed along the route too. All- in- all a great improvement to the look and feel of the road.
7. these are good proposals, long overdue
8. Improves the cycling facility no end. Big issues with the bus stop, especially with the bus stop conflict.

9. This is already a well used section of cycle way but there are many deficiencies so its full potential is not being realised. This scheme will address those failings and make for a safer, more attractive environment for cyclists and pedestrians.

It's important that everything possible is done to deter illegal and obstructive parking, especially opposite the Soccer Dome as this is currently a real issue.

I would hope that everything possible is done to add more trees along the length of Birkenhead Road and address lighting by the cycle path as this is currently insufficient.

Thanks for bring this scheme forward. More of this sort of thing please!

10. Significant improvement upon an existing badly-designed route.
11. This would add a much needed update to the local area, allowing for easy and safe transition from the promenade in Seacombe to this cycle path through towards Birkenhead town center.

My worry is between the hours of 5-9 Monday-Thursday, this road is beyond a joke when it comes to parking, with the Soccer Dome not having parking suitable for their needs, and removing the parking area on the opposite side of the road would only make this worse.

This needs to be reviewed regardless of whether these proposals move forward, with constant traffic build up and dangerous situations for both parents and youngsters coming in and out of the Soccer Dome a real issue, not to mention the parking in the entrance to the large business site adjacent to the leisure venue.

My suggestion would be potentially shortening the width of the pavement, along with having a slim cycle path to allow parking the whole way up the street, along side the cycle path, accommodating for all users.

12. I would like to see more segregated cycles lanes and wider pavements to increase active travel in the Wirral. I would also like to see more double yellows on roads to prevent cars from parking on roads. it would be better to have offstreet car parking or segregated and allocated car parking spaces.
13. The artists impression of the proposed changes does look like an improvement.
14. Might encourage more sustainable travel
15. I have started cycling and would like to use this as an exercise, but lack the confidence to use the roads. Accessing cycling n routes is a safe option

16. safer for cycling
17. I ride this route a lot. It's OK as it is but not ideal having to give way to all of the side roads and the bus stop. The plans look great and will make more people feel confident to take up cycling themselves.
18. I travel by bicycle to the ferry. There is a cycle path on the other side of the road but it is very stop/start (crossing side side roads and bus stops) and crossing the road is difficult at rush hour.
19. Because it be safer
20. I am a keen cyclist and occasional user of the route outlined. I therefore find the proposal suitable for encouraging cycling by making the route safer.
21. We need more safe active travel routes
22. The current cycle "lanes" on Birkenhead Road are badly planned and dangerous for both cyclists and pedestrians. There are places where the cycle lane just stops and leads cyclists either into potential conflict with either pedestrians (eg at bus stops) or motorists. The proposal for a segregated cycle lane is very welcome as it will be much safer. Having cycle priority at junctions makes a lot of sense because 1) motorists have to slow down or stop anyway when joining or leaving the main road and 2) cycling will only become safer when motorists get in the habit of giving cyclists priority and accepting this as the norm. Introducing cyclist priority at junctions will help to achieve this.

23. I cycle a lot and know the area well (I also drive) so I think I have a good idea about what is needed. These plans support and stimulate safe active travel which is exactly what we need. The area is flat and most people drive short distances, in principle this could be a fantastic area to have active travel as the primary mode of transport.

A have a few suggestions:

(1) please make sure designs are discussed with cyclists (happy to help). Unfortunately there are a few new bike lanes (Tower Road comes to mind) that are not fit for purpose.

(2) please police more intensively - cars parked on bike lanes (or footpaths) are not acceptable, drivers running red lights or playing with their phones is not acceptable. I see these things on an almost daily basis. But yes, please also police cyclists (warnings and tickets for the stubborn ones) esp. on bike lights and (for electric bikes) speed limits.

(3) the most important thing but I don't really know how to do it. We need a change in culture. Seeing many people's responses on social media is very upsetting - one would swear cyclists are the Devil Incarnated whereas in reality it is them that keep the roads less busy, don't create potholes, keep the air breathable and the planet less hot for everyone. (personal benefits are better health and better mood) I have had people shout at me for no reason at all (except I was using the road) and worse, have survived a few unavoidable near misses (and one hit and run). Maybe we need much more awareness, and get rid of the 1960 "My Car is King" attitude that for some reason still lived on in this part of the world. I think this will need to start in primary school. A lot of people are very upset that they can't drop their kids off easily but also that all "the others" park double etc. I grew up where every child starting in primary school cycled to school (90%+, and twice a year the local police would come over to test our lights and brakes). This creates NO traffic situations at the school, because there will be very few cars it is also safe, and after all by definition everyone lived within cycling distance from their school. Good education in schools, cycle training, and having role models (teachers cycling to work) would be good.

24. I cycle on that road everyday. The current cycle path isn't fit for purpose. The bus stop must be considered as currently the path goes through the middle of it

25. This is a well used section of path on the Wirral Circular Trail and link between Seacombe Ferry (with new Eureka) and Wirral Waters. The bus stop with trees and a post are dangerous to both pedestrians and people on bikes currently. Priority at side roads is important - these are little used by motor traffic but create a risk to people walking and cycling by adding in stops and starts to the journey, and looking back to check whether any traffic is turning in to the junction is particularly difficult. This would be a big improvement for people walking and cycling with minimal inconvenience to drivers.

26. Being a cyclist we need better infrastructure on these roads in order to be safer. HOWEVER, any proposals must apply a degree of rationale and common sense and not be to the total detriment of the other mode of transport. The only thing I vehemently object to is the removal of trees on the PAVEMENT section of this part of the road only to replant them elsewhere (pointless as it takes 20+ years for new planted trees to reach maturity and we need ALL THE CO2 ABSORPTION FACILITIES ON OUR ROADS THAT WE CAN HOLD ONTO NOW!!!). There is NO need to remove the tree as it does not fall on the cycle way. people are intelligent enough to walk around a tree on a footpath are they not? And of course they provide welcome shade on bright hot days or wet days....every tree counts! DO NOT REMOVE THEM SIMPLY ON A WHIM!!!
27. 1) The existing cycleway is a dangerous 2) With the climate emergency and high air pollution, we need more cycling infrastructure.
28. I live at 86 Birkenhead Road and I feel like it will improve the street especially the bus shelter and the improved parking
29. That stretch is the main corridor for me, on my bike when I leave home. The area around the bus stop is terrible. Cars parking in the access areas to the factories can be problematic. Whats going to happen to the trees though?
30. As a regular cyclist I support any plans to keep cyclists safe.
31. The current cycle lane is a half measure and doesn't work well for anyone. On a recent trip to Ferry pub on the prom, this was one of handful pain points when planning a route that would ensure my partner felt safe on two wheels. Having a continuous, protected lane would have made that trip much easier and comfortable for my partner. Dutch style profile changes to prioritize pedestrians and cyclists would be very welcome! I have used travel along numerous cycle paths with road junctions without profile changes for cars crossing the cycle lane and this has caused countless dangerous encounters.
32. The current cycle path is a waste of time with breaks especially around the bus stop. Maybe plant even more trees than those which are to be removed and ensure they are well protected and allowed to flourish.
33. I use this on pavement cycle lane a lot and the bus stop [and passengers in the lane] is always problematic. It could be so much better. This route is used by a lot of cyclists.
34. Cycle lane access on this road has always been problematic and these measures will make like easier and safer for cyclists and pedestrians. I agree with the avoidance of the need to cross the road to parked cars for local residents.
35. Active travel is not only healthier and better for the environment it promotes a better, safer and more pleasant street scene.
36. It will improve the area for residents, pedestrians, cyclists and motor vehicles

37. The current route via the prom is not suitable for utility cycling (i.e. commuting or running errands/shopping by bike). We need a high quality cycling route that makes it possible to keep cyclists on the main routes, and avoids pushing them off the main road onto a stretch of space that is often extremely busy in the summer, or very quiet (and therefore a danger to women and other vulnerable users).
38. The cycle lane is properly separated from the road by a kerb.
39. Sensible plans, will improve this road for all users
40. The current scheme is quite poor is a couple of key areas- side road priority for peds/cyclists(regardless of recent Highway Code changes...), pedestrian/cyclist conflict especially at the bus stop and also conflicts between motorists either opening doors from existing bays or using the two infrequently used side roads for short stay parking for Soccer Dome, which can block the cycle/ped route entirely.
41. Open minded person to new developments
42. The car is finished as a sustainable means of transport in the medium term - its time as a species we took that on board
43. Much better road layout. Safer for pedestrians.
44. New Look.clearing out the shabiness. ...pedestrian crossings are needed. Clear bike/people paths
45. I like the idea
46. It encourages people's to walk or cycle and feel safe
47. For health, environmental, and a nice place to live. People need to be given alternatives to travelling by car.
48. It makes sense. Easier access for residents. Easier access for cars and cyclists. Please make sure there is adequate street lighting if the area is to be more accessible.
49. Gosh it is so great to see these plans! I live in Birkenhead and work in Liverpool and cycle to the office via the Seacombe ferry. Anyone who has ever tried to use the current cycle path on this road knows how absolutely ridiculous it is. I wouldn't dream of taking a child cycling along this path, and am sure any other parent would feel the same way. I wholeheartedly support any plans which provide safer walking and cycling routes on Wirral, and can't think of many better uses of public money. I'm sure this will encourage more people to cycle to work in Liverpool rather than drive, which is again a win-win. Excited to see these plans come into effect! Great work.

50. This would be transformative for cyclists using Seacombe ferry and likely to increase the use of public transport across the Mersey. The existing layout is dangerous for cyclists and I have experienced multiple near misses; this change is likely to encourage many more less confident cyclists to use this road.

Much improved facilities for pedestrians as well. Please can we have more such similar schemes- they have a huge impact in encouraging non- motorised forms of transport

51. We need more safe walking and cycling paths!

52. Cycling should be promoted in any form, as it is a safe, healthy, environmental friendly ,cheap and fast (for local commuting) way of travelling. The existing shared cycle path does not invite cyclists, especially with the bus stop blocking it. The concerns of the soccer dome about parking places could be something to have another look at. Although in the long term the kids should get there by bike and not by car. I'm from the Netherlands originally, and most kids go to sports on their bikes and not by car.

53. I am a keen cyclist and the suggested improvements are much needed.

54. Active travel, whether on foot or by bike is the healthy option. It reduces pollution and keeps one fit at the same time.

55. Much needed improvements to current road layout. Trees should be replaced by new saplings, shrubs if space is limited.

56. It will be easier and safer to walk and cycle in this area, especially for the new residents at Wirral Waters. Reduced air pollution too.

57. Potentially make streets safer and offer opportunity to use more diverse and sustainable methods of transport.

We should have escooters on the peninsula like Liverpool though.

Also, don't do all this at the expense of reasonably using one's car.

58. Clearer cycle route

59. Safe integrated cycling infrastructure is shown to improve business and health

60. It is absolutely imperative that we reduce fuel use and pollution, and increase people's physical activity for health reasons. I use the current cycle way regularly, and have been very happy to have it since nearly being knocked off my bike by a speeding car before the cycleway existed. More people are likely to cycle if they feel safe doing so. However, I object to the removal of trees. It is also imperative that we keep our trees, and I don't see why we can't have the bulk of

the scheme without killing them. There's no problem with cyclists and pedestrians using the same path as it is, as far as I have seen.

61. I think it is really important that infrastructure is put in place for people to walk and cycle safely. Climate change is real and people should be using their cars less.
62. Love the proposals to build a dedicate bike lane along this road as it will make cycling here much safer and encourage more people to cycle here. My only worry is that if the bike lane is not protected then drivers will continue to park in it
63. I support Active travel. I support environmental and safety improvements and equality for cyclists and pedestrians to travel safely.
64. To make our environment safer, cleaner, and to give people easier access to healthier ways of travel.
65. Safer active travel is the way forward
66. Safer for cyclists.
67. Greener and safer travel is a top priority.
68. Any improvement to cycle and walk ways is excellent
69. I use this cycle path regularly with my child and it is not suitable at present. There are a lot of places he has to get off his bike and then remount.
70. They support walking and cycling, and improve the use of the road, even tho the image of the upgrade is very hard and unsympathetic visually.
71. Because I don't own a car and need a safe way of moving around
72. The proposals will be beneficial & enhance safety for all road users, particularly pedestrians & cyclists and thus encourage more people to leave their cars behind and use active methods of getting around. Better for health & climate change
73. Any scheme that is well thought out and aims to reduce the reliance on motorised vehicles together with increasing the ease of cycle travel, has my backing every time. It helps with both climate issues, human health and the cost of transportation for the individual if conducted in the right way and with the inclusion of the public.
74. Have cycled this route with my children - would benefit from better crossings and more priority for walking/cycling. The designs look good! Will be great to enable families to get to/from Eureka and New Brighton beyond, plus handy to get to Soccer Dome as well

75. Travelling across the Wirral on a bike, especially when accompanied by young children is often dangerous. Poor cycling infrastructure discourages young people to feel safe.
Birkenhead road is a typical example of poor and dangerous current infrastructure. The cycle lane is cut off by a bus station! This forces cyclist to dismount before passing the bus stop. On busy time, it becomes difficult to pass around the pedestrians waiting for the bus while pushing the bike (and try with youngsters who are not yet at ease pushing their bikes...)
any improvement that enables safe, continuous, dedicated cycling lanes are welcome.
76. I bike or use public transport daily. Often the bike paths are confusing or not clear, but this looks both clear and I like that the separated barrier makes it safer for everyone.
77. To facilitate more active travel
78. In order to meet climate change commitments, our society must enable active travel for more people - making our roads safer for schoolchildren and commuting adults will lead to a reduction in the number of short journeys made in cars. These proposals support this change.
79. I firmly believe that cycling & walking facilities can & should be improved around the whole Wirral Peninsular - particularly that they should all be "joined up". This is part of that process!
80. It is essential that we encourage less use of cars and more use of bikes and public transport. The roads are unsafe to cycle on at the moment and safer spaces will encourage more users to get on their bikes, reducing congestion, emissions and improving health of the individuals and air quality of the communities.
81. To encourage safe cycling and walking with health benefits to all. Priority should be given to walkers and cycling, not vehicles .
82. We need to be more friendly to car alternative transport if we want to achieve zero carbon goals. Pedestrianised streets also lead to higher safety for pedestrians in all aspects, safety from car accidents and predators
83. Will be great to ride my bike to Eureka and Soccer Dome. It looks good
84. Always a shame to remove trees (so please do plant far more than are removed) but I cycle this route often and the current situation is dangerous for cyclists and pedestrians. The improvements will really help more people cycle here and clean up the air in this area. Thank you for all the work you are doing to improve active travel and road safety.
85. I support the proposals as increased walking and cycling infrastructure will reduce carbon emissions, reduce road congestion and increase physical health. Increasing the cycle lane to two way will reduce the chances of collision between cyclists and pedestrians and cyclists and motorists.

86. I support the proposal on the grounds of : Road safety. Health & Wellbeing. Reduced congestion / lower pollution. Economic benefits (walkers/cyclists spend more money locally). Addresses the climate emergency. Fit with Wirral Plan. Fit with Local Plan.

I support the proposal since we need to encourage increased walking and cycling to our visitor destinations - Europa has a potentially high footfall and we want people to arrive as sustainably as possible.

I also support the proposal in that it supports lower transport costs and so provides cost of living benefits.

But, please consider

1. narrowing the side roads and/or using the opportunity for the infrastructure to reinforce the transport hierarchy by use of continuous raised pedestrian and cycle way across the side junctions or colour demonstrating pedestrian and cycle priority

2. including more trees in the design. Residents deserve trees. The plans shift the parking across the road, they can also include build outs with trees - e.g., plant trees every 10 houses or so. Urban trees reduce urban heat sink effects, provide shade when walking/cycling, reduce pollution, support sustainable urban drainage, etc,

Objections

1. this would effect the business as there would be less parking for customers to park their car and the cycle lane being expanded is bearily ever used if anything add more parking
2. Parking bays should remain to service soccer dome users. There are not enough as it is.
3. I believe this proposal would have a detrimental impact to people using this road park to take part in fitness activities within the Soccer Dome. Many users of this fitness facility will choose to drive out of concern for their own safety, particularly in the dark. I believe that this would have a detrimental impact to the existing fitness facility and be counter to the idea of improving the health and well-being of Wirral residents.
4. You need to look at more rough and run down areas of Birkenhead rather than looking at areas that are not so deprived and need urgent support , if you look at areas such as tranmere , it has a beautiful new built st Catherine's centre but the Derby road is a state and needs to look better , especially roads such a Harrowby road they are so run down the road is literally falling apart and the pavement is full of dirt and weeds growing out that needs replacing , then you have the back passageway of the street which is pure filth overgrown and left a mess
5. The area does not need cycle lanes and getting rid of parking to make way for it.. the area needs better lighting safer crossing areas and better use for pedestrians
6. I am a resident of Birkenhead road I live at 118 and currently as it is I can't even park outside my own house due to the road being used as parking for the people visiting the soccer dome I have 3 small children and most of the time have to park anywhere between 100 & 500 yards away from my own house I suffer with depression and anxiety and this doesn't help now you are proposing to take away parking bays and replacing them with a cycle lane it's quite frankly ludicrous one proposal that should be considered is putting in place pay and display machines and/or parking for resident permit holders I don't see why I should be made to park my car a ridiculous distance away from my house and walk my 3 small children to my house in all kinds of weather so I strongly object to these proposals as they make no sense whatsoever
7. I live on Birkenhead Road, and the parking is very difficult at the moment, but if these proposals were put into force then parking would be a nightmare. The main reason for the trouble is that The Soccer Dome has no designated parking areas, if they did then parking for residents would be a lot better, taking the parking area from the East side of the road would make residential parking worse than ever.

8.
 1. Your plan shows removal of existing parking on the eastern side of Birkenhead Road. Currently on Birkenhead Road we have the Soccer Dome and when they have it open for games the traffic is extremely high including parking. For residents in the area suffer and people ultimately park where they want, regardless of yellow lines. There is no penalty for them parking there. There is available land just pass the bus stop on the eastern side, I don't understand for safety purposes why the funding can't be put towards purchasing this land and turning it into a car park.
 2. Your plans show making additional parking available on the west side of Birkenhead Road, leading up right before the entrance for Horseman Place. As a resident along this road, if you are removing parking for anyone going to the Soccer Dome on the east, and they will be forced to use all spaces on the west side, I foresee them parking within Horseman Place, which is a small cul-de-sac and house residents will not be able to park outside their own homes. This includes the houses on Birkenhead Road. When pulling out of these roads like Horseman Place, parked cars will obscure the view, which could result in an RTC.
 3. If you were a resident in the local area, you'd know the heavy traffic flow along this road, making more spaces for cyclists is not going to help car road users. As a daily user I see cyclists ignoring the current cycle path along the pavement and opting to use the road. The current path along the river front needs to be promoted more, again using this funding to put more lighting in this area.
 4. As Birkenhead Road is near a Ferry Terminal for use of Lorries, we have a high number of heavy good vehicles using Birkenhead Road (this includes wide vehicles like Buses too), reducing the lane width for a cycle lane will have effect on other road users.
 5. The relocation of the bus stops I'm assuming will mean the bus will not have a section away from the road to pull in (I cannot see this on the proposed images). This will result in cars attempting to overtake the bus and moving into the opposite side of the road, which will result in a risked RTC.
 6. Implementing yellow lines will not result in anymore misuse of parking, people do it currently with no fines etc.
 7. It seems that pedestrian and cyclists' priority is being considered higher than car users, they currently already have a cycle path and appropriate pedestrian walkways on both sides of the road, with additional use along the river front. I do not see a reason why this money should be used to make ultimately little improvements for anyone living in our area who uses a car.
 8. Please consider installing a crossing at the set of lights past the soccer dome and consider purchasing the empty waste land, therefore anyone visiting this will have a safer option to mark and will not be getting out of their car and children out of cars onto a main road.

9. - Reduces parking, taking parking away from local residents & businesses
- The soccer dome has a large requirement for parking which already causes problems
 - not enough extra street parking provided to make up for loss (east side of Birkenhead Road can have around 30 parked cars and this is not provided for in new plans)
 - Removal of existing trees (negative impact on environment)
 - already cycle and pedestrian lanes in service and cycle/pedestrian route along river side
 - would be better to spend the money linking up areas that lack cycle routes (from Seacombe into Birkenhead centre, for example. Or making Tower Road safer at night)
 - not completely against the idea but seems like a duplication of what already exists
 - spending of a large amount of public money for little benefit to local people
 - changes to the ferry port have not improved experience and proved v expensive & lengthy. Would this project block traffic to ferry port and Eureka museum for long periods, further impairing the ability to attract tourists?

10. I object to the proposed scheme for the following reasons;-

1) This part of Birkenhead Road needs more parking spaces for local business and attractions - particularly the Soccer Dome - not less spaces. Any time of day and evening the current parking bays are full and overflowing. Do any officials visit this locality any time after 3pm to witness the parking situation? Also, at least 6 parking spaces around the motor repair garage are permanently occupied 24/7. I do not object to this business, but these parking spaces are not available to residents or visitors to local attractions. I object to the proposed reduction in parking bays for the above reasons.

2) Use of cycle lanes. I walk and drive along this road regularly and have encountered very few cyclists using the cycle lanes. I estimate about 50% of cyclists using this route are cycling along the roadway, not the cycle lanes. I have driven behind them slowly many times as there are few overtaking opportunities. Making a larger dedicated cycle lane will not encourage more cyclists to use the cycle lanes. I object to the proposals for the above reasons.

3) Loss of trees. The trees currently in place were only recently planted when the parking bays were re-aligned from drive in bays to parallel parking. I object to the loss of these trees on an environmental basis. Also, the moving of the bus stop further away and nearer to Seacombe Ferry is an inconvenience for passengers.

11. I object as this area is used every day for parking for the soccer dome a local thriving business . This plan would be awful , taking away parking , not good for those who need regular access and could have access needs too .

12. It will create hazards when drivers cross oncoming traffic to park and pull out without a clear line of sight (driver seated kerb side). This is an extremely busy road regularly used by heavy goods vehicles, any driver creeping out from a parking space with a poor view of the road would be very dangerous. Why not segregate cycling to the east side and pedestrians to the west/housed side. This would allow a wider safer road space, retaining the parking bays. Have you also considered when some people can't find a parking space they just stop their cars in the middle of the lane and put their hazard lights on? It happens all the time on Seabank and Victoria Road.
13. The parking is already chaotic as it is.
14. Reduction in the number of parking spaces.
15. I use the soccerdome on birkenhead rd several times a week and this is a brilliant business which a vast amount of local people use, parking can be a problem at the best of times so to reduce the area even more is just crazy and ill thought out
16. My son uses the soccer dome and is disabled by making changes parking will be an issue. i think the change is a waste of money as there is already a cycle path in use
17. The proposed scheme will severely restrict parking options for residents using the Soccer Dome or China Spirit.
18. These are not improvements; you are removing trees to create cycle lane in area where I never see cyclist let alone pedestrians really. The parking is available for residents but also those who attend the recreational soccer dome, if there is limited parking you will be taking away valuable customer from a great venue. This is a waste of resource and public funding to achieve very little in improvement or value for money for council tax paying residents. Just a scheme to create work and spend money totally unjustifiable.
19. The parking facilities on Birkenhead Road are not fit for purpose as it is. I am a regular visitor to The Soccerdome with my 11 year old son and it is difficult to get near the building on Saturdays and Sundays especially. There is already an unused cycle lane in place therefore to proceed with plans to construct a new one is bordering on ludicrous not to mention a complete waste of council tax payers hard earned money.
20. As a frequent user of the soccerdome sports facilities and a driver, I find taking away the current parking spaces will make it harder to find suitable parking when visiting.
21. This would cause massive problems for the soccer dome where lots of children attend and love. Limited parking nearby would put people off going. Especially if they have to park a distance away and cross roads with children. There is no pelican/zebra crossing in the vicinity.

22. There is no where for customers to park who are visiting the local businesses on birkenhead road such as, soccer dome where many people travel to both locally and from out of the area for leisure and exercise. The current cycle path doesn't get used anyway its wasteful as theres already a cycle path thats safer connected to seacombe new prom that goes straight to the bridge! If you ae trying to reduce cars then please add on extra buses that are reliable.
23. How will you allow for ample parking for users of the Soccer Dome? If roadside parking on the eastern side of Birkenhead Road is removed, there won't be sufficient and adequate parking nearby.
24. The need for parking to support local business
25. The proposed changes regarding extending the cycle path and removing the parking area are nonsensical. In the five years plus of visiting the area to attend walking football sessions at the soccer dome I have witnessed very little pedestrian and cycling traffic on the pavement opposite where the soccer dome is sited and where parking is provided. The walking football sessions are a vital resource to promote physical and mental well being and changing the parking arrangements would greatly affect many senior citizens ability to travel to attend the aforementioned sessions .
26. Parking on this road is already ridiculous, and in some cases dangerous. More parking bays are needed, never mind taking them away. There is already a cycle track on the pavement, creating a second would be an absolute waste of public funds that could be put back into other improvements in the area. There are small businesses along Birkenhead Road that will also be affected due to the difficulty in parking. I am shocked that this is even open to debate. Absolutely terrible idea and waste of public funds by Wirral council.
27. Parking on this road is hard and removing parking spots might harm local businesses
28. There is already a more than adequate cycle lane and pedestrian lane.
Reduction in parking facilities would adversely effect local businesses and residents.
29. The Birkenhead Road proposals will cause severe parking problems for residents and users of The Soccerdome
30. Negative impact on local small businesses and, in particular, The Dome Sports and Social activities. These activities include the provision of sports sessions to elderly and senior Wirral residents improving both physical and mental health.
31. Money should be put towards helping the shops not building new roads
32. More parking is required for this road not less. The proposal would affect the residents and businesses on this road. It can already be hard to find parking when attending the soccer dome currently.
33. I use soccerdome on birkenhead road regular and with the development would limit parking in this area

34. There isn't enough parking spaces for local business and resident parking on this road already. Reducing park spaces will massively impact small business along this road and all massively impact the residents. There are never people on bikes riding along this path as it is.
35. Parking there is bad enough as it is, the soccer some host a lot of children's parties and soccer schools. The road is dangerous now, will be even more so after the so called redevelopment that would be a huge waste of my taxes anyway. Safety clearly isn't top of the agenda
36. If this proposal goes forward it will adversely affect the health of Wirral residents by making access to the Soccer Dome difficult. More people currently benefit from exercise at the Dome than the few cyclists who would use the cycle lane. Try thinking holistically in place of your obviously pro-cycling bias.
37. It is hard enough to find parking in the area as it stands. I don't trust the council to replace the parking spaces with a similar number that now exist.
38. Parking in this area is essential for workers and visitors to the many businesses situate on Bhead Rd. I doubt that in 10 years of parking on Bhead Rd I've seen more than 2 cycles per day use this road but dozens of cars park there every day.
Reducing or (rue the day) removing parking will seriously damage the viability of businesses in this area including those providing sports facilities which aid the health of Wirral residents from children to pensioners.
Don't ruin something that works for the sake of a questionable political agenda.
39. I come the soccer dome exercise class and my son attends and it is a nightmare to park as it is , and trying to get my son to exercise and pay for it will result in him not been able to attend as much if we have to pay for parking as well .
40. I believe the reduction in car parking will have a negative impact on local businesses in the area. The existing cycle lane is more than adequate for the small number of cyclists who currently use it. I see this project as unnecessary, the funding would be wiser spent on more deserving issues.
41. Much needed parking for local children sporting facility being taken away??? Our young people are having things stripped away and while soccer dome is not going removing what limited parking there already is will deter people from attending.
42. Insufficient parking for users of the soccer dome. We get 20+ players at the walking football every Friday morning.
43. Myself and my son play football at the Soccerdome on a weekly basis and when busy parking can be very hard... this would make it impossible for me to park closely in order for me to drop and collect my son
44. I have 3 boys under the age of 14, who attend the soccer dome at least once a week each. If this proposal goes through it will be impossible to park around the area. This could cause the soccerdome to close and I know there is a lot of kids like my own who need the weekly exercise and social interactivity for there physical and mental health

45. The loss of parking spaces for local businesses. It is already difficult to park safely there.
46. All you are doing is taking more sporting opportunities away from young children who use the soccer Dome nightly, weekly, every weekend and making it harder for parents to access this facility for their children and themselves. How many more sporting facilities are you going to take away the opportunity to use
47. Money could be spent elsewhere where the cycle path we now have is never used. And also the effect on local business ie soccerdome if no parking on one side of street would cause places to lose business
48. As a 63year old and regular user of the local sports facility "the soccerdome" there will be no facility to park my vehicle in order to carry out my means of exercise in order to try and maintain my health and fitness. The local residents need their own parking spaces on the residential side of this road and in order to respect this, we users of the soccerdome need the bays to park our vehicles whilst there.
- Why is more cycle path needed when there is already a cycle path along the water front that takes us to the point of the four bridges at the end of this road anyway?
- A complete waste of funding in my opinion for something that is totally unnecessary.
49. Reducing parking for local businesses will create problems in other adjacent streets
50. I use the soccerdome on Birkenhead Road regularly playing over 60s walking football and the parking is so important as a lot of us are of an older generation. Also disability groups use the facilities quite often as well as lots of children whose parents etc need to be able to drop off and collect them in a safe environment. When I have been in the area the cycle path that is in place now is very underused and it would put parking pressure on local residents also.
51. As a cyclist There are already 2 viable and recently constructed cycle routes from the bridges roundabout to Seacombe ferry. The proposal is unnecessary, costly and disruptive and potentially lethal to local business at the Soccerdome who rely on parking bays for mothers and children and disabled users of the wonderful Soccerdome facilities - vital to the local community.
52. This will inevitably be a lot of money for a small improvement if any. Also I take my grandchildren to the soccerdome regularly and see this proposal leading to a lot of traffic/parking chaos.
53. I with a number of other pensioners attend the Soccerdome on a weekly basis. Most of us are not capable of riding to the location and public transport to that particular place from Bromborough is particularly poor and so we car share. By implementing this scheme you are reducing what little parking there is, which will directly affect the soccerdome who provide a wonderful facility for both young and old
54. I'm happy with the idea in principle but don't remove the parking in-front of the sports dome. This would affect the business and it would be a shame to lose it as it helps the community.

55. You mention the reason you are doing bike line is for health reasons .their a sports centre on that route and a lot of older people use the centre fir health and mental reasons .they need to parking bays
56. Frequent user of facilities on this road and present parking on both sides of the road is very busy. Proposals put forward will reduce parking and have serious implications for businesses due to the limited parking and thus limited access to facilities. Hard hit businesses already under fire following pandemic and economic climate are going to find times even harder with these proposals. Look after your small businesses as well as cyclists.
57. My child goes to the soccer dome through his football season to train and for holiday clubs, the parking is already restricted enough so making it even more restricted will affect the business and other businesses in that location! It will be a nightmare for parents, etc to park!
58. It will severely impact the soccer dome where I get both physical and mental health support
59. A bike lane is totally unnecessary here. The current parking spaces along the dock side of the road are vital to the Seacombe Soccerdome which provides leisure activities to a wide range of the community. Replacing the parking areas with a bike Lane will threaten the viability of their business and others as there are very few other options for parking along this road. I strongly object to this proposal. Money has already been wasted on an underused bike lane between Moreton and Bidston! Please don't waste even more taxpayers money on this daft proposal.
60. I think this could put the Soccerdome out of business. If so someone should be held responsible. This fitness center is valued by local and people further a feild. I car share to the Soccerdome and you would be lucky to see a cyclist. To give the odd cyclist priority over this fitness center makes no sense to me. It keeps me fit and gives me a sense of worth.
I Think the Council should be concerned for the fitness and mental health of the community in general
61. There are not sufficient cyclists using the current cycle lanes so it would add no benefit for the costs of the project. It will also harm the local businesses in that area which could result in the loss of crucial employment in a much needed area.
We do not want or need a 15 minute city scheme on the Wirral which is what this is leading to. Please let us think differently and ensure the Wirral stays a fabulous and free forward thinking place to live. We have better options in reducing travelling by the car rather than schemes like this.
62. There is all ready a cycle way on this section from Secombe ferry to the red bridge which adequate for amount of cyclists using it. To replace it with this proposal is a total waste of money The removal of parking on this section will have a detrimental to the small businesses in the area I'm sure there's other areas in far greater need of a cycle way than this section

63. I cycle on the Wirral circular path, did so religiously in COVID, and now cycle to and from the Soccerdome on Birkenhead Road, or park. There is already limited space. The cycle lane is fine as it is - I use it! We have a very active community of seniors who play and rely on access to it for exercise and social life. Restricting parking there would undermine the Council's health strategy. It is an unnecessary development.
64. Where are local business users going to park. You are reducing the parking by 50% with this proposal
65. Would cause detriment to all local and small businesses along Birkenhead Road
There is already 2 cycle paths, one on Birkenhead Road (which cyclists hardly ever use by the way they cycle on the road) and the other just the other side along the prom so why add another?
Bizarre and disgusting!! And would be a waste!!
66. I think the cycle lane and path should be shared (with priority given to pedestrians). This way there would be no need to remove existing trees. The cycle way from Bidston to Moreton is unpopular and under used, so the risk of putting too much space aside for dedicated cycle ways is already evident .
67. I think the cost of this project is desperately needed elsewhere in the council. We have leisure centres being closed, libraries shutting, street cleaning and grass cutting services threatened, social services under immense pressure. The cycle lanes are not what will make Wirral great. Whether there's on road parking or not won't make a life or death difference to someone. Wirral is made up of people who deserve to have a access to a wealth of opportunities and services. The money that would be spent here would be better off being used to help support the council in offering these services. Listen to the residents when we say that enough money has been wasted on cycle lanes that aren't used well enough to justify the cost.
68. More cars on the roads than ever but you are removing access and parking causing further problems
69. Local businesses inc soccerdome lose essential parking to support use, & don't believe extended cycle path will encourage increase use of cycling/walking, provision in place already sufficient
70. I object to healthy trees being cut down just for the sake of another under used cycle lane like the one on Bidston bypass
71. Waste if Money, should be spending it on bringing people back
We need free carparking
Somewhere for kids too go ie like swimming baths leisure centres etc.
Bringing back libraries
72. My children use the soccerdome and these plans would reduce accessibility. Parking would be further away and limited. For such a popular children's sports area there should be safe close parking to the building

73. As well as housing on the road there is businesses such as the café , Dawn Till Dusk shop, auto body repair and the Soccer Dome all have lots of cars parked on the road and bringing lots of Business to the area. You want to remove trees and the bus stops and only have parking on one side of the road. Where do u want people to park? This will make the road worse than it is. All this to improve the cycle way?
Why not just have a two-way cycle way down one side of the road no pedestrians where it is and have pedestrians on the other side of the road where the houses and business are
Try to improve parking on the road not remove it Auto body repair needs a somewhere to store his cars not on the road and the Soccer Dome needs to look at providing parking for its customers or a suitable dropping off point. With the help of the council.
Would this not help the area reduce the need to cut trees down increase and the need for costly changes which would not improve the area for the majority of people not just for the small minority
74. Hi, I began attending the Soccer Dome soon after retiring 5 years ago. It is a place where not only can I exercise, but just as meaningful, have a cuppa and sandwich and talk to others of similar age. Parking is already a challenge outside the dome, often having to use the opposite side of the road. If you go ahead with your scheme, it will be virtually impossible to park in the area. Obviously residents will have priority parking, leaving very little space for others. I am a keen cyclist so am in favour of such schemes. Would it not be better to develop a cycle path running alongside the Mersey. My wife and I often ride from our home in Moreton via New Brighton to Seacombe Ferry, but soon after any path ends. Which leads me to another point, where do you go at the bridge end of the cycle path? Coming from Birkenhead, as a cyclist, there is no cycle path. It is not only us older ones who use the dome, during school holidays there are always large numbers of children visiting and again, where will the parents park? This scheme requires a lot more thought and consultation. Many thanks for this opportunity to give my opinion, Pete Milner.
75. Ripping out trees and not replacing them for a relatively short stretch of cycle lane that will be little used. Look at the farce that is the Moreton flyover.
76. Reduced parking. Not many cyclists to justify such a dramatic change
77. Just move all the old cars taking up half the street and save a fortune.....then send a road sweeper along, job done, fortunes saved.
78. most of the parking on birkenhead road east side and west is taken up by people visiting the soccer dome, day and night. if the parking bays on the east side are taken away residents will not get a parking space outside there own homes because of soccer dome visitors. or is it going to be residents parking only .

79. I cannot object or support at the first part of the survey. You have failed to provide a detailed plan or route. Will they improve the Policing of these high crime areas??
80. Because I work on this road and the parking is already chaotic as it is. This road will just get worse and would result in my business decreasing. The staff alone already struggle to park let alone the customers! This will just result in more congestions on the road and possibly even more accidents.
81. The parking down this road is bad enough as it is to remove more would be absurd. As a parent I often have to park here to take my children to parties or football events at soccer dome or to martial arts at China spirit. As a football coach if my team is attending a tournament at the soccer dome I usually have bags of equipment as do the coaches of the other teams. This is not something I can just do the journey on public transport or on a bike. Wirral council are not listening to what anyone wants as long as it fits their green program destroying busy roads with cycle paths rather than improving them for car drivers. Cars sitting in traffic jams which has become much more common since your road changes on the likes of fender bypass, is much worse for the environment than cars moving freely and getting to their destination quicker. You are starting to lose the faith of residents as no one thinks you actually have our best interest in kind anymore!
82. Two weeks ago, I and other residents and businesses on Birkenhead Road, received the shock news that the Council was proposing to widen, the already barely used cycle lane running down Birkenhead Road.
- Their proposal is to do away with the heavily used parking bays on one side of the road and yellow line one side of the road.
- This will be a massive inconvenience to the hundreds of people who use the Dome for their exercise and community.
- The Dome is a facility used by young and old alike. We run 3 walking football sessions a week for the plus 50's and a separate session for the plus 60's.
- We have three morning toddler groups for infant and parent. Four charity organisations, supporting mental health, use us each week because of the ease of access and the indoor safety. During the winter, our soccer schools for children are massively attended. Without adequate parking most of these groups would find it difficult to use us.
- We currently employ 4 fulltime staff and up to 12 part time football coaches and support staff. The ludicrous plan is going to cost £2.8 million pounds, to expand a facility that has less than 5 users per day on average. (I currently have one of my staff counting the use via one of our security cameras that catches the lane).
- This at a time when all councils are screaming about lack of resources.
- £2.8 million pounds would finance 50 full time classroom assistants for schools on the Wirral.

£2.8 million pounds would finance a proper breakfast for the 48,000 school children of the Wirral for EIGHT years.

£2.8 million pounds would heat the homes of EVERY low-income pensioner of the Wirral for this winter and the next

How does spending £2.8 million on a no benefit to anyone project sit alongside the aims and objectives of the councils own extra ordinary meeting of the 31st of August cost of living emergency meeting, with the stated aims as below.

Brighter Futures to ensure children get the best start in life and are not subject to, as much as possible the impact of families in poverty. The support provided across the system will help families to mitigate the impact of the cost-of-living crisis.

Inclusive economy by supporting residents and businesses to maintain employment to ensure household income is forthcoming and employment opportunities are available

Active and Healthy Lives to ensure residents do not suffer long term impact of poor physical and mental health as a result of the crisis and help and support is available through partners to prevent this at an early stage as possible

The Soccer Dome is located in one of the poorest wards on Merseyside, it needs support, not hindrance.

83. OBJECTION

I feel there is a higher need for resistant parking then for a cycle lane!!!!

I am a homeowner on Birkenhead Road and am concerned regarding lack of parking if the changes take place this issue will only worsen, unable to parking outside my own resistance especially evening and weekends due to popularity of the Soccer Dome.

The issue will be more frustrating due to you altering the layout and halving the parking spaces available, on occasion have had to parking near Wheatland Lane due congestion of traffic, not ideal if you have shopping, children or tools to unload.

I feel the issue needs to addressed if the plans are to move forward, I ask you to visit Birkenhead Road on Weekday after 4pm-9pm and weekends after 10am sometime all day through to 4pm if there are children parties on at the soccer dome and see if you can find a parking space?

It would show consideration to the resistant's if the permit parking was to be put in place before the alterations to the walk and cycle lane so visitors got use of to parking else where.

Frustrated Resistant"

Appendix 2: Direct Representations

Petition 1 – STOP the council's proposal of removing parking on Birkenhead Road

This is an online petition through the site Change.Org

253 signatures as of 2 February 2023 at 10:30 are against the proposals.

https://www.change.org/p/stop-the-council-s-proposal-of-removing-parking-on-birkenhead-road?recruiter=1078040230&recruited_by_id=48cf4710-8236-11ea-b143-fba5ffebe9ef&utm_source=share_petition&utm_campaign=share_for_starters_page&utm_medium=copylink

Help save The Soccer Dome and other local businesses in the area! Help us petition against the proposal from Wirral Council to remove parking bays to extend the existing cycle track (between Kelvin Road and Seacombe View).

The removal of this parking will be detrimental to the future of The Soccer Dome and local businesses along Birkenhead Road, the life blood of our community. Here at The Soccer Dome we provide the opportunity for everyone to exercise in a safe family friendly environment, keeping those who are most vulnerable in our community active and socialising 7 days a week. From our mums and toddler groups, to our older Walking footballers, to the local schools, disability groups, the men that play in our leagues, children the attend our coaching sessions, the women that attend our fitness classes and the many charitable organisation's that use our facility there is not a group of people the will not feel the effect of these proposed changes. We know that loosing The Soccer Dome would have a huge effect on the local community too!

Any active travel scheme must provide the same level of parking availability for residents and local businesses. Please sign AGAINST these changes and help protect the future of The Soccer Dome!

Petition 2 – Soccerdome petition

126 signatures against the proposals. This paper petition was submitted to the Council by the Soccerdome.

We the undersigned are petitioning AGAINST the proposal to upgrade the existing cycle track along the east side of Birkenhead Road (between Kelvin Road and Seacombe View) in particular, the removal of existing vehicle parking bays along the east side of Birkenhead Road. Any active travel scheme here MUST provide the same level of parking availability for local residents and the valuable, local businesses who are the lifeblood of this community.