



# Have your say

## Active Travel Consultation: Price Street



Consultation: 23 November – 21 December 2022

Report: 02 February 2023

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# 1.0 Executive Summary

Wirral Council asked for feedback on proposals to improve walking and cycling facilities on and around Price Street, Bidston and St. James Ward. The proposals included:

- **Beaufort Road / Price Street** - A new 3 metre wide, two-way, segregated cycleway along Beaufort Road with a “Tiger Crossing” incorporating a pedestrian zebra and cycling crossing facility. This will connect to the new off-road cycling and walking facility currently under construction at Beaufort Road / Wallasey Bridge Road. The Beaufort Road / Price Street junction will be upgraded to improve / provide walking and cycling facilities.
- **Cavendish Street / Price Street** - A modal filter (a road closure using landscaping and bollards) will be installed on Price Street adjacent to the Church of Our Lady of the Immaculate Conception. Low-level planting, paving, and lighting will be used to provide a pleasant space for residents to move through that is not dominated by vehicular traffic. Access will be restricted for all vehicular traffic. A “Tiger Crossing” incorporating a pedestrian zebra and cycle crossing facility will be provided at the junction of Cavendish Street.
- **Duke Street / Price Street** - An upgrade of the existing traffic signal junction at Duke Street/Price Street to include cycle features and controlled pedestrian crossing facilities at each crossing point.
- **Tree Planting** - Many of the trees along Price Street have been damaged and lost over the years. The scheme plans to replace and provide new trees to help turn Price Street into a tree lined avenue.

The consultation sought the views of Wirral residents and other stakeholders to understand levels of support and 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 91 responses.
- 78.0% of respondents support the proposals and 22.0% object to the proposals.

## 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](http://www.haveyoursay.wirral.gov.uk) with a page dedicated to the Price Street Active Travel Scheme.

The project page provided images of Price Street as it is now and the proposed Price Street 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 information on the level of support for the schemes, along with the reasons for the support or objections.

The questionnaire asked respondents if they supported or objected to 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 question 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 Price Street 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 91 people. 86 responses came through the online portal, and 5 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 Price Street. 86 people responded to this question online, and 5 submitted postal responses. 2 responses were general queries / acknowledgments. In total, 78.0% of respondents support the proposals and 22.0% object to the proposals.

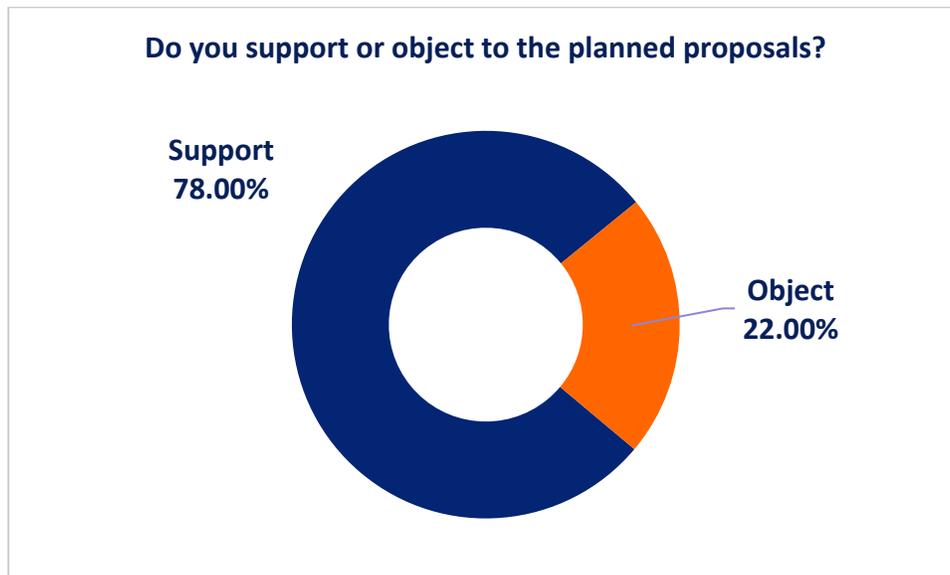


Figure 1: Chart displaying the number of people who support and object to the proposals.

Do you support or object to the planned proposals?	Total	%
Support	71	78.0%
Object	20	22.0%
<b>Total</b>	<b>91</b>	<b>100.0%</b>

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.

# 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 (81.7%) classed themselves as local residents.



Figure 1: Who are you registering as?

The gender of respondents was 53.1% male and 44.2% female, with 2.7% preferring not to say.

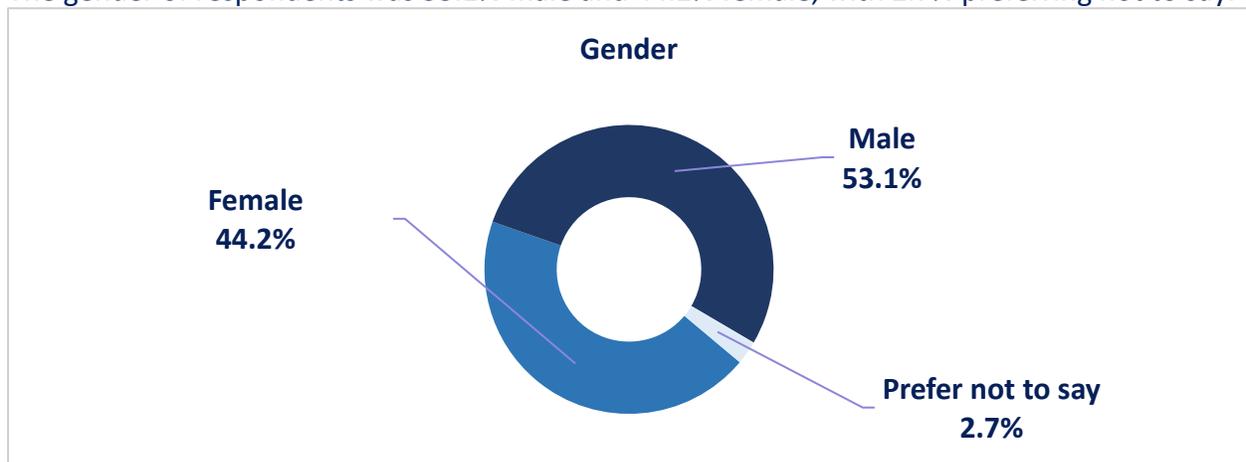


Figure 2: Gender of respondents

The age group profile is illustrated below, the most common age group was 55-64 years (22.8%), followed by 33-44 years (21.9%). Under 25's only made up 5.3% of respondents.

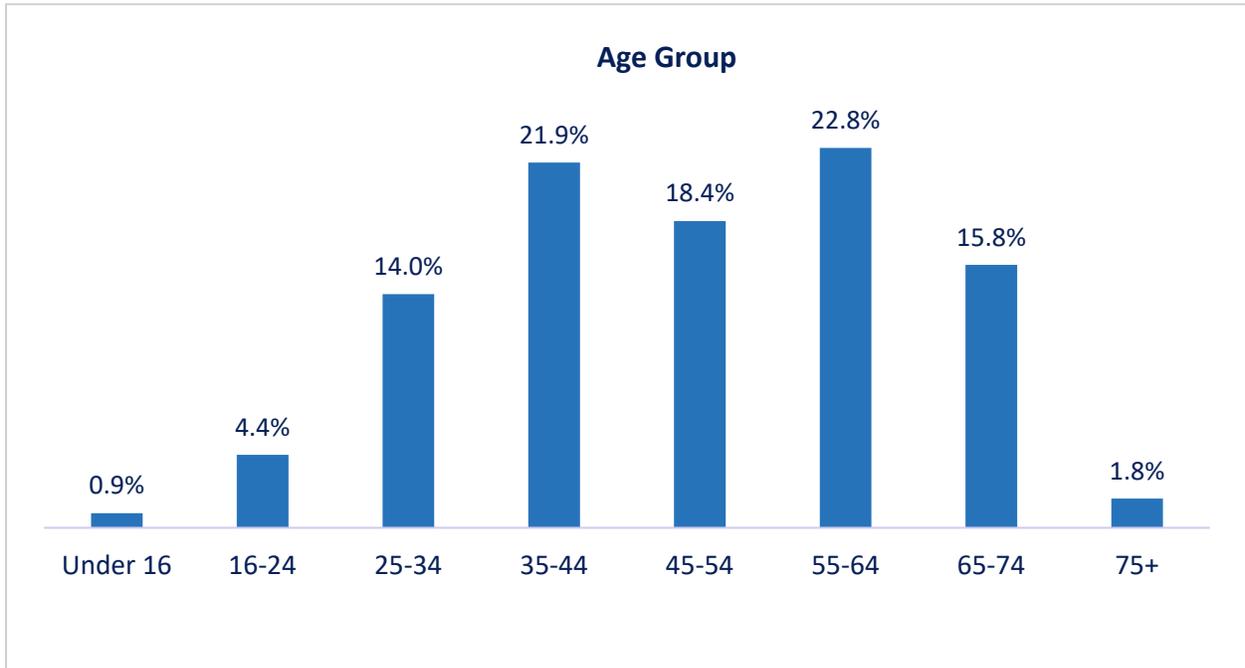


Figure 3: Age group of respondents

85.0% of respondents were White British, 5.4% of respondents were of a non-white or other ethnicity.

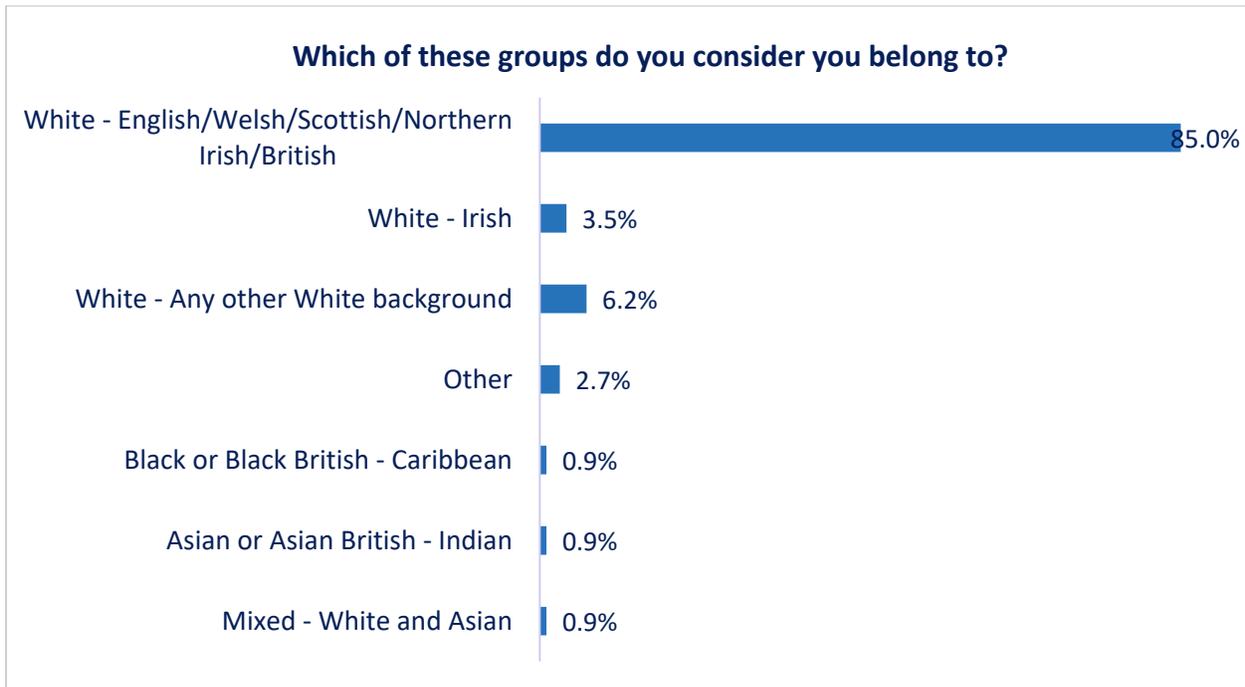


Figure 4: Ethnicity of respondents

74.8% of respondents were heterosexual, 2.7% were gay/ lesbian, 0.9% bisexual and 21.6% preferred not to say.

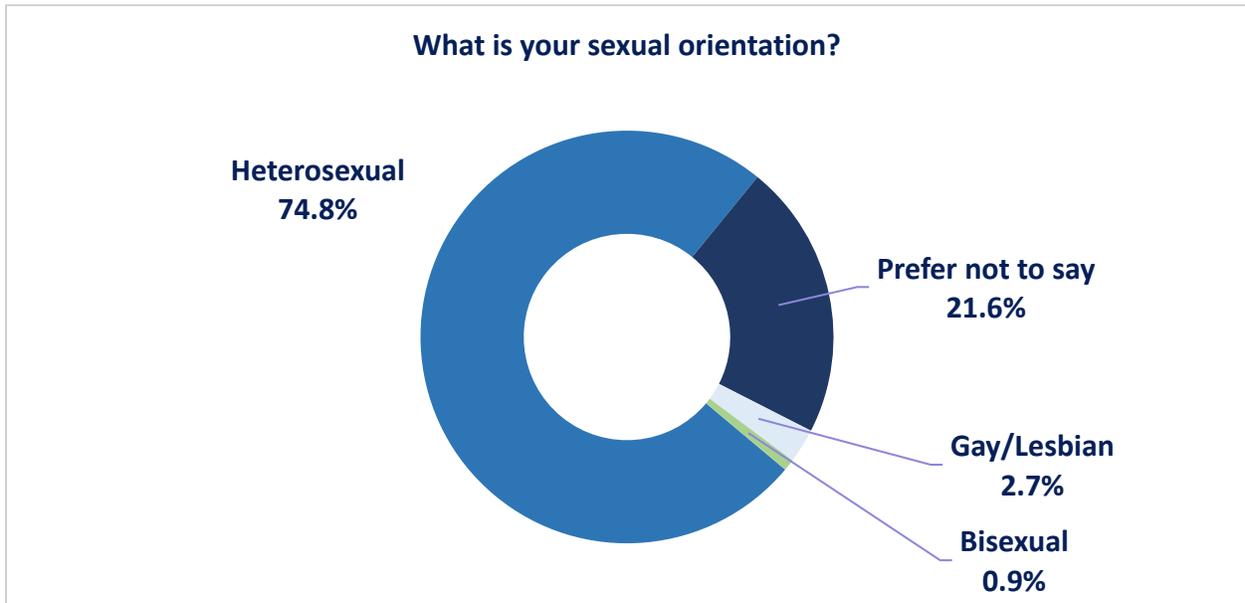


Figure 5: Sexual orientation of respondents

7.5% of respondents said they had a disability, 5.7% preferred not to say, and 86.8% said they did not have a disability.

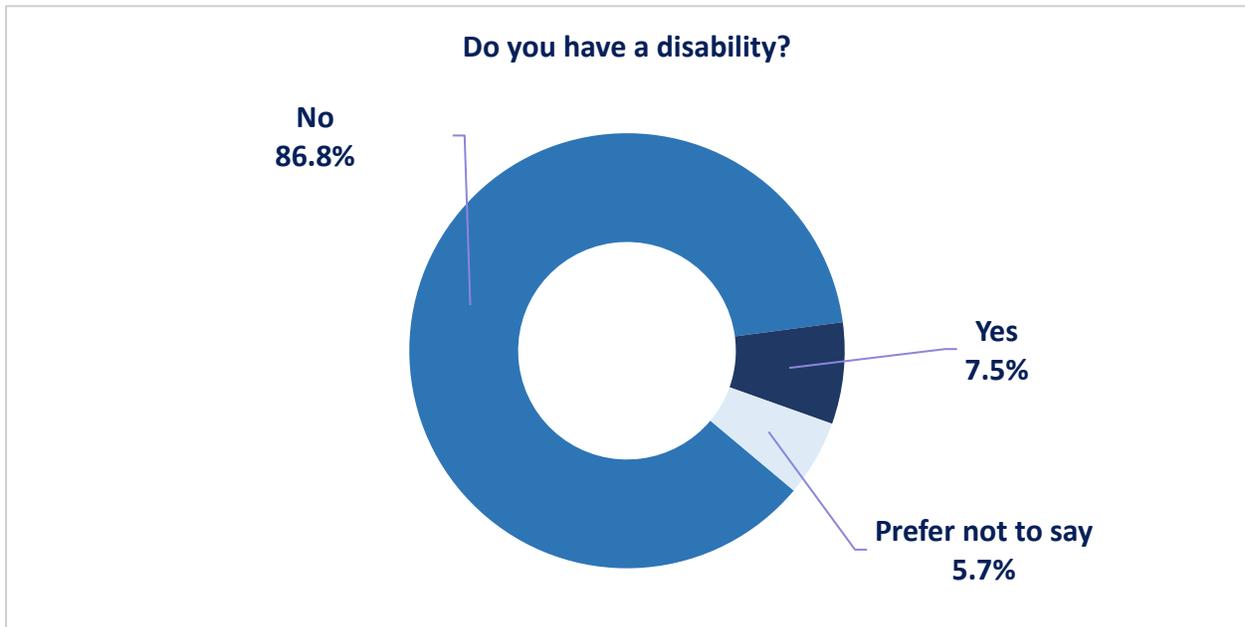


Figure 6: Disability status of respondents

Responses came from 18 of Wirral's 22 Wards. The most represented Ward was Bidston and St. James (18.3%), followed by Claughton (11.3%). Additionally, 4.3% of responses came from outside Wirral.

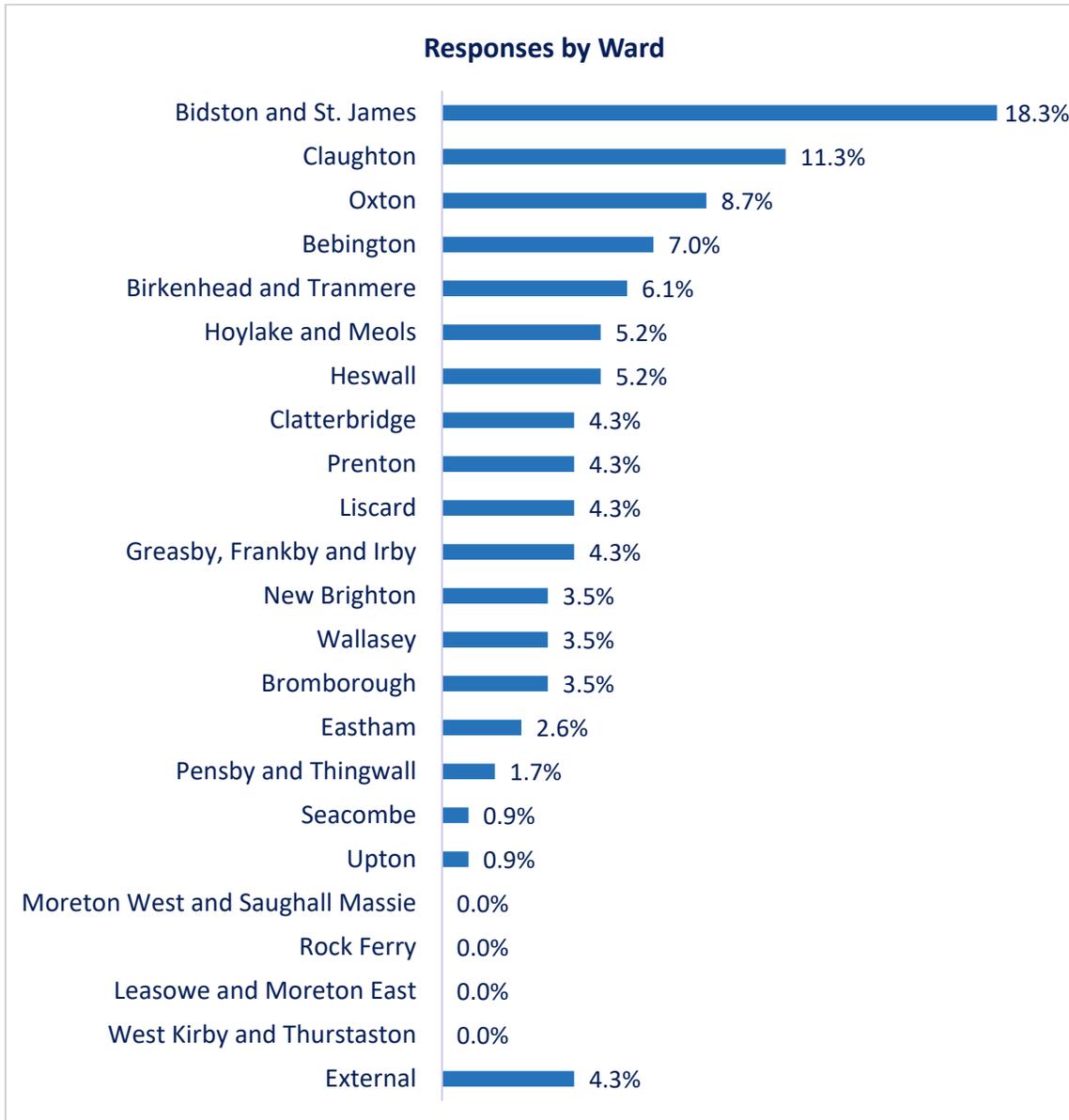


Figure 7: Wirral Ward representation

## 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. 457 visited the Price Street Active Travel Scheme consultation page of the Have Your Say site, of these 99 visited multiple project pages and 67 downloaded a document. 86 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	195	106 (54.4%)	49 (25.1%)
SOCIAL	175	68 (38.9%)	20 (11.4%)
EMAIL	6	4 (66.7%)	2 (33.3%)
SEARCH ENGINE	30	11 (36.7%)	6 (20%)
.GOV SITES	1	0 (0%)	0 (0%)
REFERRALS	50	22 (44%)	9 (18%)

Table 2: Site traffic sources

# Appendix 1: Rationale

## Support

1. I feel it will add to the area, and make around the school safer, as well as making it safer for people to cycle/walk

My only concern would be the upkeep of the proposed planting (low level and trees). There are other areas around birkenhead which were designed for low level planting but have not been maintained, so have become very unkempt. Adding to the fact that the walkways around the birkenhead area with trees on are not being kept clear of the falling leaves which become hazardous in current weather conditions- will the areas be properly cleaned and maintained? Or will you be overstressing and already stretched street scene(?) team?

2. Brilliant idea, safer for the children getting to school
3. I would like to see more segregated cycle paths and pedestrianised areas to encourage active travel. Too much land is taken up by cars and space for car parking. I would like to see cars stopped from parking on the pavements as well as disabled users and families with pushchairs/prams are unable to use the pavements and have to put themselves in harms way by walking on the road to get around the parked car.
4. This would be safer for children attending school, prevent anti social behaviour and will give the area a much needed up lift
5. reduce traffic, make aeta safer for walking and cycling
6. Safer for pedestrians.
7. sounds like a good idea to make it nicer for pedestrians and cyclists
8. Better cycling facilities allow more people to cycle. The benefits of this are great - safer roads, better air quality and lower CO2 emissions. Oh, and healthier citizens as well.
9. Cycling from Fender Way/Fender Lane to Woodside Ferry terminal I would normally use Corporation Street but a dedicated cycle route would be better - especially if you could connect it up with Bidston, avoiding having to cycle along Hoylake Road
10. It be better and safer
11. The scheme will provide some welcomed walking/cycling space rather than the motor vehicle dominant area it currently is.
12. Anything that makes it safer and more desirable for people to walk or cycle instead of driving has to be a good thing for a) the health of active travellers, b) the health of local residents through lower pollution levels and c) the planet because of reduced emissions.

13. I have given a lot of feedback on the Birkenhead plans - most carries over so I won't repeat it here. What I would say is:
- nice plans
  - please where possible, have a physical separation between bike lanes and roads, My experience is, if they are not there, the bike lanes will be used as car parking.
  - please design the cycle paths so they are not just safe, but also efficient. Cyclists, like drivers, usually just want to get to work efficiently, so if we have to make large detours stop all the time, meet several lights for as single junction, or "dismount", it will not be respected by most cyclists.
  - research has shown that the uptake of active travel will only work if in addition to better cycling infrastructure (and pedestrian), car driving should be made harder. Especially in built up areas and near schools, drivers should feel slightly out of place in their 1.5 tonne machine that takes up so much space. That's not saying people shouldn't drive at all - but the hierarchy should be active travel first, then public transport, last private cars. (I say this as a cyclist and driver)
14. Anything to support active travel
15. We need more safe, segregated routes for people on bikes to build a network that makes it attractive and viable for people to start making the majority of their short journeys on foot or by bike. This is a key route that will link up the north of Birkenhead with the routes across Duke Street Bridge and Wirral Waters. Reducing traffic around the primary school will also be a significant benefit and hopefully the infrastructure plans will be accompanied by a plan to establish a School Street.
- Is the eventual plan to improve the route on Beckwith Street (currently I choose to use the road as the cycleway has degraded and does not have priority at junctions) or to complete a longer section of Price Street to complete a link to Hamilton Square?
- It would be really helpful to see these individual schemes in a wider context of current and future proposed infrastructure so it is easier to see how it contributes to the development of a useful network.
16. I support the scheme as it will compliment other active travel plans in the area and Wirral Waters.
17. 1) It connects with other cycleways 2) With the climate emergency and high pollution levels, we need to encourage cycling.
18. As a regular cyclist I support any plan to keep cyclists safe.
19. The more safe cycling we have the more likely people will choose to cycle, or walk.
20. Regularly cycle in wirral with wirral Cycling Group and family living in wirral visit Cycling
21. They will make life safer for cyclists and pedestrians and improve non-motorised access to Birkenhead.
22. As a keen cyclist it will be good for the area
23. Active travel is not only healthier and better for the environment it promotes a better, safer and more pleasant street scene.
24. This will improve the area for residents and pedestrians helping to create a better quality of life
- ...

25. Any improvement in the cycling infrastructure is welcome; especially for enabling access to Wallasey from Bidston and Claughton, without the need to go through Bidston Moss.

That said, you do really need to consider whether shared facilities are appropriate. We're already seeing new cargo bikes coming on to the market, including in use by commercial operators, for whom these shared paths will be largely unusable without impinging on pedestrians.

Please consider removing space from cars in the future, rather than forcing cyclists and pedestrians to share.

26. Love it! Great to see a good degree of ambition, especially outside a primary school. The Beaufort junction design looks like it covers many of the important things regarding prioritisation and segregation for peds/cyclists, and the vegetation area right outside the school that the modal filter enables is a very nice touch which hopefully transform the experience of those that use the school. It would be great to see more ambitious schemes of this standards-kudos to the design team.
27. the plan looks to encourage walking through safer streets. More could be done to encourage cycling as well. ie A cycle lane could be installed instead of double yellow lines. There is also space for trees or low planters to make the scene look more attractive.
28. Make it easier to help people not burn fossil fuels and a good number will
29. The street seems a far more people friendly place on the new design. This is good for mental health. Increased infrastructure for walking and cycling decreases carbon emissions and road congestion as well as increasing physical health.
30. I think given the predominantly residential area of price steet and Cavendish Street, closing it off to through traffic is a good idea. It will make it safer for children at the nearby school. The enhanced cycle route would be good as the roads are wide enough to accomplish it without pulling out trees. Additional trees are always a good idea.
31. Schemes that improve air pollution benefit residents.
32. For health, environmental, and a nice place to live. People need to be given alternatives to travelling by car.
33. More trees are a good thing
34. We need more safe foot paths and cycling lanes. Less emphasis on cars, more emphasis on walking and cycling.
35. I am a keen cyclist and the suggested improvements are much needed.
36. Reduces air pollution health risks to residents from traffic
37. In my opinion Active Travel, whether walking, cycling or reducing car traffic, is by far the healthier option.
38. Safer to ride a bike and stop motorists speeding past school
39. Great improvement for cycling and walking.
40. Much needed improvements for pedestrians and cyclists, more tree planting, calmer traffic. A great shame the wider scheme has been scaled back. Hopefully this can be addressed asap.

41. I cycle here often and it is difficult to cross Price Street at present with no dropped pavements. I would prefer additional infrastructure to connect with the cycle lane on Beckwith street and the cycle lane there improved. it's often got parked cars blocking access and doesn't have dropped pavements at all junctions but the crossing over Duke street is safer.
42. As long as you are Improving the area visually, planting more trees (as long as you are keeping the ones that are already there too) I would support this.
43. This area can use some refreshment and a pedestrian and cyclists friendly road with new planting can surely help. Improving cycling lanes on Wirral in general is a good idea to support the use of it.
44. Creates a peaceful place for residents whilst still allowing people to travel through (on bike)
45. All plans to improve facilities for pedestrians and cyclists, and decrease the automatic assumption that the car must always come first, are to be applauded. We desperately need quieter streets, a reduction in pollution, and safer routes to encourage people to cycle and walk more, for the fitness aspects as well as the above two reasons. I cycle along Price St now and then, and at times have had to stop at the side of the road and wait for a clear patch in both directions before risking crossing. There will be quite a lot of resistance at first, but I've seen in cities such as Copenhagen how cycling can become the norm if it is made easier for people.
46. Better provision for pedestrians and cyclists are really important. People will walk and cycle more often if they feel safe.
47. Really love these proposals, restricting car traffic to create space for pedestrians and cyclists is really nice idea to encourage less driving and make the area safer for everyone, and adding more greenery in the new space created will make this a much nicer place to be around
48. I support Active travel, to improve safety for pedestrians and cyclists and also to support environmental improvements.
49. To make our environment safer, cleaner, and to give people easier access to healthier ways of travel.
50. Anything to reduce the cars and traffic around Price Street is a bonus
51. Massive improvement to current situation. Looks like less available parking making the area safer for children near the school. Nice green space
52. Greener and safer travel for all.
53. as a cyclist, these improvements are well overdue but very much welcomed
54. I work in Market Street and this would encourage me to cycle to work. Traffic I'd too busy at present.
55. It will support active travel, walking and cycling and restore the trees that have died along the road.
56. So I can get around safely
57. Very positive improvements to encourage and make active travel safer and more appealing
58. Will help build a more complete network of cycle routes on Wirral. Fully support this scheme and look forward to the network continuing to grow
59. these proposals are good for people of all ages

60. I like the bollards and the traffic calming, especially in the approach to the school. I have biked in this area at school pick up time and found it stressful. I welcome this change.
61. To facilitate more active travel
62. 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 in particular to encourage increased walking and cycling to our schools.

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

I welcome the extra vegetation you are proposing and the new trees shown in the image and on the plan. I believe there is further space that would support planting/trees and thus reduce urban heat sink effects, provide shade when walking/cycling, reduce pollution, support sustainable urban drainage, etc, E.g., trees/shrubs separating every 5 parking spaces or so.

I welcome the raised / differentiated areas crossing junctions with side roads and hope you can do this along the scheme (including at the entrance to the commercial land opposite the school)

63. I believe these proposals enable active travel for more road users and will reduce the number of journeys made by car. This supports the changes we need to make as a society to achieve net zero.
64. As said on the Birkenhead Road survey I believe the whole Wirral Peninsular should have good cycling & walking facilities with all "joined up" paths - not only will this improve peoples ability to get around other than by car but the health benefits gained too will be enormous!
65. It is essential that we encourage less use of cars and more use of bikes and public transport. The roads are unsafe for pedestrians and cyclists 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.
66. I support the scheme as it gives priority to pedestrians and cyclists and will hopefully slow the traffic down. Less toxic fumes makes for healthier lives which, in turn, helps the NHS.
67. I think improving walking & cycling provision in the area is good for people & for the environment. I think it will make the area around the church safer as lots of people use that junction when I think the roundabout at the end of Cavendish street is safer.
68. I don't ride this way much but it will be good to explore and I'm sure lots of people will like to walk and ride here after the work is done. It looks much safer
69. I cycle this area very often and it can be dangerous and unpleasant at times. These proposals will make it look good and improve safety. The school children at Our Lady's should be a lot safer, too, and the air will be cleaner. Thank you for doing this.

70. I am in favour of the scheme as I think it can bring health benefits to people through a hopefully more active lifestyle & reduced emissions. I also hope it will improve road safety through diverting traffic to the roundabout at the end of Cavendish Street rather than using Price street. I also think it will make it safer for the two schools situated in the vicinity of Our Lady's school.

My only concern as I expressed to you when we met is about the operation of the church & restrictions around the crossing which will be put between the two sides of Price street. I would ask that consideration is given to this fact especially around funeral cars. I do think that this scheme can work easily with the continued well functioning of the church if careful consideration is given to the subject.

71. I strongly agree with the Price Street proposals. Very good ideas to improve active travel. One small change that I think should be considered though is Beaufort Street/Corporation Street. Rather than having the semi circle, could all traffic be forced to one side (making 2/3rds of the semi circle, two way traffic). This then makes more space for active travel and has great traffic calming impact. A bit like this. The green lines being pavement lines. The grass area and between the green lines can then become maybe a play area for the kids as well as it being significantly better for active travel by reducing the amount of roads which need crossing.



Figure 8: image respondent used to support their statement

## Objections

1. There is already an active mobility route along Beckwith St that has been underinvested in. Improve that one before you start anything new.
2. Price street taking away the throughfare will cause more congestion and create cut throughs into residential areas.

3. Dropping children off at the primary school is already extremely difficult due to the lack of Parking. blocking off the road will cause extreme congestion and add to the stresses of parents.
4. I understand the theory is by removing car parking areas, people will be encouraged to walk or cycle; the reality is that it will make no difference to how people choose to get their children to school. Drivers will not change their mode of transport because the LA block off a large part of Price Street. You will just shift the parking elsewhere; annoying residents by parking over their drives, for instance; pulling into, and parking across, the entrance to Air Sea Containers; increase the parking and traffic volume on Cavendish Street outside Church and Kilgarth School.
5. It just isn't convenient for those of us who live in the surrounding area who's children attend our lady's school. I need access to the school in my car so I can get to college after taking my children
6. Traffic is already congested in the area due to businesses and the local school, pushing parking for staff who work in the area to residential roads will only cause concern for residents who live in area and bad feeling.. leave well alone please
7. My objection would be having a cycle lane or extended walking area on the opposite side of our house which would then make that side of the road not available for vehicle parking.  
I am referring to the section of Price Street that runs from Patten Street to Cavendish Street, whereby that side of the road (opposite the houses) is full of parked cars, even from residents from the Avenues ( Smith, Crutchely, etc.) You cannot take away our right to park for the sake of a pointless cycle lane which will hardly be used anyway, a total waste of money!
8. Blocking the tip of price street is going to cause more congestion to the residents of st edwards mews who already have to suffer with people parking on drives or not being able to get in and out of the street during school times. Blocking price street is just going to cause more traffic problems around the school area. I already cannot come home between 3.25 and 3.40 pm as people park on front and yellow lines also it is chaos to even try getting into the street and same of a drop of in morning.
9. What are you trying to achieve? Who is the potential users? Where are they coming from going to?

10. I object to the closure of Price Street and Cavendish Street. I live in the part of Price Street which is already blocked off. By removing access along Cavendish street, you are removing one of the access routes to my address. It already causes issues with deliveries etc when you have to explain how to get to my address from Cavendish Street end. There is no street sign the other side of the current bollards and so people do not think that this is still Price Street. At my own address we had an issue whereby an ambulance had to ring for directions as they could not find my house. By closing the road even further back from where it is now will cause far more confusion.

Also, I attend Our Lady's Church. You are removing a big area for parking for the church. This will have a big impact on the elderly and disabled people who attend. Or even may no longer be able to attend if parking is removed. Apart from normal church services, funerals and weddings will be impacted and cause even more congestion by limiting parking spaces. Finally, I am also a governor of Our Lady's primary school. Again, the amount of parking spaces being removed will have a big impact and probably cause issues with residents in all areas around the proposed road closures as staff will have to park elsewhere.

I agree that something needs to be done about the traffic as there is a lot traffic around this area and crossing the road at this junction can be quite dangerous at times. However, could this not be done by putting in traffic lights or pedestrian crossings? Or even putting in speed limit restrictions around the area.

11. A cycle lane on Price street between Patten street and Cavendish street would prevent residents from parking their vehicles opposite their house. Price street is already a "quiet" street as there are bollards already in place at the junction of cavendish street. A cycle lane would not be used, therefore a total waste of money. Please respect our right to park our cars and leave our street alone!

12. My objection to a cycle lane opposite our house is the loss of parking our vehicles, in our case, we have four cars that need to be parked. Residents from the Avenues' off Price Street also park regularly on the opposite side of the houses and visitors, too.

Also, cyclists have recently been allowed to ride two abreast on the road making a cycle lane useless? I could understand a cycle lane being a good thing on a busy road with heavy traffic but Price Street is already a 'quiet street' as we have bollards at the junction with Cavendish Street. Regarding the trees that were mentioned, I do hope no more destruction of them will occur opposite the houses on Price Street as many were shamefully cut down when the playground was recently renovated, this was totally unnecessary and we were not informed of this action.

13. It doesn't make sense to cut off a junction to get onto a main road

14. The access and parking will be worse and traffic around the area will increase. The local business also has heavy trucks and access to that business will become more difficult.

15. People still need to use cars and still have access to areas

The money can still be used to improve the area, with out closing off access to vehicles

16. This scheme doesn't do enough- where are the bike lanes? Why are the pavements barely widened and bare

17. I actually think the plan is a good one but I am objecting for two, I would of thought, obvious reasons. Yes it's needed but parallel Beckwith street with no traffic lights anywhere is already used as a rat run for cars getting in and out of town from the north end and the cycle paths along its length are never swept to ride on and are always blocked by parked cars outside houses ( sometimes a bloody magenta van!) so you cannot use them. Block beckwith at the corner of Duke, landscape it with some seats for folks, put diagonal parking bays in (alongside park station on Beckwith) for the station thus increasing capacity (and dosh) and make all of church view road and neston gardens residents parking with permits only. I live 12 floors up so I see how the traffic flows here, nothing a few extra zebra crossings could not sort out (cavendish/beckwith for all the schools for one).

Ps, I both drive and ride and would ride more if traffic was calmer on certain roads round her.

18. Dear,

Scheme Name: Price Street

Further to your letter dated 23rd November 2022 we writing to object to the proposals for Cavendish Street/Price Street. Our reasons for the objections are as follows:

Multiple vehicles deliver and collect from our business throughout the day using the goods entrance on Price Street. If the proposed scheme was to go ahead this would prohibit vehicles from being able to turn into our goods entrance in Price Street from Cavendish Street. It could also result in vehicle congestion in Price Street. In addition, there are concerns regarding the proposed pavement widening as this could put a restriction on the access of 40 feet articulated vehicles that deliver and collect from the business.

We would be grateful if you could acknowledge receipt of this letter and also await your response regarding the above objection to the scheme.

Yours faithfully,

Air Sea Containers Ltd

19. As is widely known, the recently created cycling pass towards Moreton is permanently crowded by cyclists. Does anybody monitor the traffic there? If you see one cyclist per hour is max. Is Price Street particularly attractive promenade for walking? Warehouses and workshops. The church and school where parents arrive with their children. By cars, not by cycles! Closing that place will create traffic jams twice a day. More contamination and Co2 emmision. Others streets will be under more traffic pressure like Brassey Street. Final question. Who create such guidelines local authorities MUST follow?

20. I object to the closure of Price Street and Cavendish Street. I live in the part of Price Street which is already blocked off. By removing access along Cavendish street, you are removing one of the access routes to my address. It already causes issues with deliveries etc when you have to explain how to get to my address from Cavendish Street end. There is no street sign the other side of the current bollards and so people do not think that this is still Price Street. I had an incident at my address we had an ambulance driver have to ring us to get directions from Cavendish Street as they were unable to get to us. This was an ambulance on a blue light response. Closing the road even further back will cause more confusion

Also, I attend Our Lady's Church. You are removing a big area for parking for the church. This will have a big impact on the elderly and disabled people who attend. Or even may no longer be able to attend if parking is removed. Apart from normal church services, funerals and weddings will be impacted and even cause more congestion by limiting parking spaces.

Finally, I am also a governor of Our Lady's primary school. Again, the amount of parking spaces being removed will have a big impact and probably cause issues with residents in all areas around the proposed road closures as staff will have to park elsewhere.

I agree that something needs to be done about the traffic as there is a lot of traffic around this area and crossing the road at this junction can be quite dangerous at times. However, could this not be done by putting in traffic lights or pedestrian crossings? Or, putting speed restrictions in the area.

## General Queries

1. Hi  
Many thanks for forwarding your proposals about the above.  
I have no queries or concerns to raise, but I would certainly be interested to see a summary of the results of the public consultation.  
Many thanks.
2. Dear,  
I'm a resident on Price Street close to the proposed modal filter.  
There are a couple of points that your proposal references which aren't 100% clear. Are you able to confirm the below points please?  
Tree Planting – Are there plans to replant trees around the Gallaghers Hill play area which were fell during a recent renovation of the play area?  
Are there any plans or proposal images around the upgrade of the existing modal filter? Price Street (Concept Plan 1 and 2). Plans 1 and 2 reference either end of a section of Price Street. Are there any plans to upgrade/renovate the pedestrian area in between them?  
There's reference on the "Price Street Information sheet" to this section of the street being part of the "Price Street walking and cycling improvement" but nothing more. Are there any other plans for the street, as it stands it appears as though each end of the street is being renovated but nothing in between? (have added an image for info)  
I look forward to hearing from you.