

APPENDIX 2

WORK PACKAGE 7 (WP7): PRICE STREET, BIDSTON & ST. JAMES' WARD – PROPOSED ACTIVE TRAVEL SCHEME

OBJECTIONS AND EXPRESSIONS OF SUPPORT

OBJECTIONS (20 NO. INDIVIDUAL OBJECTIONS)

Objections are detailed below:

Several objectors stated that the closure of Price Street at Cavendish Street will cause greater congestion and therefore more emissions. In addition, one objector asked, what are Wirral Council trying to achieve, who are the potential users, where are they coming from and going to?

In response; Modal filters/road closures such as the one proposed at the junction of Price Street and Cavendish Street can lead to lower vehicular traffic flows and a low-speed environment. Such measures can enable active travel, reduce noise, reduce pollution, and improve road safety. The provision of adequate facilities for all road users (vehicle drivers, pedestrians, and cyclists) allows residents to make a choice on their mode of transport, whilst enabling those that do wish to walk or cycle, to be able to do so safely. Any increase in the number of people choosing to travel by walking or cycling could be expected to reduce the number of people choosing to travel by other, less sustainable means of transport, thereby helping to reduce emissions, congestion, and parking issues.

Several objectors stated that the closure of Price Street at Cavendish Street will cause more rat-running through other nearby residential areas.

In response; Modal filters/road closures such as the one proposed at the junction of Price Street and Cavendish Street can lead to lower vehicular traffic flows and a low-speed environment. Such measures can enable active travel, reduce noise, reduce pollution and improve road safety. The provision of adequate facilities for all road users (vehicle drivers, pedestrians and cyclists) allows residents to make a choice on their mode of transport, whilst enabling those that do wish to walk or cycle, to be able to do so safely. Any increase in the number of people choosing to travel by walking or cycling could be expected to reduce the number of people choosing to travel by other, less sustainable means of transport, thereby helping to reduce emissions, congestion, and parking issues.

Several objectors stated that the closure of Price Street at Cavendish Street will cause parking issues, conflicts and stress for residents, churchgoers (including the elderly), teachers and parents (who may have to get to work or college - when dropping-off and collecting their children from school).

In response; The Highway Code rule 243 states, “DO NOT stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space”. Therefore, as a result of the proposed introduction of the modal filter (approximately 48 metres in length) there will be a loss of approximately 76 metres of space on the highway suitable for vehicle parking. However, vehicle parking space along the remaining section of Price Street will be maintained. Modal filters/road closures such as the one proposed at the junction of Price Street and Cavendish Street can lead to lower vehicular traffic flows and a low-speed environment. Such measures can enable active travel, reduce noise, reduce pollution, and improve road safety. The provision of adequate facilities for all road users (vehicle drivers, pedestrians and cyclists) allows residents to make a choice on their mode of transport, whilst enabling those that do wish to walk or cycle, to be able to do so safely. Any increase in the number of people choosing to travel by walking or cycling could be expected to reduce the number of people choosing to travel by other, less sustainable means of transport, thereby helping to reduce emissions, congestion and parking issues. Incidents of illegal parking can be reported to Wirral Council for enforcement. Incidents of dangerous parking can be reported to Merseyside Police. Wirral Council officers met with a senior representative of Our Lady of the Immaculate Conception Church who stated that they supported the proposals as it will encourage a more active lifestyle and reduce emissions whilst creating a safer environment for pupils at the nearby schools. Their only concern was parking restriction at the front entrance of the church. Wirral Council Officers have agreed to reduce the length of zig-zag lines associated to the proposed controlled crossing to assist with the operation of the church.

Some objectors stated that a cycle lane already exists along Beckwith Street, that it is obstructed by vehicle parking, and it is never swept. It is also used as a rat-run and is a residential street. The objector believes Wirral Council should close the junction of Beckwith Street and Cavendish Street and regenerate that route instead of closing Cavendish at the junction of Price Street.

In response; Incidents of illegal parking can be reported to Wirral Council who have the powers to deal with such matters. Incidents of dangerous parking can be reported to Merseyside Police. The purpose of this proposal is to reduce vehicle flows along Price Street. Such measures can enable active travel, reduce noise, reduce pollution and improve road safety. Any increase in the number of people choosing to travel by walking or cycling could be expected to reduce the number of people choosing to travel by other, less sustainable means of transport, thereby helping to reduce emissions, rat-running, congestion and parking issues.

Some objectors stated that they object to a cycle lane opposite their property (between Cavendish Street and Patten Street) as it would remove their ability to park

their four cars for a pointless cycle lane that no one will use and is a total waste of money.

In response; For road safety reasons, and in-line with current design guidance, a short section of off-road cycling provision is intended at the junction of Price Street and Patten Street. However, The Highway Code rule 243 states, “DO NOT stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space”.

An objector stated that the closure at the junction of Price Street and Cavendish Street will cause further confusion to delivery drivers and ambulances who have previously had difficulties locating their address due to the existing closure on the opposite side of the road. The absence of a street name plate at one end of the road makes this more confusing for such drivers.

In response; Wirral Council consulted with The Emergency Services and no objections to the proposal were received. As part of the proposals a new street name plate can be provided at the junction with Cavendish Street.

An objector agreed that something needs to be done but asked why the scheme could not consist of traffic lights, crossing points and lowering of speed limits, so that vehicular traffic can still pass through, and more parking is available.

In response; The proposals include improved dual crossing facilities (on a raised speed reduction hump) for pedestrians and cyclists. This road is included within an area to be considered as part of the proposals to introduce a 20mph Traffic Regulation Order. These works would be undertaken as part of the 2022/23 CRSTS Transport Capital Programme and consultations have been undertaken. Modal filters/road closures such as the one proposed at the junction of Price Street and Cavendish Street can lead to lower vehicular traffic flows and a low-speed environment. Such measures can enable active travel, reduce noise, reduce pollution, and improve road safety.

Some objectors stated that they would be against the loss of any more trees. Trees were recently removed from the area close to the Gags Hill play area and residents were not informed of this prior.

In response; The proposals include for new trees and landscaping. Wirral Council’s Tree Strategy Team can assess the area to see if additional trees could be planted.

An objector stated that the proposal does not go far enough asking where are the cycle lanes and wider footways.

In response; The proposals include dual pedestrian and cycle crossing facilities, dedicated cycle lanes and improved footways from Beaufort Road to the junction of Price Street/Patten Street. Between Patten Street and Cavendish Street on-carriageway cycling is encouraged due to existing low vehicle flows. As a result of the introduction of the modal filter at Price Street/Cavendish Street, the remaining section of the route will be suitable for on-carriageway cycling due to expected low vehicle flows. A segregated cycle lane can be found on Duke Street and Beckwith Street.

An objector asked who creates such guidelines that Local Authorities must follow.

In response; Projects such as this are shared with Active Travel England, a sub-body of The Department for Transport, to ensure design meets with current design criteria.

An objector stated that multiple vehicles deliver and collect from their business throughout the day using the goods entrance on Price Street. The proposed scheme would prevent vehicles from being able to turn onto Price Street via Cavendish Street, potentially resulting in congestion. In addition, large 40ft articulated vehicles deliver to this business and they are concerned that pavement widening may restrict access.

In response; The proposals have been designed in-line with current design guidance and standards. As part of this process, swept path analysis of such vehicles has been undertaken to ensure that there are no such restrictions on vehicle movement. Modal filters/road closures such as the one proposed at the junction of Price Street and Cavendish Street can lead to lower vehicular traffic flows and a low-speed environment. Such measures can enable active travel, reduce noise, reduce pollution, congestion and improve road safety.

EXPRESSIONS OF SUPPORT (71 NO. INDIVIDUAL SUPPORTERS)

Expression of support are detailed below:

Supporters stated they supported the proposals for the following reasons:

- The proposals will make the area around the school safer for children.
- The proposals will make the area more friendly, pleasant, and peaceful.
- The proposal will reduce traffic leading to lower emissions, less pollution and better air quality.
- The proposals will make the area safer for people to walk and cycle.
- The proposals will make the area greener.
- The proposals are good for people of all ages.
- They would like to see more cycle paths and pedestrian areas to encourage active travel.
- Because roads are unsafe for pedestrians and cyclists and safer spaces will encourage more active travel.
- Because too much land is taken up by cars and space for car parking and there needs to be greater emphasis on walking and cycling.

- Because they would like to see cars stopped from parking on pavements leaving disabled users and families with push-chairs unable to use the pavements and are left with no choice but to walk in the dangerous carriageway.
- The proposals will prevent anti-social behaviour.
- Because the supporter usually cycles via Fender Lane and Corporation Road to Woodside Ferry Terminal. But a dedicated route joined up from Bidston would be better.
- The proposals connect with other cycle links towards Wallasey, Bidston and Claughton and help build a more complete network of cycle link on Wirral.
- The proposals will lead to calmer traffic.
- Because the supporter works in Market Street and the proposals would encourage them to cycle to work as at present the road is too busy.
- The proposals will make the area around the church safer as lots of people use that junction rather than the roundabout at the end of Cavendish Street.
- The proposals will make the area safer for the two schools situated in the immediate area.