

APPENDIX 2

FUTURE HIGH STREET & ACTIVE TRAVEL FUND: CONWAY STREET AND EUROPA BOULEVARD – PROPOSED ACTIVE TRAVEL SCHEME

OBJECTIONS AND EXPRESSIONS OF SUPPORT – CONWAY STREET

OBJECTIONS – CONWAY STREET (25 NO. INDIVIDUAL OBJECTIONS)

Objections are detailed below:

Several objectors raised concerns over the impact the proposals will have on the highway. Specifically:

- That a reduction in road-space for vehicles to accommodate cycle lanes will cause congestion, pollution, and increase journey times along already busy roads.
- That cyclists do not and will not use the area or proposed link.
- That drivers are being punished as a result of these proposals and that there is no consideration for people who rely on a car for transportation such as the elderly and disabled.
- That the proposed cycle lanes (similarly to the Fender Lane cycle link) will not be used by anyone as they do not lead anywhere.
- That the proposals result in reduced car parking space and will affect the disabled who rely on such spaces.
- That cycle lanes make the volume of traffic worse and make roads more dangerous to all.
- Because it is a narrow street.
- That a cyclist will likely kill someone due to the way they ride their bikes through Birkenhead Town Centre and that the proposals do not protect pedestrians of all ages from the small minority of cyclists who abuse pedestrian only zones.

In response; The Traffic Management Act 2004 and Traffic Regulation Act 1984 lists pedestrians and cyclists as ‘traffic’. The Highway Code’s ‘Hierarchy of Road Users’ places pedestrians, cyclists, horse-riders, and motorcyclists as the road users most likely to be injured in the event of a collision. Wirral Council therefore has a duty to manage its highway in a way that ensures and facilitates safe movement for all traffic. Wirral Council also understands that not everyone is able nor wishes to cycle or walk (whether for leisure purposes or as part of a commute). 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, cycling or public transport, 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.

The Conway Street cycle link will begin in the vicinity of the entrance to Europa Pools. It will terminate as part of this project just in advance of the roundabout with Argyle Street (where in practise it will seamlessly connect with similar active travel measures that are proposed as part of the Waterfront Regeneration scheme) and connect with Price Street via the proposed Europa Boulevard cycle lane. The Europa Boulevard cycle lane will pass Conway Park Train Station. In close vicinity to Conway Park Train Station and Europa Pools entrance is the Beckwith Street/Beckwith Street East cycle link. The Beckwith Street cycle link runs all the way to Cavendish Street, where further active travel improvements are proposed, and connects to the existing Duke Street cycle lane that runs to Birkenhead Park and the Dock Road Northbank existing cycle infrastructure.

The proposals will ensure all road widths are within with acceptable UK highway design standards.

It is intended that the provision of high-quality walking and cycling facilities reduces the conflicts created by cyclists riding in areas that are intended for pedestrians only. The proposals include for cycle lanes that are separated from the footway with the cycle lanes at carriageway level. At Europa Boulevard the cycle lane and footway are entirely separated, except at formal crossing points where the footways/cycleways merge to become shared user facilities. Relevant hazard paving and signage will be provided to indicate shared use areas. However, continued incidents of pavement cycling can be reported to Merseyside Police who have the powers to deal with such matters.

Despite a proposed reduction in the overall number car parking space at Europa Square Car Park (to allow for public realm improvements), the number of parking spaces prioritised for disabled users will remain the same at this location. Further car parking space is available nearby at Conway Street Multi Storey Car Park, Argyle Street Car Park, Henry/William Street Car Park, Duncan Street Car Park, and Claughton Road Multi-Storey Car Park, whilst on-street parking bays are also located in many of the surrounding streets.

Some objectors stated that the funding would be better spent elsewhere. Specifically:

- On re-opening the fun pool at Europa Pools.
- On making the area more appealing to children and families.
- On providing Bike and Skate Parks.
- On regenerating the existing infrastructure within Birkenhead Town Centre to attract big businesses.
- On paying nurses a decent wage.
- To put towards Social Care.
- To bring down Wirral Council's abominable debt.
- To build a free to use Multi Storey Car Park at Arrowe Park Hospital.

- To make improvements to the existing Cavendish Street/Old Bidston Road/Beckwith Street to Dover Close cycle link. Linking to Europa Boulevard and eventually down into the proposed Dock Branch Park.
- That this small, isolated scheme would be a joke. It is a joke that has been played on communities for a long time but it is a waste of scarce resources. A much more strategic view needs to be taken of this issue, which incorporates existing infrastructure as well as looking forward to the future.
- That spending this amount of money on this type of project in the current economic climate is ludicrous and criminal.
- that it felt like Wirral Council was trying to find something to spend the money on.

In response; Wirral Council has received £7.2 million from the Government's Future High Streets Fund, Active Travel Fund, and private funding. This funding can be used to help local councils make their high streets and town centres fit for the future and to support increased levels of active travel. The improvements will provide a more attractive place for people to shop, live, visit or work and will support the regeneration of Birkenhead Town Centre, providing an improved, better connected and more sustainable experience for all who use this area.

Guidelines were followed during the bidding process for the successful award of funding. The funding for this scheme is ringfenced solely for the delivery of this project and a strict 'change control' process would need to be followed to alter the agreed output metrics for this project.

Maintenance of an existing cycle link is not permitted within the agreed funding metrics and would not create additional improved connectivity into and around Birkenhead Town Centre. Reports of damaged sections of highway in need of repair can be submitted via Wirral Council's website. However, Wirral Council acknowledges that improvements around the junction of Dover Close/Watson Street/Beckwith Street would better connect the two links and will consider this suggestion should a future funding source be identified.

This proposal forms one part of Wirral Council's vision for the regeneration of Birkenhead with both proposed and existing active travel infrastructure being considered and reviewed to help improve connectivity across Birkenhead as part of a larger programme of proposed work. Further details can be viewed at Birkenhead 2040: <https://www.wirral.gov.uk/business/regeneration/birkenhead-2040-framework>

Some objectors stated that Wirral Council consultations are pointless as Wirral Council has already made it's mind up just as it did with 20mph speed limits on main roads recently that don't help anybody.

In response; Wirral Council shares information regarding its proposals via public consultations.

On completion of a public consultation, feedback is reviewed by Wirral Council Officers. Following this review an officer response to this feedback is appended to the Committee Report outlining objections and support. This document is then shared with Councillors in accordance with democratic processes. Members of the public can provide views to Councillors and/or attend Committee meetings and may be permitted to submit questions or statements and have their opinions heard in person before any decision is taken by elected members via a vote. Proposals can be rejected at Committee level.

An objector stated that the proposals will criminalise wheelchair users (and pedestrians) who wander into it, possibly leading to on-the-spot fines being levied (currently £90).

In response; The Highway Code states that all mobility scooters and powered wheelchairs can legally travel at a maximum speed of 4mph on footpaths or in pedestrian areas.

The proposed cycle lane will be segregated from the footway by a kerb face from both the carriageway and the footway side. Such a design helps prevent conflict between highway users.

An objector stated that the proposals will force wheelchair and scooter users into a single width carriageway used by buses.

In response; The Highway Code states that all mobility scooters and powered wheelchairs can legally travel at a maximum speed of 4mph on footpaths or in pedestrian areas.

As part of the proposals the footways will be improved along Conway Street to assist footway users. Such improvements include wider controlled pedestrian crossing points and continuous footways with pedestrian priority at side streets.

An objector stated that the proposals force vulnerable road users to cross into another lane to avoid a bus lane, exposing them to severe risk of being ploughed into from behind by a bus entering the bus lane at speed.

In response; The Highway Code states that all mobility scooters and powered wheelchairs can legally travel at a maximum speed of 4mph on footpaths or in pedestrian areas.

The highway code states that you can only drive on a road in a class 3 mobility scooter. You cannot drive on bus lanes, 'cycle only' lanes or motorways.

Rule 38 of The Highway Code states that pavements are safer than roads and should be used when available. As part of the proposals the footways will be

improved along Conway Street to assist footway users. Such improvements include wider controlled pedestrian crossing points and continuous footways with pedestrian priority at side streets.

Rule 40 of The Highway Code states that when moving off the pavement onto the road, you should take special care. Before moving off, always look round and make sure it is safe to join the traffic. Always use a dropped kerb when moving off the pavement, even if this means travelling further to locate one.

An objector stated that the proposals are completely disconnected from the existing segregated cycle lane that runs from Cavendish Street/Old Bidston Road to Dover Close.

In response; The existing formal off-road cycle facilities terminate at the junction of Cathcart Street and Dover Close, where a modal filter guides cyclists onto the carriageway at Dover Close. Dover Close is suitable for on-carriageway cycling due to its low traffic flows. At its junction with Watson Street cyclists can cross Watson Street and join Beckwith Street East and Laurence Drive (both suitable for on-carriageway cycling due to low traffic flows) where a modal filter brings cyclists to Europa Pools. The proposed cycle link on Conway Street begins outside of Europa Pools.

However, Wirral Council acknowledges that improvements around the junction of Dover Close/Watson Street/Beckwith Street would better connect the two links and will consider this suggestion should a future funding source be identified.

An objector stated that the proposals presuppose that there will be no further changes to the layout of Conway Street or Europa Boulevard (e.g. Cllr Cleary's very reasonable suggestion to relocate the bus station to Europa Boulevard, creating a rail/bus interchange there).

In response; The proposals have been shared with various stakeholders such as Merseytravel who support the proposals.

An objector stated that there is no evidence of need and that 'Build it and they will come' is not a sensible way to spend public money.

In response; Wirral Council has received £7.2 million from the Government's Future High Streets Fund, Active Travel Fund, and private funding. This funding can be used to help local councils make their high streets and town centres fit for the future and to support increased levels of active travel. The improvements will provide a more attractive place for people to shop, live, visit or work and will support the regeneration of Birkenhead Town Centre, providing an improved, better connected and more sustainable experience for all who use this area. The funding cannot be used for any other purpose.

An objector stated that not everyone can afford an electric bike and that Wirral Council needs to make cycling an enjoyable experience for all, not a raceway.

In response; The proposed cycle lanes are intended for all forms of cycling. There is no requirement to purchase an electric bike to be able to use any cycle lane on Wirral.

Incidents of dangerous cycling can be reported to Merseyside Police who have the powers to deal with such matters.

An objector stated that Wirral Council is going to make Wirral like China with buildings crammed everywhere and no greenspace.

In response; The proposals include for significant public realm improvements, over one hundred new trees, new grass verges and planting, much of which is currently carriageway.

Some objectors stated that the proposals will not help Birkenhead. Specifically:

- They will harm the local economy causing people to drive to places where they don't have to pay to park and parking is overpriced and business rates too high.
- That no amount of beautification can save Birkenhead and cycle lanes will not encourage more people.
- That the proposals are a pointless exercise to appease climate alarmists who work with false data and that this years winter was as expected.

In response; Wirral Council has received £7.2 million from the Government's Future High Streets Fund, Active Travel Fund, and private funding. This funding can be used to help local councils make their high streets and town centres fit for the future and to support increased levels of active travel. The improvements will provide a more attractive place for people to shop, live, visit or work and will support the regeneration of Birkenhead Town Centre, providing an improved, better connected and more sustainable experience for all who use this area.

The proposals include for new high-quality paving, street furniture and public realm works, wider controlled pedestrian crossings points, pedestrian priority crossing points at side streets, a bus lane, over one hundred new trees, green space and planting and substantial carriageway resurfacing. The proposals offer far more to the area than just cycling facilities.

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,

cycling or public transport, 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.

An objector stated that it is not safe for women to walk or cycle and that Wirral Council should let ladies use their car and leave men to walk and cycle.

In response; Wirral Council acknowledges that not everyone wishes to walk or cycle and has ensured adequate carriageway space for motor vehicles is provided along the route throughout all sections of the proposal. As part of the works all street lighting will be reviewed and improved/repaired as required.

An objector stated that Adelphi Street should not be made one-way as it is home to many car parks and is the main pedestrian route from the bus station to colleges at Conway Park, Twelve Quays, The Contact Company at Morpeth Dock, and for residents living along Price Street, Lord Street, Brook Street and Cleveland Street.

In response; Access to each car park will be maintained. The footways in this area will be improved, with pedestrian priority crossings to assist pedestrians with their journey.

SUPPORT – CONWAY STREET (63 NO INDIVIDUAL SUPPORTERS)

Expressions of support are detailed below:

Supporters stated they supported the proposals for the following reasons:

- As the proposals make the highway more accessible to all users.
- As they are currently reluctant to cycle to work due to the way people drive cars and pedestrians should not be “the poor relation” when using roads.
- As the proposals make the highway safer for all users.
- As the proposals help tackle climate change and are better for the environment.
- Because the area needs updating and should include more sustainable urban drainage and green spaces.
- As Conway Street is a wide road with sufficient space to allow for some re-allocation of space away from private vehicles. Claughton Road and Price Street should also be considered.
- As my partner was hit by a car whilst cycling.
- In favour of the connection to Conway Street Train Station by cycling.
- It will make Europa Boulevard, Conway Street and Conway Park Station feel connected to the main shopping area.
- Because it is a great idea!
- Because traffic calming measures help make our town centres safer and more pleasant for residents and visitors whilst also encouraging active travel.

- Because the reallocation of space to pedestrians and cyclists will help create a safer, cleaner, more pleasant environment with public realm and tree planting improvements.
- It will better cope with the extremes of heat and wet weather.
- As we need to encourage more walking and cycling with reduced car use to improve our health, air quality, reduce pollution and emissions.
- As I cycle along Conway Street frequently and it is nerve-wracking.
- It will improve the “look and flow” of Birkenhead.
- Because at present the carriageways are far too large and difficult to navigate for pedestrians.
- Because the proposals provide better balance between all road users.
- As the sooner we make the transition to a modern active travel friendly community the better.
- Because I drive but would rather be slightly inconvenienced as a motorist if it allows better cycle and pedestrian access to our streets.
- Because trees and shrubs are easy to maintain but completely change the look of an area.

In response; Noted.

OBJECTIONS AND EXPRESSIONS OF SUPPORT – EUROPA BOULEVARD

OBJECTIONS – EUROPA BOULEVARD (26 NO. INDIVIDUAL OBJECTIONS)

Some objectors raised concerns over the impact the proposals will have on the highway. Specifically:

- That reducing the dual carriageway and replacing with a segregated cycleway was a bad idea. Less space for car drivers will cause more traffic and congestion as the roads are very busy.
- That cyclists do not cycle in this area and the proposals do not lead anywhere (see Fender Lane). Too much provision given to cycling.
- That Europa Boulevard should be open to all with no segregation.
- That the proposed position of the bus and rail replacement platforms prevents access and egress to and from Conway Park College Campus therefore making them a safety hazard. They should be suitably repositioned to enable access and egress.
- That Europa Boulevard currently facilitates bus and coach stops and the proposals would leave the road space too narrow to accommodate these and it would be impossible to have cars parked on the road. People with limited mobility would not be able to be dropped off/picked up close to Conway Park Train Station.
- That the proposals do not protect pedestrians of all ages from the small minority of cyclists who abuse pedestrian only zones.

- That a reduction in car parking space is unnecessary.

In response; Whilst the carriageway at Europa Boulevard may resemble a dual carriageway in appearance, there is in fact a single lane in each direction for vehicular traffic with on-street parking bays filling what would be the inside lane where it is a dual carriageway. Therefore, the design does not represent any loss of space for vehicular traffic, only a loss of on-street car parking space. However, further car parking space is available further along Europa Boulevard at Price Street Car Park and in the immediate wider area at Europa Pools Car Park, Conway Street Multi-Storey Car Park, Argyle Street Car Park, Henry/William Street Car Park, Duncan Street Car Park and Claughton Road Multi-Storey Car Park, whilst on-street parking bays are also located in many of the surrounding streets.

The Europa Boulevard cycle link will connect to Price Street at its northerly end. At its southerly end it connects to the proposed controlled pedestrian/cycle crossing facility at Conway Street, that then leads users into Birkenhead Town Centre. It will intersect the proposed Conway Street which in turn takes users towards Argyle Street in a south-easterly direction (where further regeneration/active travel works are proposed). In the opposing direction it will lead users to Europa Pools in a north-westerly direction. that in turn leads towards Europa Pools and existing cycling infrastructure at pass Conway Park Train Station. In close vicinity to Europa Pools entrance is the Beckwith Street/Beckwith Street East cycle link. The Beckwith Street cycle link runs all the way to Cavendish Street, where further active travel improvements are proposed, and connects to the existing Duke Street cycle lane that runs to Birkenhead Park and the Dock Road Northbank existing cycle infrastructure.

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, cycling or public transport, 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.

It is intended that the provision of high-quality walking and cycling facilities reduces the conflicts created by cyclists riding in areas that are intended for pedestrians only. The proposals include for cycle lanes that are separated from the footway with the cycle lanes at carriageway level. At Europa Boulevard the cycle lane and footway are entirely separated, except at formal crossing points where the footways/cycleways merge to become shared user facilities. Relevant hazard paving and signage will be provided to indicate this merge to all users. However, continued incidents of pavement cycling can be reported to Merseyside Police who have the powers to deal with such matters.

The positions of the proposed rail replacement bus boarding/alighting platforms are indicative, subject to further detailed design. Sufficient footway

space for access and Egress to Conway Park College Campus will be provided.

Bus Stops will be provided close to the entrance of Conway Park Train Station and Conway Park College Campus with the rail replacement bus boarding/alighting platforms also serving as pedestrian drop-off and pick-up points approximately thirty metres from the entrance to Conway Park Train Station.

An objector stated that the proposals force vulnerable road users into conflict with other vehicles, including coaches and buses. Potentially criminalises wheelchair and scooter users (and ambulant pedestrians) who stray into it.

In response; The Highway Code states that all mobility scooters and powered wheelchairs can legally travel at a maximum speed of 4mph on footpaths or in pedestrian areas.

The highway code states that you can only drive on a road in a class 3 mobility scooter. You cannot drive on bus lanes, 'cycle only' lanes or motorways.

Rule 38 of The Highway Code states that pavements are safer than roads and should be used when available. As part of the proposals the footways will be improved along Conway Street to assist footway users. Such improvements include wider controlled pedestrian crossing points and continuous footways with pedestrian priority at side streets.

Rule 40 of The Highway Code states that when moving off the pavement onto the road, you should take special care. Before moving off, always look round and make sure it is safe to join the traffic. Always use a dropped kerb when moving off the pavement, even if this means travelling further to locate one.

An objector queried if anyone involved in the planning of this project lived in the area or had carried out a site visit.

In response; Several site visits were undertaken during the planning of this project consisting of staff from Wirral and the wider Merseyside area. Further site visits would be carried out as part of the detailed design process.

An objector stated they believed it was Wirral Council's goal to stop people using cars.

In response; The Traffic Management Act 2004 and Traffic Regulation Act 1984 lists pedestrians and cyclists as 'traffic'. The Highway Code's 'Hierarchy of Road Users' places pedestrians, cyclists, horse-riders, and motorcyclists as the road users most likely to be injured in the event of a collision. Wirral Council therefore has a duty to manage its highway in a way that ensures and facilitates safe movement for all traffic. Wirral Council also understands that

not everyone is able nor wishes to cycle or walk (whether for leisure purposes or as part of a commute). 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.

An objector stated that the poor weather in the UK makes cycling a none-starter.

In response; many people choose to cycle all year round. However, even if only a portion of people choose to walk or cycle in the UK's drier months, any increase in the number of people choosing to travel by walking, cycling or public transport during that time 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 overall.

An objector stated that Wirral Council is going to make Wirral like China with buildings crammed everywhere and no greenspace.

In response; The proposals include significant "green space" public realm improvements, over one hundred new trees, new grass verges and planting, much of which is currently carriageway.

An objector stated that the proposals are a pointless exercise to appease climate alarmists and everything is being done to remove any chance of Birkenhead surviving as a town centre worthy of the history and name.

In response; Wirral Council has received £7.2 million from the Government's Future High Streets Fund, Active Travel Fund, and private funding. This funding can be used to help local councils make their high streets and town centres fit for the future and to support increased levels of active travel. The improvements will provide a more attractive place for people to shop, live, visit or work and will support the regeneration of Birkenhead Town Centre, providing an improved, better connected and more sustainable experience for all who use this area.

The proposals include for new quality paving, street furniture and public realm works, wider controlled pedestrian crossings points, pedestrian priority crossing points at side streets, a bus lane, over one hundred new trees, green space and planting and substantial carriageway resurfacing. The proposals offer far more to the area than just cycling facilities.

The provision of high-quality 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, cycling or public transport, 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.

An objector stated that Wirral Council consultations are pointless as Wirral Council has already made its mind up.

In response; Wirral Council shares information regarding its proposals via public consultations.

On completion of a public consultation, feedback is reviewed by Wirral Council Officers. Following this review an officer response to this feedback is appended to the Committee Report outlining objections and support. This document is then shared with Councillors in accordance with democratic processes. Members of the public can provide views to Councillors and/or attend Committee meetings and may be permitted to submit questions or statements and have their opinions heard in person before any decision is taken by elected members via a vote. Proposals can be rejected at Committee level.

SUPPORT – EUROPA BOULEVARD (63 NO INDIVIDUAL SUPPORTERS)

Expressions of support are detailed below:

Supporters stated they supported the proposals for the following reasons:

- As the proposals make the highway more accessible to all users.
- As they are currently reluctant to cycle to work due to the way people drive cars and pedestrians should not be “the poor relation” when using roads.
- As the proposals make the highway safer for all users.
- As the proposals help tackle climate change and are better for the environment.
- Because the area needs updating and should include more sustainable urban drainage and green spaces.
- In favour of the connection to Conway Street Train Station by cycling.
- It will make Europa Boulevard, Conway Street and Conway Park Station feel connected to the main shopping area.
- Because traffic calming measures help make our town centres safer and more pleasant for residents and visitors whilst also encouraging active travel.
- Because the reallocation of space to pedestrians and cyclists will help create a safer, cleaner, more pleasant environment with public realm and tree planting improvements.
- It will better cope with the extremes of heat and wet weather.
- As we need to encourage more walking and cycling with reduced car use to improve our health, air quality, reduce pollution and emissions.
- It will improve the “look and flow” of Birkenhead.

- Because at present the carriageways are far too large and difficult to navigate for pedestrians.
- Because the proposals provide better balance between all road users.
- As the sooner we make the transition to a modern active travel friendly community the better.
- Because I drive but would rather be slightly inconvenienced as a motorist if it allows better cycle and pedestrian access to our streets.
- Because trees and shrubs are easy to maintain but completely change the look of an area.

In response; Noted.

OBJECTIONS AND EXPRESSIONS OF SUPPORT – EUROPA SQUARE CAR PARK

OBJECTIONS – EUROPA SQUARE CAR PARK (33 NO. INDIVIDUAL OBJECTIONS)

Objections are detailed below:

Several objectors raised concerns over a loss of parking space at Europa Square Car Park. Specifically:

- The car park is needed.
- Needs more parking.
- More parking space.
- The number of car parking spaces is needed.
- That people need the parking spaces to visit the gym and leisure centre as there is no way they would use public transport.
- That the proposed new offices nearby will need parking spaces and so this is not very joined up thinking.
- As it feels like Wirral Council are just looking for something to spend money on.
- As they struggle to shop using public transport.
- It will turn the town centre into a ghost town.
- The loss of spaces will have a huge impact on business in Birkenhead where car-parking is poorly catered for.
- That a loss of parking space is unnecessary.
- As if parking is difficult people will shop elsewhere – walking is too far, and cycling is not inviting and it is not feasible to carry shopping on a bike.
- If the Town Centre is improved then more spaces should be needed, particularly properly sized disabled bays (unlike those provided at the Wirral Council end of the ASDA car park).
- As public transport is poor hence people drive cars to destinations.

- As Wirral Council is going to make Wirral like China with buildings crammed everywhere and no greenspace.
- As the proposals destroy people's freedom to travel and will destroy any chance of Birkenhead surviving other than making it an immigrant enclave.
- It would restrict people's ability to be dropped off and picked up close to the shops.
- Lots of elderly people play bingo on an evening and rely on safe parking nearby, particularly as the town is subject to anti-social behaviour in this area around the bus station.
- The information you have provided is far too vague and lacks any actual details of how your council will improve Birkenhead and make it a shopping centre again after the Council destroyed it. What is being done to reduce crime?

In response; The proposals will see an overall reduction in the number of car parking spaces available at Europa Square Car Park to allow for significant public realm improvements and improved pedestrian access into Birkenhead Town Centre. However, the current number of disabled parking spaces available at Europa Square Car Park will be maintained.

Europa Pool Leisure Centre has its own separate car park where patrons are also able to park should they wish.

Whilst space for car parking will still be provided at Europa Square Car Park, further car parking space is available within the area at; Europa Pools Car Park, Price Street Car Park, Argyle Street Car Park, Henry/William Street Car Park, Conway Street Multi-Storey Car Park, Oliver Street Car Park, Claughton Road Multi-Storey Car Park, and Exmouth Street Car Park. Pay and Display on-street car parking bays are also available within Birkenhead.

The proposals include significant "green space" public realm improvements with over one hundred new trees, new grass verges and planting, much of which is currently carriageway.

The provision of high-quality facilities for all road users (vehicle drivers, public transport users, pedestrians, and cyclists) gives residents and visitors the freedom 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, cycling or public transport, 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.

An objector stated that there seems to be a drive towards using Wi-Fi in public space and this is a bad thing. EMF and RF air pollution today is above safe levels and must be reduced.

In response; There are no plans to introduce public space Wi-Fi as part of these proposals. However, an increase in active travel can help reduce overall air pollution.

An objector asked how do vehicle users get into the car park at the east of Conway Street?

In response; Access to all existing car parks will be maintained.

An objector stated that shared use surfaces are not a good idea leading to conflict between vehicles, pedestrians, and cyclists.

In response; Shared use surfaces can lead to conflict between different users and will only be used where deemed necessary and appropriate, in line with current design guidance.

Some objectors asked if secure parking for cycles and motorbikes will be provided in the town centre along with charge points for electric cars and motorcycles.

In response; Secure parking for cycles will be included as part of the proposals whilst secure car and motorbike parking will still be available at the many car parks provided around the town centre. There are no plans to introduce charge points as part of these proposals. Wirral Council is currently developing an EV Charging Strategy and a Parking Strategy, both of which will be consulted upon in due course but separate to these proposals.

SUPPORT – EUROPA SQUARE CAR PARK (48 NO INDIVIDUAL SUPPORTERS)

Expressions of support are detailed below:

Supporters stated they supported the proposals for the following reasons:

- The proposals will make it so much easier to get about on foot.
- We won't need car spaces in the future - plan for the future - well done.
- We need to reduce the dominance of the car and make more space for people.
- We need safer infrastructure for walking and cycling on the Wirral.
- We need more infrastructure to make it easier to walk and cycle.
- We need fewer cars in town centres.
- Too much space here is allocated to vehicles. This will help redress the balance and produce a better, safer environment.
- Too much of our town is handed over to car parking so the removal of a small amount of that, which is then handed to alternatives, is a positive move. Birkenhead has the opportunity become a safe area for pedestrians, cyclist, and public transport users. The whole area will flourish (as studies have

shown) if people can visit these places safely on foot. I say this as a car owner.

- Too much ground space used for car parking.
- There's ample parking nearby, so improved access and a better visual appeal is great.
- There is already plenty of parking in and around Birkenhead, including plenty of multi-storey car parks close to Europa car park. would be great to see this space put to better use.
- There are lots of other parking spaces in the Pyramids and Asda car parks, so it is worth losing 50 spaces to improve the look and feel of the area by adding new public spaces.
- The old one is no good.
- Support the idea of removing car parking spaces. It will mean less traffic, but more will feel welcome to walk, cycle or use public transport.
- Space should be provided for a wide range of users, not just vehicles.
- Roads should be available to all. It is important that pedestrians feel safe and people with disabilities are accommodated. People must rethink their over reliance on cars.
- Reduced cars and pollution, better feel and progressive thinking.
- People should be encouraged to use public transport much more and improving the connection between Conway Park Station and the Town Centre will facilitate this and generally improve the area in conjunction with Conway Street and Europa Boulevard.
- Neutral on this.
- More space for pedestrians and cyclists.
- More active travel less need for car parks.
- Making a more obvious link between Conway Park station and Birkenhead town centre will encourage people to get the train. It will appear a more obvious linking station for the town.
- Loss of car park spaces will encourage people to find other ways to their destination. Pedestrianisation is key to revitalising towns. High streets are dead as everyone drives to shops. Cyclists and pedestrians should be prioritised over motorists.
- Less parking and better public/active transport.
- Its unsafe for pedestrians in its current state the paving is atrocious.
- It's currently not safe for pedestrians, including drivers who are getting to and from their vehicle. The proposals seem to rectify this. Although there is a loss of 50 parking spaces, there are plenty of car parks in the area.
- It's necessary.
- It is an improvement to the area.
- It fits in with the overall plan.
- If we want to build better cities, we need to both encourage active travel, and discourage car use. The loss of some car parking will help achieve that. (I cycle and drive, and I would be very happy to give up some driving convenience for better and safer cycle lanes).
- I welcome improvements.
- I think it will be a good idea to make a better connection between Europa Boulevard, the train station, the bus station, and central Birkenhead. There is a lot of car parking in Birkenhead. I don't think 50 spaces will be missed.

- I haven't seen any concept graphics for this but regularly use the railway station and it's tough accessing the bus station as the route is circuitous unless you mount the pedestrian barriers - which defeats the point! The shared space idea makes lots of sense. Buses aren't travelling fast at all at this point and pedestrians already use the road without using traffic crossing. So, there's too many pedestrians that could be removed and yet make the space feel safer as there's less channelling of pedestrians. The loss of surface car parking isn't necessarily a bad thing as it's an awful waste of land. There's a multi-storey nearby and the stacked Asda car park down the road, with the Pyramids multi-storey further along.
- I enjoy cycling to and around Birkenhead and the improvements stated would make me feel more confident and safer cycling.
- Huge improvement, required.
- Enables improved cycle access.
- Good connection to Conway Park station.
- Complements the other plans for Conway St and Europa Boulevard and is essential to them. Puts greater importance to pedestrian and cyclist safety and comfort in preference to vehicular traffic.
- Birkenhead needs updating, for it to increase its appeal I feel this is a good plan.
- Big improvements.
- Better use of space.
- Better connectivity for pedestrians between Conway Park Station and the town centre may promote shoppers to take the train. And fewer parking spots should make it less favourable to come by car.
- As previous.
- Anything is better than what is there, but I would like to suggest further use of SuDS and green spaces, more so than what is proposed, wouldn't bother with cycle lanes.
- Any improvement has to be better than what is there now.
- Allows an improvement towards park and ride.
- Again, general comments apply. Improving the area to go with the new building work going on and encourage/making life easier for pedestrians and cyclists, are such obvious and sensible moves - and I hope will reduce the general ugliness.
- That car park always appears to have more space than is used so losing some parking spaces in order to improve the urban environment is good. As someone who walks into the town centre from that direction regularly it will improve the quality of the local environment.

In response; Noted.