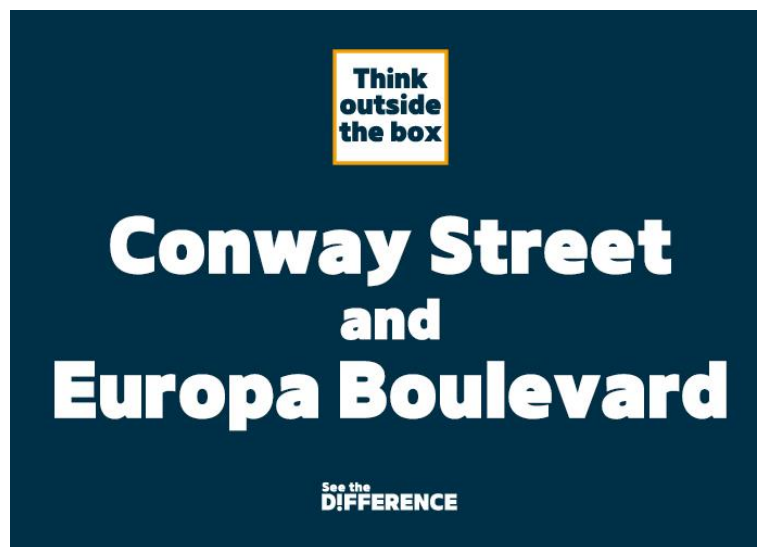




# Have your say

## Conway Street and Europa Boulevard Active Travel Scheme Consultation Phase 2 Report



Consultation: 28 June–20 July 2023

Report: 07 Aug 2023

# Contents

1.0 Executive Summary .....	3
1.1 Key Findings .....	4
2.0 Methodology .....	5
2.1 Questionnaire .....	6
2.2 Analysis of Respondents .....	6
2.3 Interpretation of Results .....	6
2.4 Direct Representations .....	7
2.5 Communication .....	7
3.0 Results .....	8
3.1 The Questionnaire .....	8
4.0 Demographics and Site Traffic .....	26
4.1 Demographics .....	26
4.2 Have Your Say - Site Traffic .....	27
Appendix 1: Reasons for Support / Objections to Conway Street and Europa Boulevard proposals .....	28



# 1.0 Executive Summary

Wirral Council has received £7.2 million from the Government's Future High Streets Fund, Active Travel Fund and private funding, to help areas make their high streets and town centres fit for the future and support increased levels of active travel.

We are proposing to use this funding to provide walking, cycling and public realm improvements on Conway Street, Europa Boulevard and across part of the existing Europa Car Park and Claughton Road. The proposals have been developed by Wirral Council and an experienced design team to provide enhanced connectivity and road safety within the town centre.

Phase 1 of this engagement asked people to share their thoughts regarding three schemes. A summary of the findings from the phase 1 engagement can be found in the documents section.

The 2nd and final phase of consultation is to give notice and specific detail of the Traffic Regulation Orders (TRO's) that will be required to make the proposals effective.

TRO's are legal documents that restrict or prohibit the use of the highway network, in line with the Road Traffic Regulation Act 1984. They help us to manage the highway network for all road users, including pedestrians and they aim to improve road safety and access to facilities.

We are proposing to introduce the following TRO's on Conway Street and Europa Boulevard:

## **Conway Street**

- One-Way road
- On-street parking restrictions
- Bus Lane
- Introduction of cycle facilities

## **Europa Boulevard**

- On street parking restrictions
- Introduction of cycle facilities

This engagement was designed to discover whether residents supported or objected to the proposed introduction of TRO's.

The consultation ran from 28 June – 20 July 2023. The findings will be considered at a meeting of the Active Travel Working Group.

## 1.1 Key Findings

- 24 people responded to the survey.
- The survey sampled were indifferent to the proposed introduction of a one-way road system on Conway Street, ' support and object both received 50.0% of the share of responses. (Question 1)
- 54.5% of respondents objected to the proposed introduction of on-street parking restrictions on Conway Street. (Question 2)
- 58.3% of respondents supported the proposed introduction of a bus lane on Conway Street. (Question 3)
- An equal amount supported and objected to the proposed introduction of cycle facilities on Conway Street. (Question 4)
- 52.2% supported the proposed introduction of on-street parking restrictions on Europa Boulevard. (Question 5)
- 62.5% supported the proposed introduction of cycle facilities on Europa Boulevard. (Question 6)
- Most statements of support contained themes: Active travel improvements and Safety.
- Most objections contained themes: Accessibility, Should consider road traffic, and Negative economic impact.

## 2.0 Methodology

Through the Conway Street and Europa Boulevard Active Travel Scheme plan consultation, people were asked to tell us about their views on proposed introduction of TRO's around Conway Street and Europa Boulevard.

The consultation was carried out between 28 June and 20 July 202. The approach used was an on 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 Conway Street and Europa Boulevard Active Travel Scheme Phase 2 Consultation. Useful information provided on the site included visual representations of the proposed schemes and a concept plan, showing the extent of the proposals.

An online questionnaire was provided for residents to engage with. Respondents were also able to request paper copies, 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 questionnaire.

The Have your Say consultation page also included details of the in-person engagement events which were carried out at BirkenED's place and provided detail on the large scale plans which were available at Birkenhead Town Hall during the engagement period.

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



## 2.1 Questionnaire

The consultation questionnaire was developed around understanding stakeholder views on the following TRO proposals:

### Conway Street

- One-Way road
- On-street parking restrictions
- Bus Lane
- Introduction of cycle facilities

### Europa Boulevard

- On street parking restrictions
- Introduction of cycle facilities

To enable further understanding, and in-depth analysis, respondents were invited to provide free-text comments to expand on their ideas or concerns. Following closure of the consultation, the responses to each of the direct questions were collated and the responses included in this report. For the free-text comment questions, a text coding approach was used based on the reoccurring themes. This data was then collated and summarised in the report.

## 2.2 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.

## 2.3 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 the opinion of those residents who engaged.
- Free-text questions that offered respondents the option to provide written feedback could have covered multiple themes. Therefore, free-text responses were categorised using a coding system. The percentages given reflect the percentage of respondents who made the comment and as they may have made more than one comment, the total percentage may exceed 100%.

## 2.4 Direct Representations

- Contact details were provided to enable organisation, groups, or special interest groups to directly submit their responses to the proposals.

## 2.5 Communication

The consultation was promoted through the council's corporate digital communication channels. This included:

- Consultation survey and materials on Have Your Say website
- Organic social media post on council's corporate channels
- Articles on the projects were picked up by digital media. Covered in Wirral Globe Liverpool Echo and Placed Northwest
- Wirral View news article
- Inclusion in one issue of the resident email to an average of 20,049 email addresses – with an average open rate of 51.19%
- Plans and display boards at BirkenED's Place (a place for people to visit, look at the plans and engage with the consultation)

# 3.0 Results

## 3.1 The Questionnaire

The questionnaire was responded to by 24 people which all came through the online portal. No questions were mandatory so respondents could choose which questions to respond to.

### 3.1.1 Question 1: Do you support or object to the proposed introduction of a one-way road system on Conway Street?

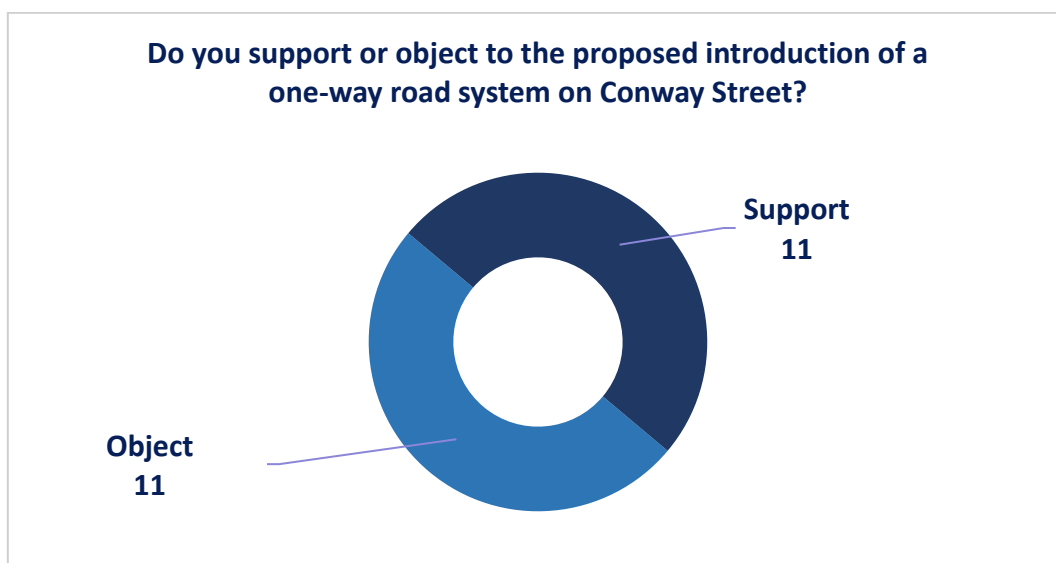


Figure 1: Chart displaying responses to “Do you support or object to the planned proposals for Conway Street?”

Do you support or object to the proposed introduction of a one-way road system on Conway Street?		
Answer	Total	%
Object	11	50.0%
Support	11	50.0%
<b>Total</b>	<b>22</b>	<b>100.0%</b>

Table 1: Table displaying responses to “Do you support or object to the planned proposals for Conway Street?”

In response to ‘Do you support or object to the proposed introduction of a one-way road system on Conway Street?’, support and object both received 50.0% of the share of responses.



## Support

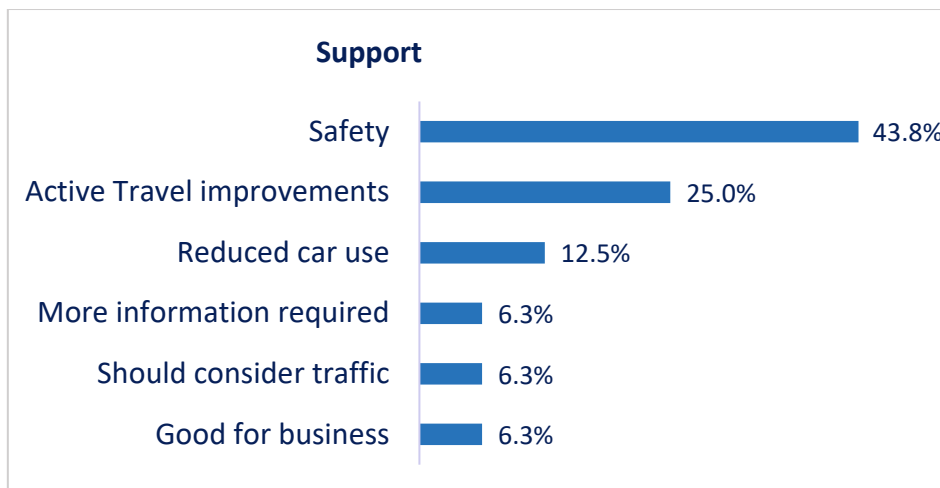


Figure 2: Chart displaying categories of support for Conway Street proposals.

Tag	Count	%
Safety	7	43.8%
Active Travel improvements	4	25.0%
Reduced car use	2	12.5%
More information required	1	6.3%
Should consider traffic	1	6.3%
Good for business	1	6.3%

Table 2: Table displaying categories of support for Conway Street proposals.

### Safety

43.8% of responses of support mentioned safety. The supporters welcomed the safety improvements that this project would encourage.

### Active Travel Improvements

25.0% of responses of support mentioned Active Travel improvements. The supporters welcomed improvement of access for pedestrians and cyclists.

## Objections

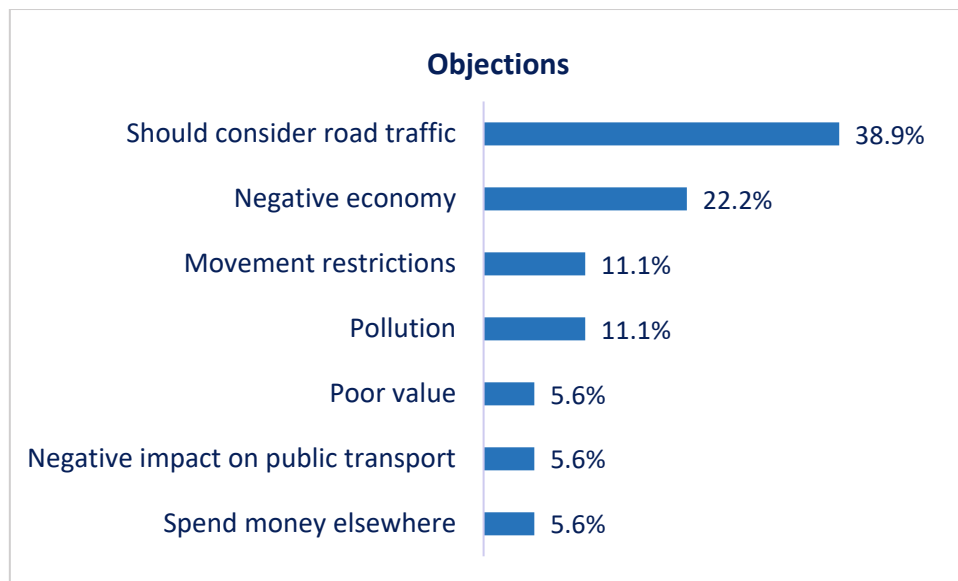


Figure 3: Chart displaying categories of objection for Conway Street proposals.

Tag	Count	%
Should consider road traffic	7	38.9%
Negative economy	4	22.2%
Movement restrictions	2	11.1%
Pollution	2	11.1%
Poor value	1	5.6%
Negative impact on public transport	1	5.6%
Spend money elsewhere	1	5.6%

Table 3: Table displaying categories of objection for Conway Street proposals.

### Should Consider Road Traffic

38.9% of objections expressed a belief that these proposals fail to adequately consider the road traffic that exists in the area.

### Negative Economy

22.2% of objectors believe that these proposals will have negative economic consequences. Many suggested it will discourage visitors to businesses within the area.

**3.1.2 Question 2: Do you support or object to the proposed introduction of on-street parking restrictions on Conway Street?**



*Figure 4: Responses to do you support or object to the proposed introduction of on-street parking restrictions on Conway Street?*

Do you support or object to the proposed introduction of on-street parking restrictions on Conway Street?		
Answer	Total	%
Object	12	54.5%
Support	10	45.5%
<b>Total</b>	<b>22</b>	<b>100.0%</b>

*Table 4: Responses to do you support or object to the proposed introduction of on-street parking restrictions on Conway Street?*

In response to 'Do you support or object to the proposed introduction of on-street parking restrictions on Conway Street?', the most common answer was 'Object', receiving 54.5% of the 22 responses. The option 'Support', was selected by 45.5% of respondents.

## Support

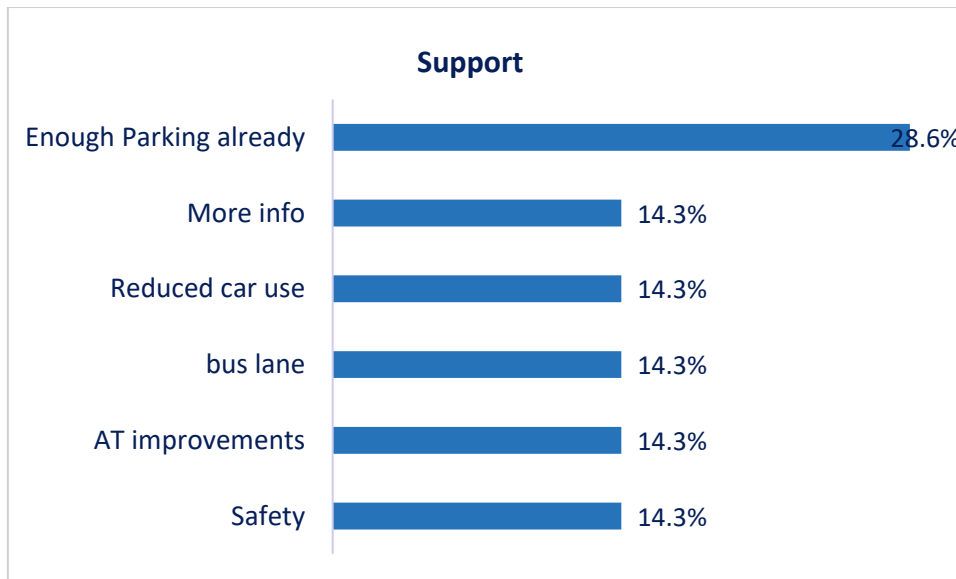


Figure 5: Chart displaying categories of support for Conway Street proposals.

Tag	Count	%
Enough Parking already	2	28.6%
More info	1	14.3%
Reduced car use	1	14.3%
bus lane	1	14.3%
AT improvements	1	14.3%
Safety	1	14.3%

Table 5: Table displaying categories of support for Conway Street proposals.

### Enough Parking Already

28.6% of supporters of the proposal believe that there is enough parking already so restrictions would be welcomed.

## Object

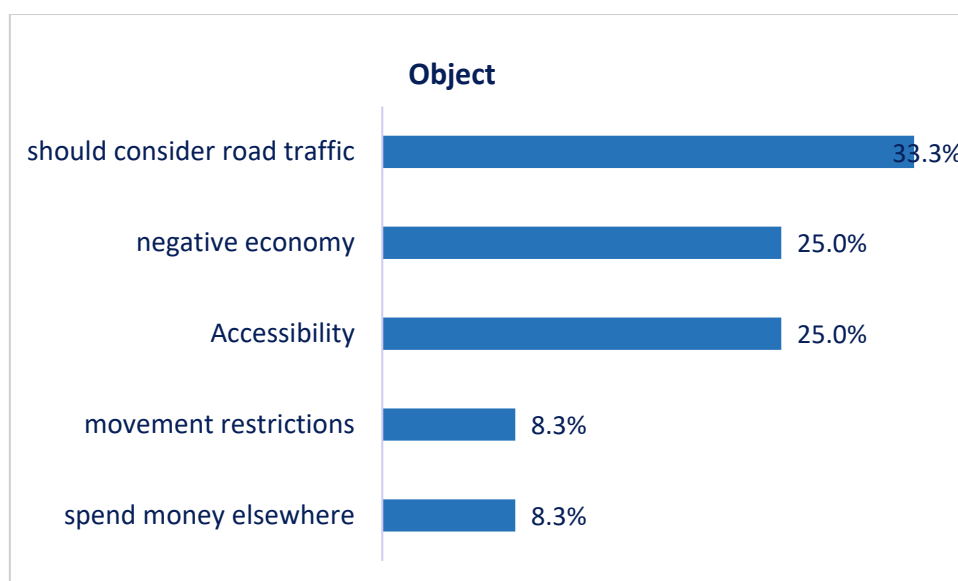


Figure 6: Chart displaying categories of objection to Conway Street proposals.

Tag	Count	%
should consider road traffic	4	33.3%
negative economy	3	25.0%
Accessibility	3	25.0%
movement restrictions	1	8.3%
spend money elsewhere	1	8.3%

Table 6: Table displaying categories of objection to Conway Street proposals.

### Should Consider Road Traffic

33.3% of objections expressed a belief that these proposals fail to adequately consider the road traffic that exists in the area.

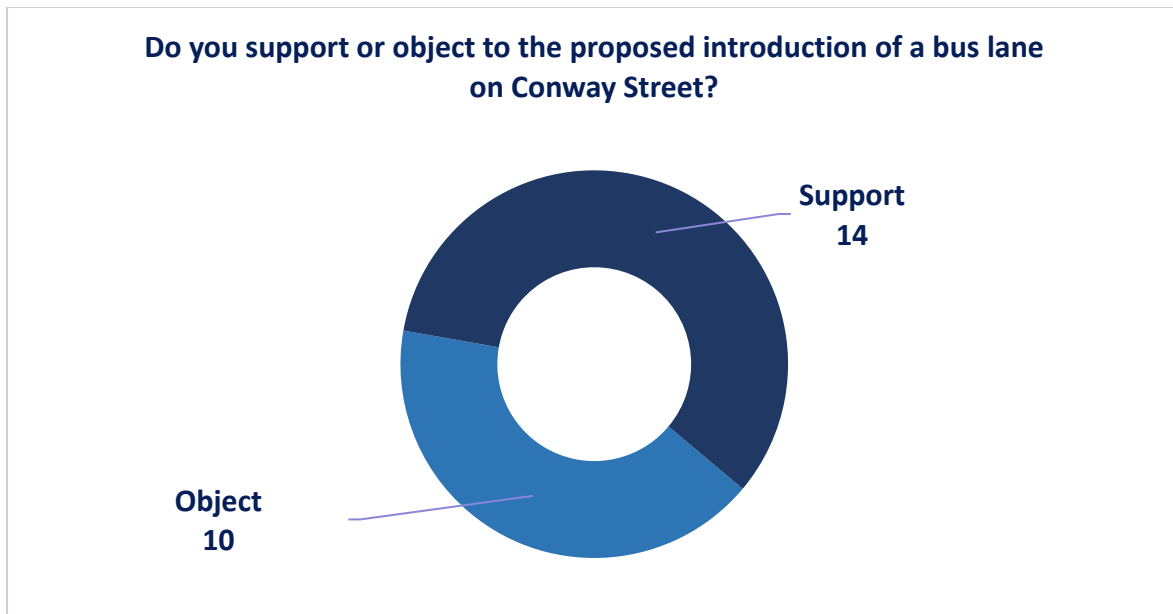
### Negative Economy

25.0% of objectors believe that these proposals will have negative economic consequences. Many suggested it will discourage visitors to businesses within the area.

### Accessibility

25.0% of objections believe that parking restrictions would reduce access to Conway street, particularly for people with mobility issues and disabilities.

**3.1.3 Question 3: Do you support or object to the proposed introduction of a bus lane on Conway Street?**



*Figure 7: Chart displaying responses to 'Do you support or object to the proposed introduction of a bus lane on Conway Street?'*

<b>Do you support or object to the proposed introduction of a bus lane on Conway Street?</b>		
<b>Answer</b>	<b>Total</b>	<b>%</b>
Object	10	41.7%
Support	14	58.3%
<b>Total</b>	<b>24</b>	<b>100.0%</b>

*Table 7: table displaying responses to 'Do you support or object to the proposed introduction of a bus lane on Conway Street?'*

In response to 'Do you support or object to the proposed introduction of a bus lane on Conway Street?', the most common answer was 'Support', receiving 58.3% of the 24 responses. The option 'Object', was selected by 41.7% of respondents.

## Support

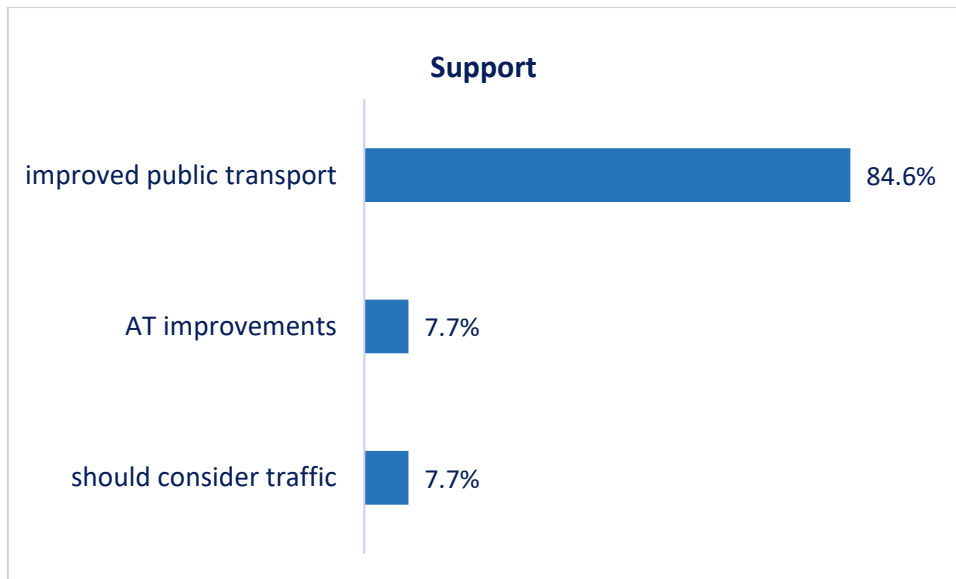


Figure 8: Chart displaying categories of support for Conway Street proposals.

Tag	Count	%
improved public transport	11	84.6%
AT improvements	1	7.7%
should consider traffic	1	7.7%

Table 8: Table displaying categories of support for Conway Street proposals.

### Improved Public Transport

84.6% of expressions of support believe that a bus lane would improve public transport in the area.

## Object

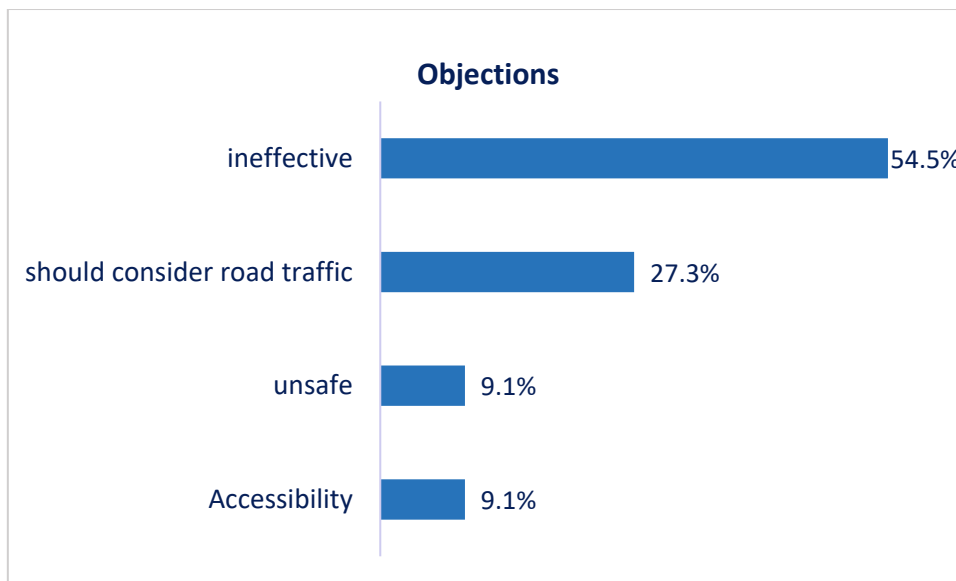


Figure 9: Chart displaying categories of objection to Conway Street proposals.

Tag	Count	%
ineffective	6	54.5%
should consider traffic	3	27.3%
unsafe	1	9.1%
Accessibility	1	9.1%

Table 9: Table displaying categories of objection to Conway Street proposals.

### Ineffective

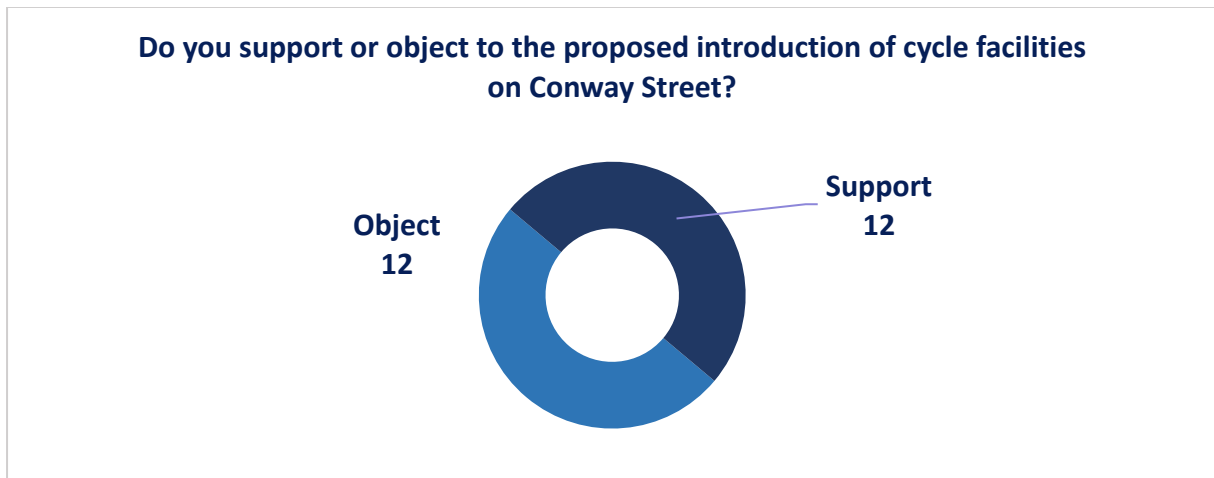
54.5% of objectors believe that a bus lane would be ineffective and may be counterproductive.

### Should Consider Road Traffic

27.3% of objections expressed a belief that these proposals fail to adequately consider the road traffic that exists in the area.



**3.1.4 Question 4: Do you support or object to the proposed introduction of cycle facilities on Conway Street?**



*Figure 10: Chart displaying responses to “Do you support or object to the proposed introduction of cycle facilities on Conway Street?”*

<b>Do you support or object to the proposed introduction of cycle facilities on Conway Street?</b>		
<b>Answer</b>	<b>Total</b>	<b>%</b>
Object	12	50.0%
Support	12	50.0%
<b>Total</b>	<b>24</b>	<b>100.0%</b>

*Table 10: Table displaying responses to “Do you support or object to the proposed introduction of cycle facilities on Conway Street?”*

In response to the question ‘Do you support or object to the proposed introduction of cycle facilities on Conway Street?’, an equal amount of people Supported and Objected to the proposed introduction.

## Support

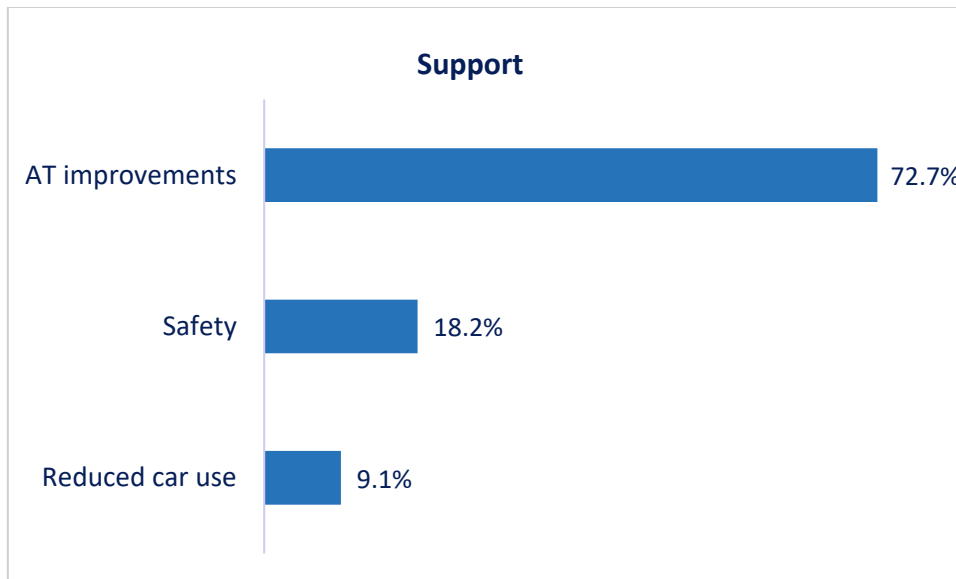


Figure 11: Chart displaying categories of support for Conway Street proposals.

Tag	Count	%
AT improvements	8	72.7%
Safety	2	18.2%
Reduced car use	1	9.1%

Table 11: Table displaying categories of support for Conway Street proposals.

### AT Improvements

72.7% of supporters believe that a cycle lane would be beneficial to Conway Street as it would deliver active travel improvements.

### Safety

18.2% of supporters believe a cycle lane on Conway street would have safety benefits, particularly for the cyclists using the cycle lanes.

## Object

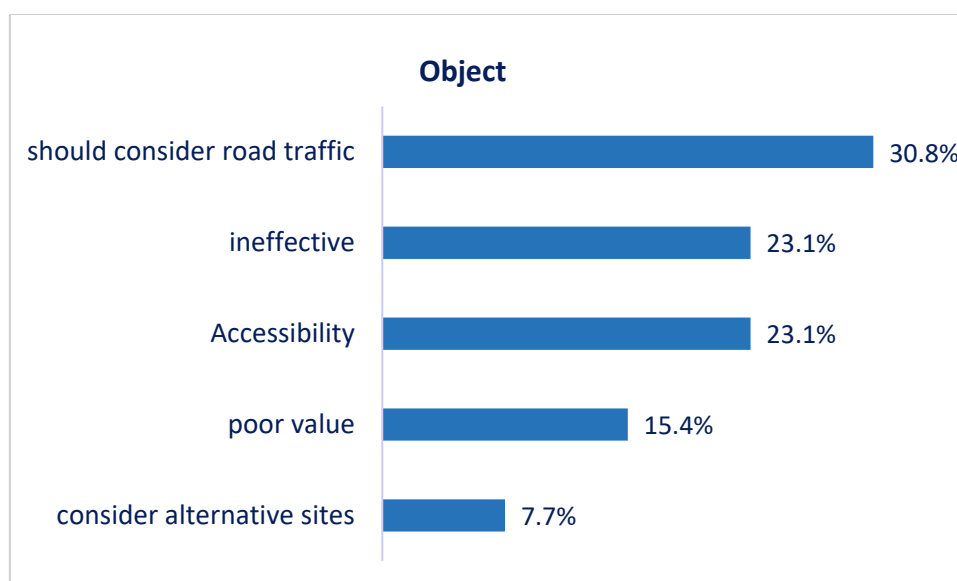


Figure 12: Chart displaying categories of objection to Conway Street proposals.

Tag	Count	%
should consider traffic	4	30.8%
ineffective	3	23.1%
Accessibility	3	23.1%
poor value	2	15.4%
consider alternative sites	1	7.7%

Table 12: Table displaying categories of objection to Conway Street proposals.

### Should Consider Road Traffic

30.8% of objections expressed a belief that these proposals fail to adequately consider the road traffic that exists in the area.

### Ineffective

23.1% of objections believe that a cycle lane would be ineffective and counterproductive. Some suggested a cycle lane would increase congestion and therefore increase vehicle emissions.

### Accessibility

23.1% of objections believe that parking restrictions would reduce access to Conway street, particularly for people with mobility issues and disabilities.

### 3.1.5 Question 5: Do you support or object to the proposed introduction of on-street parking restrictions on Europa Boulevard?

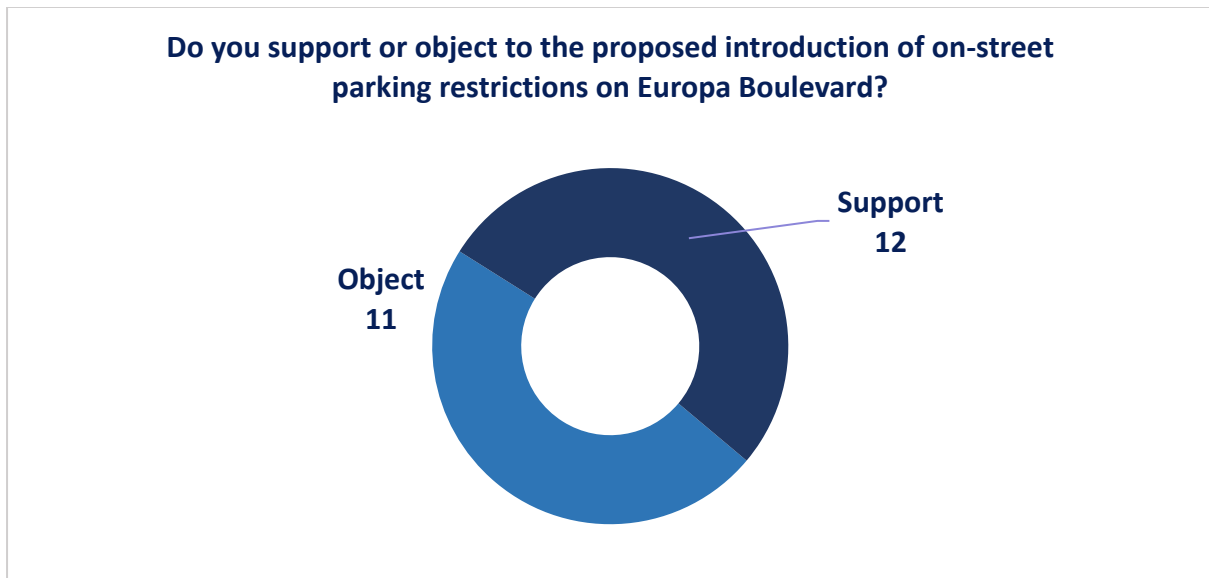


Figure 13: Chart displaying responses to “Do you support or object to the proposed introduction of on-street parking restrictions on Europa Boulevard?”

Do you support or object to the proposed introduction of on-street parking restrictions on Europa Boulevard?		
Answer	Total	%
Object	11	47.8%
Support	12	52.2%
<b>Total</b>	<b>23</b>	<b>100.0%</b>

Table 13: Table displaying responses to “Do you support or object to the proposed introduction of on-street parking restrictions on Europa Boulevard?”

In response to 'Do you support or object to the proposed introduction of on-street parking restrictions on Europa Boulevard?', the most common answer was 'Support', receiving 52.2% of the 23 responses. The option 'Object', was selected by 47.8% of respondents.

## Support

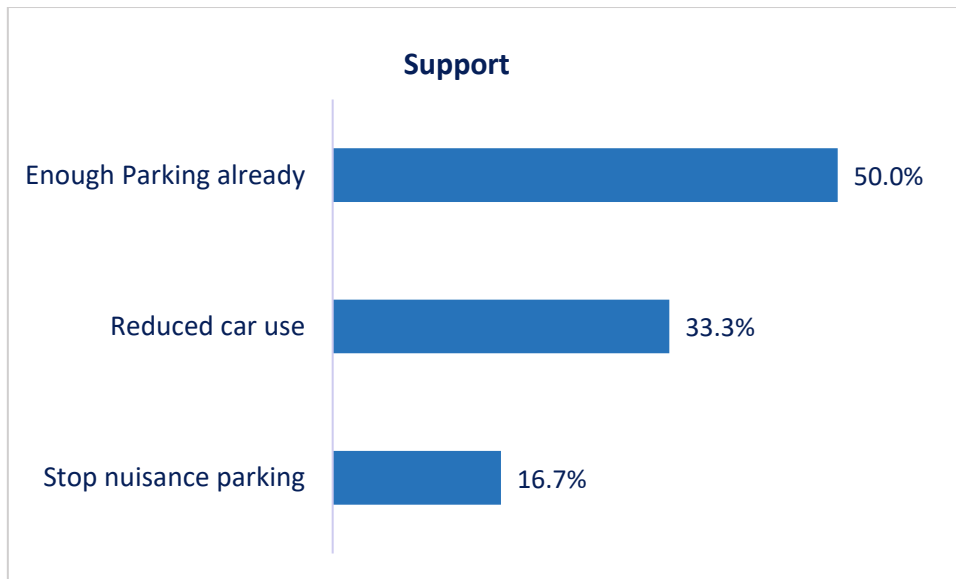


Figure 14: Chart displaying categories of support for Europa Boulevard proposals.

Tag	Count	%
Enough Parking already	3	50.0%
Reduced car use	2	33.3%
Stop nuisance parking	1	16.7%

Table 14: Table displaying categories of support for Europa Boulevard proposals.

### Enough Parking Already

50.0% of supporters of the proposal believe that there is enough parking already so restrictions would be welcomed.

### Reduced Car Use

33.3% of supporters of the proposal believe car use should be discouraged.

## Object

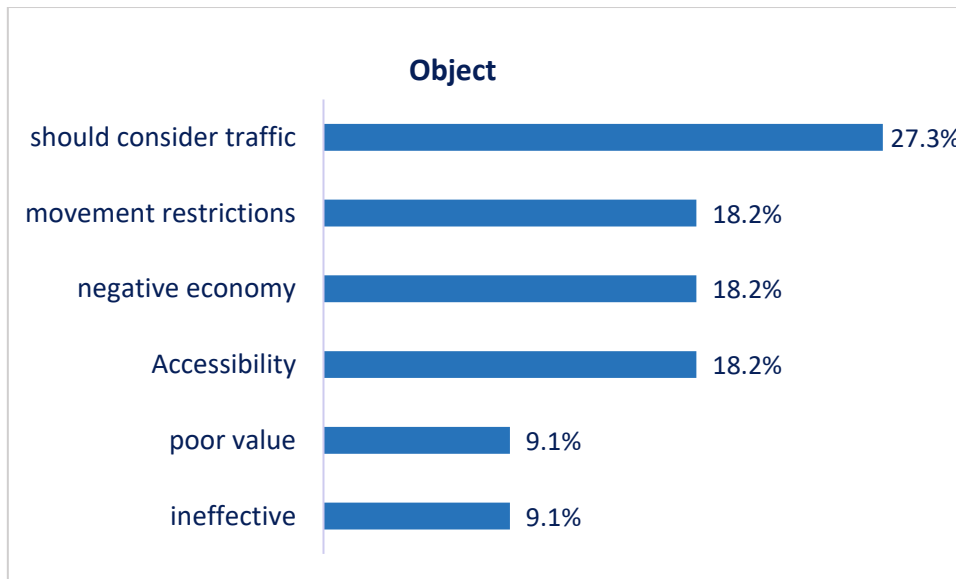


Figure 15: Chart displaying categories of objection to Europa Boulevard proposals.

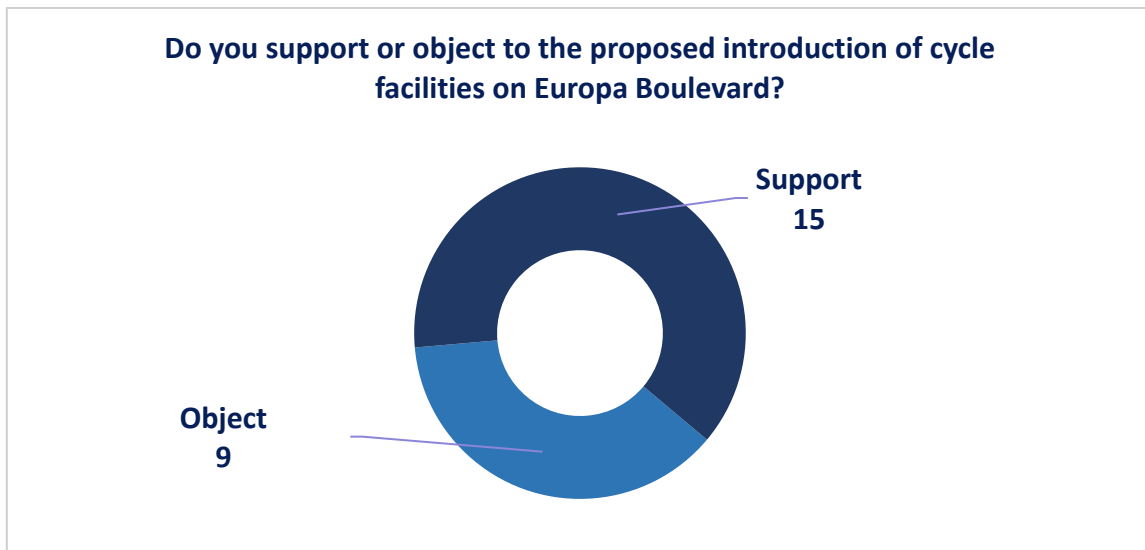
Tag	Count	%
should consider traffic	3	27.3%
movement restrictions	2	18.2%
negative economy	2	18.2%
Accessibility	2	18.2%
poor value	1	9.1%
ineffective	1	9.1%

Table 15: Table displaying categories of objection to Europa Boulevard proposals.

### Should Consider Road Traffic

27.3% of objections expressed a belief that these proposals fail to adequately consider the road traffic that exists in the area.

**3.1.6 Question 6: Do you support or object to the proposed introduction of cycle facilities on Europa Boulevard?**



*Figure 16: Chart displaying responses to “Do you support or object to the proposed introduction of cycle facilities on Europa Boulevard?”*

Do you support or object to the proposed introduction of cycle facilities on Europa Boulevard?		
Answer	Total	%
Object	9	37.5%
Support	15	62.5%
<b>Total</b>	<b>24</b>	<b>100.0%</b>

*Table 16: Table displaying responses to “Do you support or object to the proposed introduction of cycle facilities on Europa Boulevard?”*

In response to 'Do you support or object to the proposed introduction of cycle facilities on Europa Boulevard?', the most common answer was 'Support', receiving 62.5% of the 24 responses. The option 'Object', was selected by 37.5% of respondents.

## Support

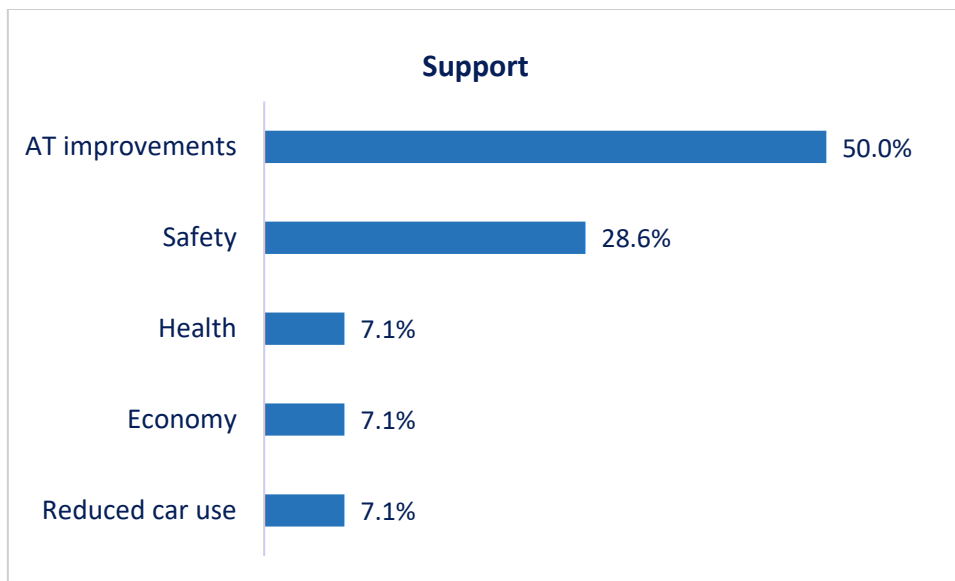


Figure 17: Chart displaying categories of support for Europa Boulevard proposals.

Tag	Count	%
AT improvements	7	50.0%
Safety	4	28.6%
Health	1	7.1%
Economy	1	7.1%
Reduced car use	1	7.1%

Table 17: Table displaying categories of support for Europa Boulevard proposals.

### AT Improvements

50.0% of supporters believe that a cycle lane would be beneficial on Europa Boulevard as it would deliver active travel improvements.

### Safety

28.6% of supporters believe a cycle lane on Europa Boulevard would have safety benefits, particularly for the cyclists using the cycle lanes.



## Object

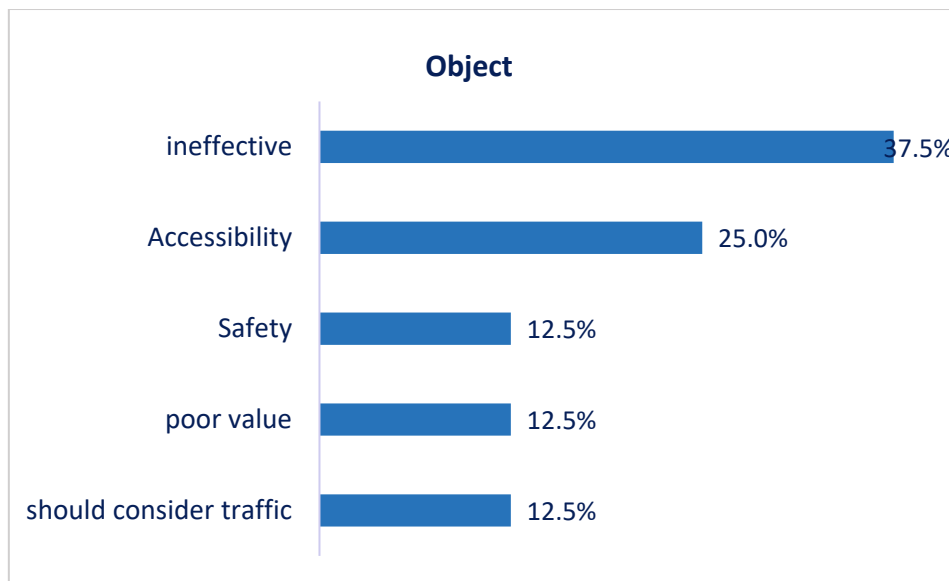


Figure 18: Chart displaying categories of objection to Europa Boulevard proposals.

Tag	Count	%
ineffective	3	37.5%
Accessibility	2	25.0%
Safety	1	12.5%
poor value	1	12.5%
should consider traffic	1	12.5%

Table 18: Table displaying categories of objection to Europa Boulevard proposals.

### Ineffective

54.5% of objectors believe that a bus lane would be ineffective and may be counterproductive.

### Accessibility

25.0% of objections believe that cycle facilities would reduce access to Conway Street, particularly for people with mobility issues and disabilities.

## 4.0 Demographics and Site Traffic

### 4.1 Demographics

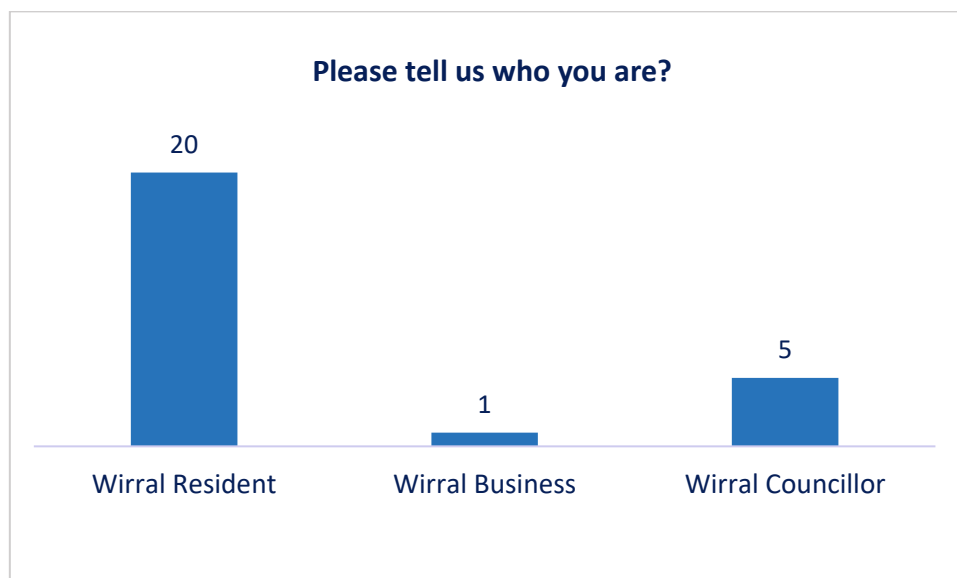


Figure 19: Demographic of respondents

Please tell us who you are?		
Answer	Total	%
Wirral Resident	20	76.9%
Wirral Business	1	3.8%
Wirral Councillor	5	19.2%
<b>Total</b>	<b>26</b>	<b>100.0%</b>

Table 19: Demographic of respondents

Registration was not required to engage in the online consultation. Over three quarters (76.9%) of respondents were Wirral Residents. A business also responded to the survey, as did 5 Wirral Councillors. Respondents were able to select more than one option if applicable.

## 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. 123 unique visitors viewed the Conway Street and Europa Boulevard Active Travel Scheme consultation of the Have Your Say site. Of these, 53 visited multiple project pages. 24 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 direct visits where people typed the internet address into their web browser (51).

Traffic Source	Aware Visits	Informed Visits (%)	Engaged Visits (%)
DIRECT	51	25 (49%)	7 (13.7%)
EMAIL	30	18 (60%)	3 (10%)
.GOV SITES	1	1 (100%)	0 (0%)
SEARCH ENGINE	16	9 (56.3%)	3 (18.8%)
SOCIAL	10	6 (60%)	3 (30%)
REFERRALS	38	22 (57.9%)	8 (21.1%)

Table 20: Site traffic sources

# Appendix 1: Reasons for Support / Objections to Conway Street and Europa Boulevard proposals

## Support to the proposed introduction of a one-way road system on Conway Street

- Can more info be provided about how the one way will work. The plans only show one way on EuropaB. It will be better for cycle and pedestrians to be one way.
- Improved public realm. Improvements for walking and cycling. Fit with Wirral Plan.
- Reduction in traffic
- Safer for pedestrians and other road users too
- It may make it safer and easier to cross. However good and sensible ways for traffic going the other way must be considered
- It would make crossing from what I term as the Birkenhead Business District from and to the Birkenhead Retail District a lot easier. I think that road has previously split the two into two halves.
- Good for road safety as people walking and wheeling can be confident of which way traffic is coming from
- It'll be better for local businesses and people - especially young and old and with lung problems.
- Reduction in road traffic movements overall, making the area more pleasant and safe for people
- It links Conway street to the town centre. Improved pedestrian and cycling facilities will make it more pleasant and attract more people, as well as reducing carbon and increasing safety.
- Hopefully improve the traffic and safety.

## Objections to the proposed introduction of a one-way road system on Conway Street

- You're creating a 15 minute city prison.
- Unbelievably poorly researched, it will cost a fortune, there is already more than enough pavement space for the 2 open businesses on the road that it will impact, and it will push drivers away from the town to shopping centres. All it will cause is buses to be late, as they have to navigate around inevitable cars parked in the street
- Where is the traffic meant to go once the flyovers and roads are one way you will funnel all traffic towards Hamilton square to force it back up towards the precinct it'll put people off going
- Traffic congestion, increased air pollution. Adding time to travel coupled with the introduction of all of the 20mph roads.
- Constantly putting money into Birkenhead (and seeing no difference) and ignoring the rest of the Wirral where other places are deteriorating. How about spend some money in smaller villages in the area. Allow parking to encourage shopping with local businesses, let's get local villages buzzing again!

- It is a major arterial road through Birkenhead from the suburbs to Liverpool.
- There are still going to be very many motor vehicles and this will make access to the town centre and to and from the Birkenhead tunnel and local businesses more difficult. People just won't bother and the town centre will deteriorate.
- I see no logic in making any part of Conway Street into a one-way road for the foreseeable future. A one way road will force car drivers who park in the 5 100+ car spaces, and the two companies based on Adelphi Street to use Dacre Street causing congestion at the T junction onto Argyle Street. In proposal illustrations an area of land at the junction of Dacre and Argyle will be turned into an access point for Dock Branch Park. Using Dacre Street in such a way will seriously diminish the potential success one of Wirral Council's catalyst projects for Birkenhead.
- WILL INCREASE TRAFFIC CONGESTION, JUST LIKE THE FENDER LANE FROM TESCO BIDSTON TO MORETON
- Will increase congestion and add to air pollution as a result. Increase in journey times too
- This will harm the town centre and drive people away.

### **Support for proposed introduction of on-street parking restrictions on Conway Street**

- There are already parking restrictions on this road. Where will this be?
- Fit with the emerging parking strategy.
- Plenty of parking nearby
- Conway street shouldn't have any cars except taxis in the evenings for drinking venues
- Essential in order to deliver the wider benefits of the scheme
- You need this restriction if your going yo safely introduce bus lane.
- There is ample off street parking nearby. Restricting on street parking gives us space to do other things
- It'll be better for local businesses and people - especially young and old and with lung problems.
- It will encourage other forms of transport, which will help with the benefits in question 4.
- Hopefully improve the traffic and safety.

### **Objections to the proposed introduction of on-street parking restrictions on Conway Street**

- You're creating a system so people can't travel freely.
- I don't see any issues with the current restrictions, there's already more than enough spaces
- This appears to be yet another reason to stop people from driving in addition to everything else
- Constantly putting money into Birkenhead (and seeing no difference) and ignoring the rest of the Wirral where other places are deteriorating. How about spend some money in smaller villages in the area. Allow parking to encourage shopping with local businesses, lets get local villages buzzing again!
- Not sure about this. Will it be necessary? Wouldn't the street look better without cars parked and the flow would be better
- There are still going to be very many motor vehicles and this will make access to the town centre and local businesses more difficult, especially for disabled and vulnerable people. People just won't bother coming to the town centre.
- I agree that the number of parking spaces should be reduced but the needs of disabled drivers and organisations supporting disabled people need to be taken into account. For example, the nightclubs in Conway Street hold weekly early evening events for young disabled people and blue badge parking should be retained for their use.
- I have seen disability cars parked there when one of the night clubs are used for inclusive nights.
- WHERE ARE WE GOING TO PARK THEN?

- Detrimental to the businesses in the area and residents. Visitors to the park will be restricted, in particular if they are disabled, please
- note not all disabled people have visible disabilities and this proposal can only serve to further marginalise the elderly and disabled
- This is unnecessary as it works as it is. I used to be able to park for half an hour for free on Europa Boulevard but since that stopped I don't use Birkenhead any more. I wonder what impact this has had on the area?

### **Support for the proposed introduction of a bus lane on Conway Street**

- Bus service should be a priority and make it easier to get into town.
- Improved public transport.
- safer cycling facilities
- Improved bus movement
- If it is required but should not replace an option for people driving their own vehicles
- important to support bus movements and connectivity
- It will give more preference to public transport travel.
- If it encourages bus use and keeps them on time it's good
- Will aid the movement of public transport
- Will make the bus service more reliable
- A bus lane will increase overall capacity for the street and enable more sustainable transport
- It'll be better for local businesses and people - especially young and old and with lung problems.
- Not everyone can walk far or cycle. Good public transport will help reduce car use and car dependency.
- Public transport should get priority.

### **Object to the proposed introduction of a bus lane on Conway Street**

- Bus lanes don't work and have been shown to cause congestion.
- I do not see how this would benefit the busses, as traffic is hardly ever an issue
- These are ineffective considering how pointless the ones on borough road are!
- Constantly putting money into Birkenhead (and seeing no difference) and ignoring the rest of the Wirral where other places are deteriorating. How about spend some money in smaller villages in the area. Allow parking to encourage shopping with local businesses, lets get local villages buzzing again!
- Bus lanes have been used previously to no advantage
- The proposed design of the bus lane would make the road extremely unsafe for vulnerable road users, especially users of Class 3 invalid carriages who are being excluded from part of the existing footway by the introduction of segregated cycleways. Also, not all cyclists will wish to use the segregated cycleway and will choose to use the road instead. This is because the length of segregated cycleway is very short and poorly connected with existing cycle infrastructure. So, many cyclists will simply stay on the road rather than use the short section of cycleway being provided.
- The many times I have walked in the Conway Street area I haven't seen that special provision for a bus lane is needed
- WILL INCREASE TRAFFIC CONGESTION,



- Totally unnecessary, I regularly use the bus at peak times and there is no reason to introduce this measure, currently traffic flows perfectly well without bus lanes. Did Liverpool not reverse they're policy of bus lanes as it just led to congestion??
- Bus lanes cause congestion and have negative consequences.



### **Support for the proposed introduction of cycle facilities on Conway Street**

- 100% support. Need to make cycle routes better and easier to use.
- Health and well-being and economic benefits.
- safer cycling facilities
- Because it will get the cyclists off the pavement
- Current set up is unsafe and intimidating for cycling. This will link to other planned schemes helping to create a comprehensive network
- Pedestrians and cyclists need more facilities to encourage people to walk and cycle more.
- Encouraging safe cycle use is good
- Bike lanes should be part of every new layout
- Very important for our climate commitments. Cycle lanes will enable more trips by cycle - good for air quality and public health
- It'll be better for local businesses and people - especially young and old and with lung problems.
- Segregated, integrated cycle lanes are needed for people to feel safe to cycle. Most do not currently feel safe to cycle on our roads.
- Again, this should get priority over cars.

### **Objections to the proposed introduction of cycle facilities on Conway Street**

- There is no need. Pavements are wide enough already.
- There is already a huge pavement to cycle on, just put up a couple of signs saying this
- Why can't the cycle lanes go on the quieter streets like price street Conway st is a main road to access the town
- We live in Wirral. We get a few months if lucky to enjoy cycle weather and everywhere is hilly. What about our children, young families, disabled, elderly? Are they going to be cycling to the shops or to the GP? I suppose they will be isolated in their planned 15 minute neighbourhood. Waste of tax payers money and unrealistic to invest in cycling and walking everywhere.
- Constantly putting money into Birkenhead (and seeing no difference) and ignoring the rest of the Wirral where other places are deteriorating. How about spend some money in smaller villages in the area. Allow parking to encourage shopping with local businesses, lets get local villages buzzing again!
- They not needed. They represent a big investment for a very small number of people. Instead there should be more facilities for pedestrians.
- Reducing road space.
- I was reassured by Cathy Palmer that no Traffic Regulation Orders would be needed to implement the cycleway proposals. I strongly object to the proposed segregated cycleways, which design out and criminalise wheelchair users and pedestrians. I am

in favour of shared space schemes which, instead of pitting one group of highway users against another and encouraging conflict, force all highway users to respect one another and change their behaviour accordingly. I would support the introduction of a multi-user route or a shared space scheme.

- What would be the advantage of having a segregated cycle track going in front of night clubs and ending as it does away from the Conway Street, Argyle Street roundabout. If there is going to be access to / from Dock Branch Park along Dacre Street, logically cycle facilities would be placed on that street. This would allow people to use Dock Branch Park to get into Birkenhead fulfilling the Future High Streets Fund, Active Travel Fund aims
- WILL INCREASE TRAFFIC CONGESTION, JUST LIKE THE FENDER LANE FROM TESCO BIDSTON TO MORETON
- After the mess of the cycle lane introduced along Fender way by pass, this will cause nothing but congestion and pollution as already demonstrated. The cycle users are hardly every used. Complete waste of tax payers money!
- I object on the grounds that it will be at the expense of car drivers. Not everyone has a cushy non job that allows them to cycle to work. Most people need the convenience of their car.

## **Support to the proposed introduction of on-street parking restrictions on Europa Boulevard**

- Fit with the emerging parking strategy.
- Plenty of parking nearby
- Essential in order to deliver the wider benefits of the scheme
- So that drivers do not park there all day.
- I thought we had them already.
- Enough parking elsewhere
- As above
- It'll be better for local businesses and people - especially young and old and with lung problems.
- There are so many car-parking locations in the area that there is no need for on-street parking.
- It will encourage other forms of transport, helping with the benefits in question 4.
- Might encourage people to cycle/take bus train if parking is harder.

## **Objections to the proposed introduction of on-street parking restrictions on Europa Boulevard**

- Why restrict parking, what is your ideology based upon.
- I see no benefit to it
- You already do have restrictions and pay and display?
- No more restrictions on cars please. People have had enough of restrictions from lockdown and I feel that the council isn't considering the impact on families who rely on their vehicles to work, shop and get their children to school. Who has the time to walk or cycle everywhere
- Constantly putting money into Birkenhead (and seeing no difference) and ignoring the rest of the Wirral where other places are deteriorating. How about spend some money in smaller villages in the area. Allow parking to encourage shopping with local businesses, lets get local villages buzzing again!
- There are still going to be very many motor vehicles and this will make access to the town centre and local businesses more difficult to access, especially for disabled and vulnerable people. People just won't bother coming to the town centre.
- You need to keep some on street parking in some form.
- Disabled people will still need to use parking facilities, especially around Conway Park railway station and the bus stop used by National Express coaches. Provision for blue badge parking and drop off/pick up facilities for rail and coach users should be provided.
- WHERE ARE WE GONG TO PARK?

- Again detrimental to business, and again causes problems for the elderly and disabled. As the parent of a disabled adult child I can't stress how important the car is!! These policies just isolate people
- There are already prohibitive restrictions. I no longer use it as I will not pay to park.



### **Support to the proposed introduction of cycle facilities on Europa Boulevard**

- See above comments
- Health and well-being and economic benefits.
- safer cycling facilities
- Because it will get the cyclists off the pavement
- There's plenty of space up and down for a cycle lane
- It is right that space is reallocated in favour of cycling and there is ample space for this here
- The more cycle facilities there are the better so long as they don't impinge on pedestrians.
- Encourages cyclists instead of cars
- Keep bikes off roads unless helmets worn
- Active travel needs
- As above
- It'll be better for local businesses and people - especially young and old and with lung problems.
- Segregated, integrated cycle lanes are needed for people to feel safe to cycle. Most do not currently feel safe to cycle on our roads.
- Cycle wherever you like as long as it is not inconveniencing the greater number of car users.
- Again, this should get priority over cars.

### **Objections to the proposed introduction of cycle facilities on Europa Boulevard**

- They're not used sufficiently throughout Wirral.
- Unbelievable excessive amount of redevelopment, I Don't see how it will make the road any better for anyone, and will cause cyclists to unnecessarily be mixed with pedestrians where they never have been previously
- We live in Wirral. We get a few months if lucky to enjoy cycle weather and everywhere is hilly. What about our children, young families, disabled, elderly? Are they going to be cycling to the shops or to the GP? I suppose they will be isolated in their planned 15 minute neighbourhood. Waste of tax payers money and unrealistic to invest in cycling and walking everywhere.
- Constantly putting money into Birkenhead (and seeing no difference) and ignoring the rest of the Wirral where other places are deteriorating. How about spend some money in smaller villages in the area. Allow parking to encourage shopping with local businesses, lets get local villages buzzing again!
- They not needed. They represent a big investment for a very small number of people. Instead there should be more facilities for pedestrians.
- I was reassured by Cathy Palmer that no Traffic Regulation Orders would be needed to implement the cycleway proposals. I strongly object to the proposed segregated

cycleways, which design out and criminalise wheelchair users and pedestrians. I am in favour of shared space schemes which, instead of pitting one group of highway users against another and encouraging conflict, force all highway users to respect one another and change their behaviour accordingly. I would support the introduction of a multi-user route or a shared space scheme.

- 
- Object only because people will walk along the cycle track so why waste the effort. Have a nicely landscaped wide shared - use area. The plan provided implies that the present Lime trees will be removed.
- WILL INCREASE TRAFFIC CONGESTION, JUST LIKE THE FENDER LANE FROM TESCO BIDSTON TO MORETON
- Unnecessary, there are very few cyclists . Not enough demand