

## **APPENDIX 4**

### **FUTURE HIGH STREET FUND: CHARING CROSS & GRANGE ROAD, BIRKENHEAD & TRANMERE WARD – PROPOSED TRAFFIC REGULATION ORDERS.**

#### **PHASE 2 CONSULATION - SUMMARY OF RESPONSES**

		<b>Support</b>	<b>Object</b>
<b>1</b>	<b>Do you support or object to the proposed introduction of a one-way road system on Grange Road West?</b>	<b>53.5% 23 no.</b>	<b>45.5% 20 no.</b>
<b>2</b>	<b>Do you support or object to the proposed introduction of on-street parking restrictions on Grange Road West?</b>	<b>54.8% 23 no.</b>	<b>45.2% 19</b>
<b>3</b>	<b>Do you support or object to the proposed prohibition of driving on Grange Road?</b>	<b>58.1% 25 no.</b>	<b>41.9% 18 no.</b>

## **PROPOSED INTRODUCTION OF A ONE-WAY ROAD SYSTEM ON GRANGE ROAD WEST**

### **OBJECTIONS (20 NO. INDIVIDUAL OBJECTIONS)**

Objections are detailed below:

Several objectors raised concerns over the impact that a one-way system will have on businesses on Grange Road West. Specifically:

- That businesses located in the area, especially food businesses offering delivery, require parking for delivery drivers.
- That businesses will suffer as there will be no easy way to come back on yourself unless an easier route to Oxton Road is created.
- That businesses are already struggling and this will cause further harm – some fear they may have to close.
- That the introduction of a one-way system would adversely affect people going to NatWest bank, to the shop next door and the Little Theatre for shows. The Little Theatre caters for mainly older people. Coaches will not be able to park outside to drop off and collect theatre goers who are often elderly, infirm, disabled.
- That the local shops, such as NatWest bank, on the road will suffer a loss in trade as people will not be able to park outside briefly to go in. We may lose the last bank on a road in Birkenhead which would in turn be damaging to residents and local businesses.
- Other similar projects around the country have resulted in damaging effects to local businesses and communities.
- Traffic isn't particularly heavy in this area. You will simply hinder movement and hurt businesses in the area.
- Difficult to access my business myself and for my customers. This may cause a great loss to my business.

**In response; The one-way proposals can lead to lower vehicular traffic flows and a low-speed environment. Such measures can create a pleasant environment for people to spend time and to walk and cycle, including those with mobility issues. Such schemes can reduce noise, pollution and improve road safety. The provision of adequate facilities for all road users (vehicle drivers, pedestrians including those with mobility issues, and cyclists) allows residents to make a choice on their mode of transport, whilst enabling those that do wish to walk, including those with mobility issues 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. Improving access for those without access to a car can also contribute to reducing social exclusion. The design also includes for public realm improvements with benches and landscaping helping to make the area more attractive to visit.**

**Case-study evidence shows that public realm and active travel improvements can positively impact footfall, retail spend, perceptions of an area and social inclusion. Research suggests those who walk and cycle more within their daily routines, spend more in their local areas.**

Access for all vehicles travelling in a westbound direction will be maintained at all times. The effects of these proposals will be monitored as part of the trial process. The trial will operate for a minimum of 6 months from the date of operation and any orders must be made permanent within 18 months.

Charing Cross is a traffic signal-controlled junction and vehicle parking is currently prohibited throughout the junction with traffic regulation orders (double yellow lines).

Traffic Regulation Orders are already in place along sections of Grange Road West. The northerly carriageway has double yellow lines to prohibit parking from its junction with Charing Cross up to NatWest Bank. Along the southerly carriageway double yellow lines prohibit parking from its junction with Charing Cross up to 'The Mobile Phone Shop'. Beyond this and up to its junction with Clayton Street (i.e., the length of the proposed one-way system) there is a mixture of single yellow line parking restrictions (no loading 07:30-10:00am & 4:30-6:30pm), taxi only parking, and on street paid parking bays.

As a result of the proposals, there will be an overall loss of 40m for loading only between the hours of 10:00am – 4:30pm and 6:30pm – 7:30am. 3no. loading only bays will be introduced within the one-way system for use by local businesses and approximately 60 metres of on-street pay and display parking bays will be removed (space for 10 vehicles). Parking arrangements west of Clayton Street along Grange Road West will remain unchanged. The effects of these proposals will be monitored as part of the trial process.

Barton Street pay and display car park is situated approximately 55metres from Grange Road West and is accessed via Clayton Street. The car park has 117 parking spaces and 5 Blue badge parking spaces. The council commissioned a parking analysis of the car parks within the borough. The analysis found that Barton Street car park at its peak the car park was only at 43% of its capacity and out of the 122 spaces available the average usage was 26 spaces. Therefore, there it is considered that there is plenty of capacity within this car park to cope with the potential extra demand.

The existing controlled crossings at the Charing Cross junction are to be replaced with wider straight crossings that allow pedestrians to cross the road in one movement rather than a staggered two-phase manoeuvre within a narrow central refuge island. The timings on these crossings will be set to facilitate safe movement of vulnerable road users.

As part of the proposals the existing paving will be replaced with quality surfacing to improve both the accessibility and appearance of the area.

The Future High Street Fund was established by Central Government to help support Local Authorities in their efforts to improve high streets and town centres, making them fit for the future. The proposals offer a balanced approach to improvements to the public realm and functionality of the highway network.

Some objectors stated that the proposals will restrict travel and movement, cause congestion and force traffic flows into the car parks behind Grange Rd West causing a dangerous traffic build up on exit to Oxtan Rd which they consider is already very badly managed for reasonable traffic flow causing disturbance; distress to vulnerable people living in Maritime Park, as well as proposing totally unnecessary refurbishment of Grange Rd West.

**In response; The one-way proposals can lead to lower vehicular traffic flows and a low-speed environment. Such measures can create a pleasant environment for people to walk and cycle, including those with mobility issues and can reduce noise, reduce pollution, and improve road safety. The provision of adequate facilities for all road users (vehicle drivers, pedestrians including those with mobility issues, 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. Improving access for those without access to a car can also contribute to reducing social exclusion.**

**The existing controlled crossings at Charing Cross junction are to be replaced with wider straight crossings that allow pedestrians to cross the road in one movement rather than a staggered two-phase manoeuvre within a narrow central refuge island. The timings on these crossings will be set to facilitate safe movement of vulnerable road users.**

**As part of the proposals the existing paving will be replaced with quality surfacing to improve both the accessibility and appearance of the area where appropriate and safe to do so.**

**Access for all vehicles travelling in a westbound direction will be maintained at all times. The effects of these proposals will be monitored as part of the trial process.**

**As part of the process of implementing an Experimental Traffic Regulation Order the public and local residents have opportunity to provide feedback.**

Some objectors stated that Grange Road West should be completely closed or not at all. Grange Road West should be paved off with vehicular traffic diverted along Borough Road utilising Argyle Street.

**In response;**

**As part of the Experimental Traffic Regulation Order the public and local residents will have an opportunity to provide feedback on whether this should be implemented permanently during the trial period.**

Some objectors stated that the TRO will increase the number of drunk and disorderly people on the pavement from the pub next door which already intimidate pedestrians. It will increase the opportunity for youths to menacingly ride around on bikes being intimidating and engaging in antisocial behaviour and other low-level

crime. Drug dealing and violent behaviour that already goes on in and around the street will benefit from the lack of cars and quieter shaded areas provided for by the trees in large planters planned.

**In response; issues with crime and anti-social behaviour should be reported to Wirral Council's Anti-Social Behaviour Team and Merseyside Police who have the powers to deal with such matters.**

**We are working with the Police who have been engaged at various stages throughout the design of the scheme.**

Some objectors stated that there is no value to this project, it will not decrease the amount of air pollution and drivers will find alternative routes that bypass these shops or shop elsewhere thus increasing fuel consumption.

**In response;**

**There is a strong economic case for investing in better, more people-focused streets and places. Good urban design will increase the viability of our town centres. Case-study evidence shows that public realm and active travel improvements can positively impact footfall, retail spend, perceptions of an area and social inclusion. Research suggests those who walk and cycle more within their daily routines, spend more in their local areas.**

**The one-way proposals 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 and create a pleasant environment for people to spend time. 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. Improving access for those without access to a car can also contribute to reducing social exclusion. The design also includes for public realm improvements with benches, landscaping, and street-art, helping to make the area more attractive to visit.**

**Access for all vehicles travelling in a westbound direction will be maintained at all times. The effects of these proposals will be monitored as part of the trial process.**

**As part of the proposals the existing paving will be replaced with quality surfacing to improve both the accessibility and appearance of the area where appropriate and safe to do so.**

**The Future High Street Fund was established by Central Government to help support Local Authorities in their efforts to improve high streets and town centres, making them fit for the future. The proposals offer a balanced approach to improvements to the public realm and functionality of the highway network. The funding for this scheme is ringfenced solely for the delivery of**

**this project and could not be used for the delivery of anything else as that would not be in accordance with the condition of the grant award.**

Some objectors state other similar projects around the country have resulted in damaging effects to local businesses and communities. If this was genuinely to improve the area, the consultation should have open questions and engage directly with the local business owners in the first instance.

**In response; There is a strong economic case for investing in better, more people-focused streets and places. Good urban design will increase the viability of our town centres. Case-study evidence shows that public realm and active travel improvements can positively impact footfall, retail spend, perceptions of an area and social inclusion. Research suggests those who walk and cycle more within their daily routines, spend more in their local areas.**

**The one-way proposals 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. Improving access for those without access to a car can also contribute to reducing social exclusion. The design also includes for public realm improvements with benches, landscaping, and street-art, helping to make the area more attractive to visit.**

**Access for all vehicles travelling in a westbound direction will be maintained at all times. The effects of these proposals will be monitored as part of the trial process.**

**As part of the proposals the existing paving will be replaced with quality surfacing to improve both the accessibility and appearance of the area where appropriate and safe to do so.**

**The first phase of our consultation provided us with information that 73.9% of the individuals who responded were in favour of the proposals to Grange Road West.**

**The Future High Street Fund was established by Central Government to help support Local Authorities in their efforts to improve high streets and town centres, making them fit for the future. The proposals offer a balanced approach to improvements to the public realm and functionality of the highway network.**

**The consultation did include an opportunity for businesses to respond as a separate business consultation for businesses along Grange Road, Charing Cross and Grange Road West was undertaken, this included; a letter drop, door to door visits and an online survey.**

Some objectors stated that for several of the local businesses, English is not their first language. They are not able to understand or fill in the survey without assistance. They have been discriminated against on these grounds. This appears to be an all or nothing project with no provision for the inevitable 'what if it all goes wrong' scenario, local people will suffer and those paid to think it up will move on to something else unaffected. Tax payers money can be better spent elsewhere.

**In response; For an earlier stage of the consultation we also undertook door to door visits with the local businesses to raise awareness of the scheme – we are not aware that there was any difficulty in contacting businesses/managers during this consultation, however as part of the consultation, as with all consultations we ask if anyone requires the information translated or in another format, they can contact us at 0151 606 2020 or visit one of our one stop shops who will be able to provide further assistance**

**Wirral Council has received £2.969 million funding from central government's Future High Street Fund. This fund can only be used to support Local Authorities efforts to improve their high streets/town centres and make them fit for the future. The suggested improvements are designed to provide a more attractive place for people to shop, live, visit or work and to support the regeneration of Birkenhead.**

Some objectors stated that restrictions on travel are the fad of today's government. There is no justifiable reason to restrict movement through Grange Road West.

**In response; There is a strong economic case for investing in better, more people-focused streets and places. Good urban design will increase the viability of our town centres. Case-study evidence shows that public realm and active travel improvements can positively impact footfall, retail spend, perceptions of an area and social inclusion. Research suggests those who walk and cycle more within their daily routines, spend more in their local areas.**

**The one-way proposals 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, including those with mobility issues, 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. Improving access for those without access to a car can also contribute to reducing social exclusion.**

**Access for all vehicles travelling in a westbound direction will be maintained at all times. The effects of these proposals will be monitored as part of the trial process.**

**The existing controlled crossings at Charing Cross are to be replaced with wider straight crossings that allow pedestrians to cross the road in one movement rather than a staggered two-phase manoeuvre within a narrow central refuge island. The timings on these crossings will be set to facilitate safe movement of vulnerable road users.**

**The Future High Street Fund was established by Central Government to help support Local Authorities in their efforts to improve high streets and town centres, making them fit for the future. The proposals offer a balanced approach to improvements to the public realm and functionality of the highway network.**

Some objectors stated that they cannot see any benefit to making Grange Road West a one-way street and that the funding could be better spent elsewhere.

**In response;**

**There is a strong economic case for investing in better, more people-focused streets and places. Good urban design will increase the viability of our town centres. Case-study evidence shows that public realm and active travel improvements can positively impact footfall, retail spend, perceptions of an area and social inclusion. Research suggests those who walk and cycle more within their daily routines, spend more in their local areas.**

**Wirral Council has received £2.969 million funding from central government's Future High Street Fund. This fund can only be used to support Local Authorities efforts to improve their high streets/town centres and make them fit for the future. The suggested improvements are designed to provide a more attractive place for people to shop, live, visit or work and to support the regeneration of Birkenhead. The funding for this scheme is ringfenced solely for the delivery of this project and could not be used for the delivery of anything else as that would not be in accordance with the condition of the grant award.**

An objector stated that the proposals will not benefit anyone except the Cllrs that approved it; the contractors carrying out the work; pocketing massive profits for themselves Charing Cross needs a new roundabout fitting again to ensure traffic flow?

**In response;**

**There is a strong economic case for investing in better, more people-focused streets and places. Good urban design will increase the viability of our town centres. Case-study evidence shows that public realm and active travel improvements can positively impact footfall, retail spend, perceptions of an area and social inclusion. Research suggests those who walk and cycle more within their daily routines, spend more in their local areas.**



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**Case-study evidence shows that public realm and active travel improvements can positively impact footfall, retail spend, perceptions of an area and social inclusion. Research suggests those who walk and cycle more within their daily routines, spend more in their local areas.**

**The one-way proposals 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. Improving access for those without access to a car can also contribute to reducing social exclusion. 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.**

**Access for all vehicles travelling in a westbound direction will be maintained at all times. The effects of these proposals will be monitored as part of the trial process.**

An objector stated that the proposals actually reduce access to the town centre. I work in the town centre and this is the third regeneration scheme that I've seen. The next one in 20 years time will probably put back the flyovers!

**In response; It is considered that the proposals improve access for pedestrians, especially those with mobility issues, and cyclists and maintain access for vehicles in a west bound direction.**

**The one-way proposals 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. Improving access for those without access to a car can also contribute to reducing social exclusion. The design also includes for public realm improvements with benches, landscaping, and street-art, helping to make the area more attractive to visit.**

**Access for all vehicles travelling in a westbound direction will be maintained at all times. The effects of these proposals will be monitored as part of the trial process.**

**The existing controlled crossings at Charing Cross are to be replaced with wider straight crossings that allow pedestrians to cross the road in one movement rather than a staggered two-phase manoeuvre within a narrow central refuge island. The timings on these crossings will be set to facilitate safe movement of vulnerable road users.**

**The Future High Street Fund was established by Central Government to help support Local Authorities in their efforts to improve high streets and town centres, making them fit for the future. The proposals offer a balanced approach to improvements to the public realm and functionality of the highway network.**

**An objector asked, how are the elderly going to get about – traffic will come to a standstill – not good!**

**In response; It is considered that the proposals improve access for pedestrians, especially those with mobility issues, and cyclists and maintain access for vehicles in a west bound direction.**

**The existing controlled crossings at Charing Cross are to be replaced with wider straight crossings that allow pedestrians to cross the road in one movement rather than a staggered two-phase manoeuvre within a narrow central refuge island. The timings on these crossings will be set to facilitate safe movement of vulnerable road users.**

**The proposals do not prevent access for vehicles and includes for a trial of a one-way system traffic filter at the junction of Charing Cross/Grange Road West with the section between Charing Cross and Clayton Street becoming one-way in a westbound direction (travelling away from Charing Cross). Traffic filters such as the one proposed at the junction of Charing Cross and Grange Road West 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 including those with mobility issues, 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. Improving access for those without access to a car can also contribute to reducing social exclusion. 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.**

**Access for all vehicles travelling in a westbound direction will be maintained at all times. The effects of these proposals will be monitored as part of the trial process.**

**Barton Street pay and display car park is situated approximately 55metres from Grange Road West and is accessed via Clayton Street. The car park has 117 parking spaces and 5 Blue badge parking spaces. The council**

**commissioned a parking analysis of the car parks within the borough. The analysis found that Barton Street car park at its peak the car park was only at 43% of its capacity and out of the 122 spaces available the average usage was 26 spaces. Therefore, there it is considered that there is plenty of capacity within this car park to cope with the potential extra demand.**

An objector stated that the proposals are intrusive/unwanted.

**In response; the first phase of our consultation provided us with information that 73.9% of the individuals who responded were in favour of the proposals to Grange Road West.**

## **SUPPORT (23 NO INDIVIDUAL SUPPORTERS)**

Expressions of support are detailed below:

Supporters stated they supported the proposals for the following reasons:

- Improved public realm.
- I see it as an improvement to the current situation.
- Improvement on current situation.
- Improve traffic flow.
- Safer and less congestion.
- I would support the whole of Charing Cross being a precinct I think it would attract businesses and people to the town centre.
- To reduce the amount of cars/congestion in the area, better for the environment and safer for residents.
- Safety.
- Support.
- The road is busy and overcrowded it would allow better residents parking.
- The traffic flow and parking is terrible along Grange Road West, its usually dangerous as cars park on the pavement and then can't see cars coming the other way.
- More pleasant and safer space for walking and wheeling. Cleaner air. Better for local business, jobs and investment.
- It will make it safer for pedestrians and drivers alike when going along the road.
- It could make the road more friendly to pedestrians and cyclists.
- Good way to reduce traffic and encourage pedestrians and cycling access.
- Lower levels of traffic and more space to people to walk and enjoy the space will result in far better conditions for local business (existing and future).
- It'll be better for local businesses and people - especially young and old and with lung problems.
- We need to reduce cars on the roads to make them safer and reduce pollution.
- Safety.
- It will greatly improve things for pedestrians.
- Safer for pedestrians.
- Simplify transport as a cyclist.
- Reduce traffic and increase accessibility for all.

**In response; Noted.**

## **PROPOSED INTRODUCTION OF ON-STREET PARKING RESTRICTIONS ON GRANGE ROAD WEST**

### **OBJECTIONS (19 NO. INDIVIDUAL OBJECTIONS)**

Objections are detailed below:

Several objectors raised concerns over the impact that on-street parking will have on businesses on Grange Road West. Specifically:

- Not good for the economy and businesses in the area
- People need to shop & in doing so support local businesses free parking but only for 1 hour in order to help the public & business ie banks shops etc.
- Businesses locate in the area especially food businesses offering delivery will require parking for delivery drivers to park and pick up the orders.
- As above re businesses.
- It will harm local business.
- As far as I can see parking restrictions would harm the local businesses. People want to park near where they intend to shop, go to a restaurant etc.
- The local shops on the road will suffer a loss in trade. Many are already struggling and fear they will have to close. The NatWest bank will suffer a loss of trade as people will not be able to park outside briefly to go in, we may lose the last bank on a road in Birkenhead which would in turn be damaging to residents and local businesses.
- The Little Theatre that caters for mainly older people will be negatively impacted, coaches will not be able to park outside to drop off and collect theatre goers who are often elderly, infirm, disabled.
- Other similar projects around the country have resulted in damaging effects to local businesses and communities.

**In response; Case-study evidence shows that public realm and active travel improvements can positively impact footfall, retail spend, perceptions of an area and social inclusion. Research suggests those who walk and cycle more within their daily routines, spend more in their local areas. Improving access for those without access to a car can also contribute to reducing social exclusion.**

**Charing Cross is a traffic signal-controlled junction and vehicle parking is currently prohibited throughout the junction with traffic regulation orders (double yellow lines).**

**Traffic Regulation Orders are already in place along sections of Grange Road West. The northerly carriageway has double yellow lines to prohibit parking from its junction with Charing Cross up to NatWest Bank. Along the southerly carriageway double yellow lines prohibit parking from its junction with Charing Cross up to 'The Mobile Phone Shop'. Beyond this and up to its junction with Clayton Street (i.e., the length of the proposed one-way system) there is a mixture of single yellow line parking restrictions (no loading 07:30-10:00am & 4:30-6:30pm), taxi only parking, and on street paid parking bays.**

**As a result of the proposals, there will be an overall loss of 40m for loading only between the hours of 10:00am – 4:30pm and 6:30pm – 7:30am. 3no. loading only bays will be introduced within the one-way system for use by**

local businesses and approximately 60 metres of on-street pay and display parking bays will be removed (space for 10 vehicles). Parking arrangements west of Clayton Street along Grange Road West will remain unchanged. The effects of these proposals will be monitored as part of the trial process.

Barton Street pay and display car park is situated approximately 55metres from Grange Road West and is accessed via Clayton Street. The car park has 117 parking spaces and 5 Blue badge parking spaces. The council commissioned a parking analysis of the car parks within the borough. The analysis found that Barton Street car park at its peak the car park was only at 43% of its capacity and out of the 122 spaces available the average usage was 26 spaces. Therefore, it is considered that there is plenty of capacity within this car park to cope with the potential extra demand.

Access for all vehicles travelling in a westbound direction will be maintained at all times. The effects of these proposals will be monitored as part of the trial process.

The proposals include for a trial of a one-way system traffic filter at the junction of Charing Cross/Grange Road West with the section between Charing Cross and Clayton Street becoming one-way in a westbound direction (travelling away from Charing Cross). Such filters can lead to lower vehicular traffic flows and a low-speed environment. These 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.

Some objectors raised concerns over the impact that on-street parking will have on the disabled community stating it's not disability friendly and people with mobility issues who need to shop quickly need to be able to park close to where they want to shop.

In response; Traffic Regulation Orders are already in place along sections of Grange Road West. The northerly carriageway has double yellow lines to prohibit parking from its junction with Charing Cross up to NatWest Bank. Along the southerly carriageway double yellow lines prohibit parking from its junction with Charing Cross up to 'The Mobile Phone Shop'. Beyond this and up to its junction with Clayton Street (i.e., the length of the proposed one-way system) there is a mixture of single yellow line parking restrictions (no loading 07:30-10:00am & 4:30-6:30pm), taxi only parking, and on street paid parking bays.

As a result of the proposals, there will be an overall loss of 40m for loading only between the hours of 10:00am – 4:30pm and 6:30pm – 7:30am. 3no. loading only bays will be introduced within the one-way system for use by local businesses and approximately 60 metres of on-street pay and display

parking bays will be removed (space for 10 vehicles). Parking arrangements west of Clayton Street along Grange Road West will remain unchanged. The effects of these proposals will be monitored as part of the trial process.

The proposals include for a trial of a one-way system traffic filter at the junction of Charing Cross/Grange Road West with the section between Charing Cross and Clayton Street becoming one-way in a westbound direction (travelling away from Charing Cross). Traffic filters such as the one proposed at the junction of Charing Cross and Grange Road West 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.

Barton Street pay and display car park is situated approximately 55metres from Grange Road West and is accessed via Clayton Street. The car park has 117 parking spaces and 5 Blue badge parking spaces. The council commissioned a parking analysis of the car parks within the borough. The analysis found that Barton Street car park at its peak the car park was only at 43% of its capacity and out of the 122 spaces available the average usage was 26 spaces. Therefore, it is considered that there is plenty of capacity within this car park to cope with the potential extra demand.

Some objectors stated there's nothing wrong with the current system and does not make sense at all.

**In response; the first phase of our consultation provided us with information that 73.9% of the individuals who responded were in favour of the proposals to Grange Road West.**

**Wirral Council has received £2.969 million funding from central government's Future High Street Fund. This fund can only be used to support Local Authorities efforts to improve their high streets/town centres and make them fit for the future. The suggested improvements are designed to provide a more attractive place for people to shop, live, visit or work and to support the regeneration of Birkenhead.**

Some objectors stated they object to more restrictions on our lives and asked why restrict parking? Not everyone can walk or ride a bike. Crime is so bad in Wirral that bicycles are stolen daily. Why do you want to bring in a 15-minute prison city?

**In response; Traffic Regulation Orders are already in place along sections of Grange Road West. The northerly carriageway has double yellow lines to prohibit parking from its junction with Charing Cross up to NatWest Bank. Along the southerly carriageway double yellow lines prohibit parking from its**

junction with Charing Cross up to 'The Mobile Phone Shop'. Beyond this and up to its junction with Clayton Street (i.e., the length of the proposed one-way system) there is a mixture of single yellow line parking restrictions (no loading 07:30-10:00am & 4:30-6:30pm), taxi only parking, and on street paid parking bays.

As a result of the proposals, there will be an overall loss of 40m for loading only between the hours of 10:00am – 4:30pm and 6:30pm – 7:30am. 3no. loading only bays will be introduced within the one-way system for use by local businesses and approximately 60 metres of on-street pay and display parking bays will be removed (space for 10 vehicles). Parking arrangements west of Clayton Street along Grange Road West will remain unchanged. The effects of these proposals will be monitored as part of the trial process.

Barton Street pay and display car park is situated approximately 55metres from Grange Road West and is accessed via Clayton Street. The car park has 117 parking spaces and 5 Blue badge parking spaces. The council commissioned a parking analysis of the car parks within the borough. The analysis found that Barton Street car park at its peak the car park was only at 43% of its capacity and out of the 122 spaces available the average usage was 26 spaces. Therefore, it is considered that there is plenty of capacity within this car park to cope with the potential extra demand.

Wirral Council has received £2.969 million funding from central government's Future High Street Fund. This fund can only be used to support Local Authorities efforts to improve their high streets/town centres and make them fit for the future. The suggested improvements are designed to provide a more attractive place for people to shop, live, visit or work and to support the regeneration of Birkenhead.

Issues with crime and anti-social behaviour should be reported to Wirral Council's Anti-Social Behaviour Team and Merseyside Police who have the powers to deal with such matters.

It is understood not everyone has a car and we have to cater for all road users a "15 minute city" is where a person's daily needs are accessible within a 15-minute walk, bike or public transport ride from their home. Car ownership in Birkenhead is low and therefore active travel improvements can enable people to travel around without a car and improves their ability to access employment, retail, leisure and education opportunities and reduces their social exclusion.

Some objectors stated that the TRO will increase the number of drunk and disorderly people on the pavement from the pub next door which already intimidate pedestrians. It will increase the opportunity for youths to menacingly ride around on bikes being intimidating and engaging in antisocial behaviour and other low-level crime. Drug dealing and violent behaviour that already goes on in and around the street will benefit from the lack of cars and quieter shaded areas provided for by the trees in large planters planed.

**In response; issues with crime and anti-social behaviour should be reported to Wirral Council's Anti-Social Behaviour Team and Merseyside Police who have the powers to deal with such matters.**



**We are working with the Police who have been engaged throughout the design of the scheme.**

Some objectors stated that there is no value to this project, it will not decrease the amount of air pollution and drivers will find alternative routes that bypass these shops or shop elsewhere thus increasing fuel consumption.

**In response; The one-way proposals 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. The design also includes for public realm improvements with benches, landscaping, and street-art, helping to make the area more attractive to visit.**

**Access for all vehicles travelling in a westbound direction will be maintained at all times. The effects of these proposals will be monitored as part of the trial process.**

**As part of the proposals the existing paving will be replaced with quality surfacing to improve both the accessibility and appearance of the area where appropriate and safe to do so.**

**The Future High Street Fund was established by Central Government to help support Local Authorities in their efforts to improve high streets and town centres, making them fit for the future. The proposals offer a balanced approach to improvements to the public realm and functionality of the highway network.**

Some objectors state Other similar projects around the country have resulted in damaging effects to local businesses and communities. If this was genuinely to improve the area, the consultation should have open questions and engage directly with the local businesses owners in the first instance.

**In response; The one-way proposals 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. Improving access for those without access to a car can also contribute to reducing social exclusion. The design also includes for public**

**realm improvements with benches, landscaping, and street-art, helping to make the area more attractive to visit.**

**Access for all vehicles travelling in a westbound direction will be maintained at all times. The effects of these proposals will be monitored as part of the trial process.**

**As part of the proposals the existing paving will be replaced with quality surfacing to improve both the accessibility and appearance of the area where appropriate and safe to do so.**

**The first phase of our consultation provided us with information that 73.9% of the individuals who responded were in favour of the proposals to Grange Road West.**

**The Future High Street Fund was established by Central Government to help support Local Authorities in their efforts to improve high streets and town centres, making them fit for the future. The proposals offer a balanced approach to improvements to the public realm and functionality of the highway network.**

**The consultation process was addressed towards businesses along Grange Road, Charing Cross and Grange Road West this included; a letter drop, door to door visits and an online survey.**

Some objectors stated that for several of the local businesses, English is not their first language. They are not able to understand or fill in the survey without assistance. They have been discriminated against on these grounds. This appears to be an all or nothing project with no provision for the inevitable 'what if it all goes wrong' scenario, local people will suffer and those paid to think it up will move on to something else unaffected. Tax payers money can be better spent elsewhere.

**In response; as part of the consultation, we ask if anyone requires the information translated or in another format, they can contact us at 0151 606 2020 or visit one of our many one stop shops who will be able to provide further assistance.**

**Wirral Council has received £2.969 million funding from central government's Future High Street Fund. This fund can only be used to support Local Authorities efforts to improve their high streets/town centres and make them fit for the future. The suggested improvements are designed to provide a more attractive place for people to shop, live, visit or work and to support the regeneration of Birkenhead.**

**The consultation process was addressed towards businesses along Grange Road, Charing Cross and Grange Road West this included; a letter drop, door to door visits and an online survey.**

Some objectors stated that Restrictions on travel are the fad of today's government. There is no justifiable reason to restrict movement through Grange Road West.

**In response; The one-way proposals 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. Improving access for those without access to a car can also contribute to reducing social exclusion.**

**Access for all vehicles travelling in a westbound direction will be maintained at all times. The effects of these proposals will be monitored as part of the trial process.**

**The existing controlled crossings at Charing Cross are to be replaced with wider straight crossings that allow pedestrians to cross the road in one movement rather than a staggered two-phase manoeuvre within a narrow central refuge island. The timings on these crossings will be set to facilitate safe movement of vulnerable road users.**

**The Future High Street Fund was established by Central Government to help support Local Authorities in their efforts to improve high streets and town centres, making them fit for the future. The proposals offer a balanced approach to improvements to the public realm and functionality of the highway network.**

Some objectors stated that they cannot see any benefit to making Grange Road West a one-way street and that the funding could be better spent elsewhere.

**In response; Wirral Council has received £2.969 million funding from central government's Future High Street Fund. This fund can only be used to support Local Authorities efforts to improve their high streets/town centres and make them fit for the future. The suggested improvements are designed to provide a more attractive place for people to shop, live, visit or work and to support the regeneration of Birkenhead.**

An objector stated that the proposals are intrusive/unwanted.

**In response; the first phase of our consultation provided us with information that 73.9% of the individuals who responded were in favour of the proposals to Grange Road West.**

An objector stated there are plenty of car parking space all ready.

**In response; noted.**

An objector stated If they can't park their car, they'll just keep driving round the local streets. This stops me from walking.

**In response; Traffic Regulation Orders are already in place along sections of Grange Road West. The northerly carriageway has double yellow lines to prohibit parking from its junction with Charing Cross up to NatWest Bank. Along the southerly carriageway double yellow lines prohibit parking from its junction with Charing Cross up to 'The Mobile Phone Shop'. Beyond this and up to its junction with Clayton Street (i.e., the length of the proposed one-way system) there is a mixture of single yellow line parking restrictions (no loading 07:30-10:00am & 4:30-6:30pm), taxi only parking, and on street paid parking bays.**

**As a result of the proposals, there will be an overall loss of 40m for loading only between the hours of 10:00am – 4:30pm and 6:30pm – 7:30am. 3no. loading only bays will be introduced within the one-way system for use by local businesses and approximately 60 metres of on-street pay and display parking bays will be removed (space for 10 vehicles). Parking arrangements west of Clayton Street along Grange Road West will remain unchanged. The effects of these proposals will be monitored as part of the trial process.**

**The proposals include for a trial of a one-way traffic filter at the junction of Charing Cross/Grange Road West with the section between Charing Cross and Clayton Street becoming one-way in a westbound direction (travelling away from Charing Cross). Traffic filters such as the one proposed at the junction of Charing Cross and Grange Road West 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. Improving access for those without access to a car can also contribute to reducing social exclusion.**

**Barton Street pay and display car park is situated approximately 55metres from Grange Road West and is accessed via Clayton Street. The car park has 117 parking spaces and 5 Blue badge parking spaces. The council commissioned a parking analysis of the car parks within the borough. The analysis found that Barton Street car park at its peak the car park was only at 43% of its capacity and out of the 122 spaces available the average usage was 26 spaces. Therefore, it is considered that there is plenty of capacity within this car park to cope with the potential extra demand.**

**Access for all vehicles travelling in a westbound direction will be maintained at all times. The effects of these proposals will be monitored as part of the trial process.**

An objector suggests residents need parking too. A change which would be beneficial for businesses in Grange Road West is to make it easier for pedestrians to cross Charing Cross in one go without having to wait multiple times for lights to change.

**In response; Traffic Regulation Orders are already in place along sections of Grange Road West. The northerly carriageway has double yellow lines to prohibit parking from its junction with Charing Cross up to NatWest Bank. Along the southerly carriageway double yellow lines prohibit parking from its junction with Charing Cross up to 'The Mobile Phone Shop'. Beyond this and up to its junction with Clayton Street (i.e., the length of the proposed one-way system) there is a mixture of single yellow line parking restrictions (no loading 07:30-10:00am & 4:30-6:30pm), taxi only parking, and on street paid parking bays.**

**As a result of the proposals, there will be an overall loss of 40m for loading only between the hours of 10:00am – 4:30pm and 6:30pm – 7:30am. 3no. loading only bays will be introduced within the one-way system for use by local businesses and approximately 60 metres of on-street pay and display parking bays will be removed (space for 10 vehicles). Parking arrangements west of Clayton Street along Grange Road West will remain unchanged. The effects of these proposals will be monitored as part of the trial process.**

**The proposals include for a trial of a one-way traffic filter at the junction of Charing Cross/Grange Road West with the section between Charing Cross and Clayton Street becoming one-way in a westbound direction (travelling away from Charing Cross). Traffic filters such as the one proposed at the junction of Charing Cross and Grange Road West 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.**

**Barton Street pay and display car park is situated approximately 55metres from Grange Road West and is accessed via Clayton Street. The car park has 117 parking spaces and 5 Blue badge parking spaces. The council commissioned a parking analysis of the car parks within the borough. The analysis found that Barton Street car park at its peak the car park was only at 43% of its capacity and out of the 122 spaces available the average usage was 26 spaces. Therefore, it is considered that there is plenty of capacity within this car park to cope with the potential extra demand.**

**The existing controlled crossings at Charing Cross are to be replaced with wider straight crossings that allow pedestrians to cross the road in one movement rather than a staggered two-phase manoeuvre within a narrow central refuge island. The timings on these crossings will be set to facilitate safe movement of vulnerable road users.**

**Access for all vehicles travelling in a westbound direction will be maintained at all times. The effects of these proposals will be monitored as part of the trial process.**

An objector stated it's hard to park as it is there, this will make it worse.

**In response; Traffic Regulation Orders are already in place along sections of Grange Road West. The northerly carriageway has double yellow lines to prohibit parking from its junction with Charing Cross up to NatWest Bank. Along the southerly carriageway double yellow lines prohibit parking from its junction with Charing Cross up to 'The Mobile Phone Shop'. Beyond this and up to its junction with Clayton Street (i.e., the length of the proposed one-way system) there is a mixture of single yellow line parking restrictions (no loading 07:30-10:00am & 4:30-6:30pm), taxi only parking, and on street paid parking bays.**

**As a result of the proposals, there will be an overall loss of 40m for loading only between the hours of 10:00am – 4:30pm and 6:30pm – 7:30am. 3no. loading only bays will be introduced within the one-way system for use by local businesses and approximately 60 metres of on-street pay and display parking bays will be removed (space for 10 vehicles). Parking arrangements west of Clayton Street along Grange Road West will remain unchanged. The effects of these proposals will be monitored as part of the trial process.**

**The proposals include for a trial of a one-way traffic filter at the junction of Charing Cross/Grange Road West with the section between Charing Cross and Clayton Street becoming one-way in a westbound direction (travelling away from Charing Cross). Traffic filters such as the one proposed at the junction of Charing Cross and Grange Road West 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. Improving access for those without access to a car can also contribute to reducing social exclusion.**

**Barton Street pay and display car park is situated approximately 55metres from Grange Road West and is accessed via Clayton Street. The car park has 117 parking spaces and 5 Blue badge parking spaces. Blue badge holders can park for free for an unlimited time at all Wirral Council on and off-street parking facilities. Anyone can park for free before 08:00 and after 18:30hrs. The council commissioned a parking analysis of the car parks within the borough. The analysis found that Barton Street car park at its peak the car park was only at 43% of its capacity and out of the 122 spaces available the average usage was 26 spaces. Therefore, it is considered that there is plenty of capacity within this car park to cope with the potential extra demand.**

## **SUPPORT (23 NO INDIVIDUAL SUPPORTERS)**

Expressions of support are detailed below:

Supporters stated they supported the proposals for the following reasons:

- Fit with the emerging parking strategy.
- I see it as an improvement to the current situation.
- Improvement on current situation.
- Stop congestion.
- Avoids congestion.
- To reduce the amount of cars/congestion in the area, better for the environment and safer for residents.
- Support.
- To many cars and nearly been run over a few times.
- It would allow for wider pavements which would make the road far easier to use for shoppers.
- People that live there should get priority and free parking.
- The traffic flow and parking is terrible along Grange Road West, and would put people off stopping due to bad parking and double parked cars.
- This will help create a better space for shoppers and local business. There is ample parking nearby.
- Thought there were already parking restrictions. It would enable local businesses to get more business.
- Discourage people from using their cars for errands in the community unless they are disabled and are reliant on their car for their mobility.
- Better access for people should be prioritised over cars.
- Fewer cars mean better public space and better conditions for residents and businesses.
- It'll be better for local businesses and people - especially young and old and with lung problems.
- Remove cars from busy places.
- Safe for disabled drivers.
- These restrictions are essential to improving conditions for the majority.
- Safer for pedestrians.
- Clears the road.
- It will increase accessibility for pedestrians and cyclists and encourage alternatives to the private car. This helps with public health and carbon reduction.

**In response; Noted.**

## **PROPOSED PROHIBITION OF DRIVING ON GRANGE ROAD**

### **OBJECTIONS 18 NO. INDIVIDUAL OBJECTIONS**

Objections are detailed below:

Some objectors raised concerns over the impact that the prohibition of driving will have on businesses on Grange Road. Specifically:

- That businesses located in the area, especially food businesses offering delivery, require parking for delivery drivers.
- As far as I can see, the area is already pedestrianised with access for loading and unloading for businesses. I struggle to see how further restrictions would help businesses.
- Same as above. Makes it difficult to access my business. This may cause a great loss to my business.

**In response; general vehicle access to Grange Road is not currently permitted along Grange Road during core shopping hours. A barrier gate is currently in place to prevent this. Businesses who require access for deliveries etc. outside of core shopping hours, will be provided with a means to access during these non-core times.**

Some objectors state the proposals are too restrictive, It's intrusive and unwanted.

**In response; the first phase of our consultation provided us with information that 81% of the individuals who responded were in favour of the proposals to Grange Road.**

Some objectors state that driving is already restricted here as it is a pedestrianised shopping precinct. They also raised concerns as to whether there would still be access for businesses as this route is only ever used for businesses and no other purposes.

**In response; general vehicle access to Grange Road is not currently permitted along Grange Road during core shopping hours. A barrier gate is currently in place to prevent this. Businesses who require access for deliveries etc. outside of core shopping hours, will be provided with a means to access during these non-core times.**

Some objectors raised the issue of cars stopping at the top of Grange Road to pick up McDonalds deliveries. This should be raised with MacDonalds themselves as they could reasonably provide a pickup service from the rear of the premises that does not impact on the pedestrianised zone.

**In response; general vehicle access to Grange Road is not currently permitted along Grange Road we will contact McDonalds regarding their delivery drivers abusing the current layout. As part of the project the traffic regulation order relating to access will be able to be enforced correctly and therefore reducing the number of people who abuse this going forward.**



An objector asked do you want to stop emergency vehicles on the pedestrianised part and get rid of the taxi rank behind the Central Hotel?

**In response; these proposals have been designed in liaison with the emergency services and there's no proposals to stop emergency vehicles using the area and all emergency vehicles will be able to always access the area in a blue light situation. There are no plans to get rid of the taxi rank behind the Central Hotel as part of this project.**

An objector stated they don't see clear evidence to justify doing this other than to limit choices and freedoms on how choose people to travel.

**In response; general vehicle access to Grange Road is not currently permitted along Grange Road during core shopping hours. A barrier gate is currently in place to prevent this. Businesses who require access for deliveries etc. outside of core shopping hours, will be provided with a means to access during these non-core times.**

**The current system is abused, we get numerous complaints about vehicles parking on the pedestrian area this is then detrimental to the public realm / streetscape to make it a pleasant place to be and to improve the town centre – in line with the in line with the future high street funding. As part of the project the traffic regulation order relating to access will be able to be enforced correctly and therefore reducing the number of people who abuse this going forward.**

An objector stated we should remove all cars from Grange Rd so it's a safe environment for shoppers and to impose and enforce cycling restrictions.

**In response; general vehicle access to Grange Road is not currently permitted along Grange Road during core shopping hours. A barrier gate is currently in place to prevent this but this is not effective and is abused regularly. Businesses who require access for deliveries etc. outside of core shopping hours, will be provided with a means to access during these non-core times. The current system is abused, we get numerous complaints about vehicles parking on the pedestrian area this is then detrimental to the public realm / streetscape to make it a pleasant place to be and to improve the town centre – in line with the future high street funding. As part of the project the traffic regulation order relating to access will be able to be enforced correctly and therefore reducing the number of people who abuse this going forward.**

**Issues with crime and anti-social behaviour should be reported to Wirral Council's Anti-Social Behaviour Team and Merseyside Police who have the powers to deal with such matters.**

An objector stated we have already decimated Birkenhead with our crazy ideas. We are dictating what people can do rather than represent residents.

**In response; Wirral Council has received £2.969 million funding from central government's Future High Street Fund. This fund can only be used to support Local Authorities efforts to improve their high streets/town centres and make them fit for the future. The suggested improvements are designed to provide a more attractive place for people to shop, live, visit, or work and to support the regeneration of Birkenhead.**

**These proposals form part of Wirral Council's wider vision for the regeneration of Birkenhead Town Centre as a whole. Further information on other such projects can be found on <https://www.wirral.gov.uk/business/regeneration/birkenhead-2040-framework>, on Wirral Councils Have Your Say page <https://haveyoursay.wirral.gov.uk/> and by visiting 'BirkenEd's Place' <https://birkeneds.place>.**

An objector stated the proposals will force people to look for other routes means more cars more congestion more problems. If it's not broke why try to fix it. Does not make any sense.

**In response; general vehicle access to Grange Road is not currently permitted along Grange Road during core shopping hours. A barrier gate is currently in place to prevent this. Businesses who require access for deliveries etc. outside of core shopping hours, will be provided with a means to access during these non-core times.**

**The current system is abused, we get numerous complaints about vehicles parking on the pedestrian area this is then detrimental to the public realm / streetscape to make it a pleasant place to be and to improve the town centre – in line with the in line with the future high street funding. As part of the project the traffic regulation order relating to access will be able to be enforced correctly and therefore reducing the number of people who abuse this going forward. The project would alleviate many members of the publics concerns who complain regularly about vehicles accessing this area and parking.**

**These proposals form part of Wirral Council's wider vision for the regeneration of Birkenhead Town Centre as a whole. Further information on other such projects can be found on <https://www.wirral.gov.uk/business/regeneration/birkenhead-2040-framework>, on Wirral Councils Have Your Say page <https://haveyoursay.wirral.gov.uk/> and by visiting 'BirkenEd's Place' <https://birkeneds.place>.**

An objector stated we need to stop youths riding their bikes at breakneck speed through the pedestrianised area.

**In response; Issues with crime and anti-social behaviour should be reported to Wirral Council's Anti-Social Behaviour Team and Merseyside Police who have the powers to deal with such matters.**

An objector stated they don't always want to go into town.

**In response; Case-study evidence shows that public realm and active travel improvements can positively impact footfall.**

### **SUPPORT (25 NO INDIVIDUAL SUPPORTERS)**

Expressions of support are detailed below:

Supporters stated they supported the proposals for the following reasons:

- Health and well-being and economic benefits.
- The amount of vehicles using this supposedly pedestrianised street has become ridiculous. The top end of the road resembles a car park after 4.30. Plus, every time the paving on the road is replaced it soon gets ruined by all the vehicles driving on it.
- I totally agree as more cars are parking there illegally.
- Didn't realise this wasn't already in operation and that drivers were using it as a cut through after 4.30.
- Safer.
- If you go to the precinct today it is a car park already because of MacDonaldis.
- To reduce the amount of cars/congestion in the area, better for the environment and safer for residents.
- Needs to be pedestrianised, tidied up with plants / trees not cars driving through it.
- It is much safer to keep it totally pedestrianised. The current system is being abused.
- Same as last message.
- Grange road has become a dumping ground for vehicles there shouldn't be any vehicles there once the shops are open.
- No cars should be allowed along this particular part as its commercial.
- The current arrangement is unsafe and unsustainable. An effective, enforced scheme to restrict vehicle access here will have clear benefits in creating a safer, more pleasant environment.
- It will make it safer for pedestrians.
- Discourage people from using their cars for errands in the community unless they are disabled and are reliant on their car for their mobility.
- Proven way to increase footfall for shoppers.
- Restricting cars increases overall capacity for a street.
- It'll be better for local businesses and people - especially young and old and with lung problems.
- Delivery drivers make this very unsafe for pedestrians.
- Pedestrians need a safer environment.
- Reduction of traffic here is essential for people's health and convenience.
- Safer for pedestrians, especially those accompanying young children. Enables seating, flower tubs etc.
- It will make for a more attractive public space and therefore increase footfall.
- It is already pedestrianised.

**In response; Noted.**

## **Responses received via case-viewer (CRM) and letter.**

- I am writing to express my deep concern and objection to the proposed Low Traffic Neighbourhood (LTN) plan in our community. While I understand the intentions behind creating a safer and more sustainable environment, I believe that the implementation of this plan may have detrimental effects on the local businesses, particular on my domestic appliance business.

One of my major concerns revolves around the potential closure of the NatWest bank due to the LTN. This is not just a matter of inconvenience for the residents, but it also raises serious safety concerns. With restricted access and limited routes, I worry about how cash vans will be able to safely deliver money to the bank. Walking down the high street with large amounts of cash could make them vulnerable to criminal activities. It is essential that the safety and security of our community are not compromised in the process. Furthermore, as the owner of a domestic appliance business, I rely heavily on customers being able to access my store conveniently. Restricting vehicular traffic and making it difficult to drive into town will discourage people from coming to my business. While it is true that some goods can be transported by bicycle, larger items such as washing machines and vacuum cleaners simply cannot be accommodated in such a manner. These are essential household items that require the use of a car for transportation. By making it impractical for customers to reach my store, the LTN plan threatens the viability of my business and may ultimately lead to its closure.

Additionally, the 20mph speed limit on Oxton Road and other areas is unreasonable and impractical. While I understand the need for safer streets, it is essential to strike a balance between safety and the efficient operation of local businesses. This low-speed limit is resulting in a significant amount of wasted time for my company, as well as increased costs. The time wasted in traffic congestion due to reduced speeds has a direct impact on our productivity and overall profitability.

I urge you to reconsider the implementation of the LTN plan and its potential negative impact on local businesses and the community. Instead, I proposed a more balanced approach that takes into consideration the needs of residents, businesses, and the safety concerns associated with restricted access. Collaborative discussions and consultations with stakeholders can help identify alternative solutions that achieve the desired objectives without causing undue harm to the local economy and the livelihoods of hardworking business owners. Thank you for considering my concerns and objections regarding the proposed LTN plan. I trust you will carefully assess the potential consequences and make a decision that ensures the well-being of our community as a whole. I would appreciate the opportunity to discuss this matter further if needed.

**In response; access to Oxton Road where the domestic appliance business is located will not be changing as part of our proposals.**

**There is no implementation of 20mph speed limits as part of this scheme these are separate proposals and would need to be raised as part of the 20mph zone consultation.**

**Traffic Regulation Orders are already in place along sections of Grange Road West. The northerly carriageway has double yellow lines to prohibit parking from its junction with Charing Cross up to NatWest Bank. Along the southerly carriageway double yellow lines prohibit parking from its junction with Charing Cross up to 'The Mobile Phone Shop'. Beyond this and up to its junction with Clayton Street (i.e., the length of the proposed one-way system) there is a mixture of single yellow line parking restrictions (no loading 07:30-10:00am & 4:30-6:30pm), taxi only parking, and on street paid parking bays.**

**As a result of the proposals, there will be an overall loss of 40m for loading only between the hours of 10:00am – 4:30pm and 6:30pm – 7:30am. 3no. loading only bays will be introduced within the one-way system for use by local businesses and approximately 60 metres of on-street pay and display parking bays will be removed (space for 10 vehicles). Parking arrangements west of Clayton Street along Grange Road West will remain unchanged. The effects of these proposals will be monitored as part of the trial process.**

**The proposals include for a trial of a one way system traffic filter at the junction of Charing Cross/Grange Road West with the section between Charing Cross and Clayton Street becoming one-way in a westbound direction (travelling away from Charing Cross). Traffic filters such as the one proposed at the junction of Charing Cross and Grange Road West 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.**

**Barton Street pay and display car park is situated approximately 55metres from Grange Road West and is accessed via Clayton Street. The car park has 117 parking spaces and 5 Blue badge parking spaces. The council commissioned a parking analysis of the car parks within the borough. The analysis found that Barton Street car park at its peak the car park was only at 43% of its capacity and out of the 122 spaces available the average usage was 26 spaces. Therefore, there it is considered that there is plenty of capacity within this car park to cope with the potential extra demand.**

**Access for all vehicles travelling in a westbound direction will be maintained at all times. The effects of these proposals will be monitored as part of the trial process.**

**Issues with crime and anti-social behaviour should be reported to Wirral Council's Anti-Social Behaviour Team and Merseyside Police who have the powers to deal with such matters.**

- Supposed to be a pedestrian shopping area. Already we are dodging cars, vans, delivery scooters bikes from 8am onwards. Pedestrians not safe Now you want to narrow pedestrian access, cause more pollution, disruption, danger to young and old. Vehicles and cyclists already have their own routes from top of town to bottom, they are called Claughton Road and Borough Road. Why would you want to restrict and corral shoppers given all the big talk, and millions of pounds spent, to maintain and encourage a viable shopping experience. As somebody who shops in Grange Road 6 days a week I am totally disheartened by this proposed scheme. It would appear that whoever thought this scheme up is unlikely to be a local who visits there regularly. By the way hardly anybody in their right mind does so, unless they have to, after teatime, due to open drug taking, violent gangs, usually on bikes and intimidating street drinkers. Having said that, the drinkers are there from 7am when Asda opens, allowing them to get their alcohol.

**In response; general vehicle access to Grange Road is not currently permitted along Grange Road during core shopping hours. A barrier gate is currently in place to prevent this. Businesses who require access for deliveries etc. outside of core shopping hours, will be provided with a means to access during these non-core times.**

**The current system is abused, we get numerous complaints about vehicles parking on the pedestrian area this is then detrimental to the public realm / streetscape to make it a pleasant place to be and to improve the town centre – in line with the in line with the future high street funding. As part of the project the traffic regulation order relating to access will be able to be enforced correctly and therefore reducing the number of people who abuse this going forward. The project would alleviate many members of the publics concerns who complain regularly about vehicles accessing this area and parking.**

**Issues with crime and anti-social behaviour should be reported to Wirral Council's Anti-Social Behaviour Team and Merseyside Police who have the powers to deal with such matters.**