

APPENDIX 2

ACTIVE TRAVEL FUND TRANCHE 2 PROGRAMME AMENDMENT: A554 BAYSWATER ROAD/HARRISON DRIVE, WALLASEY WARD – PROPOSED MANDATORY CYCLE LANE.

OBJECTIONS AND EXPRESSIONS OF SUPPORT

OBJECTIONS (16 NO. INDIVIDUAL OBJECTORS)

Objections are detailed below:

- 1 The objector states that, Harrison Drive is not wide enough for a cycle lane. It will cause traffic problems if installed.

In response; An advisory cycle lane already exists between Harrison Drive and Coastal Drive. The proposals will enhance the existing cycle lane and provide approximately 250 metres of new cycling infrastructure. The provision of improved facilities for cycling is likely to increase the number of people choosing to travel by cycle, which in turn, 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 number of lanes available to vehicles will not be affected by the proposals. The proposals will be monitored, and adjustments made if necessary.

- 2 The objector states that, I live on the Mockbeggar estate, the entrance and exit from the estate is already hugely busy and treacherous. The provision of a buff-coloured access route will simply increase the fact the traffic won't stop to let us get out of or into our homes. What about the lost parking & the knock-on effect of that parking relocating to our already over parked estate. Parking here is already dangerous. Why is the existing coastal route not being considered? Also, from your provided map it looks like parking will also be lost on Bayswater Road, outside the golf club? The lanes of traffic are extremely busy and congested especially in the summer months & this will increase that volume.

In response; An advisory cycle lane already exists between Harrison Drive and Coastal Drive. The proposals will enhance the existing cycle lane and provide approximately 250 metres of new cycling infrastructure. The provision of improved facilities for cycling is likely to increase the number of people choosing to travel by cycle, which in turn, 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 number of carriageway lanes available to vehicles will not be affected by the proposals. There is no evidence to suggest providing buff coloured surfacing across the cycle lane at the junction of Harrison

Drive/Mockbeggar Drive/Mockbeggar Wharf will cause vehicle drivers to block access. Buff coloured surfacing, along with relevant road markings and highway signs, will highlight the presence of the cycle lane to those wishing to access/egress Mockbeggar Drive/Mockbeggar Wharf. Incidents of illegal parking should be reported to Wirral Council, whilst incidents of dangerous parking should be reported to Merseyside Police who have the power to deal with such matters. This section of cycle link was chosen as it is not in line with current national design standards and will provide a connection to the existing off-carriageway coastal route. The proposals terminate approximately 120 metres before the entrance to Wallasey Golf Club, at which, off-street parking is available. The proposals will be monitored, and adjustments made if necessary.

- 3 The objector states that, the proposed bus boarder footway build-out on the east side of Harrison Drive between Bayview Drive and Coastal Drive is redundant as it is no longer used for buses. It is therefore a pointless impediment. I assume the Keep Clear markings on the southbound carriageway of Harrison Drive will be retained at the entrance and exit to Mockbeggar Drive. I foresee a potential hazard as traffic from New Brighton queuing for the roundabout impedes the view of traffic attempting to enter Mockbeggar Drive. There is potential for vehicle entering Mockbeggar Drive across the traffic giving way on the Keep Clear instruction may impact a cyclist racing along the cycle lane. Clear marking/warning should also be on the cycle lane. This is not shown on the proposed map, only the road carriageway is shown with Keep Clear marking.

In response; Consultation undertaken with Merseytravel confirmed that the bus stop between Bayview Drive and Coastal Drive is still used for alighting purposes only and that it should therefore remain in place. 'KEEP CLEAR' and all relevant road markings at the Harrison Drive/Mockbeggar Drive junction will be retained and remarked where faded. Such a hazard as the one described above (vehicle turning in to Mockbeggar Drive colliding with cyclist) already exists. The proposed buff coloured surfacing across the cycle lane at this junction, along with relevant highway signs and road markings, will improve road user awareness of the cycle lane and therefore reduce such a risk/hazard. All road users are expected to drive/ride/cycle with due care and attention, adapting their driving to the surrounding conditions and environment.

- 4 The objector states that, going Northbound on Bayswater Road there is currently an existing cycling Infrastructure which guides cyclists on to a clearly marked lane on the paved area bypassing the roundabout at the junction with Harrison Drive. May I suggest that the proposed mandatory cycle lane in this scheme compels cyclists to take this infrastructure to avoid conflict with motor vehicles at the roundabout (cyclists not being noticed by vehicles travelling round the roundabout from Grove Road direction).

In response; As suggested above it is proposed for the existing cycling infrastructure, at the Harrison Drive Roundabout, to remain.

- 5 The objector states that, the Bus Stop shown on the map north of Bayview Drive has not been used for some years. The only buses serving (loose description of a 90-minute frequency) the area, travel past that stop, loop round the roundabout at Coastal Drive, and stop at the Bus Stop shown on the North side of Mockbeggar Drive. Hence the Bayview Bus Stop should be eliminated, and the proposed mandatory cycle lane continue to the Coastal Drive Roundabout.

In response; Consultation undertaken with Merseytravel confirmed that the bus stop between Bayview Drive and Coastal Drive is still used for alighting purposes only and that it should therefore remain in place.

- 6 The objector states that, traffic travelling Northbound on Harrison Drive wishing to turn right in to Mockbeggar Drive are currently aided by “Keep Clear” painted on the Southbound carriageway as marked on the map. This is excellent as does enable traffic for Mockbeggar Drive to cross Southbound traffic queuing for the Harrison Drive/Bayswater Rd roundabout, I foresee an accident waiting to happen. When traffic is queuing for the roundabout, it will obstruct the view of any cyclist for drivers turning right across the queuing traffic. May I suggest that some signage such as “Give Way” be erected to prevent cyclists, who might otherwise have an uninterrupted route on their cycleway, from suddenly appearing in front of a vehicle whose driver thinks Southbound traffic is giving way. This is not a problem for drivers exiting Mockbeggar Drive as their drivers will have an uninterrupted view of the mandatory cycle lane past the entrance island.

In response; ‘KEEP CLEAR’ and all relevant road markings at the Harrison Drive/Mockbeggar Drive junction will be retained and remarked where faded. Such a hazard as the one described above (vehicle turning in to Mockbeggar Drive colliding with cyclist) already exists. The proposed buff coloured surfacing across the cycle lane at this junction, along with relevant highway signs and road markings, will improve road user awareness of the cycle lane and therefore reduce such a risk/hazard. The proposal will be signed/road marked in accordance with national design standards. All road users are expected to drive/ride/cycle with due care and attention, adapting their driving to the surrounding conditions and environment.

- 7 The objector states that, a similar situation to my first suggestion exists for Southbound cyclists at the Harrison Drive/Bayswater Road roundabout. There is again a cycle path clearly marked on the paved area and the same suggestion applies – cyclists compelled to use the existing cycle path.

In response; As suggested above it is proposed for the existing cycling infrastructure, at the Harrison Drive Roundabout, to remain.

- 8 The objector states that, my comments relate to the section of Bayswater Road from the roundabout at Harrison Drive to Wallasey Golf Club as shown on the above drawing. I live in Bayswater Gardens and from my observations the amount of cycle traffic in the proposed locations on Bayswater Road is minimal, almost non-existent and does not warrant mandatory cycle lanes. Not only do I think the end result will look unsightly, it will considerably reduce the width of Bayswater Road. Presently when turning right into Bayswater Gardens from Bayswater Road there is a safe turn-in area in the centre of the road which allows through traffic to pass by unrestricted. Under the proposal this turn-in area would be lost and traffic would have to queue behind anyone turning into Bayswater Gardens until there is a break in the oncoming traffic. This proposal would also deprive people visiting St Nichols Church for funerals, weddings and general services places to park their vehicles as well as visitors to Wallasey Golf Club who when their car park is full park on Bayswater Road.

In response; Funding received from the DfT's Active Travel Fund is to be used solely on Active Travel related projects. The Active Travel Fund's objectives include creating an environment that is safe for cycling. The proposals provide a safe space for cycling in line with current national design standards and therefore encourage active travel along this route. The number of carriageway lanes available to vehicles will not be affected by the proposals and the width of the existing carriageway lanes will remain within acceptable UK standards for a 30mph road. Wide carriageway lane widths can often lead to an increase in vehicle speeds whilst a narrower lane can help reduce vehicle speeds and improve general road safety. The right turn filter in to Bayswater Gardens will be removed as part of the proposals to accommodate the cycle lane, however, Bayswater Gardens is a small cul-de-sac and it is not anticipated that the frequency and volume of traffic turning into Bayswater Gardens will cause any significant delays along Bayswater Road.

- 9 The objector states, this road has become extremely busy due to the changes made in New Brighton and it is almost impossible to cross or pull out into traffic at times. The addition of the wand orcas will be a trip hazard. The current cycle lane is very rarely used and in the current situation re covid 19 and the financial implications of it money would be better spent on something more essential and this statement forms part of my objection! Environmentally the air quality will be poor as traffic forms large queues in the road and in my opinion cycle lanes reduce width of roads and create havoc. If cycle lanes were used I would not object but many cycle lanes remain empty such as the one already in this road.

In response; Formalised uncontrolled pedestrian crossing points are provided at eight pedestrian refuge/splitter islands between Newport

Avenue and Coastal Drive. The Wand Orca's will be installed as per national design advice and manufacturer's instructions. The one-metre-high bollard element of the unit includes a large reflective strip whilst white reflective paint is embedded into the base unit. Such products have been used widely across the country. The proposal will be monitored, and adjustments made if necessary. Funding received from the DfT's Active Travel Fund is to be used solely on Active Travel related projects. The Active Travel Fund's objectives include creating an environment that is safe for cycling. There is already an existing advisory cycle lane in place. The provision of improved facilities for cycling is likely to increase the number of people choosing to travel by cycle, which in turn, 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 number of carriageway lanes available to vehicles will not be affected by the proposals and the width of the existing carriageway lanes will remain within acceptable national standards for a 30mph road.

- 10 The objector states, there is already a cycle lane on Harrison Drive which seems perfectly adequate. This scheme will waste funds - I view Harrison Drive from my house and there have been extremely few occasions in the last 20 months when vehicles have parked for more than 5 minutes - presumably for a phone call or to check directions. I think it was a mistake to remove the parking available along the central reservation along Kings Parade. In a normal summer this will push visitors to park in the Mockbeggar Drive estate, which is already heavily congested. To add more parking restrictions will add to the problem.

In response; Funding received from the DfT's Active Travel Fund is to be used solely on Active Travel related projects. The Active Travel Fund's objectives include creating an environment that is safe for cycling. The provision of improved facilities for cycling is likely to increase the number of people choosing to travel by cycle, which in turn, could be expected to reduce the number of people choosing to travel by other, less sustainable means of transport, thereby helping to reduce emissions and congestion. The provision of existing and proposed traffic regulation orders (double yellow lines) will help prevent vehicle parking along this section of Harrison Drive. Vehicles parking illegally within the Mockbeggar Estate should be reported to Wirral Council and vehicles parking dangerously should be reported to Merseyside Police who have the powers to deal with such matters. Parking along the central reservation of Kings Parade was a road safety issue that reduced both road-user and pedestrian visibility.

- 11 The objector states, I am vehemently opposed to this scheme. I limit my thoughts to the particular area from Harrison Drive to St Nicholas' Church.

The proposed cycle lanes would reduce the width of the roadway for vehicular traffic by approximately 2 meters, and the consequent removal of the current reservation 'hatchlings' as a safe haven for traffic turning RIGHT into Bayswater Gardens where I live. This is a big concern. At times traffic to and from New Brighton to Wallasey Village and the motorway can be very heavy, especially at commuting times and when there are shows at Floral Pavilion or big events being held on the waterfront. At times it is non-stop and it becomes impossible to exit Bayswater Gardens in the direction you wish to travel, causing a diversion in travel direction or the decision to stay at home. As you will be aware, the attractions at the north end of Bayswater Road are the promenade and beach, Floral Pavilion and cinema, Morrison's and the dips etc. At the southern end, access to the motorway and the retail park at Bidston Moss. Two pots of gold at each end of a rainbow. A further cause for concern is access along this route for emergency vehicles. An almost daily occurrence. If the 'wand orcas' are installed, will traffic be able to take evasive action? Add to this the fact that the route is used all the time by heavy goods vehicles and an hourly bus route. Compared to motor traffic, the amount of cycle traffic is minuscule, and the proposed plan is, in my opinion, preposterous. I feel that Bayswater Road is absorbing all the pressure it can at present, and suggest that it could do with a little more width instead of the narrowing of it. Is the intention for the proposed cycle lanes to run the whole length of the road and then onto Greenleas Road, or possibly the North Wirral Approach Road?

In response; The removal of the hatched right turn (on Bayswater Road turning into Bayswater Gardens) will not make it more difficult to access or egress Bayswater Gardens. It could be reasonably assumed that by removing the ability of vehicles to undertake right-turning vehicles, the referenced manoeuvres are made easier and safer. The narrowing of carriageway lane widths can also cause drivers to drive with more caution and care, reducing their speed, leading to easier and safer manoeuvres. The provision of improved facilities for cycling is likely to increase the number of people choosing to travel by cycle, which in turn, could be expected to reduce the number of people choosing to travel by other, less sustainable means of transport, thereby helping to reduce emissions and congestion. The Emergency Services, Merseytravel and haulage associations were consulted on the proposals and no objections or concerns were raised. The proposed cycle lane will terminate approximately 55m south of Bayswater Gardens, prior to St. Nicholas' Church and does not extend to Greenleas Road or North Wirral Approach Road.

- 12 The objector states, I wish to object to this scheme as it is a complete waste of money owing to the fact that the cycling facilities already provided are more than ample within the vicinity. The roads on Coastal Drive are in dire need of attention, yet the council are obsessed with spending scarce resources on cycle lanes. Stop deliberately trying to force motorists off the road. If this is the

end game - and it clearly is - then state that fact, be transparent, and stop doing it via stealth and in an insidious fashion. As this is yet another environmental committee driven agenda, and driven by the Chair, the councillor for Bidston. I trust this will not be a fait accompli and resident's views will actually be listened to, rather than trying to manage their dissatisfaction which seems to be the council MO

In response; The proposals will be funded via The DfT's Active Travel Fund, to be used solely on Active Travel related projects. It is not funded via Wirral Council Tax or other such revenue sources. The proposals bring the existing advisory cycle lane in line with current national design standards. Any minor carriageway defects found to need repair, within the limits of the proposal, will be addressed or referred to Wirral Council's Highway's Team (if more substantial resurfacing works are required). Carriageway improvements work have been undertaken along Coastal Drive in 2021. The number of carriageway lanes available to vehicles will not be affected by the proposals and as such no motorist will be forced off the road. The Chair (& Ward Councillor for Bidston & St. James) of the Environment, Climate Change and Transport Committee was not involved in establishing this proposal. The Active Travel Fund was set up by Central Government's Department for Transport with the specific aim of creating environments that are safe for (and therefore encourage) active travel. All objections, comments, and comments of support received as part of the public consultation, along with an Officer's response, are listed within this document (Appendix 2).

- 13 The objector states that, following the creation of the segregated cycle lane in New Ferry, so called 'orcas' were installed to prevent vehicles driving into the cycle lanes. The orcas, as you will by now be aware, are low level plastic 'bumps'. As well as preventing cars and vans, they also prevent the mechanised Biffa road sweepers. The low level axles on these vehicles and the brackets for the brushes, make mechanised road sweeping of the cycle lanes impossible. The same issue occurs with the 'wands'. As a result, the only way to remove accumulated litter and debris, including broken glass, is with a manual sweep. I cannot find any reference to this additional cost in the recent budget and can therefore only assume that Biffa either absorb this cost (unlikely) or the areas are not swept (more likely).

In response; The issue referenced relates to certain street cleansing vehicles struggling to access a cycle lane when the width is 1.5m. At New Chester Road, New Ferry, cleansing of the cycle lane is undertaken using small mechanical sweepers and manual sweeping teams. At Bayswater Road/Harrison Drive, the proposed cycle lane width will be in excess of 1.5 metres and as such access for maintenance and cleansing will not present the same issue.

- 14 The objector states, the route does not connect to the existing network. I would have thought connecting with Kings Parade cycle lane would have made more impact and the stretch from Bayswater Gardens to almost Newport Avenue again makes no connection to any other cycle lane.

In response; At the northerly end, nearest to Coastal Drive, the proposals will connect to existing on-footway cycling infrastructure, that then lead to Kings Parade. At the Harrison Drive Roundabout, Bayswater Road leg, the footways have cycling infrastructure in the form of signs, footway markings and an entry (towards Kings Parade) and exit (on to Bayswater Rd) dropped kerb. However, beyond those points there is little (other than the short section of advisory white road lining) to assist, enable or encourage cycling. By extending the cycle link here, users will be able to cycle along said stretch (to and from these points) in a much safer environment than they can at present.

- 15 The objector states, I wish to object to the proposed inclusion of unrestricted multi-user bus boarder strips without markings on cycleway to require cyclists to come to a full stop before proceeding across the bus boarder strip. My reason for this objection is that it takes time for a bus driver to deploy a ramp and for wheelchair-users, visually impaired people and other people with limited mobility to embark and disembark. Trying to perform these operations while cyclists are whizzing by at 30mph would not be safe. Also, people with learning difficulties may be confused or upset by what they consider to be unusual and/or threatening road conditions. All cyclists should be required to come to a full stop to allow them to assess whether it is safe to proceed across the bus boarder strip when a bus is about to arrive and/or depart.

In response; The drawings are intended for consultation purposes only with details presented subject to refinement or validation at detailed design stage. The bus boarders will be of raised/angled ramp form (like a speed cushion) to slow cyclists, with appropriate road markings in-line with current national design standards to indicate pedestrian priority. Bollards, highway signs, hazard paving and coloured surfacing will be used at the bus boarders to further highlight the presence of cyclists and pedestrians. All road users are expected to drive/ride/cycle with due care and attention, adapting their driving to the surrounding conditions and environment. There is good intervisibility along this route, minimising the risk of conflict between pedestrians and cyclists. The proposals were shared with Merseytravel who stated they had no objection (due to low patronage levels at these stops) on the grounds that appropriate markings and signs are provided. The proposals will be monitored, and adjustments made if necessary.

- 16 The objector states, it is at times difficult for pedestrians to cross Harrison Drive due to the speed and volume of the existing traffic. Adding a permanent cycle way will increase the danger for pedestrians by having to negotiate the cycle path and the barrier presented by the Orca bollards, which themselves

can create a significant trip hazard to people in close proximity to fast moving vehicles, especially for the elderly and infirm. The Bus Boarder footway outbuild must surely be an accident waiting to happen. It is fair to say that the majority of people using the bus service from the stop at the junction of Harrison Drive and Mockbeggar Drive are elderly, I am one of them. The proposed scheme means that passengers using the bus have to cross the cycle lane to board, and step into the cycle lane to alight, which will be a potentially dangerous practice. As a cyclist myself, I am very aware that people have differing abilities when cycling. Some ride at a leisurely pace whilst others ride at what appears to be as fast as they can, if one of the latter decides to overtake one of the formers there is not enough room in a lane 1.5 metres in width to do it safely. This can be extremely dangerous and unnerving in the confines of a fixed barrier as I experienced myself when the temporary cycle lane was constructed last year on Kings Parade. This situation will be further exacerbated with the increased use of e-bikes and electric scooters. In the event of a vehicle breakdown, where is the broken-down vehicle supposed to stop? There will be no easy access to the kerbside through the 3-metre gap between the bollards, which could result in the vehicle having to stop on the reduced width carriageway, thereby hindering the flow of traffic considerably.

In response; An advisory cycle lane already exists between Harrison Drive and Coastal Drive. The provision of improved facilities for cycling is likely to increase the number of people choosing to travel by cycle, which in turn, could be expected to reduce the number of people choosing to travel by other, less sustainable means of transport, thereby helping to reduce emissions and congestion. Wirral Council would encourage pedestrians to cross at the formalised uncontrolled pedestrian crossing points located within limits of the proposals (there are eight pedestrian refuge/splitter island crossing points between Newport Avenue and Coastal Drive). No Wand Orca's will be laid at such formalised pedestrian crossing points. Wand Orca installation will be in line with national design advice and manufacturer's instructions. The one-metre-high bollard element of the unit includes a large reflective strip whilst white reflective paint is embedded into the base unit. Such products have been used widely across the country. At the bus boarder facility, pedestrians have right of way, and cyclists are expected to observe this. The bus boarders will be of raised/angled ramp form (like a speed cushion) to slow cyclists, with appropriate road markings in-line with current national design guidance to indicate pedestrian priority. Bollards, highway signs, hazard paving and coloured surfacing will also be used to further highlight the presence of cyclists and pedestrians. There is good intervisibility along this route, minimising the risk of conflict between pedestrians and cyclists. The proposals were shared with Merseytravel who stated they had no objection (due to low patronage levels at these stops) on the grounds that appropriate markings and signs are provided. The proposals will be monitored, and

adjustments made if necessary. It is currently illegal to ride electric scooters on public highway – incidents of such should be reported to Merseyside Police who have the powers to seize such vehicles. In the event of vehicle breakdown, motorists should consider the needs of all road users when finding a place of temporary relative safety.

- 17 The objector states, I feel strongly against the proposed parking restrictions on Bayswater Road/ Harrison Drive. My objection is that the restrictions do not go far enough taking into account the residents. You should be looking at solving a parking problem not creating a bigger one which I feel this you will do. After 15 years of raising these issues, I would ask that you once again to take into account the constant problems we encounter on a daily basis and come up with a solution that with benefits everyone affected.

In response; The proposed traffic regulation orders (double yellow lines) are confined to the limits of the cycling infrastructure to enhance its functionality. Instances of illegal parking should be reported to Wirral Council. Instances of dangerous parking should be reported to Merseyside Police who have the powers to deal with such matters. The provision of improved facilities for cycling is likely to increase the number of people choosing to travel by cycle, which in turn, 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 issue raised has been forwarded to the relevant team for consideration.

- 18 We are planning to replace some of our windows later this year. How will scaffolding and window contractors be able to offload equipment and materials? How will my window cleaner be able to access the rear of my property with his vehicle to carry out work? The scheme is funded by the DfT. Have your maintenance contractors funded ongoing highway cleaning around the proposed new Wand Orca type bollards? Does Wirral BC have the additional revenue budget to maintain damaged bollards. It is my observation that similar local schemes are not maintained properly and therefore become ineffective and an eyesore. This is a major route into New Brighton, and I believe the existing cycle route is appropriate and requires less revenue budget maintenance.

In response; There are already loading and unloading restrictions in place along the easterly side of Harrison Drive, between Mockbeggar Wharf and Coastal Drive. Applications can be made to Wirral Council's Parking Services (via Wirral's website) for dispensation permits during such home improvement works. Wand Orca bollards will be spaced at a minimum of 4m centres. Cleansing of the highway, regardless of the presence or not of cycle lanes, forms part of Wirral Council's maintenance tasks and Harrison Drive/Bayswater Road will continue to be maintained and cleansed as such. Although the level of maintenance intervention relating to damaged bollards is not expected to be high, repair/replacement of any damaged bollards will be funded via a combination of any remaining DfT Active Travel Fund budget and

Wirral's Highway Maintenance budget. Discussions are ongoing between Wirral Council and the LCRCA regarding future highway maintenance funding allocations from the City Region Sustainable Transport Settlement.

- 19 The objector states, regarding the installation of 'Orca' wands on the existing and newly proposed cycle way at Harrison Drive/Bayswater Road, I wish to object most strongly. This method of traffic separation has already been denounced by several road safety organisations, and their use has been found to be inappropriate and to actually be instrumental in the cause of accidents. Statements from the British Motorcycle Group and British Motorcyclists Federation: "evidence from the monitoring of a `Mini-Orca scheme in the City of London which, according to MAG and BMF, which caused 55 pedestrians to trip in the first 24 hours following installation. The statement says the scheme has now been removed." In addition, the use of light segregation devices, including `Armadillos, `Orcas and `Mini Orcas, on our roads raises serious safety concerns in respect to riders of Powered Two Wheelers (PTWs). Inadvertent contact with the devices can quickly destabilise any two-wheeled vehicle with the potential to throw the rider into the path of other road users." In addition: These devices are easily damaged and broken by heavy vehicles, leaving fixing bolts exposed and protruding from the road surface, thus creating a further hazard to riders and pedestrians alike." A similar scheme in Bolton has been removed, the following was reported: " John Kelly, the boroughs assistant Highways Director, stated: The main themes from the consultation are focused on safety, maintenance, pedestrian movement and congestion. The main safety issue identified was associated with parking in the cycle lane and the requirement for cyclist to move out into the vehicle lane or onto the footpath to pass. The maintenance of the cycle lane was also a concern, both in terms of its usability and its visual appearance from rubbish and debris accumulation. Generally, the scheme has been poorly received with 68 per cent dissatisfied with the scheme as implemented". As a pensioner I already have major difficulty in crossing roads with cycle lanes safely, especially this very busy road, and do not see how these schemes would assist pedestrians in any way, on the contrary I propose that they pose an additional trip hazard.

In response; The statement referenced and issued by MAG and BMF refers specifically to a scheme in London where Mini Orcas were installed. A Mini Orca is a low-level cycle lane segregation unit. Mini Orcas have not been used on Wirral and will not be used at Bayswater Road/Harrison Drive. At Bayswater Road/Harrison Drive it is intended for Wand Orca's to be installed. The wand is effectively a 1m high bollard that includes a large reflective strip. This is attached to a low level 100mm high kerb-like orca base unit that has white reflective paint embedded. It is installed on the carriageway, intermittently at minimum four metre intervals, behind a 150mm wide reflective solid white line that runs the full length of the cycle lane. This, along with coloured surfacing and highway signs, will indicate to road users the presence of a mandatory cycle lane. Vehicle users, including motorcycles, are

expected to drive with due care and attention, adapting their driving accordingly to recognise the presence of other road users on the highway. The Wand Orca's will be fitted as per national and manufacturer design advice. The second statement referenced, and issued by John Kelly of Bolton Council, states that vehicle parking in the Chorley New Road cycle lane was an issue. To prevent such issues at Bayswater Road/Harrison Drive, Wand Orca's at regular intervals (4 metre centres minimum) will be used, along with existing and proposed traffic regulation orders (double yellow lines). The Bolton Council statement also references concerns relating to rubbish and debris accumulation. Bayswater Road and Harrison Drive will continue to be maintained as part of Wirral Council's Street Cleansing and maintenance duties. Although not referenced within the above objection, Mr Kelly of Bolton Council, also stated that the results of the consultation survey, "provided an indication that cyclists are using the corridor more as well as an increased perception of safety for cyclists." Wirral Council would encourage pedestrians to cross at the formalised uncontrolled pedestrian crossing points located within limits of the proposals (there are eight pedestrian refuge/splitter island crossing points between Newport Avenue and Coastal Drive). No Wand Orca's will be laid at such formalised pedestrian crossing points. All Wand Orca's installed will be done so in line with national design advice and manufacturer's instructions. The proposals will be monitored, and adjustments made if necessary.

EXPRESSIONS OF SUPPORT (10 NO. INDIVIDUAL SUPPORTERS)

Expressions of support are detailed below:

- 1 The supporter states, I support the scheme. The cycling infrastructure will make prospective cyclists feel safer on our roads. If we can encourage more cyclists this will be beneficial for those that cycle (health), will be beneficial for those that drive (it separates cyclists and cars and means road and parking spaces are available for those that have to drive) and beneficial for those that live alongside the route with reduced air and noise pollution.

In response; Noted.

- 2 The supporter states, I am happy with what you are proposing. Thank you for sharing with me.

In response; Noted.

- 3 The supporter states, I would like to write in support of this cycle lane, as you probably mainly receive complaints. There is plenty of room for this development [including off road parking] As traffic often exits the motorway

too fast, it feels unsafe cycling Bayswater Rd at the moment. Please consider clear signage before the clearway starts. Either to Greenleas, Cross Lane or via Old Green Lane to the Gun site, both NCN56 cycleway. This year I have seen 4 or 5 cyclists on the clearway and witnessed a near accident. Obviously the "Clearway" sign just beyond Greenleas is not explanatory enough for some, so a NO CYCLING sign may need adding to the post. Keep up the good work to make cycling safer for all.

In response; Noted.

- 4 The supporter states, am in support of this scheme, as it links two sections of existing cycle infrastructure. In addition, the Bayswater Road section should improve safety as it moves the access/egress points away from the roundabout at its junction with Harrison Drive. This project, and others like it, should encourage novice cyclists and parents with young children to cycle due to the safety benefits they offer.

In response; Noted.

- 5 The supporter states, good to see the proposed upgrade to light segregation, and congrats on getting Tower Road completed. I have two queries regarding the A554 scheme: 1. Does/Will the lane meet the minimum 1.5m width requirement specified in LTN1-20? 2. How does the treatment of the two bus stops meet the requirements of LTN1-20? Presumably a bus stop bypass or boarder should be implemented rather than chopping the bus stop out of the lane?

In response; The proposed cycle lane will be a minimum of 1.5m wide at "pinch points" only if a greater width is unachievable. It is therefore in line with DfT's LTN1/20 Cycle Infrastructure Design guidance. Bus Boarders are proposed at all Bus Stops within the limits of the proposals.

- 6 The supporter states, I totally agree with the scheme especially since New Brighton regeneration the traffic has increased considerably, and it is becoming very dangerous for cyclists. We have a national obesity problem yet little provision is made for cyclists. the last proposed cyclist lane along warren drive was dismissed. Wirral has hardly any cycle lanes lacking behind many other countries. I would also like to propose that you think about introducing more cycling lanes as well. Cycling along grove road is a nightmare.

In response; Noted.

- 7 The supporter states, Looks good. Big fan of the orcas as a quick fix to provide a layer of safety for people on bikes, hand cycles, etc. The bus stops stand out to me. I've been hit with a car while passing a bus - is there a way

we can have the cycle lane continue, with a 'mini zebra crossing' for people entering/exiting buses? I think this would make a huge difference to how many people use lanes like this. I know the same problem still exists on the New Chester Road scheme (this is where I was hit) so would love to see a creative solution for the bus stops here. Thanks for your work on this.

In response; A combination of insufficient road widths and low patronage levels at these Bus Stops mean a Bus-Stop Bypass design has not been considered. Instead, a Bus Boarder type design is intended with relevant road markings and signage as per the latest UK cycle infrastructure design guidance (LTN1/20).

- 8 The supporter states, although in favour of the scheme my concern is in regards to local parking issues currently causing problems. I live in Mockbeggar Wharf which is a cul-de-sac that is continually being used by residents of nearby flats to park, causing obstruction to those living here. Residents of the flats also continue to park on the pavements entering Mockbeggar Drive / Wharf. These parking issues are exacerbated during summer months when visitors to the area also park their vehicles within this area and the Harrison Drive approach to the promenade. If the scheme gets the 'go ahead' then I would strongly request "resident only" signs be erected at the entrance to Mockbeggar Wharf, and that the current 'Mockbeggar Wharf' sign be replaced due to it currently being damaged beyond repair.

In response; Parking Restrictions (traffic regulation orders – double yellow lines) are already in place along sections of the entrance in to Mockbeggar Wharf. Requests for further parking restrictions, and/or Resident Parking Schemes, to be considered should be made via Wirral Council's website. Instances of illegal parking should be reported to Wirral Council. Instances of dangerous parking should be reported to Merseyside Police who have the powers to deal with such matters. General road safety concerns should be submitted via Wirral Council's website. The issues raised have been forwarded to the relevant team for consideration.

- 9 The supporter states, I would like to support this proposal and would like to encourage Wirral Council to promote more cycling schemes to encourage people to take more exercise and become more healthier. The lesson we must learn from this Pandemic and from what the World Health Organisation has recently released in a report is that in countries where obesity is over 50% (including the UK) 90% of the people that have died from Covid 19 were obese. We must take this opportunity and encourage people to change the way they live their lives, not only for the current generations but for future generations. I have heard all the arguments about congestion and that this will lead to greater congestion, the real problem with congestion is that there are too many cars on the roads full stop. I think that most of the people who will object to this scheme, will on the basis that it may infringe on their own

personnel lives - how selfish would that be to use as an excuse against an opportunity to make changes that could promote a healthier future for all.

In response; Noted.

- 10 The supporter states, I support the scheme 100% but would ask that you consider extending the yellow lines/no parking to the junction of Bayswater Road/Newport Avenue which is the junction opposite Wallasey Golf Club. My reason for asking is to highlight the increased parking overflow from Wallasey Golf Club. The members of the golf club are parking their cars, many of which are very large, on the bend which forms the entrance/exit into and out off Newport Avenue/Bayswater Road. This makes visibility very poor on what is a very busy road. I would ask that you give this some consideration in the interests of road and pedestrian safety.

In response; General road safety concerns should be submitted via Wirral Council's website. The issue raised has been forwarded to the relevant team for consideration. Instances of illegal parking should be reported to Wirral Council. Instances of dangerous parking should be reported to Merseyside Police who have the powers to deal with such matters.