

APPENDIX 4

FUTURE HIGH STREET FUND: CHARING CROSS & GRANGE ROAD, BIRKENHEAD & TRANMERE WARD – PROPOSED ACTIVE TRAVEL SCHEME

OBJECTIONS AND EXPRESSIONS OF SUPPORT – GRANGE ROAD

OBJECTIONS – GRANGE ROAD (27 NO. INDIVIDUAL OBJECTIONS)

Objections are detailed below:

Several objectors raised concerns over the impact the proposals will have on businesses on Grange Road. Specifically:

- The impact of a loss of customer vehicle parking and vehicle access.
- That customers have already stated they would rather shop elsewhere if the proposals were implemented.
- That blocking vehicle access on to Grange Road and other areas is pointless as there is no joyriding here. The only vehicles are those belonging to McDonalds delivery drivers.

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. The introduction of electronic bollards will help prevent abuse of this system. Businesses who require access for deliveries etc. outside of core shopping hours will be given electronic passes to operate these bollards.

Some objectors stated that the funding would be better spent elsewhere on other matters or that Wirral Council should prioritise other matters in general. Specifically:

- That making Wirral Council Car Parks free to use will increase footfall whilst reducing vehicle access will not. This would leave the budget planned for these proposals for use on promoting the area, bringing in money from more affluent areas of Wirral.
- That Wirral Council should focus on encouraging better diets for residents rather than preventing vehicle access into Grange Road.
- That Wirral Council should provide more and improved seating, bike racks, planters filled with flowers and bins.
- That the existing paving only needs chewing gum removed, jet washing and minor repairs.
- That there is no money in the immediate population whilst Liverpool with its major retailers is only a 10-minute bus trip away. The proposals should provide what is needed for people locally as marketing Birkenhead will take millions and there is not the budget.

- That the proposals do not go far enough and should not be carried out until a full regeneration of Birkenhead can be completed including – making the Birkenhead Tunnel free to use, connecting the tunnel to Liverpool City Centre, extending Liverpool University Campuses to Birkenhead, building student accommodation and capitalising on the draw and attraction of Liverpool.
- That the area does not need improving and the proposals do not present a significant improvement, so the money could be better spent elsewhere.
- That Wirral Council should prioritise homelessness.
- That the proposal is not appropriate for Grange Road as it is a low-income area.

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.

Seating, bike racks, bins, trees, flowers, and planters are all included within the proposals whilst sections of existing footway that fall within the limits of the proposals will be cleaned, and jet washed.

There are no proposals to introduce free travel through the Queensway or Kingsway Tunnels.

Several objectors raised concerns that aesthetic improvements to Birkenhead will not regenerate the area sufficiently. Specifically:

- That aesthetic improvements will not prevent crime and may lead to more gangs and drug addicts outside the stores intimidating people.
- That aesthetic improvements will not improve homelessness and that this issue should be given priority funding.
- That aesthetic improvements to the area will not lead to new decent shops that stay open longer than 6 to 12 months.
- That aesthetic improvements to the area will not reduce rental costs in the area and these are already too high with low footfall.
- That the only way to make the area more attractive would be to demolish Birkenhead Market, The Pyramids and all the buildings adjacent to Grange Road.

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/> (due to re-open soon).

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.

Several objectors raised concerns that the proposals do not improve accessibility. Specifically:

- That the proposals push cars elsewhere and prevent vehicle access to the elderly and disabled.
- That the proposals do not help families walking into Birkenhead as they will have to weave in and out tables of people drinking in the street.
- That the proposal makes it more difficult for vehicle drivers on an integral route and this will not benefit anyone.
- That there is no evidence that vehicles driving along Grange Road is a danger to pedestrians.
- That the use of bollards will prevent emergency vehicle and delivery driver access.

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. The introduction of electronic bollards will help prevent abuse of this system. Businesses who require access for deliveries etc. outside of core shopping hours, will be given electronic passes to operate these bollards.

There are no proposals to introduce tables along Grange Road.

Electronic bollards are used in many town centres and cities. The proposals have been shared with Emergency Services and conversations are ongoing to ensure that the any proposal is suitable and fit-for-purpose.

An objector stated that Wirral Council has set the bar incredibly low and yet still failed to reach it. They never listen and have their own idiotic woke agenda.

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.

EXPRESSIONS OF SUPPORT – GRANGE ROAD (121 NO INDIVIDUAL SUPPORTERS)

Expressions of support are detailed below:

Supporters stated they supported the proposals for the following reasons:

- As the area is in poor condition and is really struggling - improvements to the public realm will make it more desirable to visit not just for current businesses but to attract new businesses too.
- As the proposals make active travel easier along with benefits for everyone.
- The area will feel much safer, cleaner, greener, and pleasant.
- Being able to sit and talk without worrying about cars is beneficial to mental health.
- The number of vehicles currently driving along Grange Road illegally is completely unacceptable.
- The proposals offer improvements for pedestrians.
- Any extra “greening” is good for Birkenhead.
- It improves the environment for future generations.
- As Birkenhead has become somewhere they just don't want to visit and much of that is down to the public realm.
- The proposal looks great.
- Calming vehicular traffic is a positive change.
- It creates more space for pedestrians.
- It used to be the main shopping centre for Wirral and is now a shadow of its former self.
- Trees are good for the environment.
- McDonald's delivery drivers should park elsewhere.
- It will improve the shopping experience.
- Residents will appreciate and look after the area more.
- Grange Road used to be the pearl in the crown of Birkenhead but has become an embarrassment.
- It will boost the local economy.
- Upgrades could make Grange Road a destination rather than a necessity.
- It will be quicker to cross the road.
- Accessibility is vital and reducing vehicular traffic is safer.
- Witnessed an elderly man being knocked to the ground by a car driver parked on the pavement.
- More likely to travel by public transport and spend more time there.

In response; Noted.

OBJECTIONS AND EXPRESSIONS OF SUPPORT – CHARING CROSS

OBJECTIONS – CHARING CROSS (24 NO. INDIVIDUAL OBJECTIONS)

Objections are detailed below:

Several objectors raised concerns over the impact the proposals will have on businesses on Charing Cross. Specifically:

- The impact of a loss of customer vehicle parking and vehicle access.
- That the conversion to a one-way street, thereby restricting access and causing issues for business owners and customers will be bad for business.
- That customers have stated they would rather shop elsewhere if the proposals were implemented.

In response; 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.

Access to 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 'Low Traffic Neighbourhood' 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. The design also includes for public realm improvements with benches, landscaping, and street-art, helping to make the area more attractive to visit.

Several objectors raised concerns over the design of the Charing Cross junction. Specifically:

- That it should allow pedestrians to walk straight across Charing Cross not be herded off to the side at single pedestrian crossings.
- That it is a waste of money as pedestrians and drivers should be aware of their surroundings.
- That it is confusing and ugly. The old roundabout should be reintroduced with new traffic measures.
- That the introduction of a LTN will increase congestion, push traffic on to smaller surrounding roads without the infrastructure to cope with it and encourage anti-social behaviour on the benches and street furniture.
- That it does not significantly improve facilities for cyclists. Cyclist traffic lights should be included within the new traffic lights.
- That Oxton Road should be pedestrianised as it is the most unattractive of the shopping areas included in the proposals.
- That the existing central refuge pedestrian crossing points should not be removed as they provide a safe space for vulnerable pedestrians such as the elderly and parents with young children who may be slow to cross the road in one movement. Its removal could increase road traffic accidents thereby discouraging people to visit Birkenhead.
- That it should include wider pavements with reduced vehicle lane widths to improve the public realm and assist pedestrians. The design does not go far enough. It should include protected cycle lanes and bus lanes for families to use.
- That it should include a ban on right turning traffic from Borough Road on to Whetstone Lane with raised tables at pedestrian crossing points to reduce vehicle speeds.
- That it will cause a severance point between the two sections of Grange Road. It could be much more attractive and incorporate a cyclops type roundabout like how it used to look whilst improving cyclist and pedestrian movement.
- That the design should include block paving across the whole junction in keeping with the historic buildings in the area making it look much more pleasant whilst also reducing vehicle speeds.
- That McDonalds causes traffic issues and illegal parking, whilst also attracting youths on bikes. Increased seating will increase such anti-social behaviours.

In response; Low Traffic Neighbourhood filters 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 to all vehicle 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.

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.

Incidents of anti-social behaviour should be reported to Wirral's Anti-Social Behaviour Teams and Merseyside Police, who have the powers to deal with such matters.

Some objectors stated that the funding would be better spent elsewhere on other matters and/or that Wirral Council should prioritise other matters. Specifically:

- That the funding should be used to re-open Leisure Centres.
- That the funding should be spent on electric vehicle charge points.
- That rental costs are too high in Birkenhead.
- That Wirral Council Car Parks should be made free to use as this would increase footfall and the budget for this proposal could then be spent on promoting the area instead.

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 discriminate against working Mum's as during school and nursery drop-off and pick-up times every minute counts and these proposals will cause unnecessary stress.

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

Access to all vehicle 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 people should be free to travel as and when they travel, whether by private or public transport.

In response; residents will be free to travel as and when they travel, whether by private or public transport as a result of the proposals.

An objector asked if the flyover is being removed.

In response; The flyover is not being removed as part of this proposal.

EXPRESSIONS OF SUPPORT – CHARING CROSS (112 NO INDIVIDUAL SUPPORTERS)

Expressions of support are detailed below:

Supporters stated they supported the proposals for the following reasons:

- To make the area brighter, modern, safer, cleaner, and more welcoming to visitors and businesses.
- Easier to cross the road and access Grange Road West.
- It becomes a friendlier junction.
- Helps reduce vehicular traffic and makes walking and cycling possible which is vitally important for the climate crisis and people's health.
- The shops need to connect seamlessly to the main part of town.

- More walking and cycling reduce car use.
- Studies show people who walk and cycle to local shops spend more than those who drive.
- Cycling is much cheaper and beneficial in a cost-of-living crisis.
- The effects of air pollution on people's health have not been taken seriously enough.
- It brings a positive major improvement.
- Improvements to the public realm will make it more desirable to visit not just for current businesses but to attract new businesses too.
- Any extra "green" is good for Birkenhead.
- As a pedestrian it takes too long to cross at the current traffic light system.
- Charing Cross feels like a "choked-up pass-through".
- It is really difficult to navigate as a pedestrian.
- Many local people including young children try to cross whilst traffic is moving and making it more accessible should help with this.
- It looks really vibrant.
- Love the continuous sidewalks that have been shown elsewhere to prevent pedestrian deaths.
- Safer wider crossing points.
- Gives shoppers the confidence they are safe.
- Wirral is too car centric.
- May help Grange Road and Grange Road West become a more cohesive joined up high street.
- As there have been many accidents here.
- Pedestrians should always take priority.

In response; Noted.

OBJECTIONS AND EXPRESSIONS OF SUPPORT – GRANGE ROAD WEST

OBJECTIONS – GRANGE ROAD WEST (32 NO. INDIVIDUAL OBJECTIONS)

Objections are detailed below:

Several objectors raised concerns over the impact the proposals will have on businesses on Grange Road West. Specifically:

- The impact of a loss of customer and staff vehicle parking and vehicle access.
- That the conversion to a one-way street, will reduce vehicular traffic by half and therefore also passing trade.
- That customers have stated they would rather shop elsewhere if the proposals were implemented.
- That the Theatre on Grange Road West will close if people can not drop-off and pick-up outside of it.

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 'Low Traffic Neighbourhood' type 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 design also includes for public realm improvements with benches, landscaping, and street-art, helping to make the area more attractive to visit.

Access to all vehicle 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.

Several objectors raised concerns over the design of Grange Road West. Specifically:

- That the proposal reduces accessibility for all by preventing access to Grange Road West at any time.

- That there is no provision of disabled parking facilities for people who depend on a car for transport.
- That the proposals will cause more traffic issues and therefore even less people will visit Birkenhead.
- That the design should allow traffic in all directions.
- That this is a main arterial route for emergency vehicles and access and egress will be very difficult in an emergency.
- That the introduction of a LTN will increase congestion, displace pollution not reduce it, push traffic on to smaller surrounding roads (without the infrastructure to cope with it), inconvenience drivers, lead to no increase in cycling and encourage anti-social behaviour on the benches and street furniture.
- That LTN's have been unsuccessful in other areas displacing pollution rather than reducing it and cause great inconvenience to vehicle drivers.
- That the design should allow for single lane vehicle access with wider pavements.
- That having coloured or textured zones instead of traditional road or pavement is not safe.
- That they will no longer be able to drop off their children outside the Imagine School of Dance.
- That Birkenhead no longer has a high pedestrian footfall.
- That the proposals should also include an active travel lane/priority along Grange Road West after Eastbourne/Westbourne Road joining up with Birkenhead Park via Cole Street and Claughton Road.
- That residents do not want planters or one-way systems blocking their streets.
- That Birkenhead needs more than small alterations to it.

In response; Access to all vehicles travelling in a westbound direction along Grange Road West 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 'Low Traffic Neighbourhood' type 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 design also includes for public realm improvements with benches, landscaping, and street-art, helping to make the area more attractive to visit.

The emergency services have been consulted regarding the proposals and conversations are ongoing to ensure that any proposal does not impede the ability of emergency service vehicles to attend an emergency.

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.

Some objectors raised concerns over the rationale behind Low Traffic Neighbourhoods. Specifically:

- That the proposal consists of stupid restrictions and form part of the government's "15-minute cities" or "twenty-minute city" plan where residents will be expected to conduct their lives within 20 minutes of home.
- That they are resentful of the "nudge tactics" deployed to brainwash people into thinking that drivers are bad, that drivers are climate terrorists and that we must be fearful at all times.
- That they do not want to walk around their hometown and look at the geraniums in street planters and think to themselves that they are there to protect them from ISIS.
- That the aim of the proposals is not to improve people's health or the local economy. It is to control people's freedom of movement. Working class pain for globalist gain.
- That the language used in the consultation documents suggest Wirral Council considers people who want to drive to Asda are akin to terrorists. There is nothing hostile about people driving within speed limits down this or any other road.
- That the proposals offer little difference to the existing layout other than a few plants that won't be maintained and will therefore be dead and filled with rubbish and needles within weeks.
- That the 'anti-terrorism' measure serves no purpose other than to fuel fear mongering and waste funding.

In response; The proposals include for a trial of a 'Low Traffic Neighbourhood' type 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 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.

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

The design also includes for public realm improvements with benches, landscaping, and street-art, helping to make the area more attractive to visit.

Wirral Council does not believe that vehicle drivers are climate terrorists and does believe that anyone wishing to drive to ASDA are akin to terrorists, hence ample car-parking facilities have been provided in the vicinity of ASDA and

other local superstores. Wirral Council appreciates that for many this is a crucial mode of transport. However, the provision of adequate facilities for all road users and residents (vehicle drivers, pedestrians, cyclists) empowers 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.

Wirral Council hopes that the proposals would encourage more people to visit, work, play and live in Birkenhead.

Some objectors stated that the funding would be better spent elsewhere on other matters or that Wirral Council should prioritise other matters in general. Specifically:

- That the funding should be spent elsewhere, such as at Oxtown Village.
- That Wirral Council Car Parks should be made free to use as this would increase footfall and the budget for this proposal could then be spent on promoting the area instead.
- That Grange Road West is fine, and people do not want it to change.
- That the funding should be spent improving parks and social spaces as this is of more benefit to the community.
- That the funding should be spent on electric vehicle charge points.
- That Wirral Council should instead promote the use of public transport, park and rides and look to make the cost of public transport more affordable rather than trying to force motorists off the road.

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.

EXPRESSIONS OF SUPPORT – GRANGE ROAD WEST (103 NO INDIVIDUAL SUPPORTERS)

Expressions of support are detailed below:

Supporters stated they supported the proposals for the following reasons:

- To bring Birkenhead in to the 21st Century
- Businesses along Grange Road West need new life, and this can only help.
- The pedestrianisation will make the most of the street.
- The LTN could go further but it is a step in the right direction.
- It will create a safer and more pleasant and desirable space for current and future businesses and improve whole area tremendously.
- It will reduce vehicular traffic.
- Any extra "green" is good for Birkenhead.
- It needs to feel joined up and extending to Grange Road West will do this.
- As a property owner the proposals look fantastic.

- Lots of space for entertainment and eating healthy for families. Safe, environmentally friendly, and easily accessible for everyone.
- It will reinvigorate the whole area.
- Such road planning will help combat the aggressive driving some cyclist's encounter.
- It creates space for humans, and everyone will benefit.
- There are some great businesses and bars along here and this could become a quirky corner of town to visit. See Castle Street in Liverpool and Victoria Quarter New Brighton.
- Great health and environmental benefits and could be fully pedestrianised.
- Somewhere nice to sit without the worry of the obscene amount of vehicular traffic in this area.
- It has been great to see Grange Road West and Oxton Road being more fully let, and this plan would further enhance the usability of these businesses.
- Low traffic environments will considerably enhance the pedestrian experience.
- It will revitalise a run-down area.
- Low Traffic Neighbourhoods are excellent initiatives to improve the environment for all.
- It is too congested now.
- All three schemes will improve accessibility.
- Really positive and creates café culture for the restaurants there.
- It could reduce accidents.
- Really cool and in time will attract more businesses.
- Too many cars currently parked on the double yellow lines obscuring shop windows and creating safety issues when crossing the road.

In response; Noted.