



Have your say

Wirral Core Active Travel Network (CATN) Consultation Report



Consultation: 29 July 2024 – 23 September 2024

Report: 08 November 2024

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1.0 Executive Summary

Wirral Council has a Places for People Strategy about active travel (walking, wheeling and cycling) and how it makes healthier, safer and more connected areas to live, work and travel. To deliver on this strategy we need to provide a collection of routes known as an active travel network to make walking, wheeling and cycling more available to people living and working in Wirral.

A core network is made up of a main set of safe and direct routes that provide high quality walking, cycling and wheeling routes for local day-to-day travel to and from key destinations. Using data, information and Department for Transport guidance a core network including new routes, existing routes and routes we are already working on has been developed. The core network aims to provide routes where they are most needed by connecting residential areas to shops, workplaces, schools, leisure activities and stations so that people can undertake their everyday journeys easier and in whatever way they want to travel. The proposed Core Active Travel Network (CATN) consists of 28 main routes.

This consultation was designed to capture views on the proposed CATN, levels of agreement with the proposed delivery, and allow opportunity for the public to propose routes that are not currently included in CATN.

Maps of the proposed network were shared on the Have Your Say website alongside detail on why the routes were chosen, a proposed delivery schedule and the survey.

Following the consultation, the feedback will be considered at a meeting of Environment, Climate Emergency and Transport Committee in early 2025.

Once a CATN is agreed, before any individual projects are progressed, further public and stakeholder consultations on their details and design will be undertaken. Feedback from consultations will be carefully considered by the council before making the decision about what will be delivered.



1.1 Key Findings

- 1130 responses to the CATN consultation were received. 1104 responses came through the online portal from 662 respondents. 25 paper copies were completed and 1 completed easy read survey was received.
- The following are the most common sentiment categories for comments on the network. Responses to specific routes can be found in section 3.1.1.
 - **Against:** broad opposition to the active travel network project, emphasising that it is seen as an unnecessary and impractical waste of taxpayer money. Respondents argue that existing Active Travel Routes are underutilised and believe that the proposed routes will offer minimal benefits while causing significant disruption. Concerns include increased traffic congestion, reduced parking availability, negative impacts on local businesses, and safety hazards for both cyclists and pedestrians. Many residents feel that funds should be redirected to more critical community needs, such as road repairs, public safety, and social services. Overall, these comments reflect sentiment that the Active Travel Routes will not meet the actual needs of the community and will create more problems than they solve.
 - **Lack of demand:** there is insufficient need for the proposed Active Travel Routes. Respondents argue that existing active travel routes are already underutilised and adding more routes will not significantly increase cycling activities. Concerns are raised about the impact on parking, traffic congestion, and the practicality for those who rely on cars. Many believe that funds should be allocated to more critical services, such as road repairs, community services, and public transportation. Additionally, there is a sentiment that the Active Travel Routes are an unnecessary expense that will not benefit the majority of residents. Overall, these comments reflect scepticism about the effectiveness and necessity of the project.
 - **Cost:** widespread concerns about the financial imprudence of the active travel network project. Respondents argue that it is a waste of taxpayer money given the low usage of existing Active Travel Routes. Many believe that the funds should be reallocated to more essential services such as healthcare, public safety, road repairs, and community programs. Additional costs for maintenance and the potential negative impact on local businesses, traffic congestion, and parking availability further fuel opposition. Overall, these comments reflect a belief that the project does not provide enough value to justify the expense and that the money could be better spent elsewhere.

- **In favour:** express strong support for the active travel network project, highlighting its numerous benefits for health, safety, and the environment. Supporters emphasise that the project will make cycling and walking safer, thus encouraging more people to adopt these modes of transport. They also believe it will enhance connectivity between key areas, boost local businesses, and reduce traffic congestion and pollution. Many call for expedited timelines and additional routes to ensure comprehensive coverage. Additionally, there is a sentiment that the project requires robust promotion and community engagement to reach its full potential. Overall, these comments reflect enthusiasm for the project's potential to improve quality of life in Wirral.
- **Increased congestion:** emphasise concerns that the proposed Active Travel Routes will exacerbate existing traffic issues rather than alleviate them. Respondents argue that narrowing roads and eliminating parking spaces will lead to increased congestion, making it more difficult for cars, emergency vehicles, and buses to navigate through already busy routes. They also point out that existing Active Travel Routes are underutilised and have not succeeded in encouraging more people to cycle, thus questioning the effectiveness of new routes. Many believe that the project will lead to longer travel times and increased emissions, contrary to its environmental goals. Overall, the sentiment is that the project is impractical and will worsen traffic conditions, calling for investment in road improvements and other community services instead.
- **Effect on residents – parking:** significant concerns over the negative impact of the active travel network project on parking availability and overall quality of life. Respondents argue that the reduction in parking spaces forces residents to park further from their homes, creating safety issues, especially for families, elderly individuals, and those with disabilities. They emphasise that the project could decrease property values due to the inconvenience and lack of nearby parking. Additionally, there are worries about increased traffic congestion as vehicles circulate to find parking, which contradicts the environmental goals of the project. Many believe that the Active Travel Routes will cause more harm than good, advising the council to reconsider the project and explore alternatives that do not remove essential parking spaces. Overall, these comments reflect sentiment that the project is not needed and will create significant hardships for residents and local businesses.

- Survey responses generally agreed with the proposed timing for the following routes (Section 3.2.1):
 - Route 4: Dock Branch, New Chester Road to Dock Branch, Birkenhead
 - Route 8: Borough Road, Oxton to Upton Road, Claughton
 - Route 10: Beaufort Road, Wirral Waters to Liscard Town Centre
 - Route 11: Birkenhead (via A41) to Bebington (via A41)
 - Route 14: Birkenhead to Arrowe Park
 - Route 15: Claughton and Birkenhead to Greasby and Upton
 - Route 21: The Croft Retail and Employment areas to Bromborough
 - Route 22: The Croft Retail and Employment areas to Port Sunlight
 - Route 23: Clatterbridge to Bromborough
 - Route 25: Clatterbridge to Gayton
 - Route 26: Arrowe Park to Heswall
- The survey responses believed the following routes should be more of a priority (Section 3.2.1):
 - Route 12: Birkenhead to Bebington
 - Route 13: Brackenwood to Prenton
 - Route 27: Greasby to West Kirby
- The survey responses believe the following routes should be less of a priority (Section 3.2.1):
 - Route 1: Liscard to Birkenhead
 - Route 2: Birkenhead Road (Seacombe Ferry) to Birkenhead Road (Dock Road)
 - Route 3: Argyle Street, Birkenhead (Hamilton Square) to Argyle Street, Birkenhead (Conway Street)
 - Route 5: Duke Street, Wirral Waters and Dock Road to Duke Street, Birkenhead Park Station
 - Route 6: Price Street, Wirral Waters to Price Street, Birkenhead centre
 - Route 7: Exmouth/Watson Street, Wirral Waters to Exmouth/Watson Street, Birkenhead centre
 - Route 9: Conway Street, Birkenhead to Moreton
 - Route 16: Arrowe Park to Moreton
 - Route 17: Wallasey and Leasowe to Moreton
 - Route 18: Liscard Town Centre to Wallasey
 - Route 19: Liscard Town Centre to New Brighton and Wallasey
 - Route 20: Liscard Town Centre to New Brighton
 - Route 24: Arrowe Park Road, Arrowe Park to Arrowe Park Road, Thingwall
 - Route 28: Moreton to Hoylake

2.0 Methodology

Through the Core Active Travel Network (CATN) consultation, people were asked to tell us about their views on a proposed active travel network for Wirral.

The consultation was carried out between 29 July 2024 – 23 September 2024. The approach used was an online public consultation through the 'Have your say' consultation portal at www.haveyoursay.wirral.gov.uk with a page dedicated to the CATN consultation. Useful information provided on the site included detail on why the routes were chosen, a proposed delivery schedule and a map of the proposed network.

An online questionnaire was provided for residents to engage with. Respondents were also able to request paper copies, an easy read version of the survey, help completing the questionnaire, or submit additional comments via a dedicated email address, which was published on the 'Have your say' website alongside the online questionnaire.

Following the consultation, the feedback will be considered at a meeting of Environment, Climate Emergency and Transport Committee in early 2025.

2.1 Questionnaire

The consultation questionnaire was developed around understanding stakeholder views on the following key areas:

- What they think of the proposed routes
- If they agree with the timings of the proposed routes
- If there are any routes missed in the CATN that they would like to suggest

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

The consultation allowed people to complete multiple surveys so that they could provide feedback on multiple routes within the CATN.

2.2 Analysis of Respondents

Respondents to the online tools were provided with the option to provide demographic information about themselves. It must be noted that this is an option and that not all respondents included this information. This data allows the demographic results to be

included in this report to enable analysis of the scope of responses and representation from different demographic groups.

2.3 Interpretation of Results

In terms of the results, it is important to note that:

- The public consultation is not representative of the overall population but provides information the opinion of those residents who engaged. Further information on the population sample who responded to this consultation can be found in the demographics section.
- Free-text questions that offered respondents the option to provide written feedback could have covered multiple themes. Therefore, with free-text responses were categorised using a coding system. The percentages given reflect the percentage of respondents who made the comment. As they may have made more than one comment, the total percentage may exceed 100%.

2.4 Communication

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

- Media releases issued to local print and digital media (covered in News Wirral, Birkenhead News, Liverpool Echo and Wirral Globe)
- Organic social media posts (content shared across Facebook, Instagram and X with a cumulative reach of 30,392 and 4,014 engaged)
- Wirral View news articles (732 views)
- Resident Emails (22,110 subscribers)
- Email to stakeholders on our database – including:
 - Local government and political stakeholders – MPs, other LAs and MDA
 - Emergency services - Merseyside Fire Service, Merseyside Police, North West Ambulance Service
 - Transport sector - Network Rail
 - NHS - WUTH
 - Energy sector - Energy Project Plus, Ion, Scottish Power Energy Networks
 - Active travel organisations and local groups – Cycling Projects, Cycling UK, North Wirral Velo, Portlight Sunlight Wheelers, Walk and Cycle Merseyside, Wirral Cycling, Wirral Pedestrian Association

- Campaign groups and charities – RNIB, Tomorrow’s Women Wirral, West Kirby Transition Town
- Email to all schools via the Schools Road Safety Bulletin sent by to council’s Road Safety Team
- Production of an ‘Easyread’ version of the survey (for accessibility)
- Plans and paper copies of the survey were available at the following venues across the borough:
 - Birkenhead Town Hall
 - Europa Pools, Leasowe and West Kirby leisure centres
 - Wallasey Central, Heswall, Greasby and Bebington Central libraries
- Information was shared with:
 - Councillors through Member briefings
 - Meetings and briefings with Merseyside Cycling Campaign, Cool Wirral Partnership and the Active Travel Forum (membership of the ACF includes representatives from Liverpool City Region, Sustrans, Living Streets, Older Persons Parliament, National Highways, Unilever, Peel, Merseyside Cycling Campaign as well as local residents)
 - Information was also sent to shared with internal Wirral Council staff officers, the Chamber of Commerce to share information to with local businesses and Zillo (a website for young people)
- A dedicated project email address / inbox was provided on the Have Your Say website to respond to email enquiries

3.0 Results

3.1 The Questionnaire

1130 completed surveys were received. 1104 responses came through the online portal, as well as 25 responses via paper copies and 1 ‘easy read’ survey response. No questions were mandatory so respondents could choose which questions to respond to.

3.1.1 Which proposed Network route are you wishing to comment on?

This was a free text question. Per survey, respondents could select one route to provide feedback on. A note informed respondents that they could complete multiple surveys to

feedback on multiple routes. The survey also allowed respondents to provide feedback on the whole network.

Responses to this free text question were categorised by sentiment with the percentages quoted reflecting the proportion of comments that featured that sentiment. Further information is provided for the categories per question that received significantly more mentions.

3.1.2 Whole Network

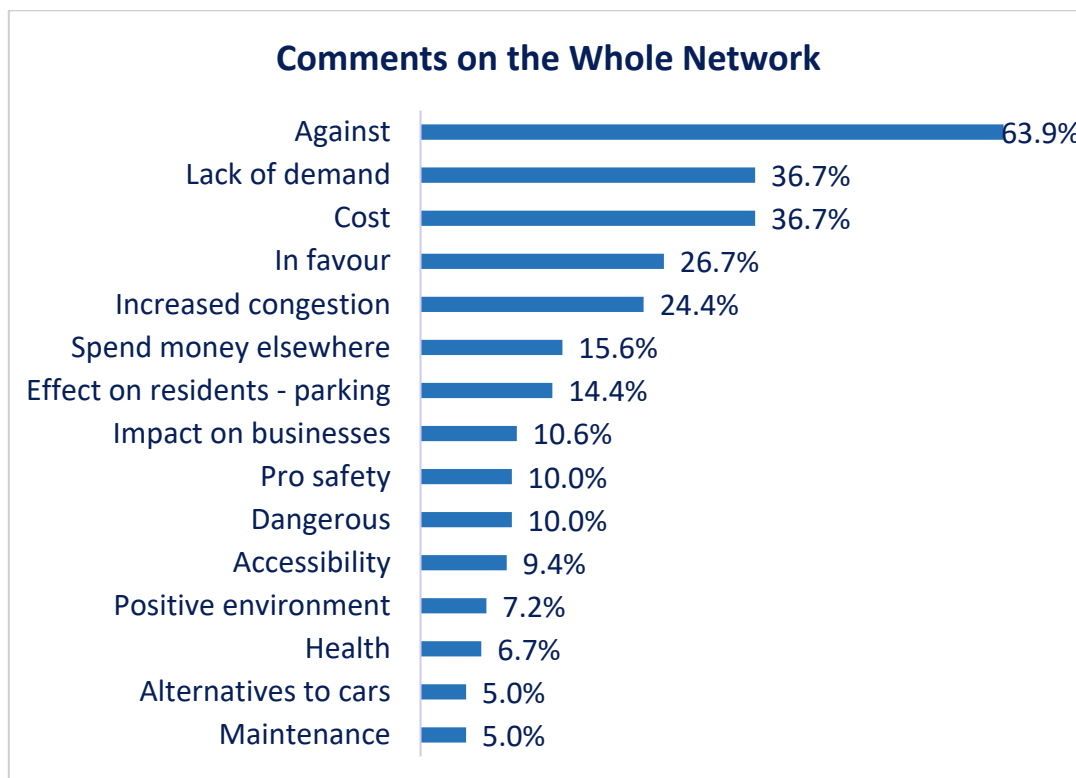


Figure 1: Chart displaying top comments on the whole network.

180 people responded to this question.

Against - 63.9%

The comments in the "Against" category reflect broad opposition to the active travel network project, emphasising that it is seen as an unnecessary and impractical waste of taxpayer money. Respondents argue that existing Active Travel Routes are underutilised and believe that the proposed routes will offer minimal benefits while causing significant disruption. Concerns include increased traffic congestion, reduced parking availability, negative impacts on local businesses, and safety hazards for both cyclists and pedestrians. Many residents feel that funds should be redirected to more critical community needs, such as road repairs, public safety, and social services. Overall, these comments reflect sentiment

that the Active Travel Routes will not meet the actual needs of the community and will create more problems than they solve.

Lack of Demand 36.7%

The comments in the "Lack of demand" category emphasise that there is insufficient need for the proposed Active Travel Routes. Respondents argue that existing active travel routes are already underutilised and adding more routes will not significantly increase cycling activities. Concerns are raised about the impact on parking, traffic congestion, and the practicality for those who rely on cars. Many believe that funds should be allocated to more critical services, such as road repairs, community services, and public transportation. Additionally, there is a sentiment that the Active Travel Routes are an unnecessary expense that will not benefit the majority of residents. Overall, these comments reflect scepticism about the effectiveness and necessity of the project.

Cost 36.7%

The comments in the "Cost" category emphasise widespread concerns about the perceived financial imprudence of the active travel network project. Respondents argue that it is a waste of taxpayer's money given the low usage of existing Active Travel Routes. Many believe that the funds should be reallocated to more essential services such as healthcare, public safety, road repairs, and community programs. Additional costs for maintenance and the potential negative impact on local businesses, traffic congestion, and parking availability further fuel opposition. Overall, these comments reflect a belief that the project does not provide enough value to justify the expense and that the money could be better spent elsewhere.

In favour 26.7%

The comments in the "In favour" category express strong support for the active travel network project, highlighting its numerous benefits for health, safety, and the environment. Supporters emphasise that the project will make cycling and walking safer, thus encouraging more people to adopt these modes of transport. They also believe it will enhance connectivity between key areas, boost local businesses, and reduce traffic congestion and pollution. Many call for expedited timelines and additional routes to ensure comprehensive coverage. Additionally, there is a sentiment that the project requires robust promotion and community engagement to reach its full potential. Overall, these comments reflect enthusiasm for the project's potential to improve quality of life in Wirral.

Increased congestion 24.4%

The comments in the "Congestion" category emphasise concerns that the proposed Active Travel Routes will exacerbate existing traffic issues rather than alleviate them. Respondents argue that narrowing roads and eliminating parking spaces will lead to increased congestion, making it more difficult for cars, emergency vehicles, and buses to navigate through already busy routes. They also point out that existing Active Travel Routes are underutilised and

have not succeeded in encouraging more people to cycle, thus questioning the effectiveness of new routes. Many believe that the project will lead to longer travel times and increased emissions, contrary to its environmental goals. Overall, the sentiment is that the project is impractical and will worsen traffic conditions, calling for investment in road improvements and other community services instead.

Category	Count	%
Against	115	63.9%
Lack of demand	66	36.7%
Cost	66	36.7%
In favour	48	26.7%
Increased congestion	44	24.4%
Spend money elsewhere	28	15.6%
Effect on residents - parking	26	14.4%
Impact on businesses	19	10.6%
Pro safety	18	10.0%
Dangerous	18	10.0%
Accessibility	17	9.4%
Positive environment	13	7.2%
Health	12	6.7%
Alternatives to cars	9	5.0%
Maintenance	9	5.0%
Environmental damage	8	4.4%
Not soon enough	7	3.9%
Effect on residents – property prices	6	3.3%
Connectivity	5	2.8%
Emergency services	5	2.8%
Inequality	4	2.2%
Implement quickly	4	2.2%
Good for businesses	4	2.2%
Cars still required	4	2.2%

Table 1: Table displaying comments on the whole network.

3.1.3 Route 1 Liscard to Birkenhead

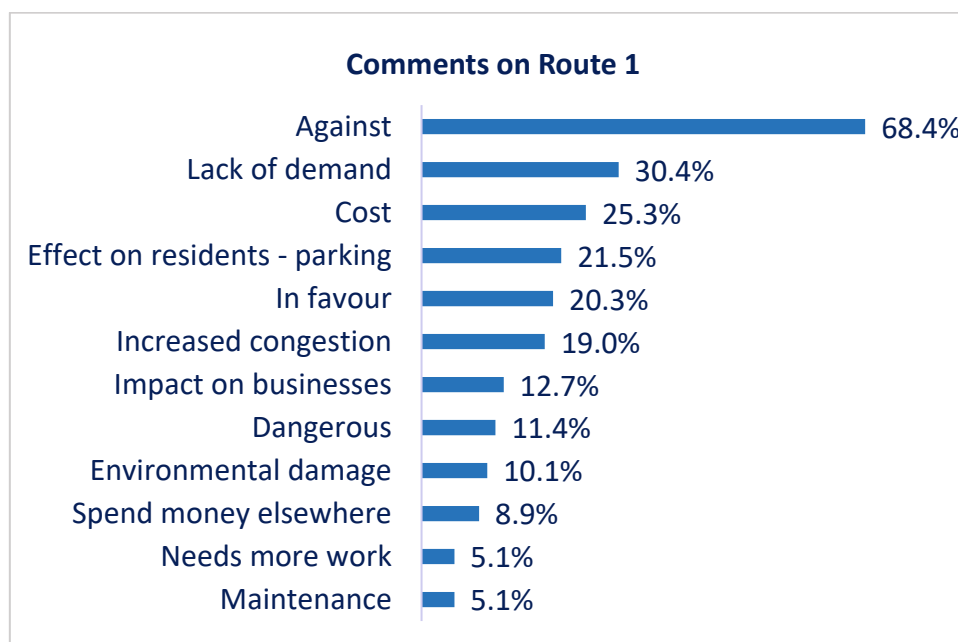


Figure 2: Chart displaying top comments on Route 1

79 people responded to this question.

Against 68.4%

The comments in the "Against" category express significant opposition to the active travel network project, emphasising various concerns. Respondents argue that the initiative is an unnecessary waste of taxpayer's money, citing existing underutilised routes and predicting low usage for the new routes. They highlight potential negative impacts on local businesses, increased traffic congestion, parking challenges, and safety risks for pedestrians and residents, particularly those with disabilities. Concerns are also raised about the environmental impact, such as removing mature trees, and the lack of adequate consultation with residents. Overall, these comments reflect a belief that the project will create more problems than it solves and that funds should be redirected to more pressing community needs.

Lack of demand 30.4%

The comments in the "Lack of demand" category emphasise that there is insufficient need for the proposed improvements to the active travel network. Respondents point out that existing active travel routes are underutilised, causing traffic congestion and safety concerns. They argue that the project will not significantly increase the number of cyclists and believe it to be an unnecessary expenditure of taxpayer's money. Many express worries about the negative impacts on local businesses, parking challenges, and the removal of essential infrastructure like mature trees. Overall, these comments reflect a sentiment that

the Active Travel Routes will not meet the actual needs of residents and that funds should be allocated to more pressing community issues.

Cost 25.3%

The comments in the "Cost" category emphasise concerns regarding the financial implications of the active travel network project. Respondents argue that it is an unnecessary waste of taxpayer money, highlighting that existing active travel routes are underused and that the proposed routes will not attract enough cyclists to justify the expense. They point out potential negative impacts on local businesses, increased traffic congestion, and additional maintenance costs. Many believe that the funds should be reallocated to more urgent community needs, such as social care and infrastructure improvements. Overall, these comments reflect a sentiment that the project is not a prudent use of public money.

Effect on residents – parking 21.5%

The comments in the "Effect on residents - parking" category highlight significant concerns over the negative impact of the active travel route project on parking availability and overall quality of life. Respondents argue that the reduction in parking spaces forces residents to park further from their homes, creating safety issues, especially for families, elderly individuals, and those with disabilities. They emphasise that the project could decrease property values due to the inconvenience and lack of nearby parking. Additionally, there are worries about increased traffic congestion as vehicles circulate to find parking, which contradicts the environmental goals of the project. Many believe that the Active Travel Routes will cause more harm than good, advising the council to reconsider the project and explore alternatives that do not remove essential parking spaces. Overall, these comments reflect sentiment that the project is not needed and will create significant hardships for residents and local businesses.

In favour 20.3%

The comments in the "In favour" category express strong support for the active travel network project, highlighting its benefits for connecting high-density population areas and improving road safety. Supporters assert that the new routes will enable safer cycling and walking, providing essential access to key destinations like the ferry at Seacombe, the Town Hall, and the Wirral Waters development. Many appreciate the investment in the area and believe the project will strategically benefit residents who do not have access to a car. Some suggestions include avoiding pedestrian areas for the route, ensuring phased implementation, and enhancing urban design for better aesthetics and functionality.

Overall, these comments reflect enthusiastic backing for the project and its potential to significantly improve transportation and safety for cyclists and pedestrians.

Increased congestion 19.0%

The comments in the "Congestion" category emphasise concerns that the proposed Active Travel Routes will exacerbate traffic congestion rather than alleviate it. Respondents argue that narrowing roads and eliminating parking spaces will lead to more vehicles circulating local streets in search of parking, thereby increasing congestion and pollution. There are significant worries that existing infrastructure will struggle to cope with the new changes, leading to gridlock and potential hazards for emergency services. Many believe that the project will force traffic onto side streets, creating additional hazards for residents and pedestrians. Overall, these comments reflect the sentiment that, while promoting cycling is important, the current plan will result in increased congestion and diminished quality of life for residents.

Category	Count	%
Against	54	68.4%
Lack of demand	24	30.4%
Cost	20	25.3%
Effect on residents - parking	17	21.5%
In favour	16	20.3%
Increased congestion	15	19.0%
Impact on businesses	10	12.7%
Dangerous	9	11.4%
Environmental damage	8	10.1%
Spend money elsewhere	7	8.9%
Needs more work	4	5.1%
Maintenance	4	5.1%
Liscard way - unsafe for pedestrians	3	3.8%
Emergency services	3	3.8%
Requires separated cycle paths	3	3.8%
Connectivity	3	3.8%
Accessibility	3	3.8%
Pro safety	3	3.8%
Alternatives to cars	3	3.8%
Effect on residents - property prices	2	2.5%

Table 2: Table displaying comments on Route 1

3.1.4 Route 2 Birkenhead Road (Seacombe Ferry) to Birkenhead Road (Dock Road)

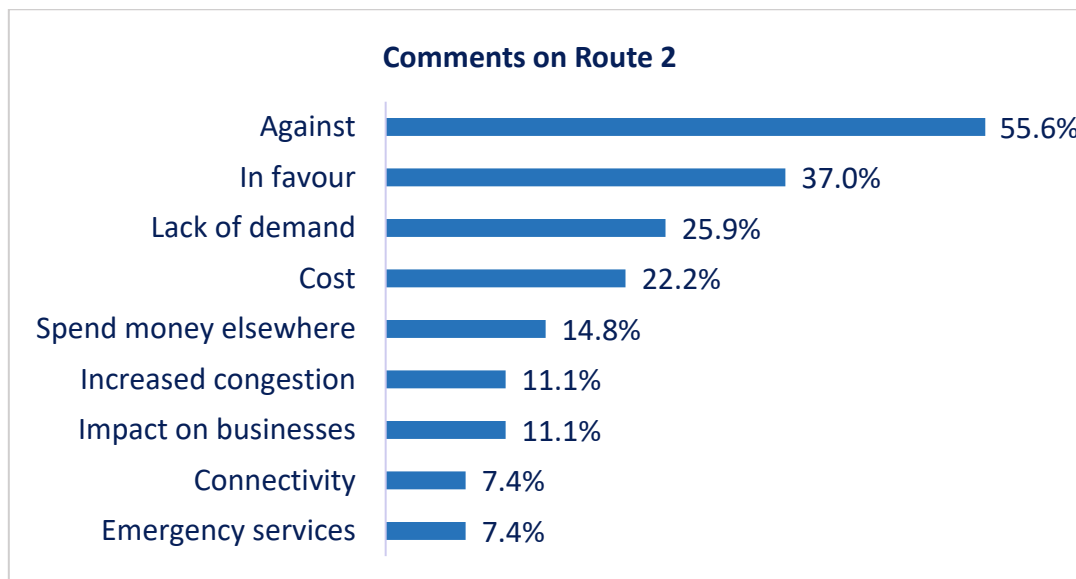


Figure 3: Chart displaying comments on Route 2

27 people responded to this question.

Against 55.6%

The comments in the "Against" category articulate significant opposition to the active travel network, highlighting multiple reasons for disapproval. Respondents argue that existing infrastructure is sufficient, such as the current cycle path from Seacombe Ferry to Birkenhead, and any new routes would be redundant. The project is viewed as a waste of money, with concerns that it will cause excess traffic, parking issues, and safety hazards without offering substantial benefits. Many believe the funds should be allocated to higher-priority areas like social care. Additionally, there is a sense that the council is not listening to residents' objections, making the project's implementation undemocratic. Overall, these comments reflect strong resistance and calls for investment in more urgent community needs.

In favour 37.0%

The comments in the "In favour" category reveal strong support for the active travel network, with many emphasising its potential to improve safety and connectivity for cyclists and pedestrians. Respondents highlight that completing a comprehensive cycle route around the Wirral could serve as a significant tourist attraction and encourage more outdoor activity. They note that the project is essential for those without access to a car and can play a crucial role in the ongoing development and regeneration efforts, such as those at Wirral Waters. Additionally, the initiative is seen as an important "last mile" solution for

train commuters and a means to better integrate existing routes. Overall, these comments reflect enthusiasm for a safer, more accessible, and connected travel infrastructure.

Lack of demand 25.9%

The comments in the "Lack of demand" category emphasise that there is no need for the proposed improvements to the active travel network, as existing routes are already sufficient and underutilised. Respondents point out that the promenade cycle path from Seacombe Ferry to Birkenhead is preferred by many due to the absence of cars. They argue that the new Active Travel Routes will not attract significant usage and will instead cause parking chaos and impact local businesses. There is a strong sentiment that the funds should be redirected to more urgent and relevant projects that meet the community's actual needs. Overall, these comments reflect a belief that the proposed Active Travel Routes do not address a significant demand and are unnecessary.

Cost 22.2%

The comments in the "Cost" category emphasise the perception that the active travel network project is a waste of money. Respondents argue that the funds could be better allocated to more critical services, such as social care and education. Concerns are raised about additional expenses like maintenance, environmental impact, and adverse effects on local businesses. Others mention that the Active Travel Routes are redundant, citing existing infrastructure that fulfils the same purpose. Overall, the sentiment is that the financial investment in the Active Travel Routes is unjustified, and more pressing community needs should take precedence.

Category	Count	%
Against	15	55.6%
In favour	10	37.0%
Lack of demand	7	25.9%
Cost	6	22.2%
Spend money elsewhere	4	14.8%
Increased congestion	3	11.1%
Impact on businesses	3	11.1%
Connectivity	2	7.4%
Emergency services	2	7.4%

Table 3: Table displaying comments on Route 2

3.1.5 Route 3 Argyle Street, Birkenhead (Hamilton Square) to Argyle Street, Birkenhead (Conway Street)

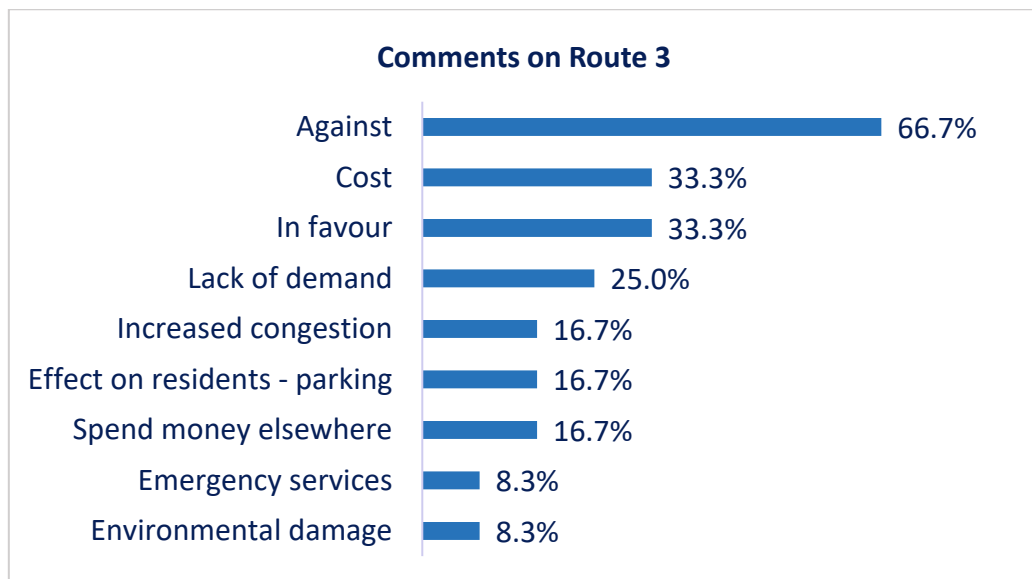


Figure 4: Chart displaying comments on Route 3

12 people responded to this question.

Against 66.7%

The comments in the "Against" category consistently express strong opposition to the active travel network. Respondents argue that it is a waste of taxpayer money and not needed, often pointing to existing routes like Fender Lane as examples of underused infrastructure. Concerns are also raised about increased traffic congestion, parking chaos, and reduced access to homes and services. Many believe that the funds should be redirected toward more essential services like social care, healthcare, and education. Additionally, there is a sentiment that the council is not listening to residents' opposition, making the project undemocratic. Overall, these comments reflect broad disapproval and call for investment in more critical community needs.

Cost 33.3%

The comments under the "Cost" category underscore the perceived financial imprudence of the active travel network project. Respondents consistently argue that it is a waste of taxpayer money, emphasising that the funds could be better allocated to more critical services such as social care, healthcare, and education, especially given an ageing population. They highlight additional expenses, including the maintenance of narrower roads and the environmental impact. The sentiment is that the Active Travel Routes lack sufficient demand to justify the costs, and residents largely oppose the project, making it

undemocratic. Overall, these comments reflect concerns about the project's financial sustainability and call for more prudent use of public funds.

In favour 33.3%

The comments in the "In favour" category highlight strong support for the active travel network, focusing on its benefits for non-car users and the regeneration of areas like Birkenhead. Respondents emphasise that the project will make walking and wheeling safer for those without access to a car. They see it as an essential component of creating a connected network, particularly in conjunction with current infrastructure improvements. There's also a belief that prioritising pedestrians will enhance the area's appeal for shopping, living and socialising, making it a key route for local development. Overall, these comments reflect enthusiasm for the project's potential to improve community connectivity and safety.

Category	Count	%
Against	8	66.7%
Cost	4	33.3%
In favour	4	33.3%
Lack of demand	3	25.0%
Increased congestion	2	16.7%
Effect on residents - parking	2	16.7%
Spend money elsewhere	2	16.7%
Emergency services	1	8.3%
Environmental damage	1	8.3%

Table 4: Table displaying comments on Route 3

3.1.6 Route 4 Dock Branch, New Chester Road to Dock Branch, Birkenhead

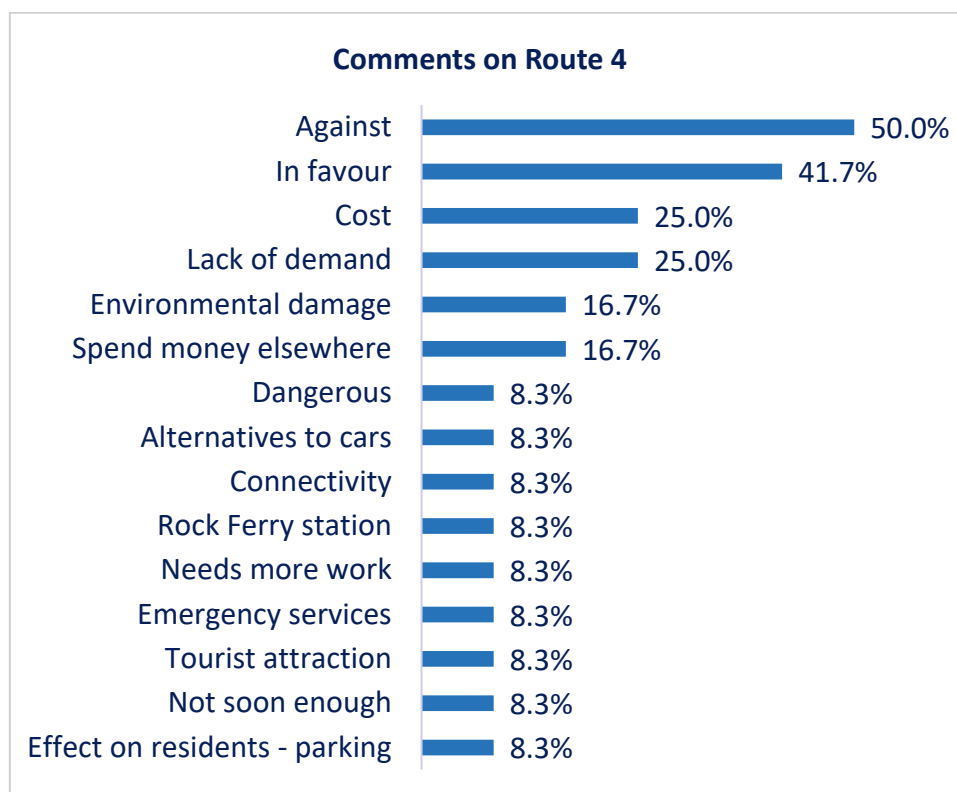


Figure 5: Chart displaying comments on Route 4

12 people responded to this question.

Against 50.0%

The comments in the "Against" category reflect widespread opposition to the active travel network, citing various concerns. Respondents argue that it is an unnecessary waste of money that could damage local businesses through increased traffic congestion and parking chaos. They also express worries about environmental impacts, such as the removal of trees and increased pollution from traffic delays. Many highlight that existing Active Travel Routes are underused and that the project could create safety hazards. Additionally, there is a sentiment that the project ignores the majority opposition from local residents and is undemocratic. Overall, these comments call for funds to be redirected to essential services like social care and healthcare, rather than on Active Travel Routes they believe are not needed.

In favour 41.7%

The comments in the "In favour" category demonstrate strong support for the active travel network, emphasising its benefits for cyclists and pedestrians. Respondents highlight the urgent need for improved infrastructure to enhance safety and connectivity for cyclists in the area. They also point out the potential for the routes to unlock housing opportunities, revitalise the town centre, and serve as tourist attractions. Additionally, supporters mention

the positive impact on community wellbeing through better walking routes. Overall, these comments reflect enthusiasm for the project's potential benefits and call for timely implementation and further extensions to maximise its impact.

Cost 25.0%

The comments under the "Cost" category emphasise significant concerns about the financial implications of the active travel network. Respondents argue that the project is an unnecessary expense, highlighting potential additional costs for maintenance, environmental impacts, and increased pollution due to traffic delays. They believe public funds would be better spent on more critical services like social care, healthcare, and education. The overarching sentiment is that the Active Travel Routes are not a worthwhile investment, with local residents largely opposing the scheme, and that the money could be more effectively allocated elsewhere in the community.

Lack of demand 25.0%

The comments in the "Lack of demand" category stress that there is insufficient need for the active travel network. Respondents argue that the Active Travel Routes are not wanted or needed, pointing out that existing routes like Fender Lane are rarely used. They emphasise that the project will cause excessive traffic, parking issues, and chaos without significantly benefiting the community. Many believe that the funds should be redirected towards more critical services that the community actually demands, such as social care. Overall, these comments reflect sentiment that the Active Travel Routes do not address a significant public need and are therefore unnecessary.

Category	Count	%
Against	6	50.0%
In favour	5	41.7%
Cost	3	25.0%
Lack of demand	3	25.0%
Environmental damage	2	16.7%
Spend money elsewhere	2	16.7%
Dangerous	1	8.3%
Alternatives to cars	1	8.3%
Connectivity	1	8.3%
Rock ferry station	1	8.3%
Needs more work	1	8.3%
Emergency services	1	8.3%
Tourist attraction	1	8.3%
Not soon enough	1	8.3%
Effect on residents - parking	1	8.3%

Table 5: Table displaying comments on Route 4

3.1.7 Route 5 Duke Street, Wirral Waters and Dock Road to Duke Street, Birkenhead Park Station

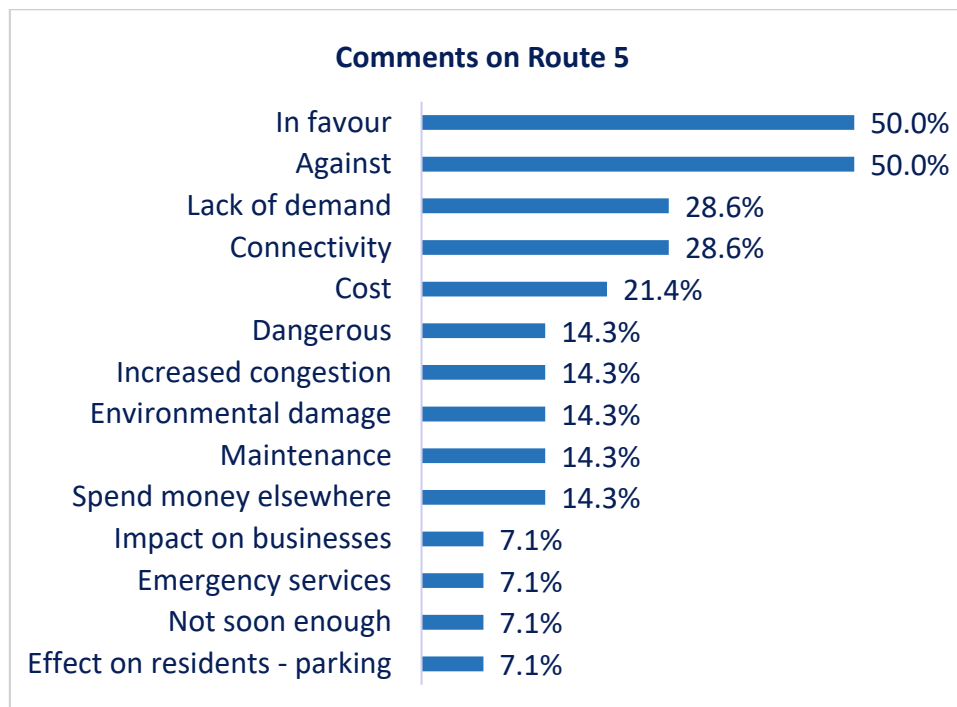


Figure 6: Chart displaying comments on Route 5

14 people responded to this question.

In favour 50.0%

The comments in the "In favour" category espouse significant support for the active travel network, particularly focusing on its benefits for connectivity and safety. Respondents highlight how the project will enhance cycling and walking routes around Birkenhead, making travel safer and more convenient. They call for additional routes and faster implementation to avoid accidents, especially at critical junctions like Gorse Lane and Duke Street. The initiative is seen as essential for linking new residential areas and improving access to key locations such as parks, shops, and stations. Overall, these comments reflect a strong desire for comprehensive and timely improvements to local transport infrastructure.

Against 50.0%

The comments in the "Against" category reflect strong opposition to the active travel network, particularly citing financial, environmental, and practical concerns. Respondents argue that the project is an unnecessary waste of money and will harm local businesses by inducing traffic congestion, parking chaos, and safety hazards due to poorly used Active Travel Routes. They emphasise that roads are already too narrow, and the additional street furniture poses a distraction for all road users. These comments also highlight the belief that the majority of residents are opposed to the scheme, deeming it undemocratic and advocating for funds to be directed towards more critical needs such as social care, schools,

and healthcare facilities. Overall, the feedback indicates resistance against the project, with calls for the council to prioritise more pressing community needs.

Lack of demand 28.6%

The comments under the "Lack of demand" category emphasise that there is little to no need for the proposed Active Travel Routes and active travel network. Respondents frequently mention that roads such as Fender Lane are rarely used by cyclists, rendering the project unnecessary. They argue that the funds allocated for these projects could be better spent on services that have greater demand, like social care. Additionally, concerns are raised about potential traffic congestion, parking chaos, and safety hazards. The overall sentiment is that the project is not a priority for the community and is not supported by a significant portion of the residents.

Connectivity 28.6%

The comments under the "connectivity" category highlight the importance of the active travel network in improving connections between key areas within the Wirral. Respondents emphasise the need for safe and direct cycling and walking routes that link residential areas with parks, shops, and stations. Specific suggestions include creating routes along Dock Road and extending Route 5 into Ashville Road to facilitate easier access to Oxton. The overall sentiment is that these routes are crucial for enhancing the infrastructure, especially in light of new residential developments, ensuring residents and workers have safe and efficient travel options.

Category	Count	%
In favour	7	50.0%
Against	7	50.0%
Lack of demand	4	28.6%
Connectivity	4	28.6%
Cost	3	21.4%
Dangerous	2	14.3%
Increased congestion	2	14.3%
Environmental damage	2	14.3%
Maintenance	2	14.3%
Spend money elsewhere	2	14.3%
Impact on businesses	1	7.1%
Emergency services	1	7.1%
Not soon enough	1	7.1%
Effect on residents - parking	1	7.1%

Table 6: Table displaying comments on Route 5

3.1.8 Route 6 Price Street, Wirral Waters to Price Street, Birkenhead centre

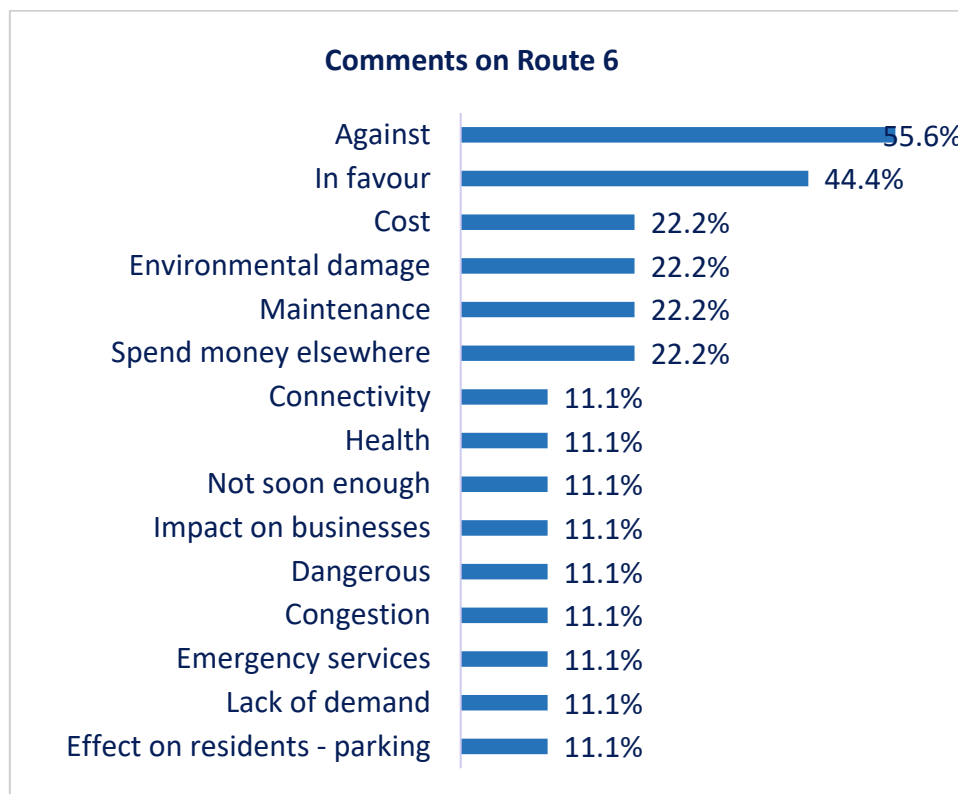


Figure 7: Chart displaying comments on Route 6

9 people responded to this question.

Against 55.6%

The comments in the "Against" category express a range of objections to the active travel network project, highlighting several concerns. Respondents criticise the initiative as an unnecessary waste of money, arguing it will create dangerous bottlenecks, damage local businesses, and detract from the environment by removing trees without proper replacement. They also point out that the Active Travel Routes are rarely used, leading to a belief that the funds could be better spent on essential services like social care. Moreover, there is a sentiment that the project ignores the majority opposition from local residents and is being pursued without sufficient transparency or consideration of public opinion.

In favour 44.4%

The comments in the "In favour" category provide strong support for the active travel network, emphasising several key benefits. Respondents see the initiative as a much-needed connection that will offer practical and fitness benefits for cyclists, making travel around areas like Birkenhead easier and healthier. They stress the urgent need for proper enforcement to prevent current issues with cars and trucks blocking Active Travel Routes and pavements, suggesting that effective implementation could significantly improve safety

and usability for cyclists and pedestrians. Overall, these comments reflect enthusiasm for the project and its potential positive impact on the community's mobility and health.

Category	Count	%
Against	5	55.6%
In favour	4	44.4%
Cost	2	22.2%
Environmental damage	2	22.2%
Maintenance	2	22.2%
Spend money elsewhere	2	22.2%
Connectivity	1	11.1%
Health	1	11.1%
Not soon enough	1	11.1%
Impact on businesses	1	11.1%
Dangerous	1	11.1%
Increased congestion	1	11.1%
Emergency services	1	11.1%
Lack of demand	1	11.1%
Effect on residents - parking	1	11.1%

Table 7: Table displaying comments on Route 6

3.1.9 Route 7 Exmouth/Watson Street, Wirral Waters to Exmouth/Watson Street, Birkenhead centre

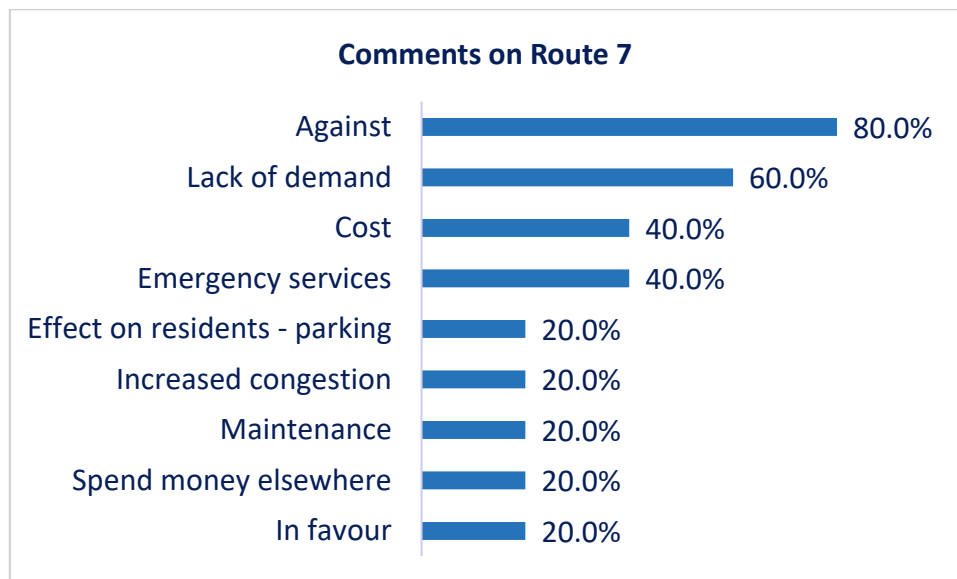


Figure 8: Chart displaying comments on Route 7

5 people responded to this question.

Against 80.0%

The comments in the "Against" category outline strong opposition to the active travel network and Active Travel Routes. Respondents argue that the Active Travel Routes are unnecessary, underutilised, and represent a poor allocation of resources, especially given other pressing needs such as social care for an ageing population. They highlight concerns about reduced access to pavements and homes, increased road congestion, and negative environmental impact. There is also a sentiment that the project ignores public opinion. Overall, these comments reflect a belief that the Active Travel Routes are not beneficial and that the funds should be directed to more critical public services.

Lack of demand 60.0%

The comments in the "Lack of demand" category emphasise that there is insufficient need for the proposed Active Travel Routes, with many respondents highlighting that existing routes like those on Fender Lane are rarely used. They argue that the funds could be better spent on more pressing issues such as social care, especially in a community with an ageing population. Concerns are also raised about increased congestion, emergency vehicle delays, and additional infrastructure costs. Overall, the sentiment is that the project does not

address a significant demand and that public money would be better allocated to other community needs.

Cost 40.0%

The comments under the "Cost" category focus on the financial implications of implementing the Active Travel Routes and active travel network. Respondents argue that the funds allocated to these projects would be better spent on more essential services, particularly social care and healthcare facilities, given the ageing population. They raise concerns about the broader financial impact, including maintenance costs, the need to purchase narrower road sweepers, and the reduction in road access for other essential services. Overall, the feedback expresses a belief that the Active Travel Routes are not a cost-effective investment and that public funds could be more wisely allocated.

Emergency services 40.0%

The comments under the "emergency services" category highlight concerns about how the implementation of Active Travel Routes and the travel network might negatively impact emergency response times. Respondents argue that the conversion of road space to Active Travel Routes results in increased congestion, making it difficult for emergency vehicles to navigate through traffic, potentially putting lives at risk. They emphasise that single-lane roads can create bottlenecks, obstructing the passage of emergency services during critical situations. The overall sentiment is that these changes could hinder emergency response efforts and pose a significant public safety risk.

Category	Count	%
Against	4	80.0%
Lack of demand	3	60.0%
Cost	2	40.0%
Emergency services	2	40.0%
Effect on residents - parking	1	20.0%
Increased congestion	1	20.0%
Maintenance	1	20.0%
Spend money elsewhere	1	20.0%
In favour	1	20.0%

Table 8: Table displaying comments on Route 7

3.1.10 Route 8 Borough Road, Oxton to Upton Road, Claughton

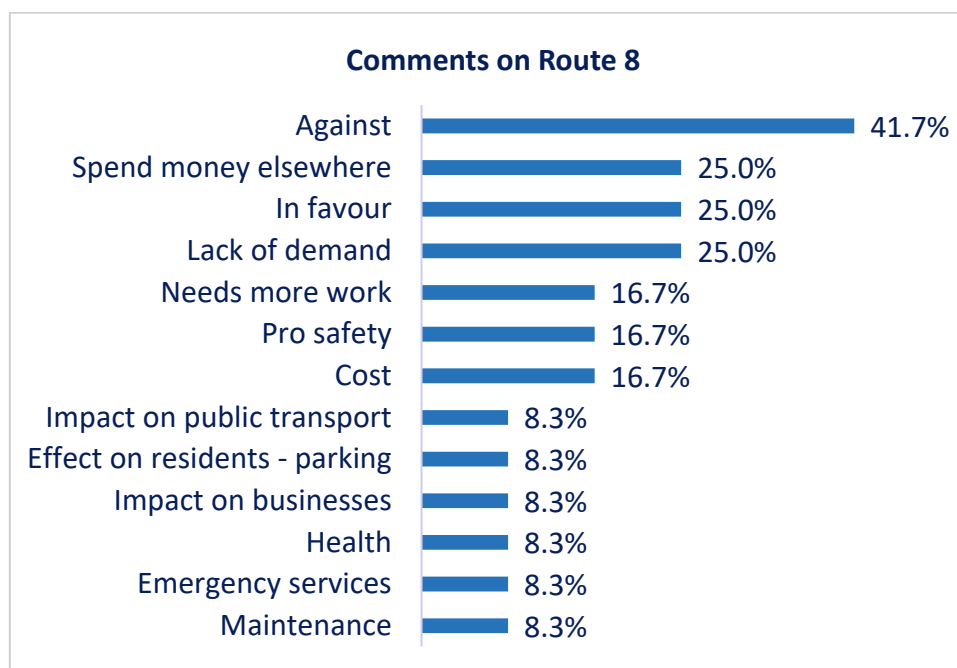


Figure 9: Chart displaying comments on Route 8

12 people responded to this question.

Against 41.7%

The comments in the "Against" category reflect a broad range of concerns about the active travel network, particularly the need and utility of Active Travel Routes. Respondents express frustration over the perceived misuse of public funds, suggesting that the money could be better spent on other areas such as youth facilities and social care. They cite issues with existing infrastructure, such as congestion and limited usage, and believe the new Active Travel Routes will exacerbate these problems. There's also a sentiment that the project ignores the wishes of the local population and imposes unwanted changes. Overall, these comments emphasise that the Active Travel Routes are deemed unnecessary and poorly thought out, with significant opposition from the community.

Spend money elsewhere 25.0%

The comments categorised as "spend money elsewhere" centre around the belief that funds allocated for the active travel network, particularly the implementation of Active Travel Routes, could be better utilised on other public services and infrastructure. Respondents suggest alternative uses for the budget, such as improving youth facilities, social care, schools, hospitals, and other essential services. They argue that the current Active Travel Routes are underused and ineffective, and there is a stronger necessity for resources in other areas that directly benefit the community more comprehensively. Overall, these

comments reflect a priority for reallocating funds to projects perceived as having higher demand and impact.

In favour 25.0%

The comments in the "In favour" category express strong support for the active travel network, highlighting several benefits. Supporters cite environmental and health reasons as key motivations for endorsing the initiative. They appreciate improvements to pedestrian connections, which make access to local amenities easier and more pleasant. There's also a general sentiment that the plan will enhance overall safety for pedestrians and cyclists, reduce aggressive driving, and improve the condition of pavements. Overall, these comments reflect a positive outlook on how the active travel network can enhance the quality of life for residents across the borough.

Lack of demand 25.0%

The comments in the "Lack of demand" category emphasise that there is insufficient need or use for the Active Travel Routes to justify their implementation. Respondents frequently mention that existing Active Travel Routes, such as those on Fender Lane, are rarely used, rendering the expansion unnecessary. They argue that the budget for the Travel Network would be better allocated to more critical services like social care, schools, and hospitals. Additionally, there is a claim that local opposition is high, making the project seem undemocratic. Overall, these comments suggest that the Active Travel Routes are underutilised and not a priority for the community.

Category	Count	%
Against	5	41.7%
Spend money elsewhere	3	25.0%
In favour	3	25.0%
Lack of demand	3	25.0%
Needs more work	2	16.7%
Pro safety	2	16.7%
Cost	2	16.7%
Impact on public transport	1	8.3%
Effect on residents - parking	1	8.3%
Impact on businesses	1	8.3%
Health	1	8.3%
Emergency services	1	8.3%
Maintenance	1	8.3%

Table 9: Table displaying comments on Route 8

3.1.11 Route 9 Conway Street, Birkenhead to Moreton

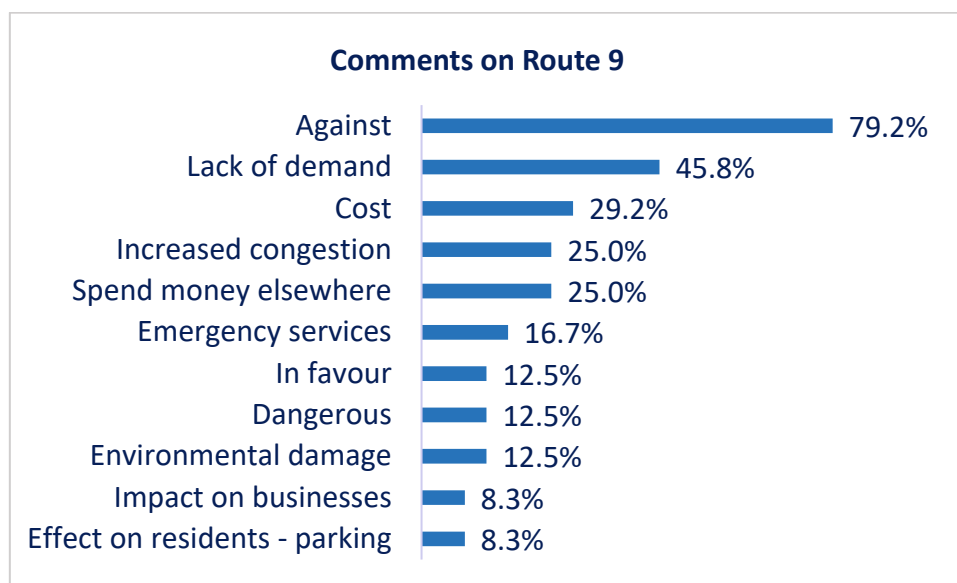


Figure 10: Chart displaying top comments on Route 9

24 people responded to this question.

Against 79.2%

The comments under the "Against" category emphasise strong opposition to the implementation of an active travel network, primarily focused on Active Travel Routes. Respondents argue that these routes are underutilised and have caused increased congestion, particularly in places like Moreton Village. They perceive the Active Travel Routes as a waste of money and time, suggesting alternative uses for the funds, such as improving public transport or road maintenance instead. There's a common sentiment that the current Active Travel Routes are barely used and lead to more traffic chaos, delays for emergency vehicles, and negative impacts on local businesses and air quality. The overall tone of the feedback reflects a belief that the Active Travel Routes were poorly planned and are not justified by actual demand or usage.

Lack of demand 45.8%

The comments under the "Lack of demand" category emphasise the perception that there is insufficient need or usage to justify the construction and maintenance of Active Travel Routes. Respondents highlight that existing Active Travel Routes, such as those on Bidston By-pass and Fender Lane, are rarely used and do not warrant further expansion. They argue that the funds for these projects would be better allocated to other public services that have higher demand, like social care, public transport, or infrastructure improvements. The

overall sentiment is that the Active Travel Routes are underutilised, creating unnecessary congestion and wasting taxpayer money on projects that do not serve the majority.

Cost 29.2%

The comments under the "Cost" category express strong opposition to the proposed Active Travel Routes, focusing on the financial implications and arguing that the project is a waste of taxpayer's money. Respondents believe that the funds would be better allocated to more critical areas such as public services, social care, healthcare, and road maintenance. Many highlight the low usage of existing Active Travel Routes, such as those on Bidston By-pass and Fender Lane, as evidence that the new routes will also be underutilised. Concerns are also raised about the impact on parking, increased congestion, and the environmental costs of maintaining narrower routes. The overall sentiment is that the Active Travel Routes are not justified by sufficient demand and that the project is not a prudent use of public funds, especially given the financial constraints.

Category	Count	%
Against	19	79.2%
Lack of demand	11	45.8%
Cost	7	29.2%
Increased congestion	6	25.0%
Spend money elsewhere	6	25.0%
Emergency services	4	16.7%
In favour	3	12.5%
Dangerous	3	12.5%
Environmental damage	3	12.5%
Impact on businesses	2	8.3%
Effect on residents - parking	2	8.3%
Pro safety	1	4.2%
Requires separated cycle paths	1	4.2%
Maintenance	1	4.2%
Connectivity	1	4.2%

Table 10: Table displaying comments on Route 9

3.1.12 Route 10 Beaufort Road, Wirral Waters to Liscard Town Centre

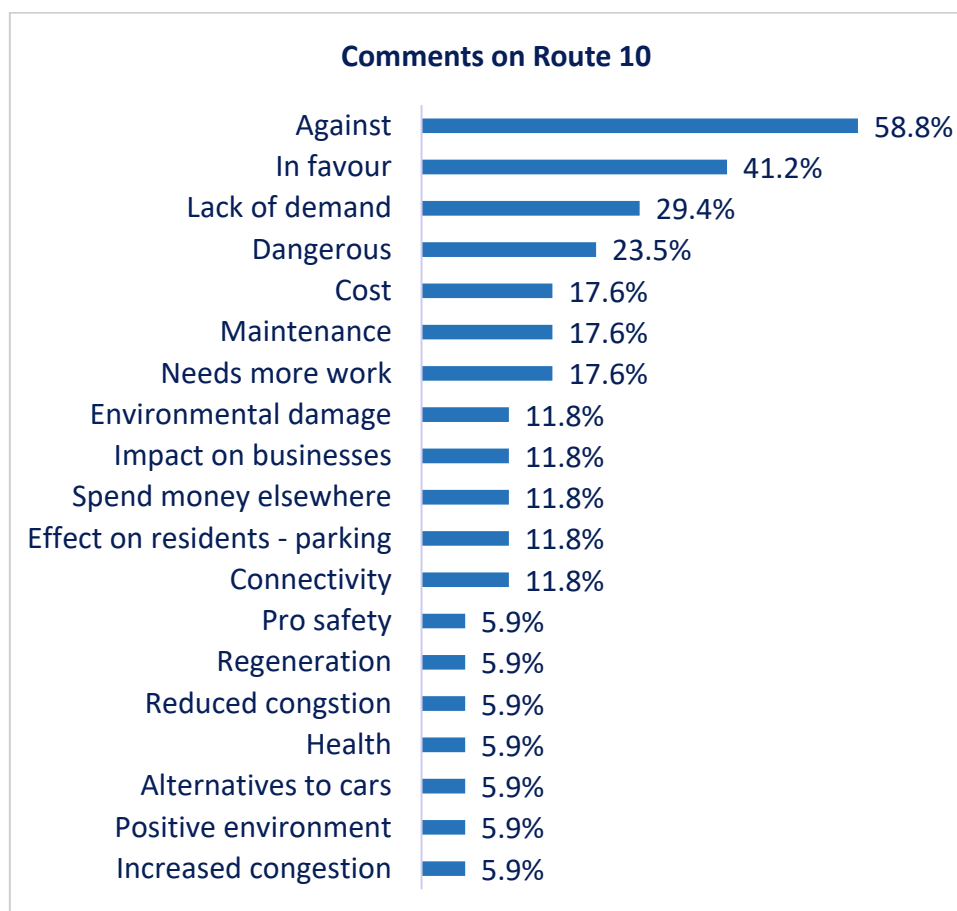


Figure 11: Chart displaying comments on Route 10

17 people responded to this question.

Against 58.8%

The comments under the "Against" category express strong opposition to the proposed Active Travel Routes, with multiple concerns highlighted. Respondents argue that the project will involve cutting down mature trees, which are vital for local ecology and the environment. They believe the routes will cause traffic congestion, obstruct pedestrians, damage local businesses, and increase pollution. Many point out that existing Active Travel Routes are underutilised, making further investment unnecessary. There are also worries about the financial cost and the impact on emergency services, parking, and road safety. The overall sentiment is that the Active Travel Routes are not needed, impractical, and fail to address the community's actual needs and preferences.

In favour 41.2%

The comments under the "In favour" category express strong support for the proposed Active Travel Routes, highlighting their potential to improve safety, connectivity, and access to key areas such as schools, parks, and train stations. Respondents emphasise the importance of creating safer routes for cyclists, particularly around busy and dangerous

sections like motorway junctions and industrial areas. There is a sentiment that the project will help reduce car dependency, promote health and wellbeing, and contribute to environmental sustainability. Many also believe that quicker implementation is essential to realise these benefits sooner. The comments suggest that comprehensive planning and maintenance are crucial for the success of these routes, with some proposing specific enhancements such as continuous paths, improved lighting, and better junction designs. Overall, the sentiment is that the proposed Active Travel Routes are a necessary and beneficial investment for the community.

Lack of demand 29.4%

The comments under the "Lack of demand" category express strong opposition to the proposed Active Travel Routes, arguing that they are unnecessary and will see minimal use. Respondents point out that existing Active Travel Routes are underutilised and that the new routes will cause more problems than they solve, including obstructing traffic and affecting local businesses. Concerns are also raised about the environmental impact, particularly the removal of mature trees, and the financial cost, especially given the council's non-essential spend freeze. Many believe that the funds would be better allocated to more essential services like social care and healthcare. The overall sentiment is that the Active Travel Routes are not needed and do not justify the expense or disruption they will cause.

Category	Count	%
Against	10	58.8%
In favour	7	41.2%
Lack of demand	5	29.4%
Dangerous	4	23.5%
Cost	3	17.6%
Maintenance	3	17.6%
Needs more work	3	17.6%
Environmental damage	2	11.8%
Impact on businesses	2	11.8%
Spend money elsewhere	2	11.8%
Effect on residents - parking	2	11.8%
Connectivity	2	11.8%
Pro safety	1	5.9%
Regeneration	1	5.9%
Reduced congestion	1	5.9%
Health	1	5.9%
Alternatives to cars	1	5.9%
Positive environment	1	5.9%
Increased congestion	1	5.9%

Table 11: Table displaying comments on Route 10

3.1.13 Route 11 Birkenhead (via A41) to Bebington (via A41)

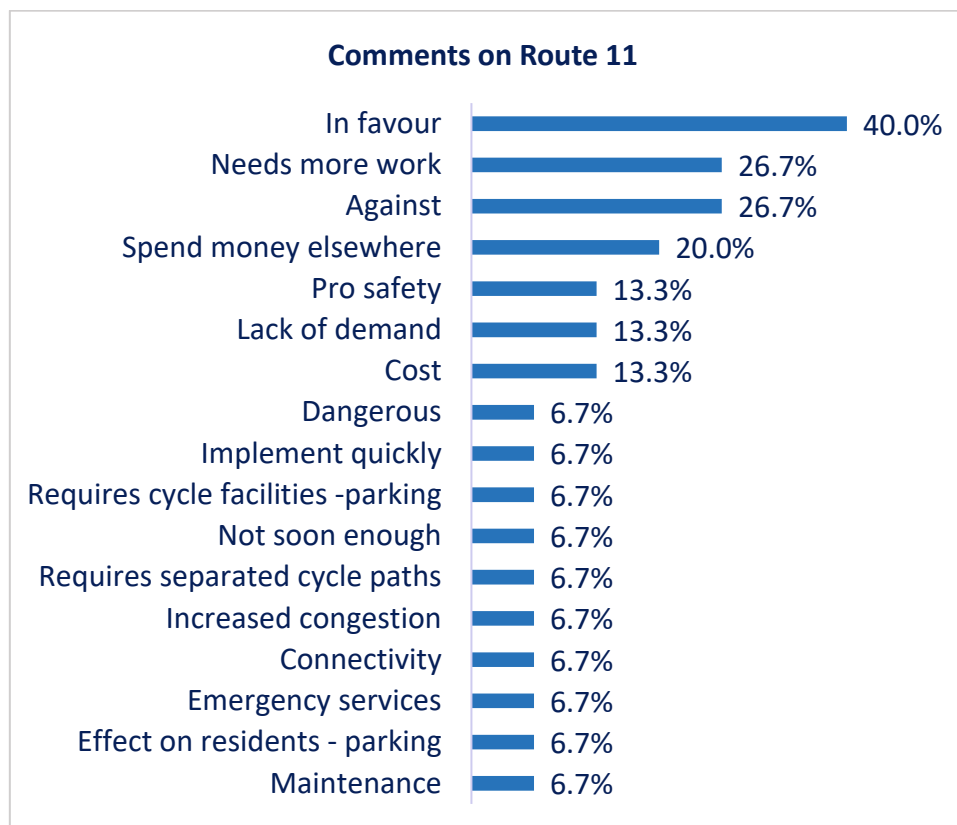


Figure 12: Chart displaying comments on Route 11

15 people responded to this question.

In favour 40.0%

The comments under the "In favour" category support the proposed Active Travel Routes, emphasising the need for improved infrastructure on busy roads to ensure the safety and convenience of cyclists. Respondents highlight the current lack of safe cycling paths, which makes navigating these areas difficult, especially for less confident cyclists. Many suggest that enhancing the existing shared use paths and implementing continuous, well-designed routes with better pedestrian and junction priority would significantly improve the cycling experience. The sentiment is that these improvements would encourage more people to cycle, reduce car dependency, and provide safer travel options for all ages. There is also a call for quicker implementation to realise these benefits sooner.

Needs more work 26.7%

The comments under the "Needs more work" category recognise the potential benefits of the proposed Active Travel Routes but highlight areas that require improvement. Respondents suggest that the current routes are disjointed and could be made safer and more enjoyable with relatively simple measures, such as clearer road signage and better ways to cross major roads like New Chester Road. They emphasise the need for a continuous cycle route with improved priority for pedestrians and cyclists at junctions.

Additionally, there is a call for reducing interactions between cyclists and pedestrians on shared paths and enhancing the infrastructure to provide a more seamless and safer experience. The overall sentiment is that while the initiative is positive, it requires thoughtful enhancements to be truly effective.

Against 26.7%

The comments under the "Against" category express strong opposition to the proposed Active Travel Routes, emphasising that they are unnecessary and will cause more disruption than benefit. Respondents argue that the project caters to a small minority and that funds would be better spent on improving public transport and essential services like social care, healthcare, and education. Concerns are highlighted about the impact on parking, access to homes and businesses, and the complications for emergency services. Many believe that existing Active Travel Routes are underutilised and that the new routes will not be used enough to justify their cost and disruption. The overall sentiment is that the Active Travel Routes are not needed and fail to meet the actual needs and preferences of the community.

Category	Count	%
In favour	6	40.0%
Needs more work	4	26.7%
Against	4	26.7%
Spend money elsewhere	3	20.0%
Pro safety	2	13.3%
Lack of demand	2	13.3%
Cost	2	13.3%
Dangerous	1	6.7%
Implement quickly	1	6.7%
Requires cycle facilities -parking	1	6.7%
Not soon enough	1	6.7%
Requires separated cycle paths	1	6.7%
Increased congestion	1	6.7%
Connectivity	1	6.7%
Emergency services	1	6.7%
Effect on residents - parking	1	6.7%
Maintenance	1	6.7%

Table 12: Table displaying comments on Route 11



3.1.14 Route 12 Birkenhead to Bebington

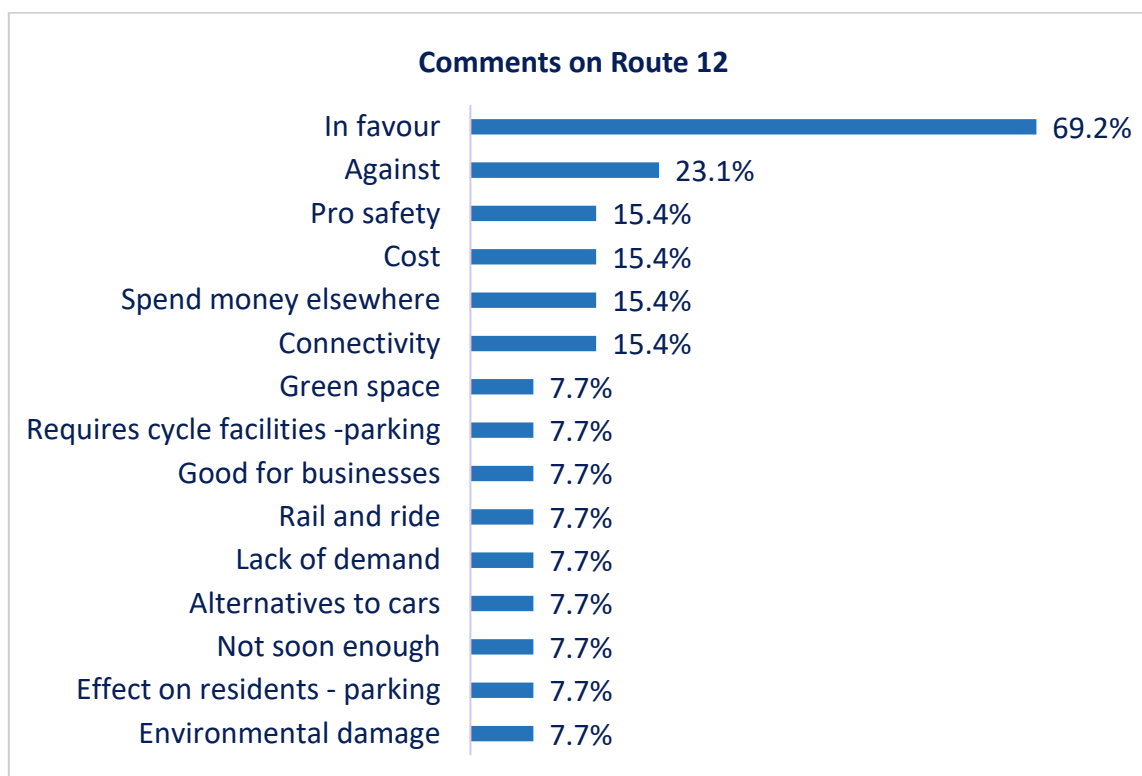


Figure 13: Chart displaying comments on Route 12

13 people responded to this question.

In favour 69.2%

The comments under the "In favour" category express strong support for the proposed Active Travel Routes, highlighting multiple benefits including improved safety, connectivity, and access. Respondents emphasise the importance of connecting the cycle route to rail stations, parks, and businesses to foster active travel and reduce car dependency. Many believe that the route will be well-used, particularly by students and commuters, and that it will complement other projects in the area. There is a sentiment that the route will enhance pedestrian infrastructure as well, making overall travel safer and more convenient. The comments suggest that quick implementation is feasible and that there is strong community readiness and demand for these improvements.

Against 23.1%

The comments under the "Against" category express strong opposition to the proposed Active Travel Routes, emphasising that they are unnecessary and a misuse of resources. Respondents argue that the funds would be better allocated to more critical areas such as social care, healthcare, and education, especially given the non-essential spend freeze by Wirral Council. Many highlight that existing Active Travel Routes are underutilised and have caused more issues, such as reduced access and parking difficulties, without benefiting cyclists. Concerns are also raised about the environmental and financial costs of maintaining

narrower routes. The overwhelming sentiment is that the Active Travel Routes are not justified by sufficient demand and fail to address the real needs and preferences of the community.

Category	Count	%
In favour	9	69.2%
Against	3	23.1%
Pro safety	2	15.4%
Cost	2	15.4%
Spend money elsewhere	2	15.4%
Connectivity	2	15.4%
Green space	1	7.7%
Requires cycle facilities -parking	1	7.7%
Good for businesses	1	7.7%
Rail and ride	1	7.7%
Lack of demand	1	7.7%
Alternatives to cars	1	7.7%
Not soon enough	1	7.7%
Effect on residents - parking	1	7.7%
Environmental damage	1	7.7%

Table 13: Table displaying comments on Route 12

3.1.15 Route 13 Brackenwood to Prenton

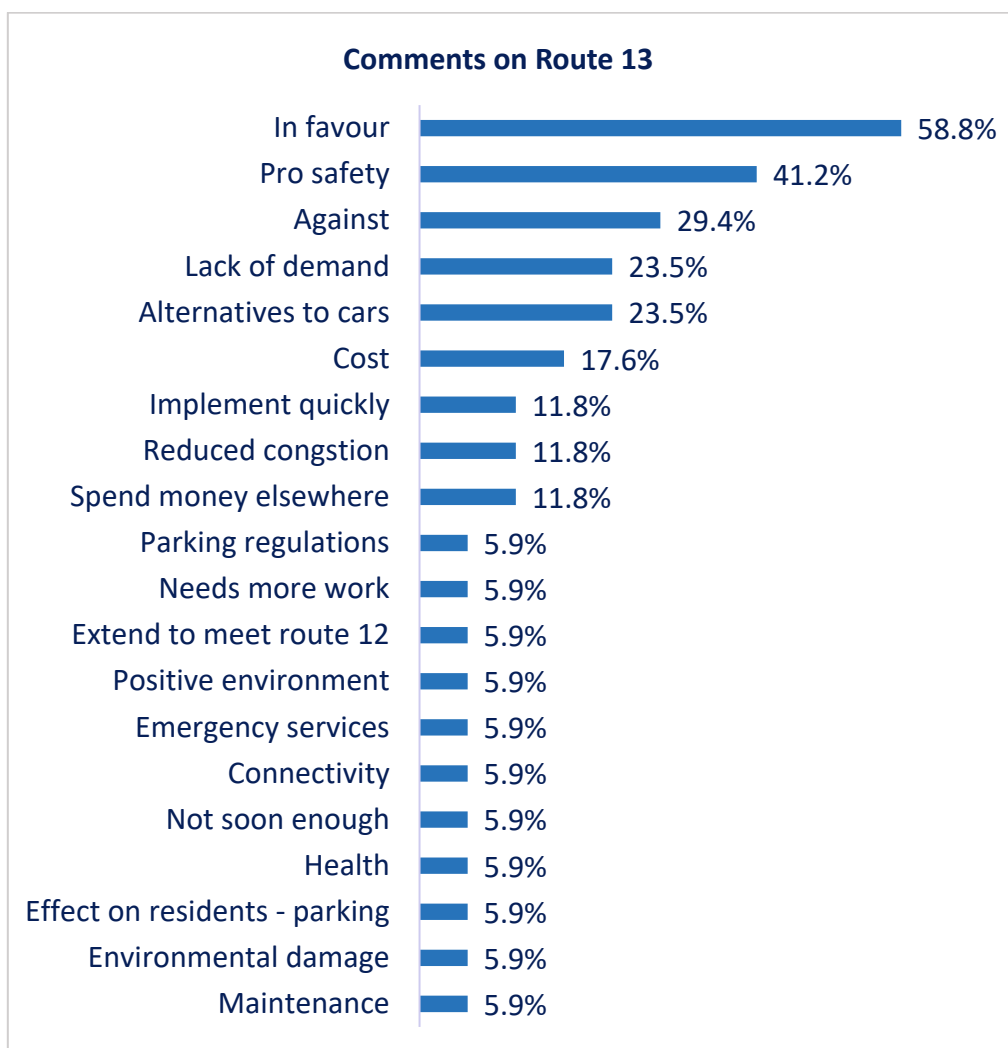


Figure 14: Chart displaying comments on Route 13

17 people responded to this question.

In favour 58.8%

The comments under the "In favour" category emphasise strong support for the proposed Active Travel Routes, highlighting their importance for improving safety and accessibility for cyclists, particularly students traveling to and from schools. Respondents note that the current routes are unsafe and that dedicated Active Travel Routes would significantly reduce car use, alleviate traffic congestion, and promote active travel. There is a sentiment that the project will provide safer paths for children, reduce pollution, and improve overall road safety. Many stress the need for quicker implementation to reap these benefits

sooner. The overarching message is that better cycling infrastructure is crucial for fostering a healthier, safer, and more sustainable community.

Pro safety 41.2%

The comments under the "safety" category emphasise the critical need for improved cycling infrastructure to enhance safety for all road users, especially children traveling to and from school. Respondents argue that dedicated Active Travel Routes would significantly reduce traffic congestion, provide safer travel options, and encourage more students to walk or cycle. Examples from other areas are cited, demonstrating the positive impact of safe infrastructure on increasing active travel. Many highlight the current dangers posed by heavy traffic, poorly designed roads, and the lack of adequate cycling paths, which force cyclists onto pavements and create frequent near-miss incidents. The overall sentiment is that improving safety through dedicated Active Travel Routes is essential for fostering a healthier, more active community and reducing reliance on cars.

Against 29.4%

The comments under the "Against" category express strong opposition to the proposed Active Travel Routes, emphasising that they are unnecessary and a waste of resources. Respondents argue that the funds would be better allocated to more critical areas such as social care, healthcare, and education, especially given the council's non-essential spend freeze. Many highlight that existing Active Travel Routes are underutilised and have caused more issues without benefiting cyclists. Concerns are also raised about the impact on parking, access to homes and businesses, and emergency services. The overwhelming sentiment is that the Active Travel Routes are not justified by sufficient demand and that the project is not in line with the community's actual needs and preferences.

Category	Count	%
In favour	10	58.8%
Pro safety	7	41.2%
Against	5	29.4%
Lack of demand	4	23.5%
Alternatives to cars	4	23.5%
Cost	3	17.6%
Implement quickly	2	11.8%
Reduced congestion	2	11.8%
Spend money elsewhere	2	11.8%
Parking regulations	1	5.9%
Needs more work	1	5.9%
Extend to meet route 12	1	5.9%
Positive environment	1	5.9%
Emergency services	1	5.9%
Connectivity	1	5.9%
Not soon enough	1	5.9%
Health	1	5.9%
Effect on residents - parking	1	5.9%
Environmental damage	1	5.9%
Maintenance	1	5.9%

Table 14: Table displaying comments on Route 13

3.1.16 Route 14 Birkenhead to Arrowe Park

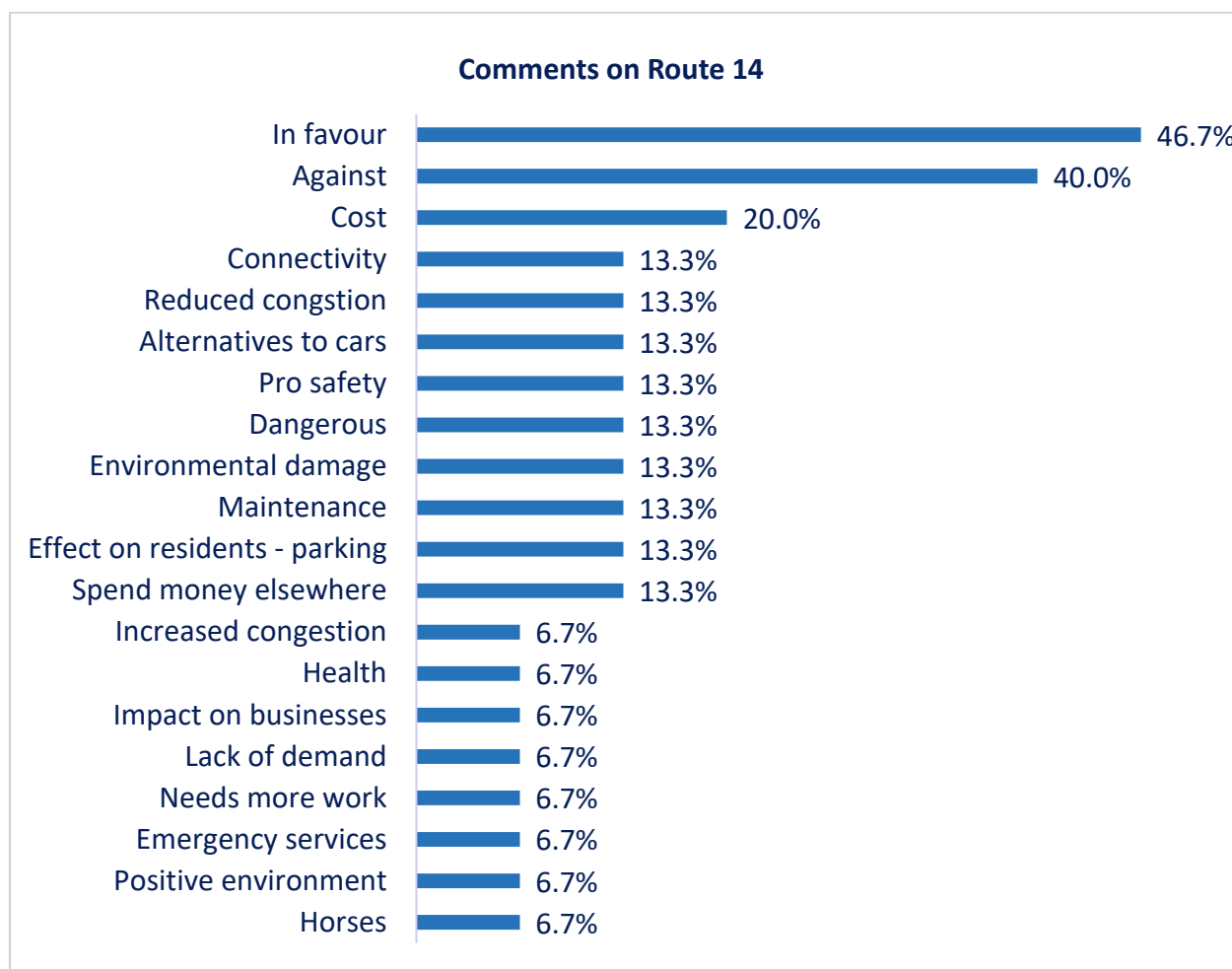


Figure 15: Chart displaying comments on Route 14

15 people responded to this question.

In favour 46.7%

The comments under the "In favour" category highlight strong support for improving cycling infrastructure along Route 14. Respondents emphasise the need for safer and more accessible routes to encourage active travel, reduce vehicle congestion, and provide better connectivity to areas like Arrowe Park Hospital, local shops, schools, and recreational areas. They underline the benefits such improvements would bring, including safer paths for children to cycle to school and more reliable alternatives to muddy, unsafe routes currently in use. There is also mention of the potential health benefits, particularly for elderly residents, and the positive impact on air pollution. Overall, the sentiment is that enhancing

Route 14 would significantly improve safety, accessibility, and environmental outcomes for the community.

Against 40.0%

The comments under the "Against" category emphasise strong opposition to the proposed Active Travel Routes, citing various concerns. Respondents argue that the project will contribute to traffic congestion, pose difficulties for emergency vehicles, and disrupt local businesses and residential access. Many highlight that existing Active Travel Routes, such as those on Fender Lane, are underutilised and have caused significant issues without benefiting cyclists. There are also concerns about the financial and environmental costs of maintaining narrower routes and the impact on residents' ability to park and conduct daily activities. The overarching sentiment is that the Active Travel Routes are not needed, and the project is not justified by sufficient demand, with calls for the funds to be reallocated to more critical community services.

Category	Count	%
In favour	7	46.7%
Against	6	40.0%
Cost	3	20.0%
Connectivity	2	13.3%
Reduced congestion	2	13.3%
Alternatives to cars	2	13.3%
Pro safety	2	13.3%
Dangerous	2	13.3%
Environmental damage	2	13.3%
Maintenance	2	13.3%
Effect on residents - parking	2	13.3%
Spend money elsewhere	2	13.3%
Increased congestion	1	6.7%
Health	1	6.7%
Impact on businesses	1	6.7%
Lack of demand	1	6.7%
Needs more work	1	6.7%
Emergency services	1	6.7%
Positive environment	1	6.7%
Horses	1	6.7%

Table 15: Table displaying comments on Route 14

3.1.17 Route 15 Claughton and Birkenhead to Greasby and Upton

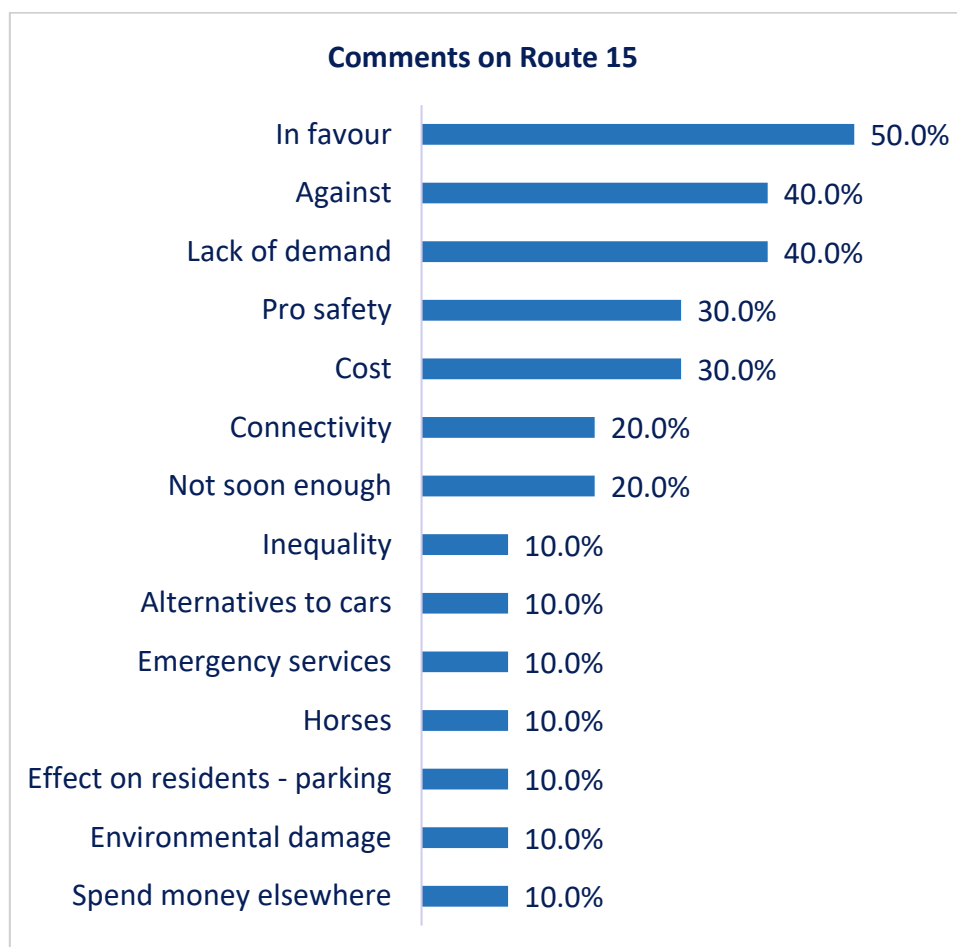


Figure 16: Chart displaying comments on Route 15

10 people responded to this question.

In favour 50.0%

The comments under the "In favour" category emphasise the need for improved cycling infrastructure to ensure safer and more accessible routes for cyclists. Respondents argue that an East-West connection is particularly lacking and that the proposed routes will promote active travel, making it easier for people to cycle to work and other destinations. Many highlight the current difficulties and dangers associated with cycling on existing roads, advocating for dedicated Active Travel Routes to enhance safety. There is also a sentiment that the route will benefit not only daily commuters but also aging residents who want to remain active without relying on cars. Overall, the sentiment is that the proposed Active Travel Routes are a necessary and valuable improvement to the area's transportation infrastructure.

Against 40.0%

The comments under the "Against" category express strong opposition to the proposed Active Travel Routes, arguing that they are unnecessary and a waste of resources.

Respondents believe that existing infrastructure is sufficient and that funds would be better allocated to other critical areas such as social care, healthcare, and education. Many highlight that current Active Travel Routes are underutilised, causing more issues, such as reduced parking and access for emergency services, without serving the intended purpose. There are also concerns about the environmental and financial costs of maintaining new routes. The overall sentiment is that the initiative is not justified by demand and fails to address the real needs and preferences of the community.

Lack of demand 40.0%

The comments under the "Lack of demand" category emphasise minimal need for the proposed Active Travel Routes, citing low usage of existing infrastructure as evidence. Respondents argue that the project is an unnecessary expense and suggest reallocating funds to more critical areas such as social care, healthcare, and education. Many highlight that the Active Travel Routes will reduce access to pavements and homes, complicate parking, and impact emergency services. The overwhelming sentiment is that the Active Travel Routes are not justified by community demand and that the resources could be better used elsewhere to address more pressing needs.

Category	Count	%
In favour	5	50.0%
Against	4	40.0%
Lack of demand	4	40.0%
Pro safety	3	30.0%
Cost	3	30.0%
Connectivity	2	20.0%
Not soon enough	2	20.0%
Inequality	1	10.0%
Alternatives to cars	1	10.0%
Emergency services	1	10.0%
Horses	1	10.0%
Effect on residents - parking	1	10.0%
Environmental damage	1	10.0%
Spend money elsewhere	1	10.0%

Table 16: Table displaying comments on Route 15

3.1.18 Route 16 Arrowe Park to Moreton

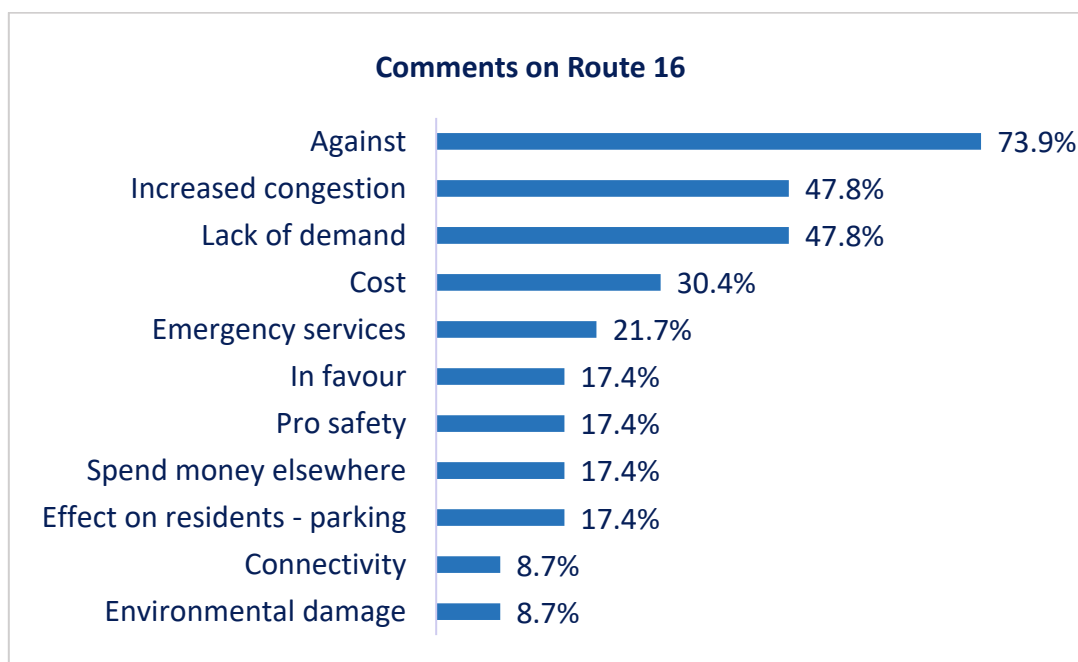


Figure 17: Chart displaying comments on Route 16

23 people responded to this question.

Against 73.9%

The comments under the "Against" category express strong opposition to the proposed Active Travel Routes, emphasising various negative impacts on the community. Respondents argue that the project will cause traffic congestion, particularly at busy areas like Moreton Cross and Fender Lane, making it difficult for emergency vehicles to navigate and posing significant safety risks. Many highlight that existing Active Travel Routes are underutilised and that the new routes will similarly go unused, rendering the project an unnecessary expenditure. There are concerns about reduced parking and accessibility for residents, businesses, and essential services. The overall sentiment is that the project is a waste of taxpayer money, will disrupt local businesses, and fails to consider the actual needs and preferences of the community.

Increased congestion 47.8%

The comments under the "congestion" category emphasise concerns that the proposed Active Travel Routes will significantly worsen traffic congestion. Respondents argue that introducing Active Travel Routes will exacerbate existing traffic problems, particularly in busy areas like Moreton Cross, making it difficult for emergency vehicles and increasing travel times. There are specific mentions of current underutilised Active Travel Routes, such as those on Fender Lane, which have already caused traffic delays without being frequently used by cyclists. The comments also highlight the potential adverse effects on local businesses due to reduced parking and increased congestion. Overall, the sentiment is that

the Active Travel Routes will not be utilised enough to justify the additional traffic congestion and inconvenience they will cause, with calls for funds to be redirected to more urgently needed areas.

Lack of demand 47.8%

The comments under the "Lack of demand" category emphasise that there is minimal need for additional Active Travel Routes due to the low usage of existing ones. Respondents argue that current Active Travel Routes are frequently underutilised and often cause more issues, such as increased traffic congestion, without serving the intended purpose. Many believe the funds could be better allocated to more pressing community needs, such as road repairs, public services, and improving existing infrastructure. Additional concerns are raised about the negative impact on parking, traffic flow, and local businesses. Overall, the sentiment is that the lack of demand does not justify the expense and disruption caused by the proposed Active Travel Routes.

Category	Count	%
Against	17	73.9%
Increased congestion	11	47.8%
Lack of demand	11	47.8%
Cost	7	30.4%
Emergency services	5	21.7%
In favour	4	17.4%
Pro safety	4	17.4%
Spend money elsewhere	4	17.4%
Effect on residents - parking	4	17.4%
Connectivity	2	8.7%
Environmental damage	2	8.7%
EV charging	1	4.3%
Impact on public transport	1	4.3%
Dangerous	1	4.3%
Impact on businesses	1	4.3%
Horses	1	4.3%
Maintenance	1	4.3%

Table 17: Table displaying comments on Route 16

3.1.19 Route 17 Wallasey and Leasowe to Moreton

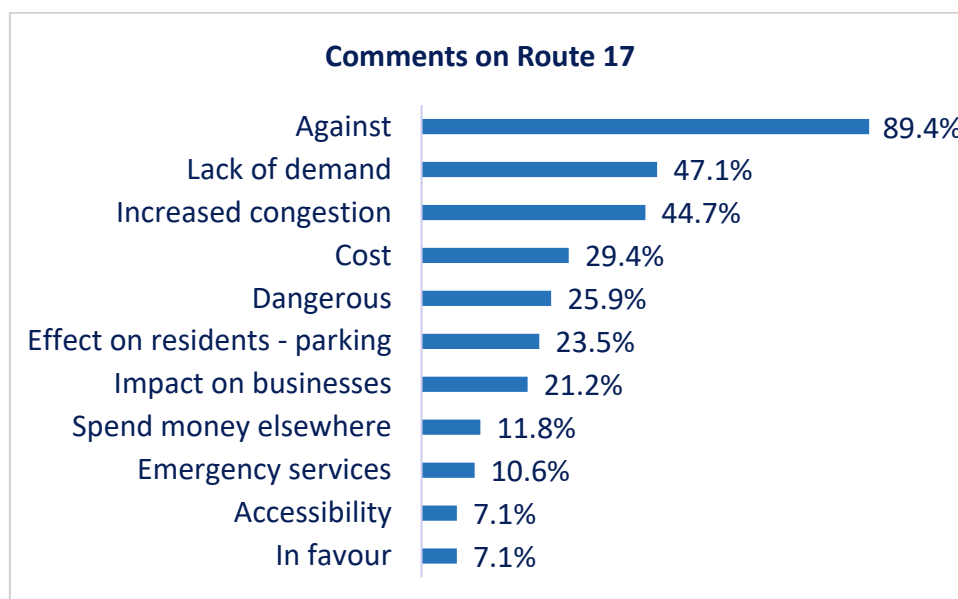


Figure 18: Chart displaying comments on Route 17

85 people responded to this question.

Against 89.4%

The comments under the "Against" category express strong opposition to the proposed Active Travel Routes due to various concerns, primarily focusing on the impact on parking, congestion, and safety. Respondents highlight that the removal of existing parking spaces will severely inconvenience residents and negatively affect property values. There are worries about increased traffic congestion and difficulty for emergency services to navigate the narrowed roads. Many argue that existing Active Travel Routes are underutilised, rendering the new ones unnecessary and a waste of taxpayer money. The comments also stress that the routes will harm local businesses by eliminating customer parking and causing road blockages. Additionally, there are significant concerns about safety, particularly at busy roundabouts and intersections. The general sentiment is that the project is impractical, unpopular, and fails to meet the community's needs.

Lack of demand 47.1%

The comments under the "Lack of demand" category emphasise that there is minimal need for additional Active Travel Routes due to low usage of existing ones. Respondents argue that current Active Travel Routes are frequently underutilised, with cyclists often choosing to use the road or pavement instead. They suggest that the proposed routes will not be used enough to justify their cost and the disruption they will cause. Many believe the funds could be better allocated to more pressing community needs, such as road and pavement repairs, public services, and improving existing infrastructure. Additional concerns are raised about the negative impact on parking, traffic congestion, and local businesses. Overall, the

sentiment is that the project is unnecessary and lacks sufficient demand from the community.

Increased congestion 44.7%

The comments under the "congestion" category emphasise concerns that the proposed Active Travel Routes will significantly worsen traffic congestion. Respondents argue that removing parking spaces and narrowing roads will lead to traffic bottlenecks, make it difficult for emergency vehicles to navigate, and create more hazardous situations for pedestrians and drivers. There are specific mentions of underused existing Active Travel Routes, such as those on Fender Lane, which have already caused significant delays and disruptions. Many feel that the road infrastructure is not suitable for accommodating Active Travel Routes without causing substantial inconvenience and increased congestion. The overall sentiment is that the Active Travel Routes will not be used enough to justify their negative impact on traffic flow and road safety.

Category	Count	%
Against	76	89.4%
Lack of demand	40	47.1%
Increased congestion	38	44.7%
Cost	25	29.4%
Dangerous	22	25.9%
Effect on residents - parking	20	23.5%
Impact on businesses	18	21.2%
Spend money elsewhere	10	11.8%
Emergency services	9	10.6%
Accessibility	6	7.1%
In favour	6	7.1%
Effect on residents - property prices	4	4.7%
Environmental damage	4	4.7%
Maintenance	4	4.7%
Effect on residents - damage	2	2.4%
Pro safety	2	2.4%
Connectivity	2	2.4%

Table 18: Table displaying comments on Route 17

3.1.20 Route 18 Liscard Town Centre to Wallasey

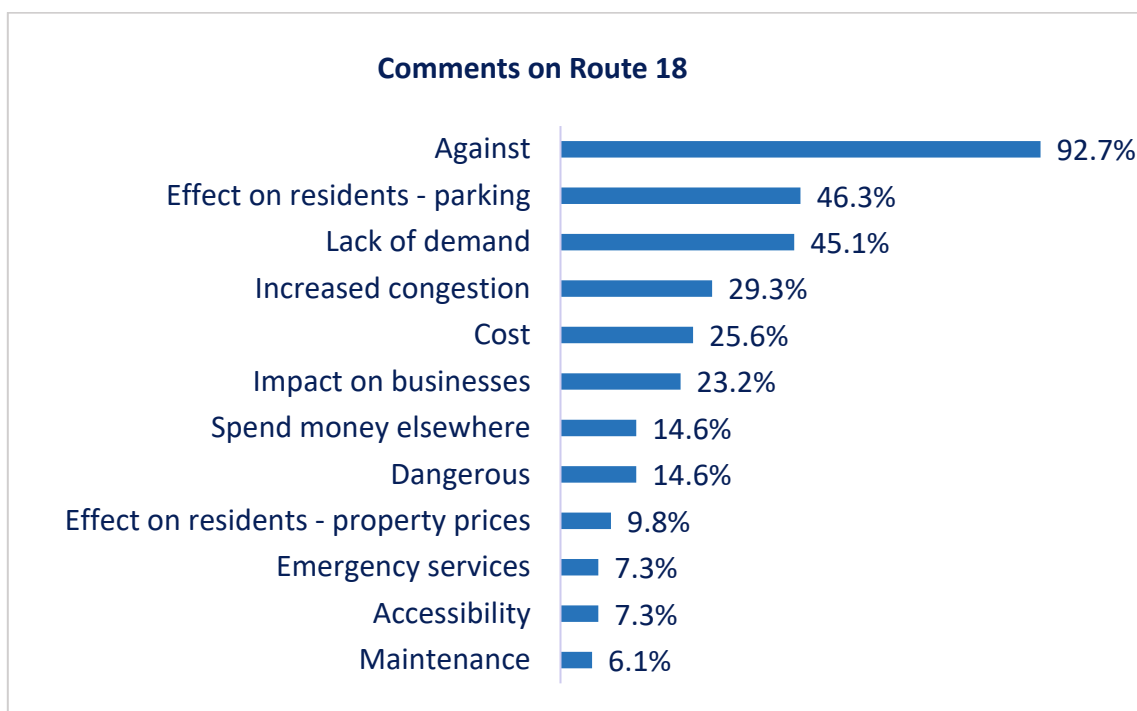


Figure 19: Chart displaying comments on Route 18

82 people responded to this question.

Against 92.7%

The comments under the "Against" category express strong opposition to the proposed Active Travel Routes. Respondents argue that the project will unnecessarily remove parking spaces, leading to increased congestion and making daily activities inconvenient for residents. They highlight concerns about the negative impact on property values, safety risks for families, and accessibility issues for the elderly, disabled, and those relying on electric vehicles. There is a sentiment that existing infrastructure is sufficient and that funds should be reallocated to more pressing needs like repairing roads, enhancing public services, and improving existing cycle paths. The overall sentiment is that the project is an impractical and unwanted use of resources that will cause more harm than benefit to the community.

Effect on residents – parking 46.3%

The comments under the "Effect on residents - parking" category emphasise strong concerns about the negative impact of the proposed Active Travel Routes on residential and business parking. Respondents argue that the removal of on-street parking will create significant inconvenience for residents, particularly those without off-road parking, and will exacerbate congestion on already crowded side streets. There are worries about reduced property values and increased safety risks for families, elderly residents, and individuals with mobility issues who will have to park further from their homes. The comments also highlight the challenges for local businesses and medical facilities, which rely on accessible parking

for customers and patients. Many suggest that existing Active Travel Routes are underutilised and that funds should be directed towards more beneficial projects or improvements to current infrastructure. The overall sentiment is that the proposed Active Travel Routes will cause more harm than good by disrupting parking, reducing accessibility, and creating additional safety hazards.

Lack of demand 45.1%

The comments under the "Lack of demand" category emphasise that there is minimal usage and insufficient need for additional Active Travel Routes. Respondents argue that existing Active Travel Routes are underutilised and poorly maintained, leading to congestion and safety concerns. They highlight that most of the area's residents do not cycle for commuting or shopping, rendering new routes unnecessary. Additionally, there is a sentiment that funds would be better spent on other community services and infrastructure improvements that residents want and need. The overall sentiment is that the proposed Active Travel Routes do not address the actual demands of the community and will lead to more problems rather than solutions.

Category	Count	%
Against	76	92.7%
Effect on residents - parking	38	46.3%
Lack of demand	37	45.1%
Increased congestion	24	29.3%
Cost	21	25.6%
Impact on businesses	19	23.2%
Spend money elsewhere	12	14.6%
Dangerous	12	14.6%
Effect on residents - property prices	8	9.8%
Emergency services	6	7.3%
Accessibility	6	7.3%
Maintenance	5	6.1%
In favour	3	3.7%
Environmental damage	3	3.7%
Needs more work	2	2.4%

Table 19: Table displaying comments on Route 18

3.1.21 Route 19 Liscard Town Centre to New Brighton and Wallasey

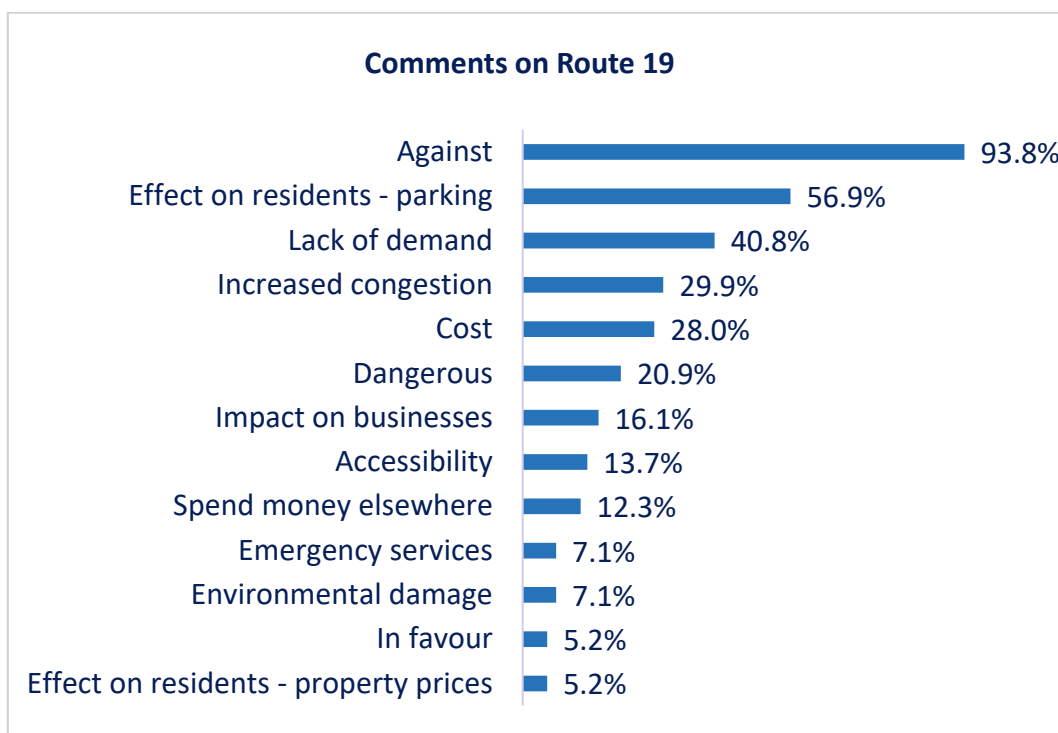


Figure 20: Chart displaying comments on Route 19

211 people responded to this question.

Against 93.8%

The comments under the "Against" category emphasise substantial opposition to the proposed Active Travel Routes due to perceived negative impacts on parking, traffic congestion, and safety. Respondents highlight that many residents, including the elderly and disabled, heavily rely on on-street parking, and the removal of these spaces will exacerbate existing parking challenges, pushing more cars into side streets and complicating daily life. Concerns are also raised about the danger posed by "floating bus stops" and the reduction of accessible parking for medical facilities and businesses. Some comments suggest that the Active Travel Routes will lead to significant visual and operational chaos, including the removal of trees, increased pollution from idling cars, and broader environmental damage. Additionally, there is widespread sentiment that existing active travel routes are underutilised, and funds should be allocated to other projects or existing infrastructure improvements. Many feel that the consultation process is flawed, with their feedback being ignored. The overarching message is that the project will do more harm than good and lacks both community support and sufficient justification.

Effect on residents – parking 56.9%

The comments under the "Effect on residents - parking" category reflect strong opposition to the proposed Active Travel Routes, primarily due to concerns about the impact on residential parking, safety, and accessibility. Respondents highlight that removing on-street

parking will severely inconvenience residents, particularly those without driveways, and will push cars into already crowded side streets. There are significant worries about safety risks for families, the elderly, and disabled residents, who will have to park further away from their homes. Many comments emphasise that the scheme will lead to increased traffic congestion, reduce property values, and complicate access for emergency services. The lack of consideration for existing parking needs, particularly near medical facilities and businesses, is repeatedly mentioned. Moreover, residents feel unheard and ignored in the consultation process, believing that their concerns are being disregarded for an impractical and unwanted project. There is a strong call for alternative solutions and a re-evaluation of the project's necessity and impact on the community.

Lack of demand 40.8%

The comments under the "Lack of demand" category express strong opposition to the proposed Active Travel Routes due to the lack of necessity and the negative impacts on the community. Respondents highlight that current Active Travel Routes are underutilised and question the need for more, arguing that the project will cause more traffic congestion, reduce property values, disrupt parking, and create safety hazards. Many believe that existing infrastructure is sufficient and that funds should be spent on more important and beneficial projects, such as EV charging stations, improved public transport, and enhancing current cycle paths. There is a sentiment that the consultation process is one-sided and does not genuinely consider residents' opinions. The overall message is that the project is impractical, unwanted, and detrimental to the community's well-being.

Increased congestion 29.9%

The comments under the "congestion" category highlight strong concerns that the proposed Active Travel Routes will significantly worsen traffic congestion in the area. Respondents argue that the initiative will lead to dangerous bottlenecks, making already busy roads like Grove Road and Hose Side Road even more problematic and unsafe. They highlight that narrower roads will cause delays for emergency services, increase pollution due to idling cars, and lead to more frequent traffic jams. The removal of on-street parking is also seen as exacerbating congestion, pushing more vehicles into side streets and creating safety risks, especially for children and the elderly. Moreover, respondents feel that existing Active Travel Routes are underutilised and that the new routes will not see sufficient use to justify the disruptions they will cause. Many are also critical of the consultation process, feeling that their concerns are being ignored and that the project is being driven by a small group disconnected from the majority of residents' needs. The overall sentiment is that the project will do more harm than good and is an inefficient use of resources that could be better spent elsewhere.

Cost 28.0%

The comments under the "Cost" category reflect strong opposition to the proposed Active Travel Routes due to the perceived financial waste and negative impacts on the community.

Respondents argue that the project is a misuse of taxpayer money, especially when existing Active Travel Routes are underutilised. They suggest that funds would be better spent on repairing roads, enhancing existing infrastructure, and addressing more pressing community needs like public services. Concerns are also raised about the detrimental effects on property values, local businesses, and accessibility for disabled and elderly residents. Many believe that the project will create more traffic congestion, increase pollution, and cause environmental harm by removing trees. There is a widespread sentiment that the council is not listening to the majority of residents who oppose the scheme. The overall message is that the project is an irresponsible and unnecessary expenditure that fails to address the real needs and priorities of the community.

Dangerous 20.9%

The comments under the "dangerous" category emphasise strong concerns about the safety implications of the proposed Active Travel Routes. Respondents argue that the initiative poses significant risks to pedestrians, particularly the elderly, disabled, and families with young children, due to increased traffic congestion and the removal of parking spaces. The introduction of "floating bus stops" is highlighted as a particularly hazardous element, creating confusion and potential accident hotspots. Many believe that the Active Travel Routes will force cars into crowded side roads, increasing the likelihood of collisions and reducing overall road safety. Additionally, there are concerns about the negative impact on emergency services' response times and the potential for serious accidents involving cyclists emerging from driveways with blind spots. The overall sentiment is that the project is ill-conceived, dangerous, and not in line with the community's needs, with calls for alternative solutions that enhance safety without compromising current infrastructure.

Impact on businesses 16.1%

The comments under the "impact on businesses" category highlight significant concerns about the negative effects of the proposed Active Travel Routes on local businesses and residential parking. Respondents argue that the removal of parking spaces will deter customers, disrupt daily operations, and lead to financial losses for small businesses. There is a strong sentiment that the area cannot accommodate the required infrastructure for cars, cyclists, and pedestrians without causing significant inconvenience. Many believe that the project will lead to more traffic congestion, increase pollution, and force cars into already congested side roads, which will further harm business and resident accessibility. The general feeling is that the initiative is an unnecessary and poorly considered expenditure, creating more problems than it solves, with calls for the council to listen to the majority of residents who oppose the scheme. The overall message is that the project will

harm local businesses, reduce property values, and fail to meet the actual needs of the community.

Accessibility 13.7%

The comments under the "accessibility" category express strong concerns about the negative impacts the proposed Active Travel Routes would have on accessibility for both residents and businesses. Respondents argue that the removal of on-street parking will severely harm those who rely on their vehicles, particularly the elderly, disabled, and families with young children. There are worries that the scheme will make it difficult for residents to park near their homes and will force them to use already congested side streets, thereby reducing accessibility. Additionally, there is significant concern about the negative effects on access to medical facilities, as well as the safety hazards posed by "floating bus stops." Many comments suggest that the project will not improve access but rather create chaos and make daily life more challenging for residents. The overall sentiment is that the Active Travel Routes will not meet the needs of the community and will instead introduce numerous accessibility issues.

Category	Count	%
Against	198	93.8%
Effect on residents - parking	120	56.9%
Lack of demand	86	40.8%
Increased congestion	63	29.9%
Cost	59	28.0%
Dangerous	44	20.9%
Impact on businesses	34	16.1%
Accessibility	29	13.7%
Spend money elsewhere	26	12.3%
Emergency services	15	7.1%
Environmental damage	15	7.1%
In favour	11	5.2%
Effect on residents - property prices	11	5.2%
Maintenance	7	3.3%
Needs more work	5	2.4%

Table 20: Table displaying comments on Route 19

3.1.22 Route 20 Liscard Town Centre to New Brighton

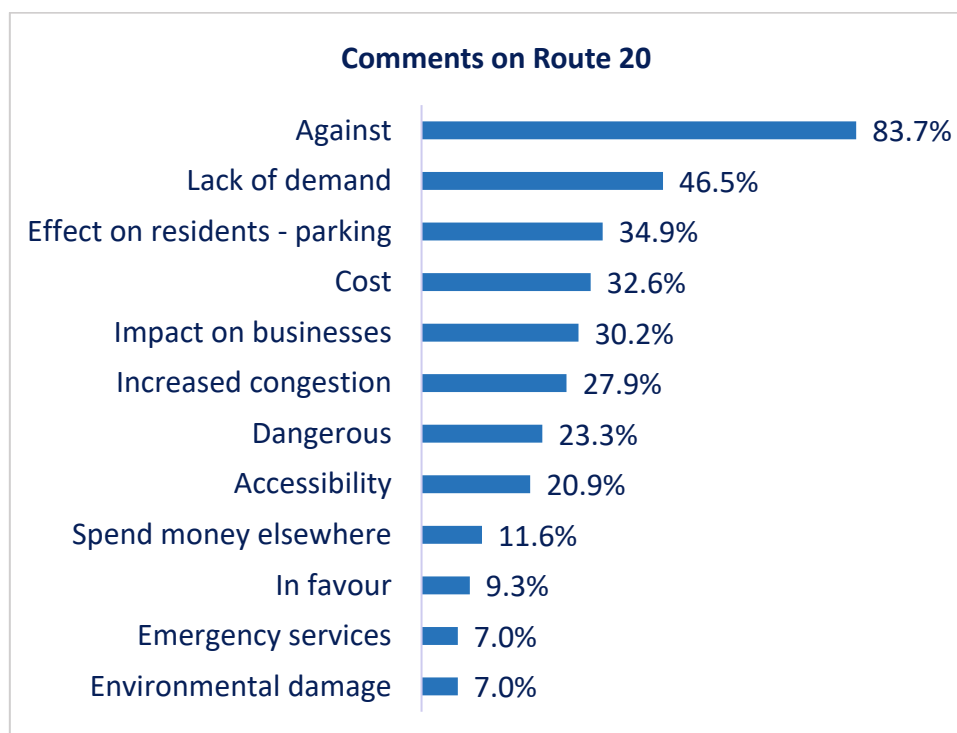


Figure 21: Chart displaying comments on Route 20

43 people responded to this question.

Against 83.7%

The comments under the "Against" category elaborate on multiple concerns regarding the proposed Active Travel Routes. Respondents argue that the initiative is unnecessary and lacks sufficient demand, as evidenced by underutilised existing routes. They emphasise that the project will lead to significant disruptions, including the removal of parking spaces, traffic congestion, decreased property values, and compromised safety for residents, especially children and the elderly. Local businesses are also highlighted as likely to suffer due to reduced accessibility for customers. Concerns are raised about the increased costs associated with maintaining narrowed routes and the overall financial burden on taxpayers. Many respondents feel that public funds would be better spent on essential services like healthcare, social care, and public transport improvements. There is also a sentiment that the widespread public opposition to the project makes its implementation undemocratic. Overall, these comments advocate for abandoning the proposed Active Travel Routes in favour of addressing more immediate community needs and enhancing existing infrastructure.

Lack of demand 46.5%

The comments under the "Lack of demand" category emphasise a strong belief that the proposed Active Travel Routes are unnecessary and lack sufficient support from the community. Respondents argue that current Active Travel Routes are underutilised and that

adding more would be a waste of resources, disrupting traffic, local businesses, and residential parking. Concerns are raised about the negative impacts on accessibility, particularly for the elderly, disabled, and families with children. Many suggest that funds would be better allocated to more pressing needs such as healthcare, social care, and public transport improvements. There is also a sentiment that the project is driven by misplaced priorities, with calls for a focus on enhancing existing infrastructure rather than creating new, underutilised routes. The overall consensus is that the initiative lacks demand, is poorly thought out, and is not in line with the community's needs and preferences.

Effect on residents – parking 34.9%

The comments under the "Effect on residents - parking" category convey strong opposition to the proposed Active Travel Routes, primarily due to the negative impact on residential and business parking. Respondents argue that removing parking spaces will inconvenience homeowners, deter potential property buyers, and decrease property values. Safety concerns are raised as vulnerable residents like families, the elderly, and disabled individuals would face increased risks. Additionally, the elimination of parking spaces for electric vehicle charging contradicts environmental initiatives. Local businesses are also expected to suffer from reduced customer access. Overall, residents feel that their needs and suggestions, such as improving existing cycle paths or developing shared spaces, are being ignored. The general sentiment is that the proposal lacks adequate consideration of resident and business impacts and is seen as a poor allocation of resources that fails to address community needs.

Cost 32.6%

The comments under the "Cost" category emphasise a strong opposition to the financial implications of the proposed Active Travel Routes. Respondents argue that the project is an unnecessary and wasteful expenditure, especially considering the existing underutilised Active Travel Routes. They believe that funds should be reallocated to more urgent needs such as social care, healthcare, housing, and public transport improvements. Concerns are raised about the impact on local businesses, increased traffic congestion, and environmental costs associated with maintaining new routes. Many highlight that the project fails to reflect public demand and feel that it is ideologically driven without practical consideration. The overall sentiment is that the project lacks transparency, public support, and is a poor allocation of taxpayer money.

Impact on businesses 30.2%

The comments under the "impact on businesses" category illustrate significant concerns that the proposed Active Travel Routes will detrimentally affect local businesses. Respondents argue that the removal of parking spaces will inconvenience customers and could lead to a loss of business, especially for small, independent shops. They believe that the Active Travel Routes will create traffic congestion, damage the environment, and result in increased costs for maintenance. There is a perception that existing Active Travel Routes

are underutilised, and that new routes will not be used enough to justify the expense. Many suggest that funds would be better spent on improving the area’s infrastructure, such as parking facilities, EV charging stations, and incentives for local businesses. Some respondents also raise concerns that the project is being pushed through for the benefit of third parties rather than the community. The overwhelming sentiment is that the Active Travel Routes will harm rather than help local businesses and that the project should be reconsidered.

Category	Count	%
Against	36	83.7%
Lack of demand	20	46.5%
Effect on residents - parking	15	34.9%
Cost	14	32.6%
Impact on businesses	13	30.2%
Increased congestion	12	27.9%
Dangerous	10	23.3%
Accessibility	9	20.9%
Spend money elsewhere	5	11.6%
In favour	4	9.3%
Emergency services	3	7.0%
Environmental damage	3	7.0%
Requires cycle facilities -parking	2	4.7%
Effect on residents - property prices	1	2.3%
Effect on residents - damage	1	2.3%
Needs more work	1	2.3%
Pro safety	1	2.3%
Maintenance	1	2.3%

Table 21: Table displaying comments on Route 20

3.1.23 Route 21 The Croft Retail and Employment areas to Bromborough

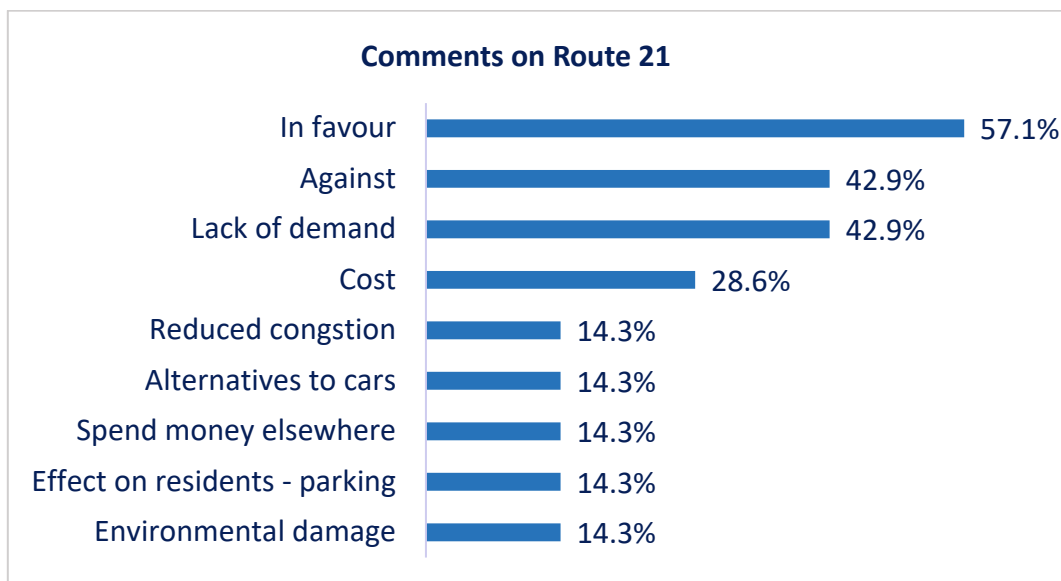


Figure 22: Chart displaying comments on Route 21

7 people responded to this question.

In favour 57.1%

The comments under the "In favour" category highlight strong support for the proposed route, emphasising its potential to reduce traffic to and from the retail park in Bromborough. Respondents point out that new housing developments and the existing business park would benefit from improved walking and cycling infrastructure, encouraging more people to travel by foot or bike. They also note the availability of space along the route and the need to address the safety concerns posed by fast traffic. While some acknowledge that it might not be a top priority, they recognise that this could change with new housing developments. Overall, these comments advocate for enhancing the route to improve safety, reduce traffic congestion, and promote active travel in the area.

Against 42.9%

The comments under the "Against" category express strong opposition to the proposed cycle network, emphasising that the project is not needed and lacks sufficient demand. Respondents argue that funds should be reallocated to more urgent needs such as social care, healthcare, and essential community services, especially given the council's "non-essential spend" freeze. Concerns are raised about the project's potential negative impact on pavements, homes, and traffic, as well as the financial and environmental costs associated with maintaining narrower routes. Additionally, there is a sentiment that proceeding with the project against public opposition is undemocratic. Overall, these

comments advocate for abandoning the scheme in favour of addressing more pressing community needs.

Lack of demand 42.9%

The comments under the "Lack of demand" category emphasise that there is insufficient need for the proposed cycle network. Respondents argue that existing Active Travel Routes are already underutilised and that the project would therefore be an unnecessary expenditure. They suggest that funds could be better allocated to essential services like social care, healthcare, and education, particularly given the council's freeze on "non-essential spend." Concerns are also raised about the negative impact on pavements and homes, as well as the financial and environmental costs of maintaining new routes. Additionally, there is a sentiment that moving forward with the project against considerable public opposition is undemocratic. Overall, these comments advocate for scrutinising the actual demand and reallocating funds to more pressing community needs.

Category	Count	%
In favour	4	57.1%
Against	3	42.9%
Lack of demand	3	42.9%
Cost	2	28.6%
Reduced congestion	1	14.3%
Alternatives to cars	1	14.3%
Spend money elsewhere	1	14.3%
Effect on residents - parking	1	14.3%
Environmental damage	1	14.3%

Table 22: Table displaying comments on Route 21

3.1.24 Route 22 The Croft Retail and Employment areas to Port Sunlight

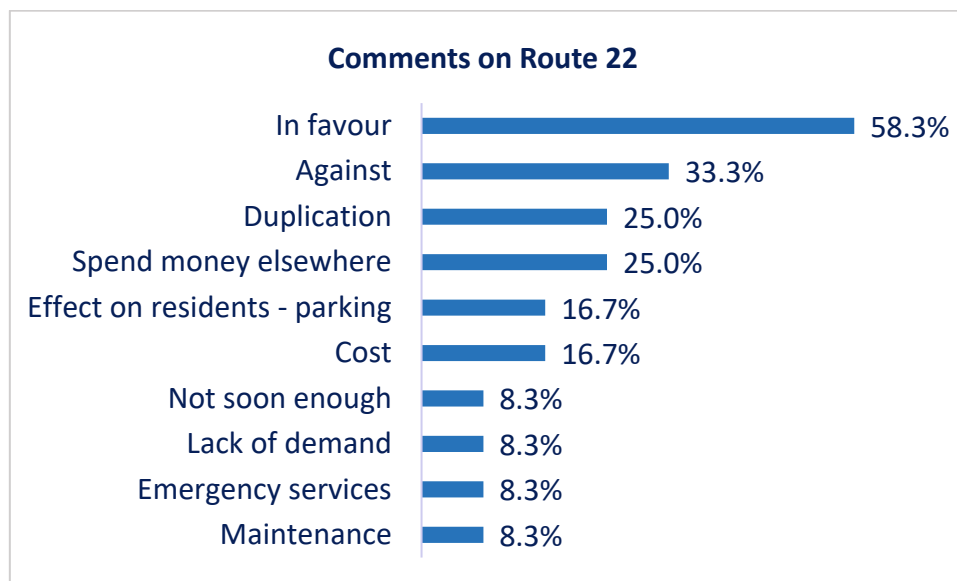


Figure 23: Chart displaying comments on Route 22

12 people responded to this question.

In favour 58.3%

The comments under the "In favour" category reflect strong support for enhancing and extending the existing cycling routes, particularly around the Port Sunlight walkway and Bromborough Croft. Respondents emphasise the value of improving access points to current paths and integrating them with leisure and business areas to promote cycling. They highlight the potential benefits of better signage, smoother paths, and additional infrastructure like ramps and lighting to make routes more usable year-round. There is a consensus that these improvements would encourage more people to cycle, benefiting both local businesses and the environment. Overall, these comments advocate for prioritising the enhancement of existing routes to improve connectivity and access.

Against 33.3%

The comments under the "Against" category express strong opposition to the core network plan, particularly along Bromborough Road. Respondents argue that the project will significantly disrupt local residents' access to their vehicles, daily commutes, and general mobility. They highlight that existing Active Travel Routes are underutilised, questioning the necessity of additional infrastructure. There is a sentiment that public funds would be better spent on essential services such as social care, healthcare, and education, given the council's "non-essential spend" freeze. Additionally, concerns are raised about the financial, environmental, and logistical impacts of the project, with some labelling it as undemocratic.

due to perceived overwhelming public opposition. Overall, these comments advocate for abandoning the scheme in favour of addressing more pressing community needs.

Duplication 25.0%

The comments under the "duplication" category raise concerns about possibly redundant infrastructure, pointing out that existing cycle paths, such as those along Bromborough Road and from Port Sunlight station to Bromborough Croft, are already in place. Respondents suggest that instead of creating new routes, it might be more beneficial to enhance these existing paths with improvements like better lighting, additional access points, and connectivity to other routes. They emphasise that improving the current infrastructure could be a more cost-effective and practical approach, ensuring the paths are safer and more usable year-round. Overall, these comments advocate for optimising and upgrading existing routes to avoid unnecessary duplication.

Spend money elsewhere 25.0%

The comments under the "spend money elsewhere" category express a strong preference for reallocating funds from the proposed cycle network to more critical community needs. Respondents argue that existing paths, such as those along Bromborough Road, should be improved rather than building new routes, which may be unnecessary and redundant. They stress that the money could be better spent on essential services like social care, healthcare, and support for the aging population. Concerns about the project's financial and environmental costs, lack of sufficient demand, and potential disruption to pavements and homes are also highlighted. Overall, these comments advocate for a more prudent allocation of funds to address pressing community issues and enhance existing infrastructure instead of creating new ones.

Category	Count	%
In favour	7	58.3%
Against	4	33.3%
Duplication	3	25.0%
Spend money elsewhere	3	25.0%
Effect on residents - parking	2	16.7%
Cost	2	16.7%
Not soon enough	1	8.3%
Lack of demand	1	8.3%
Emergency services	1	8.3%
Maintenance	1	8.3%

Table 23: Table displaying comments on Route 22

3.1.25 Route 23 Clatterbridge to Bromborough

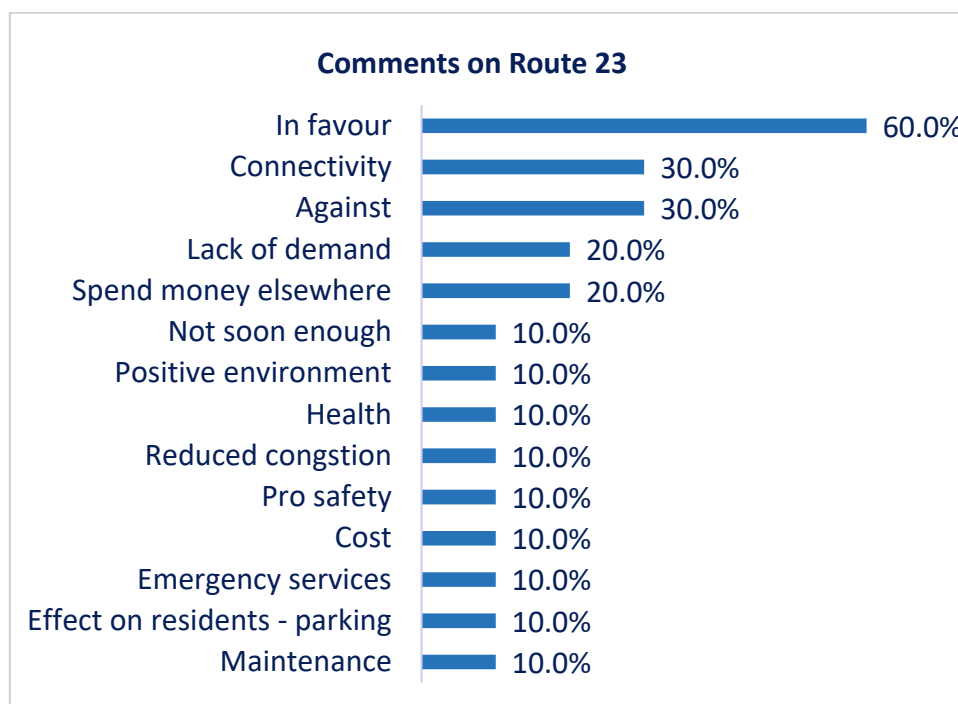


Figure 24: Chart displaying comments on Route 23

10 people responded to this question.

In favour 60.0%

The comments under the "In favour" category highlight strong support for improving access to Clatterbridge Hospital and enhancing public transport links. Respondents see the need for better cycling routes, particularly for hospital employees and residents of Bromborough. They advocate for quicker implementation of the project, emphasising the health, environmental, and safety benefits, such as reduced pollution, improved life expectancy, and fewer road accidents. Some comments also suggest specific improvements, like making certain sections safer and more accessible by removing barriers. Overall, these comments reflect a positive outlook on the proposed changes, stressing their potential to significantly enhance community well-being and connectivity on the Wirral.

Connectivity 30.0%

The comments under the "connectivity" category emphasise the critical need for improved routes and access to Clatterbridge Hospital, particularly from areas like Bromborough. Respondents highlight the potential benefits of establishing a richer and more extensive network of walking, cycling, and wheeling paths on the Wirral, citing improved public health, environmental benefits, reduced congestion, and enhanced safety. There is support for comprehensive improvements across all proposed routes, with a specific focus on making travel to and around Clatterbridge more efficient and accessible. The overall

sentiment is that enhancing connectivity will lead to significant improvements in quality of life, health outcomes, and environmental sustainability for the community.

Against 30.0%

The comments under the "Against" category present strong resistance to the proposed active travel network. Respondents argue that the project is unnecessary and lacks sufficient demand, citing underutilised existing Active Travel Routes as examples. They believe that funds should be reallocated to more urgent needs like social care, healthcare, and essential community services, especially given the council's "non-essential spend" freeze. Concerns are raised about the potential negative impact on pavements, homes, and emergency services, as well as the environmental cost of maintaining new infrastructure. There is also a sentiment that proceeding with the project against public opposition is undemocratic. Overall, these comments advocate for abandoning the project in favour of addressing more immediate community needs.

Category	Count	%
In favour	6	60.0%
Connectivity	3	30.0%
Against	3	30.0%
Lack of demand	2	20.0%
Spend money elsewhere	2	20.0%
Not soon enough	1	10.0%
Positive environment	1	10.0%
Health	1	10.0%
Reduced congestion	1	10.0%
Pro safety	1	10.0%
Cost	1	10.0%
Emergency services	1	10.0%
Effect on residents - parking	1	10.0%

Table 24: Table displaying comments on Route 23

3.1.26 Route 24 Arrowe Park Road, Arrowe Park to Arrowe Park Road, Thingwall

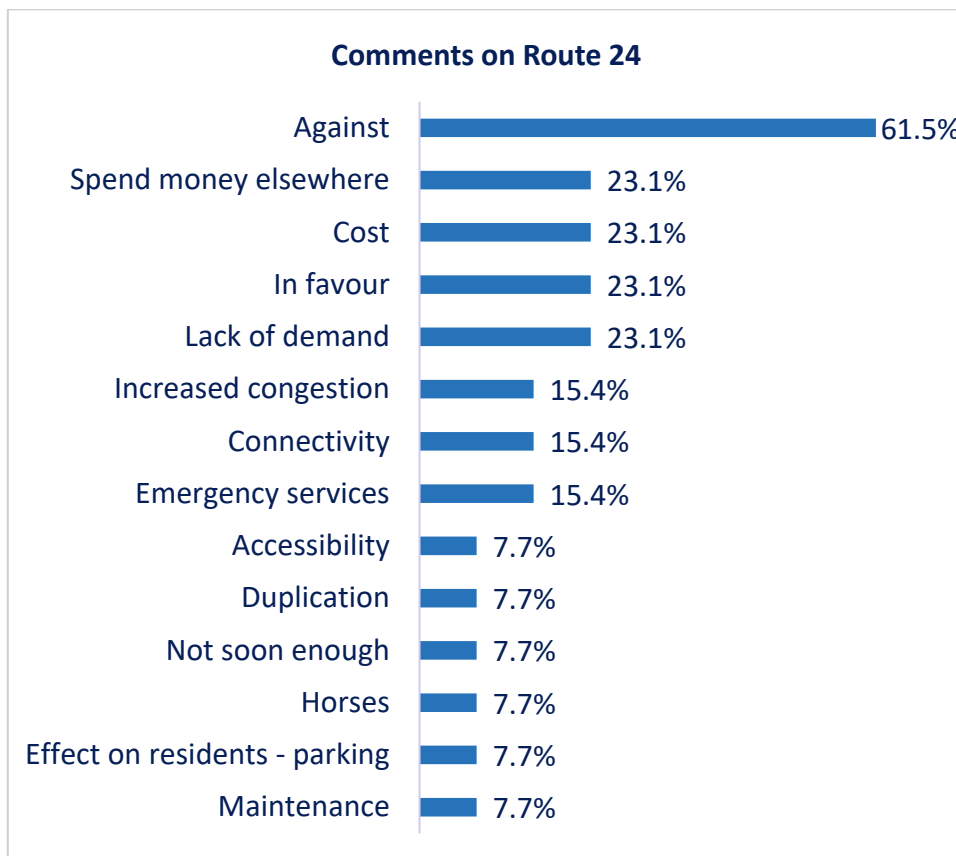


Figure 25: Chart displaying comments on Route 24

13 people responded to this question.

Against 61.5%

The comments under the "Against" category express strong opposition to the proposed active travel network, citing various concerns. Respondents argue that the project is an unnecessary and costly "vanity project," advocating for funds to be reallocated to more pressing needs like social care, healthcare, and support for the elderly. There is a sentiment that existing routes are sufficient, and that further development could exacerbate traffic congestion and impact emergency services. Some comments highlight the impracticality of active travel for hospital patients and shift workers, suggesting that improved public transport would be a better focus. Overall, the sentiment is that the project lacks public support, faces significant logistical issues, and is seen as an inefficient use of taxpayer money, reinforcing the need to prioritise more critical community services.

Spend money elsewhere 23.1%

The comments under the "spend money elsewhere" category emphasise a strong preference for reallocating funds from the active travel network to more critical community needs. Respondents suggest that the money would be better spent on social care,

healthcare, support for the elderly, and essential services like schools, hospitals, and public safety. They argue that the project is unnecessary and lacks sufficient demand, viewing it as an inefficient use of taxpayer money. Additionally, concerns are raised about the potential negative impact on road access, emergency services, and environmental costs associated with maintaining narrower routes. The overarching sentiment is that the initiative is undemocratic and not reflective of community priorities, urging for a focus on more pressing issues.

Cost 23.1%

The comments under the "Cost" category express significant concerns about the financial implications of the proposed active travel network. Respondents argue that existing Active Travel Routes are sufficient and that expanding them would be an over-engineered and costly endeavour, similar to the underutilised Fender Lane project. Many suggest that the funds could be better allocated to essential services such as social care, healthcare, and education, especially given the council's freeze on "non-essential spend." Concerns are raised about the additional costs of maintaining narrower routes, the environmental impact, and the financial burden on taxpayers. There is also a sentiment that the project lacks public support, making it an undemocratic use of resources. Overall, these comments advocate for a more prudent allocation of funds to address critical community needs.

In favour 23.1%

The comments under the "In favour" category express strong support for enhancing and expanding existing cycle paths, particularly highlighting the route's potential to improve access to Arrowe Park and surrounding areas. Respondents emphasise that the wide roads provide ample space for development, making it a feasible and beneficial project. They encourage speedy implementation, noting that it could be easily integrated with existing infrastructure, such as Thingwall Road. Overall, these comments reflect optimism and eagerness for the project's positive impact on accessibility, leisure, and connectivity in the community.

Lack of demand 23.1%

The comments under the "Lack of demand" category suggest that there is no significant need for the proposed Active Travel Routes. Respondents argue that existing infrastructure, such as the active travel route on Fender Lane, is underutilised and has created additional problems like traffic congestion and emergency vehicle delays. They believe that investments should be redirected to more critical services such as education, healthcare, and social care. The comments also raise concerns about the environmental and financial costs associated with maintaining new routes, suggesting that the project is not justified by current demand and lacks public support. Overall, these comments advocate for prioritising more essential community needs over the development of new cycling infrastructure.

Category	Count	%
Against	8	61.5%
Spend money elsewhere	3	23.1%
Cost	3	23.1%
In favour	3	23.1%
Lack of demand	3	23.1%
Increased congestion	2	15.4%
Connectivity	2	15.4%
Emergency services	2	15.4%
Accessibility	1	7.7%
Duplication	1	7.7%
Not soon enough	1	7.7%
Horses	1	7.7%
Effect on residents - parking	1	7.7%
Maintenance	1	7.7%

Table 25: Table displaying comments on Route 24

3.1.27 Route 25 Clatterbridge to Gayton

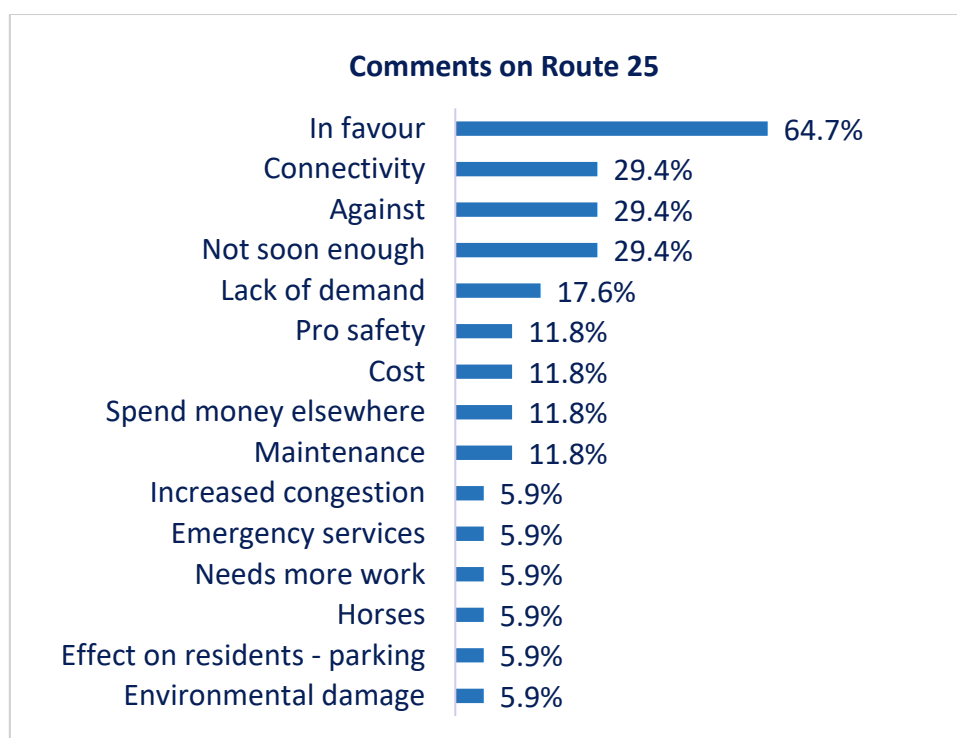


Figure 26: Chart displaying comments on 25

17 people responded to this question.

In favour 65.7%

The comments under the "In favour" category emphasise strong support for establishing an East-West cycle route across the Wirral. Respondents highlight the lack of existing infrastructure connecting the two sides of the peninsula and stress the importance of

creating safe, direct paths for cyclists and pedestrians. Many express the need for this route to connect key areas like Clatterbridge, Heswall, and Bromborough to existing public transport networks and leisure destinations. There is also a call for prioritising this project due to the current lack of alternative routes and the potential benefits for accessibility, safety, and environmental sustainability. Overall, these comments advocate for a higher prioritisation and quicker implementation of this crucial East-West link to enhance mobility and promote active travel.

Connectivity 29.4%

The comments under the "connectivity" category emphasise the crucial need for an East-West cycle and walking route across the Wirral to enhance accessibility for work, leisure, and public transport connections. Respondents point out the current lack of direct routes across the peninsula and highlight the potential benefits of connecting areas like Irby, Spital, Clatterbridge, and Bebington. They advocate for utilising existing paths and tracks, such as those on Leverhulme estates, to create safe and direct links. The sentiment is that improved connectivity would significantly boost mobility, reduce congestion, and promote active travel. Many express strong support for prioritising and accelerating the development of this route to ensure it meets the needs of residents and integrates seamlessly into the Merseyrail network. Overall, these comments stress the importance of creating efficient and safe connections to improve overall accessibility on the Wirral.

Against 29.4%

The comments under the "Against" category present a strong opposing view to the proposed active travel network extension. Respondents argue that the project is unnecessary, poorly conceived, and detrimental to the area. They highlight that the existing Active Travel Routes are underused and suggest that expanding these routes will only exacerbate traffic issues, impact emergency services, and impose additional costs on taxpayers. Many comments express frustration over the perceived waste of funds that could be better allocated to essential services like social care, healthcare, and road maintenance. There is also a recurring sentiment that public opinion is overwhelmingly against the project, making the initiative undemocratic. Overall, these comments advocate for scrapping the project in favour of addressing more critical community needs.

Not soon enough 29.4%

The comments under the "not soon enough" category advocate for a higher priority and faster implementation of an East-West cycle route across the Wirral. Respondents emphasise the lack of current infrastructure and the crucial need for improved connectivity for work and leisure. They highlight potential routes through the Leverhulme estates and stress the importance of creating safe paths for cyclists and pedestrians, particularly where current roads are dangerous. Many comments underline the limited public transport options in this area, arguing that the project would fill a significant gap and provide vital links to the electrified train line. There is a strong consensus that this route would benefit a

large part of the population, enhance accessibility, and should be accelerated to meet urgent needs. Overall, the sentiment is clear: the project is essential and should be fast-tracked to maximise its positive impact on the community.

Category	Count	%
In favour	11	64.7%
Connectivity	5	29.4%
Against	5	29.4%
Not soon enough	5	29.4%
Lack of demand	3	17.6%
Pro safety	2	11.8%
Cost	2	11.8%
Spend money elsewhere	2	11.8%
Maintenance	2	11.8%
Increased congestion	1	5.9%
Emergency services	1	5.9%
Needs more work	1	5.9%
Horses	1	5.9%
Effect on residents - parking	1	5.9%
Environmental damage	1	5.9%

Table 26: Table displaying comments on Route 25

3.1.28 Route 26 Arrowse Park to Heswall

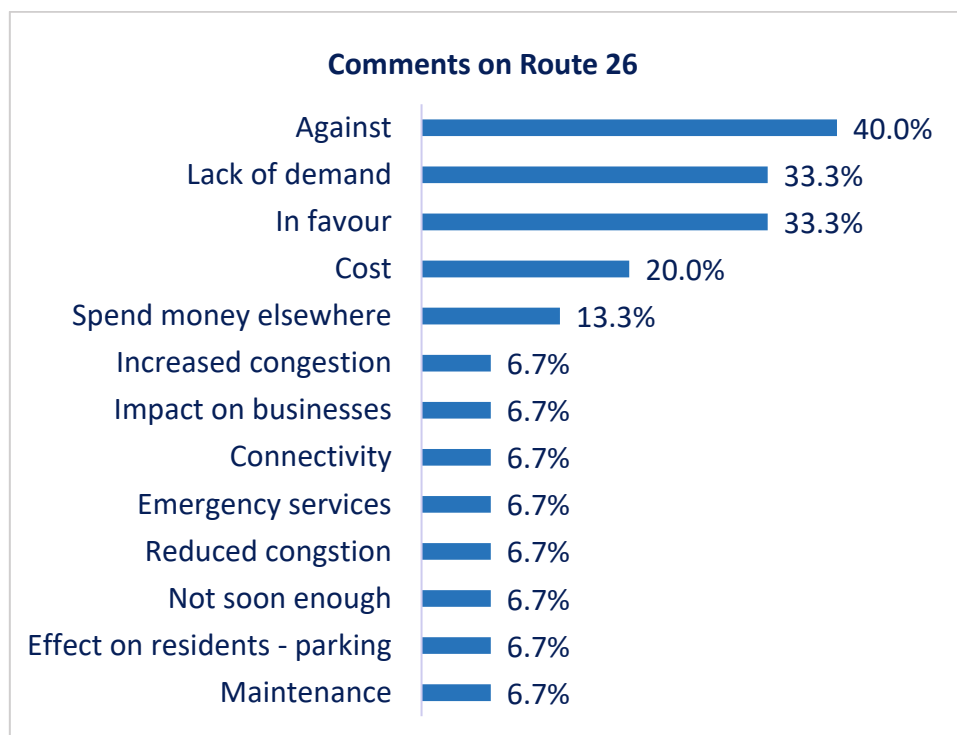


Figure 27: Chart displaying comments on Route 26

15 people responded to this question.

Against 40.0%

The additional comments under the "Against" category reinforce the opposition to the proposed active travel network. Respondents argue that the project will disrupt essential arterial routes and negatively impact daily commuters. There is a belief that existing Active Travel Routes are sufficient and underused, making further expansion a waste of resources. Many suggest reallocating funds to more critical areas such as social care, road maintenance, and public transport, particularly in light of the council's "non-essential spend" freeze. Concerns are also raised about potential property and business disruptions, as well as the project's environmental and economic inefficiency. The overall sentiment is that the initiative is unnecessary, undemocratic, and lacks public support, with several comments calling for the complete abandonment of the scheme.

Lack of demand 33.3%

The comments under the "Lack of demand" category reiterate a perceived insufficiency in the need for new Active Travel Routes, given the existing infrastructure. Respondents argue that current cycle paths are underutilised, questioning the necessity and justification for adding more. They emphasise that public opinion is largely against the project, citing survey results and community sentiment. Concerns are raised about the potential financial burden on taxpayers, deeming it a poor allocation of funds better spent on critical services like healthcare, social care, and road maintenance. Additionally, there are worries about the negative impact on homes, businesses, and emergency services, as well as the environmental cost of maintaining narrower routes. The overall sentiment is that the project is unnecessary, undemocratic, and not supported by sufficient demand, with many advocating for prioritising more essential needs.

In favour 33.3%

The comments under the "In favour" category express strong support for extending and improving Active Travel Routes along the route. Respondents highlight the potential benefits of enhanced cycling infrastructure, such as encouraging more people to cycle, improving safety with lower speed limits, and increasing active travel to local schools, shops, and other amenities. There is also enthusiasm for the environmental and traffic-relief benefits, particularly in areas with significant housing and employment sites like Arrowse Park Hospital. Many supporters stress the need for timely implementation, expressing impatience for the project to begin. The overall sentiment is that extending bike routes and lowering speed limits would greatly benefit local communities, promoting healthier lifestyles and reducing congestion.

Category	Count	%
Against	6	40.0%
Lack of demand	5	33.3%
In favour	5	33.3%
Cost	3	20.0%
Spend money elsewhere	2	13.3%
Increased congestion	1	6.7%
Impact on businesses	1	6.7%
Connectivity	1	6.7%
Emergency services	1	6.7%
Reduced congestion	1	6.7%
Not soon enough	1	6.7%
Effect on residents - parking	1	6.7%
Maintenance	1	6.7%

Table 27: Table displaying comments on Route 26

3.1.29 Route 27 Greasby to West Kirby

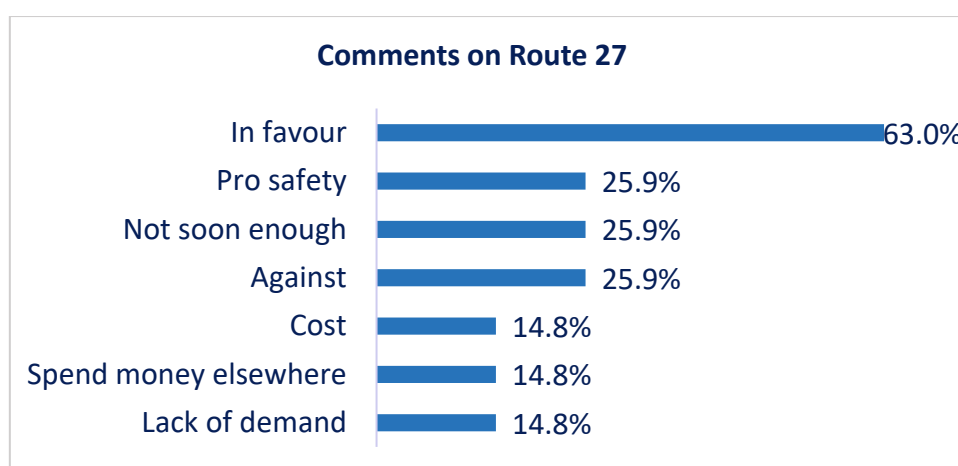


Figure 28: Chart displaying comments on Route 27

27 people responded to this question.

In favour 63.0%

The comments in the "In favour" category highlight strong support for the development of a safe and dedicated cycle route between key areas such as West Kirby, Greasby, and surrounding regions. Respondents emphasise current safety concerns on dangerous, narrow roads that discourage cycling. They believe that an improved cycle path would enable safer commutes, particularly for schoolchildren and less confident cyclists. Many comments also point to the environmental benefits, such as reduced congestion, improved air quality, and the promotion of an active lifestyle. Additionally, there is a call for prioritising this project over others to ensure timely completion, as some feel a 15-year timeline is too long. Overall,

these comments advocate for increased prioritisation and swift implementation to enhance safety, connectivity, and environmental sustainability in the area.

Pro safety 25.9%

The comments under the "Pro safety" category emphasise the need for dedicated and safer cycling routes in the area, particularly between West Kirby and Greasby. Respondents repeatedly highlight the dangers posed by the current roads, including narrow paths, blind bends, unlit sections, and fast-moving traffic. These conditions are seen as particularly hazardous for schoolchildren, horse riders, and inexperienced cyclists. There is a call for prioritising this project to protect vulnerable road users and to encourage more people to cycle or walk, thereby reducing car use. Additionally, the comments stress the importance of creating safe connections to schools and natural areas, enhancing overall community safety and promoting active travel. The consensus is that a safer, well-designed cycle path would significantly reduce risks and benefit a wide range of residents.

Not soon enough 25.9%

The comments under the "not soon enough" category express a strong sense of urgency for the development and completion of the proposed active travel routes, particularly prioritising West Kirby. Respondents believe that a 15-year timeline is excessively long and advocate for accelerating the project to be completed within 5 years at most. There is a consensus that quicker implementation is crucial for enhancing safety, reducing environmental impact, and promoting active lifestyles. Many also highlight the current dangers faced by cyclists, horse riders, and pedestrians on existing routes, emphasising the urgent need for improvements. Additionally, some comments suggest that prioritising these routes would provide better access to natural areas and essential services, making the overall project more impactful for the community. The general sentiment is that immediate action is necessary to address these issues effectively and provide timely benefits.

Against 25.9%

The comments grouped under "Against" articulate a clear opposition to the proposed active travel network. Respondents argue that the area's climate, characterised by frequent rain and storms, is unsuitable for cycling and walking initiatives. They believe that resources would be better spent on improving essential services such as road repairs and public transportation, which they feel are vital for vulnerable populations. Comments also highlight that existing cycle paths are underutilised, suggesting that the need for additional infrastructure is not justified. Concerns are raised about the economic inefficiency, potential safety hazards, and environmental impact of the project. There is a strong sentiment that the proposal ignores public opinion, with some labelling it undemocratic. Overall, these comments advocate for reallocating funds to more critical needs and question the project's feasibility and demand.

Category	Count	%
In favour	17	63.0%
Pro safety	7	25.9%
Not soon enough	7	25.9%
Against	7	25.9%
Cost	4	14.8%
Spend money elsewhere	4	14.8%
Lack of demand	4	14.8%
Alternatives to cars	1	3.7%
Inequality	1	3.7%
Reduced congestion	1	3.7%
Positive environment	1	3.7%
Needs more work	1	3.7%
Emergency services	1	3.7%
Horses	1	3.7%
Effect on residents - parking	1	3.7%
Environmental damage	1	3.7%

Table 28: Table displaying comments on Route 27

3.1.30 Route 28 Moreton to Hoylake

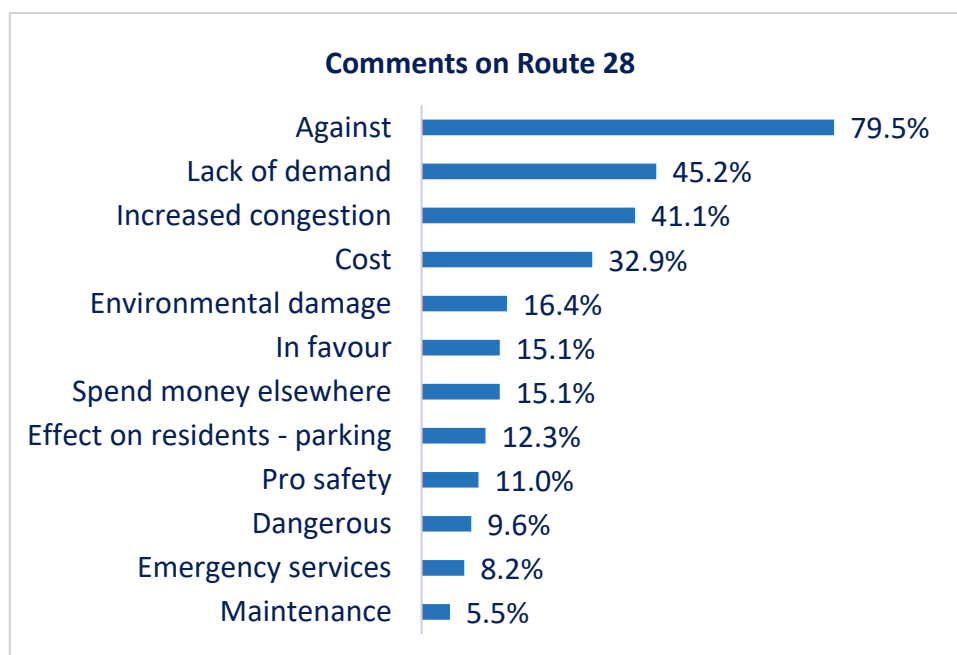


Figure 29: Chart displaying comments on Route 28

73 people responded to this question.

Against 79.5%

The comments categorised as "Against" reflect a strong opposition to the implementation of an active travel network. Key concerns include the perception that current Active Travel

Routes are underutilised and exacerbate traffic congestion and pollution. Respondents argue that existing infrastructure, such as the Active Travel Routes on Fender Lane, has already proven ineffective and a waste of public funds. There are also significant worries about reduced parking availability, increased accident risks, and the potential negative impact on emergency services and local businesses. Many feel that the proposed changes are unnecessary, poorly planned, and a misuse of resources, advocating instead for investments in core services like pothole repairs, public safety, and healthcare. Overall, these comments illustrate a broad sentiment that the initiative is both impractical and unwanted by the community.

Lack of demand 45.2%

The comments under the "Lack of demand" category highlight a significant opposition to the proposed active travel network due to perceived insufficient usage of existing Active Travel Routes. Respondents repeatedly emphasise that current cycle paths, such as those on Fender Lane, are underutilised and have led to increased congestion and pollution. Many believe that there is no substantial demand for additional cycle infrastructure and suggest that the funds could be better allocated to essential public services like healthcare, social care, and road maintenance. The sentiment is that the proposed changes are not reflective of the community's needs or desires and would cause more problems than they solve, including traffic delays, parking issues, and safety hazards. The overwhelming message is a preference for maintaining the current road infrastructure and addressing more pressing local concerns.

Increased congestion 41.1%

The comments categorised under "congestion" strongly emphasise concerns that the proposed active travel network will significantly worsen traffic conditions in the area. Respondents argue that existing Active Travel Routes, such as those on Fender Lane, already create traffic jams and standstill conditions, leading to increased pollution and frustration among motorists. There is a widespread belief that the new Active Travel Routes will exacerbate these issues, causing gridlock, especially around busy areas like Moreton Cross. Many also express worries about the negative impact on emergency services, local businesses, and overall road safety, stating that the narrowed roads will block essential traffic and increase the likelihood of accidents. The consensus is that the current infrastructure should not be altered, and resources should be allocated to more pressing community needs, as further Active Travel Routes are seen as impractical and detrimental to traffic flow.

Cost 32.9%

The comments under the "Cost" category express strong opposition to the proposed active travel network due to financial concerns. Many respondents argue that current Active Travel Routes, such as those on Fender Lane, are underutilised and do not justify further expenditure. There is a recurring sentiment that the funds would be better spent on

essential public services like healthcare, education, and road maintenance rather than on projects perceived as unnecessary. Additionally, respondents criticise the lack of transparency regarding project costs and express concerns about the economic efficiency and return on investment. The consensus is that the initiative is a waste of taxpayers' money, especially in a time of financial austerity, and is seen as undemocratic given the strong local opposition.

Environmental damage 16.4%

The comments categorised under "environmental damage" express concerns that the proposed active travel network could exacerbate pollution and traffic congestion. Respondents argue that the creation of Active Travel Routes may lead to more vehicles idling in traffic jams, increasing emissions and negatively impacting air quality. Many suggest that existing infrastructure, like the cycle path on Fender Lane, already leads to gridlock and that adding more Active Travel Routes would only worsen the situation. There is also scepticism about the environmental benefits of the project, with some feeling that more effective and environmentally friendly routes already exist, such as the coastal path. Additionally, there are concerns about potential damage to the natural environment, including the possible removal of trees and green spaces. Overall, these comments advocate for reconsidering the plan in favour of more sustainable and less intrusive solutions.

In favour 15.1%

The comments in this category collectively express strong support for the implementation of a new active travel network, emphasising the need for safer, designated cycle paths. Respondents highlight current safety concerns on busy roads, the absence of proper active travel routes, and the potential for enhanced safety, reduced congestion, and environmental benefits. The testimonials underscore personal experiences of danger and the necessity for protected Active Travel Routes to encourage more people to cycle, thereby making the initiative essential and urgent. Overall, these comments advocate for quicker implementation and improved infrastructure to promote active travel.

Spend money elsewhere 15.1%

The comments categorised as "spend money elsewhere" centre around the belief that funds allocated for the active travel network, particularly the implementation of Active Travel Routes, could be better utilised on other public services and infrastructure. Respondents suggest alternative uses for the budget, such as improving youth facilities, social care, schools, hospitals, and other essential services. They argue that the current Active Travel Routes are underused and ineffective, and there is a stronger necessity for resources in other areas that directly benefit the community more comprehensively. Overall, these comments reflect a priority for reallocating funds to projects perceived as having higher demand and impact.

Category	Count	%
Against	58	79.5%
Lack of demand	33	45.2%
Increased congestion	30	41.1%
Cost	24	32.9%
Environmental damage	12	16.4%
In favour	11	15.1%
Spend money elsewhere	11	15.1%
Effect on residents - parking	9	12.3%
Pro safety	8	11.0%
Dangerous	7	9.6%
Emergency services	6	8.2%
Maintenance	4	5.5%
Not soon enough	3	4.1%
Needs more work	3	4.1%
Accessibility	2	2.7%
Impact on businesses	2	2.7%

Table 29: Table displaying comments on Route 28

3.2.1 Do you agree with the proposed timing?

The proposed timings for implementation of the routes were published alongside the survey for respondents to review. Delivery of the Core Active Travel Network is proposed in a phased approach.

Phase	Planned Delivery
1	Within 3 years
2	3 to 5 years
3	5 to 10 years
4	10 to 15 years
5	Beyond 15 years

Table 30: Table displaying the phased approach of CATN implementation.

The survey then asked people if they believe this timing to be correct or if the routes should be more or less of a priority. By applying a scoring method to responses and taking an average, we can see the overall response of prioritisation on routes.

The survey responses generally agreed with the proposed timing for the following routes:

- Route 4: Dock Branch, New Chester Road to Dock Branch, Birkenhead
- Route 8: Borough Road, Oxtan to Upton Road, Claughton
- Route 10: Beaufort Road, Wirral Waters to Liscard Town Centre
- Route 11: Birkenhead (via A41) to Bebington (via A41)
- Route 14: Birkenhead to Arrowe Park
- Route 15: Claughton and Birkenhead to Greasby and Upton
- Route 21: The Croft Retail and Employment areas to Bromborough
- Route 22: The Croft Retail and Employment areas to Port Sunlight
- Route 23: Clatterbridge to Bromborough
- Route 25: Clatterbridge to Gayton
- Route 26: Arrowe Park to Heswall

The survey responses believed the following routes should be more of a priority:

- Route 12: Birkenhead to Bebington
- Route 13: Brackenwood to Prenton
- Route 27: Greasby to West Kirby

The survey responses believe the following routes should be less of a priority:

- Route 1: Liscard to Birkenhead
- Route 2: Birkenhead Road (Seacombe Ferry) to Birkenhead Road (Dock Road)
- Route 3: Argyle Street, Birkenhead (Hamilton Square) to Argyle Street, Birkenhead (Conway Street)
- Route 5: Duke Street, Wirral Waters and Dock Road to Duke Street, Birkenhead Park Station
- Route 6: Price Street, Wirral Waters to Price Street, Birkenhead centre
- Route 7: Exmouth/Watson Street, Wirral Waters to Exmouth/Watson Street, Birkenhead centre
- Route 9: Conway Street, Birkenhead to Moreton
- Route 16: Arrowe Park to Moreton
- Route 17: Wallasey and Leasowe to Moreton
- Route 18: Liscard Town Centre to Wallasey
- Route 19: Liscard Town Centre to New Brighton and Wallasey
- Route 20: Liscard Town Centre to New Brighton
- Route 24: Arrowe Park Road, Arrowe Park to Arrowe Park Road, Thingwall
- Route 28: Moreton to Hoylake

Route	Responses	Agree with timing	Should be delivered sooner	Should be less of a priority
Route 1: Liscard to Birkenhead	82	20.7%	11.0%	68.3%
Route 2: Birkenhead Road (Seacombe Ferry) to Birkenhead Road (Dock Road)	29	20.7%	24.1%	55.2%
Route 3: Argyle Street, Birkenhead (Hamilton Square) to Argyle Street, Birkenhead (Conway Street)	13	30.8%	7.7%	61.5%
Route 4: Dock Branch, New Chester Road to Dock Branch, Birkenhead	13	30.8%	23.1%	46.2%
Route 5: Duke Street, Wirral Waters and Dock Road to Duke Street, Birkenhead Park Station	16	37.5%	12.5%	50.0%
Route 6: Price Street, Wirral Waters to Price Street, Birkenhead centre	10	40.0%	10.0%	50.0%
Route 7: Exmouth/Watson Street, Wirral Waters to Exmouth/Watson Street, Birkenhead centre	6	33.3%	0.0%	66.7%
Route 8: Borough Road, Oxton to Upton Road, Claughton	12	33.3%	25.0%	41.7%
Route 9: Conway Street, Birkenhead to Moreton	27	14.8%	7.4%	77.8%
Route 10: Beaufort Road, Wirral Waters to Liscard Town Centre	19	21.1%	31.6%	47.4%
Route 11: Birkenhead (via A41) to Bebington (via A41)	17	29.4%	41.2%	29.4%
Route 12: Birkenhead to Bebington	14	21.4%	57.1%	21.4%
Route 13: Brackenwood to Prenton	18	11.1%	61.1%	27.8%
Route 14: Birkenhead to Arrowe Park	17	17.6%	41.2%	41.2%
Route 15: Claughton and Birkenhead to Greasby and Upton	10	20.0%	40.0%	40.0%
Route 16: Arrowe Park to Moreton	23	8.7%	17.4%	73.9%
Route 17: Wallasey and Leasowe to Moreton	90	4.4%	6.7%	88.9%
Route 18: Liscard Town Centre to Wallasey	90	2.2%	4.4%	93.3%
Route 19: Liscard Town Centre to New Brighton and Wallasey	220	2.7%	3.2%	94.1%
Route 20: Liscard Town Centre to New Brighton	52	7.7%	9.6%	82.7%
Route 21: The Croft Retail and Employment areas to Bromborough	8	37.5%	25.0%	37.5%
Route 22: The Croft Retail and Employment areas to Port Sunlight	13	23.1%	30.8%	46.2%
Route 23: Clatterbridge to Bromborough	11	18.2%	36.4%	45.5%
Route 24: Arrowe Park Road, Arrowe Park to Arrowe Park Road, Thingwall	13	38.5%	7.7%	53.8%

Route	Responses	Agree with timing	Should be delivered sooner	Should be less of a priority
Route 25: Clatterbridge to Gayton	17	17.6%	52.9%	29.4%
Route 26: Arrowe Park to Heswall	16	37.5%	18.8%	43.8%
Route 27: Greasby to West Kirby	27	18.5%	63.0%	18.5%
Route 28: Moreton to Hoylake	75	8.0%	17.3%	74.7%

Table 31: Table displaying the responses to the prioritisation of the CATN routes

3.2.2 Route 1: Liscard to Birkenhead prioritisation

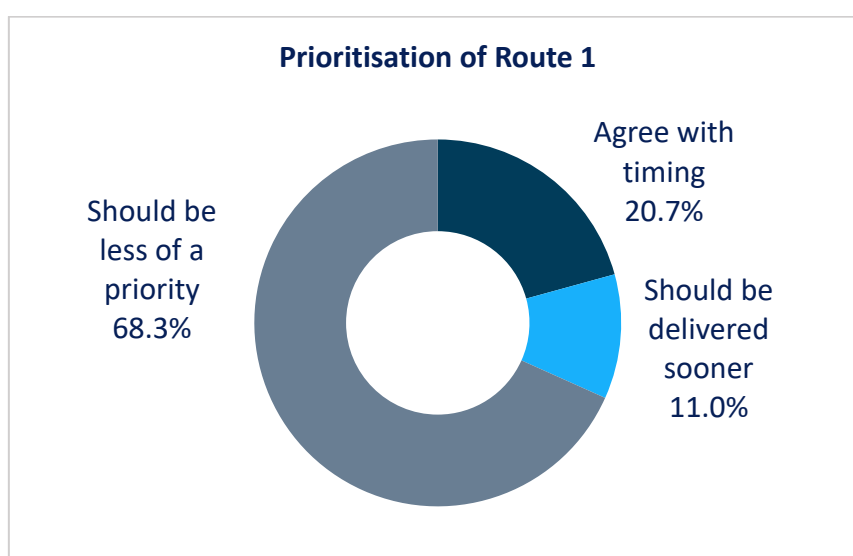


Figure 30: Chart displaying responses to the prioritisation of route 1

82 people responded to the question about the prioritisation of Route 1: Liscard to Birkenhead. This route is currently planned for Phase 1 of CATN implementation. Overall people think this route should be less of a priority. 17 respondents agreed with the proposed timing, 9 respondents said this route should be more of a priority, and 56 said this should be less of a priority.

3.2.3 Route 2: Birkenhead Road (Seacombe Ferry) to Birkenhead Road (Dock Road) prioritisation

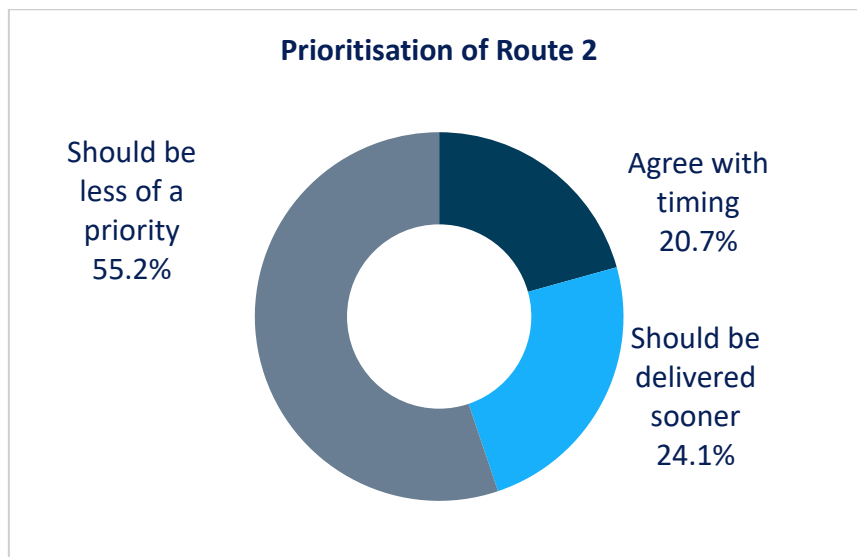


Figure 31: Chart displaying responses to the prioritisation of route 2

29 people responded to the question about the prioritisation of Route 2: Birkenhead Road (Seacombe Ferry) to Birkenhead Road (Dock Road). This route is currently planned for Phase 1 of CATN implementation. Overall people think this route should be less of a priority. 6 respondents agreed with the proposed timing, 7 respondents said this route should be more of a priority, and 16 said this should be less of a priority.

3.2.4 Route 3: Argyle Street, Birkenhead (Hamilton Square) to Argyle Street, Birkenhead (Conway Street) prioritisation

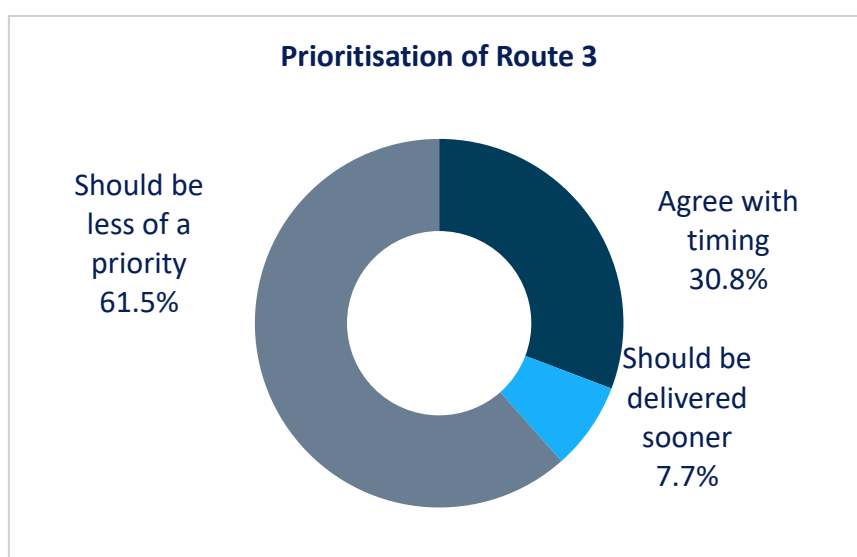


Figure 32: Chart displaying responses to the prioritisation of route 3

13 people responded to the question about the prioritisation of Route 3: Argyle Street, Birkenhead (Hamilton Square) to Argyle Street, Birkenhead (Conway Street). This route is currently planned for Phase 1 of CATN implementation. Overall people think this route should be less of a priority. 4 respondents agreed with the proposed timing, 1 respondent said this route should be more of a priority, and 8 said this should be less of a priority.

3.2.5 Route 4: Dock Branch, New Chester Road to Dock Branch, Birkenhead prioritisation

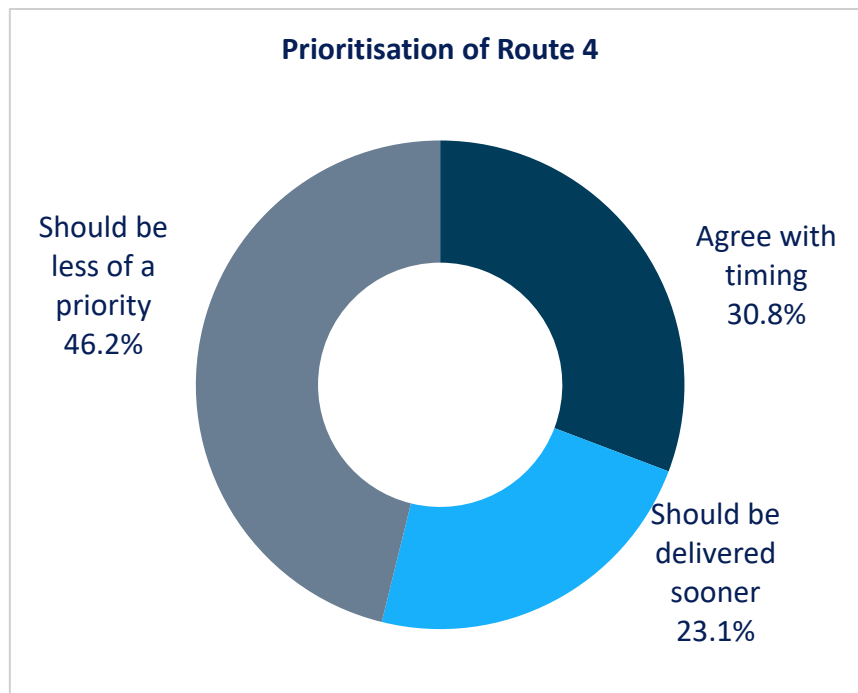


Figure 33: Chart displaying responses to the prioritisation of route 4

13 people responded to the question about the prioritisation of Route 4: Dock Branch, New Chester Road to Dock Branch, Birkenhead. This route is currently planned for Phase 1 of route - 1 and Phase 2 of route - 2 of CATN implementation. Overall people think the proposed timing is correct. 4 respondents agreed with the proposed timing, 3 respondents said this route should be more of a priority, and 6 said this should be less of a priority.

3.2.6 Route 5: Duke Street, Wirral Waters and Dock Road to Duke Street, Birkenhead Park Station prioritisation

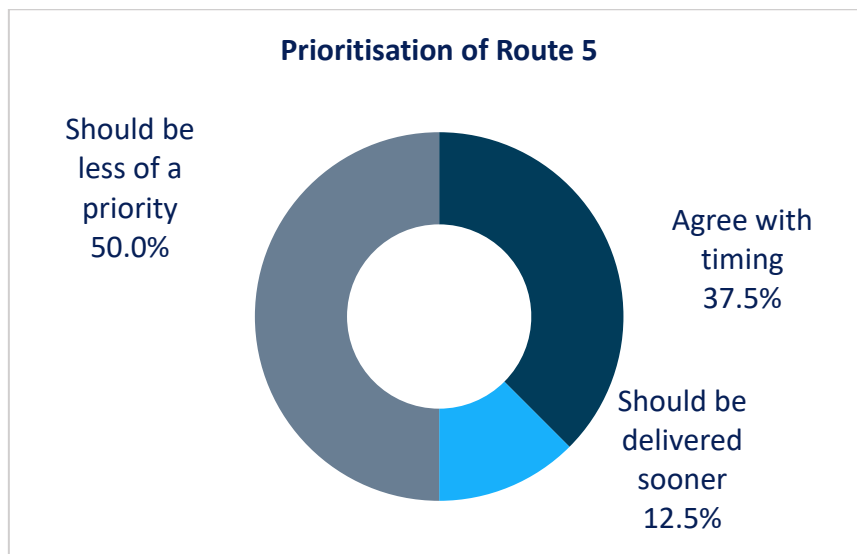


Figure 34: Chart displaying responses to the prioritisation of route 5

16 people responded to the question about the prioritisation of Route 5: Duke Street, Wirral Waters and Dock Road to Duke Street, Birkenhead Park Station. This route is currently planned for Phase 1 of CATN implementation. Overall people think this route should be less of a priority. 6 respondents agreed with the proposed timing, 2 respondents said this route should be more of a priority, and 8 said this should be less of a priority.

3.2.7 Route 6: Price Street, Wirral Waters to Price Street, Birkenhead centre prioritisation

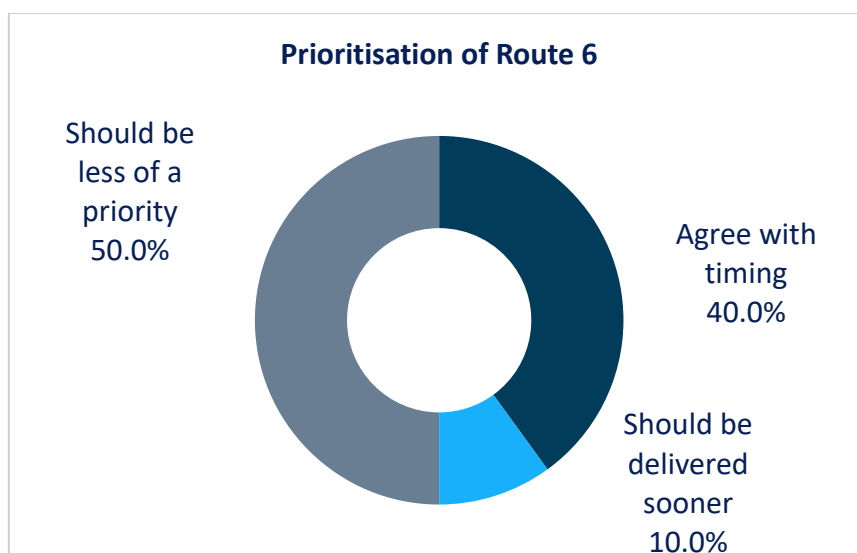


Figure 35: Chart displaying responses to the prioritisation of route 6

10 people responded to the question about the prioritisation of Route 6: Price Street, Wirral Waters to Price Street, Birkenhead centre. This route is currently planned for Phase 2 of

CATN implementation. Overall people think this route should be less of a priority. 4 respondents agreed with the proposed timing, 1 respondent said this route should be more of a priority, and 5 said this should be less of a priority.

3.2.8 Route 7: Exmouth/Watson Street, Wirral Waters to Exmouth/Watson Street, Birkenhead centre prioritisation

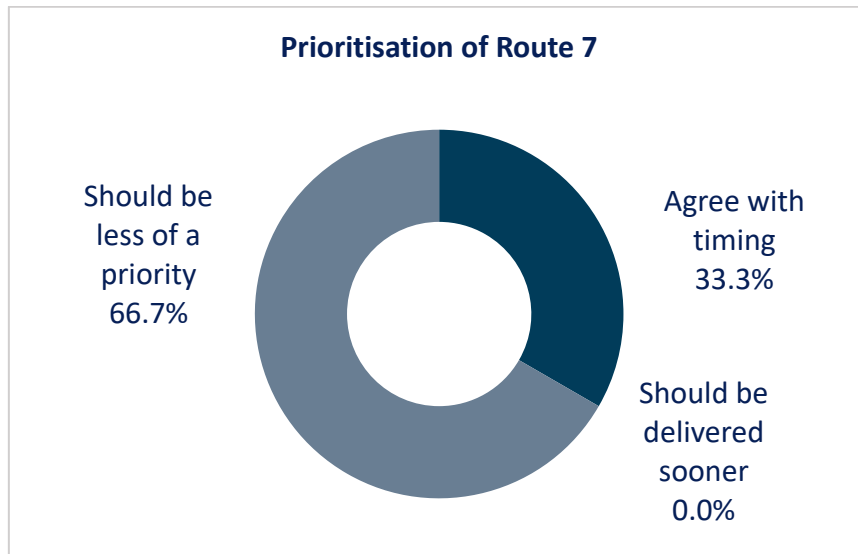


Figure 36: Chart displaying responses to the prioritisation of route 7

6 people responded to the question about the prioritisation of Route 7: Exmouth/Watson Street, Wirral Waters to Exmouth/Watson Street, Birkenhead centre. This route is currently planned for Phase 2 of CATN implementation. Overall people think this route should be less of a priority. 2 respondents agreed with the proposed timing, 0 respondents said this route should be more of a priority, and 4 said this should be less of a priority.

3.2.9 Route 8: Borough Road, Oxtun to Upton Road, Claughton prioritisation

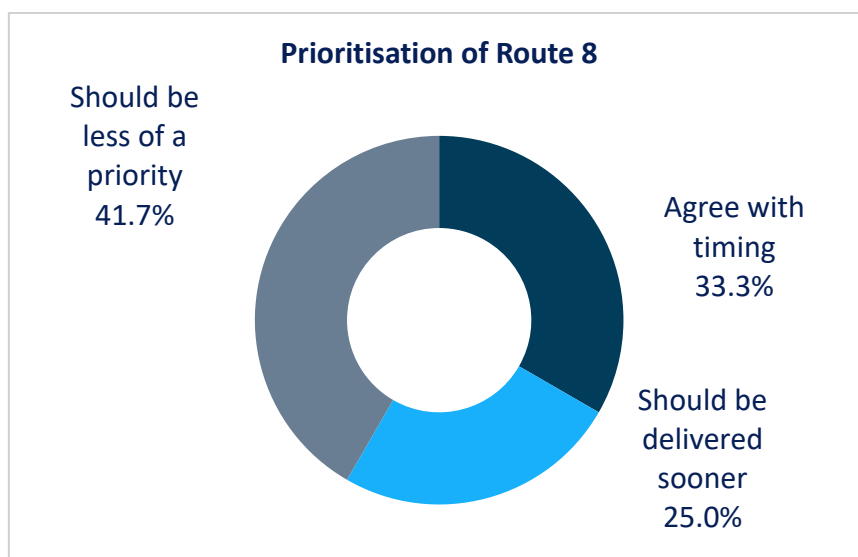


Figure 37: Chart displaying responses to the prioritisation of route 8

12 people responded to the question about the prioritisation of Route 8: Borough Road, Oxton to Upton Road, Claughton. This route is currently planned for Phase 3 of CATN implementation. Overall people think the proposed timing is correct. 4 respondents agreed with the proposed timing, 3 respondents said this route should be more of a priority, and 5 said this should be less of a priority.

3.2.10 Route 9: Conway Street, Birkenhead to Moreton prioritisation

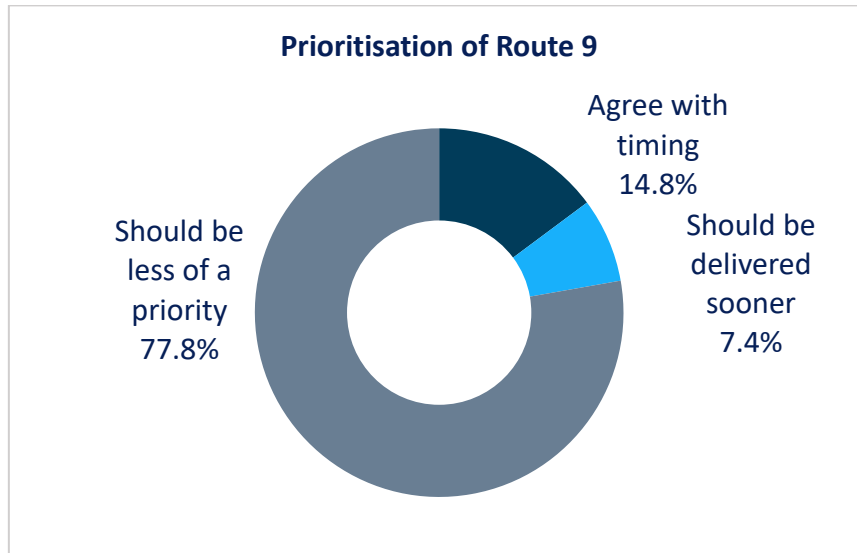


Figure 38: Chart displaying responses to the prioritisation of route 9

27 people responded to the question about the prioritisation of Route 9: Conway Street, Birkenhead to Moreton. This route is currently planned for Phase 3 of CATN implementation. Overall people think this route should be less of a priority. 4 respondents agreed with the proposed timing, 2 respondents said this route should be more of a priority, and 21 said this should be less of a priority.

3.2.11 Route 10: Beaufort Road, Wirral Waters to Liscard Town Centre prioritisation

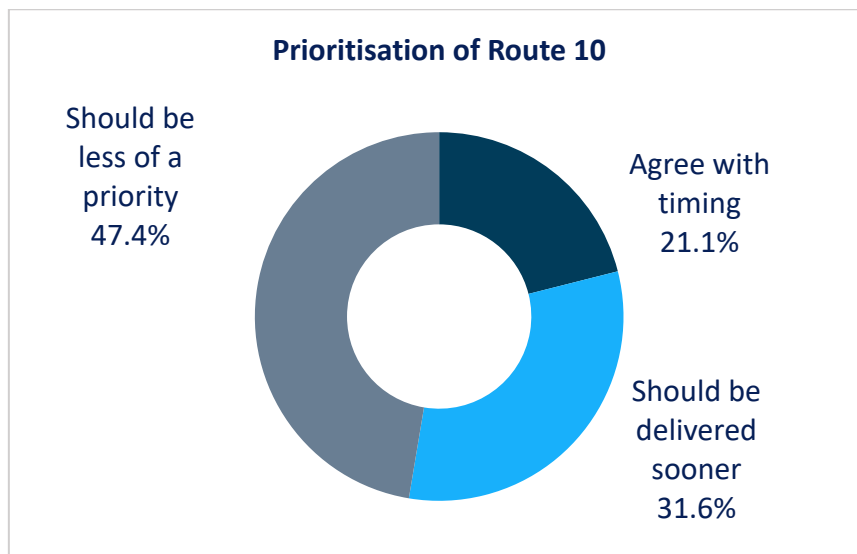


Figure 39: Chart displaying responses to the prioritisation of route 10

19 people responded to the question about the prioritisation of Route 10: Beaufort Road, Wirral Waters to Liscard Town Centre. This route is currently planned for Phase 4 of CATN implementation. Overall people think the proposed timing is correct. 4 respondents agreed with the proposed timing, 6 respondents said this route should be more of a priority, and 9 said this should be less of a priority.

3.2.12 Route 11: Birkenhead (via A41) to Bebington (via A41) prioritisation

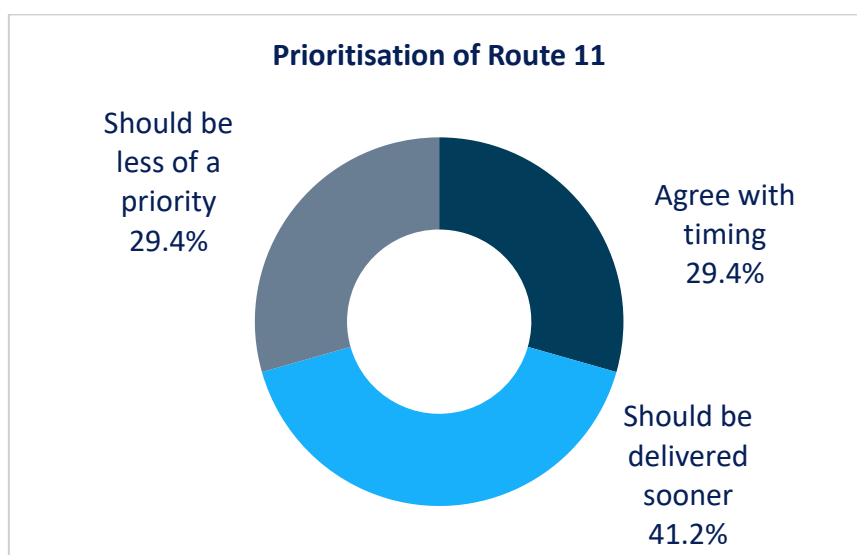


Figure 40: Chart displaying responses to the prioritisation of route 11

17 people responded to the question about the prioritisation of Route 11: Birkenhead (via A41) to Bebington (via A41). This route is currently planned for Phase 3 of CATN implementation. Overall people think the proposed timing is correct. 5 respondents agreed

with the proposed timing, 7 respondents said this route should be more of a priority, and 5 said this should be less of a priority.

3.2.13 Route 12 : Birkenhead to Bebington prioritisation

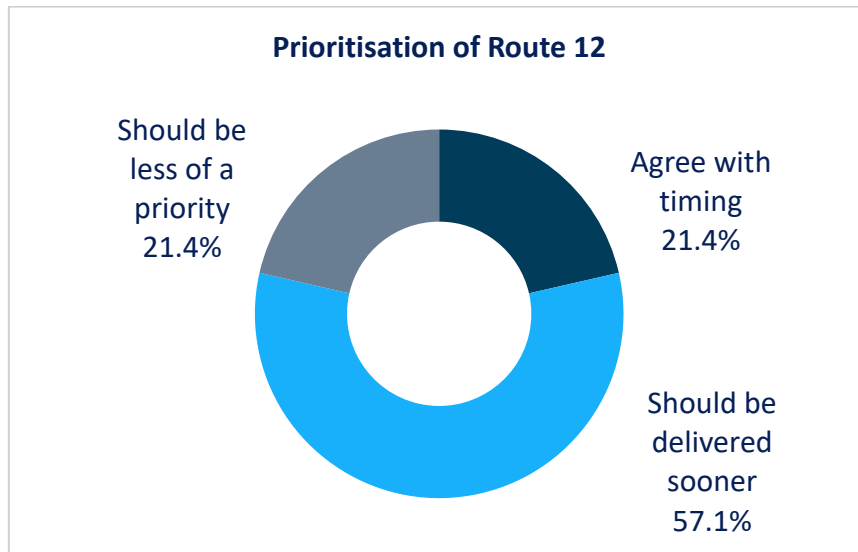


Figure 41: Chart displaying responses to the prioritisation of route 12

14 people responded to the question about the prioritisation of Route 12: Birkenhead to Bebington. This route is currently planned for Phase 3 of CATN implementation. Overall people think this route should be more of a priority. 3 respondents agreed with the proposed timing, 8 respondents said this route should be more of a priority, and 3 said this should be less of a priority.

3.2.14 Route 13: Brackenwood to Prenton prioritisation

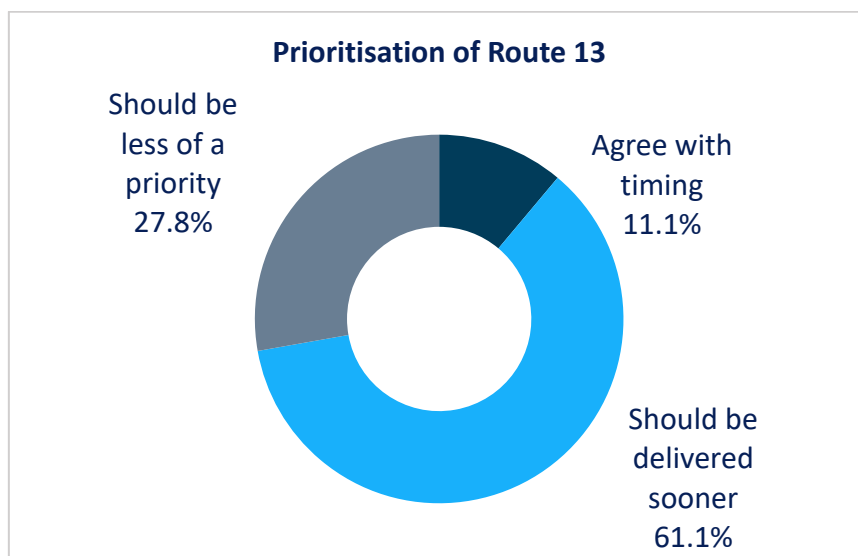


Figure 42: Chart displaying responses to the prioritisation of route 13

18 people responded to the question about the prioritisation of Route 13: Brackenwood to Prenton. This route is currently planned for Phase 4 of CATN implementation. Overall people think this route should be more of a priority. 2 respondents agreed with the proposed timing, 11 respondents said this route should be more of a priority, and 5 said this should be less of a priority.

3.2.15 Route 14: Birkenhead to Arrowe Park prioritisation

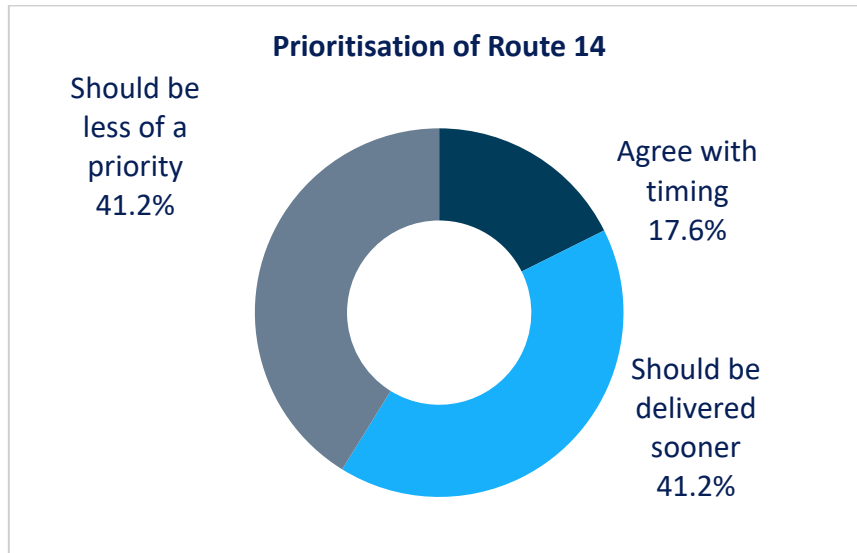


Figure 43: Chart displaying responses to the prioritisation of route 14

17 people responded to the question about the prioritisation of Route 14: Birkenhead to Arrowe Park. This route is currently planned for Phase 1 of route - 3 and Phase 2 of route - 4 of CATN implementation. Overall people think the proposed timing is correct. 3 respondents agreed with the proposed timing, 7 respondents said this route should be more of a priority, and 7 said this should be less of a priority.

3.2.16 Route 15: Claughton and Birkenhead to Greasby and Upton prioritisation

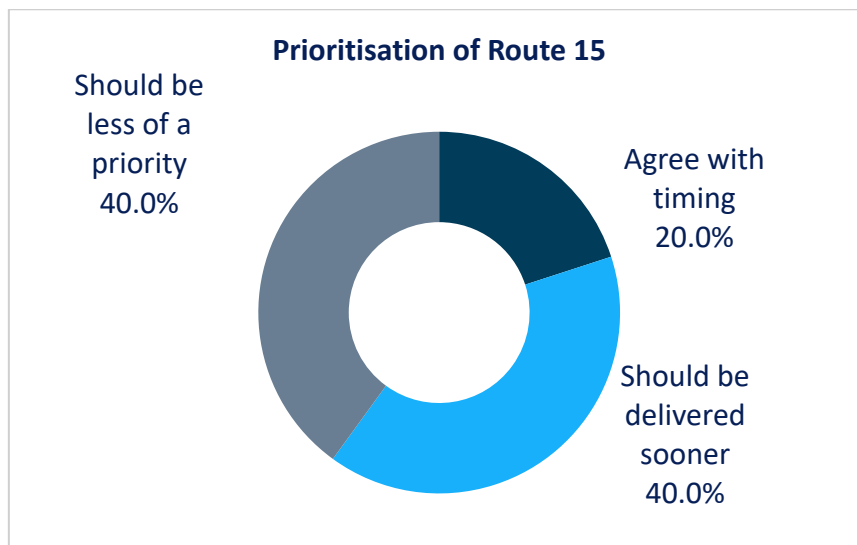


Figure 44: Chart displaying responses to the prioritisation of route 15

10 people responded to the question about the prioritisation of Route 15: Claughton and Birkenhead to Greasby and Upton. This route is currently planned for Phase 1 of route - 3 and Phase 2 of route - 5 of CATN implementation. Overall people think the proposed timing is correct. 2 respondents agreed with the proposed timing, 4 respondents said this route should be more of a priority, and 4 said this should be less of a priority.

3.2.17 Route 16: Arrowe Park to Moreton prioritisation

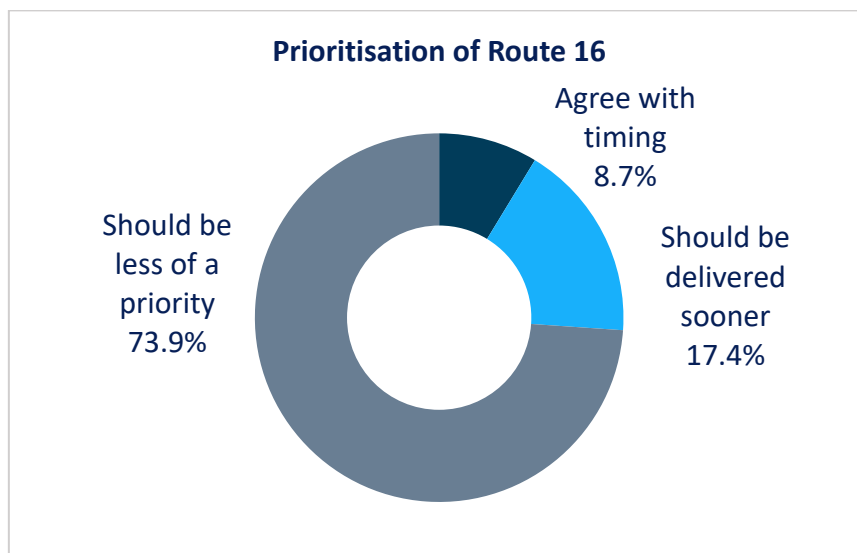


Figure 45: Chart displaying responses to the prioritisation of route 16

23 people responded to the question about the prioritisation of Route 16: Arrowe Park to Moreton. This route is currently planned for Phase 4 of CATN implementation. Overall people think this route should be less of a priority. 2 respondents agreed with the proposed

timing, 4 respondents said this route should be more of a priority, and 17 said this should be less of a priority.

3.2.18 Route 17: Wallasey and Leasowe to Moreton prioritisation

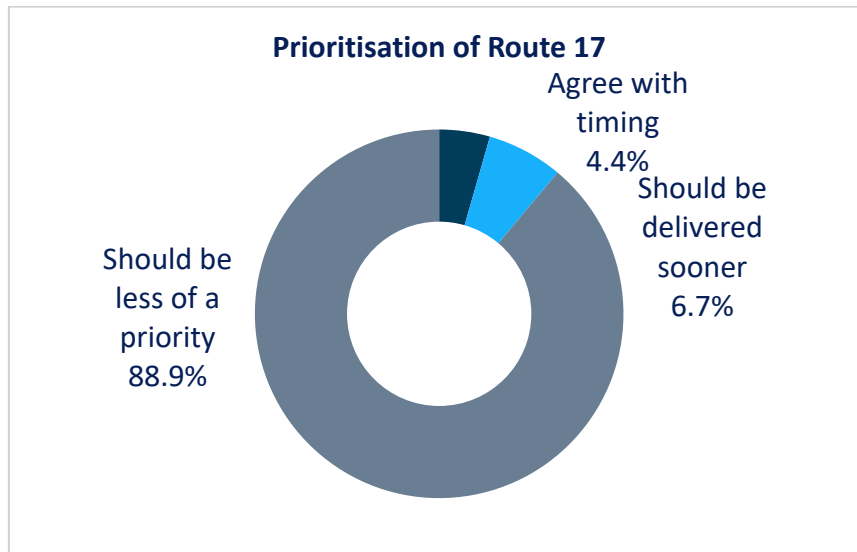


Figure 46: Chart displaying responses to the prioritisation of route 17

90 people responded to the question about the prioritisation of Route 17: Wallasey and Leasowe to Moreton. This route is currently planned for Phase 3 of CATN implementation. Overall people think this route should be less of a priority. 4 respondents agreed with the proposed timing, 6 respondents said this route should be more of a priority, and 80 said this should be less of a priority.

3.2.19 Route 18: Liscard Town Centre to Wallasey prioritisation

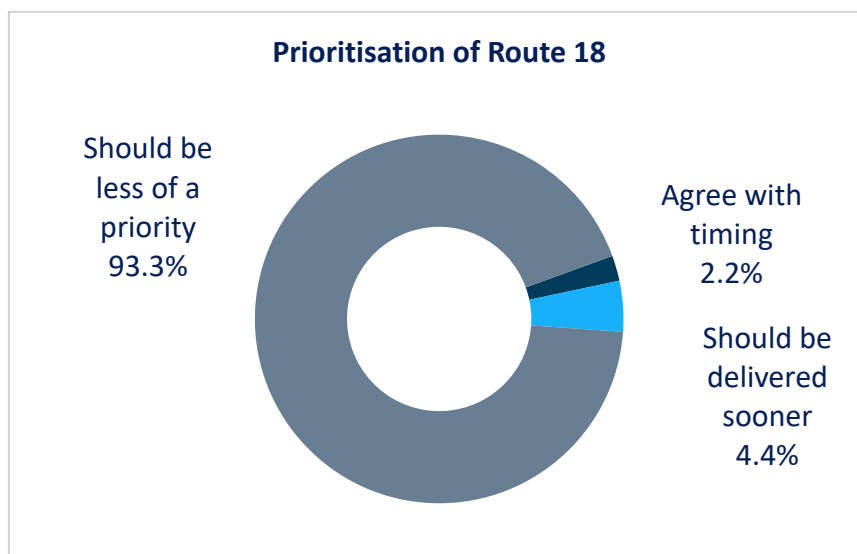


Figure 47: Chart displaying responses to the prioritisation of route 18

90 people responded to the question about the prioritisation of Route 18: Liscard Town Centre to Wallasey. This route is currently planned for Phase 3 of CATN implementation. Overall people think this route should be less of a priority. 2 respondents agreed with the proposed timing, 4 respondents said this route should be more of a priority, and 84 said this should be less of a priority.

3.2.20 Route 19: Liscard Town Centre to New Brighton and Wallasey prioritisation

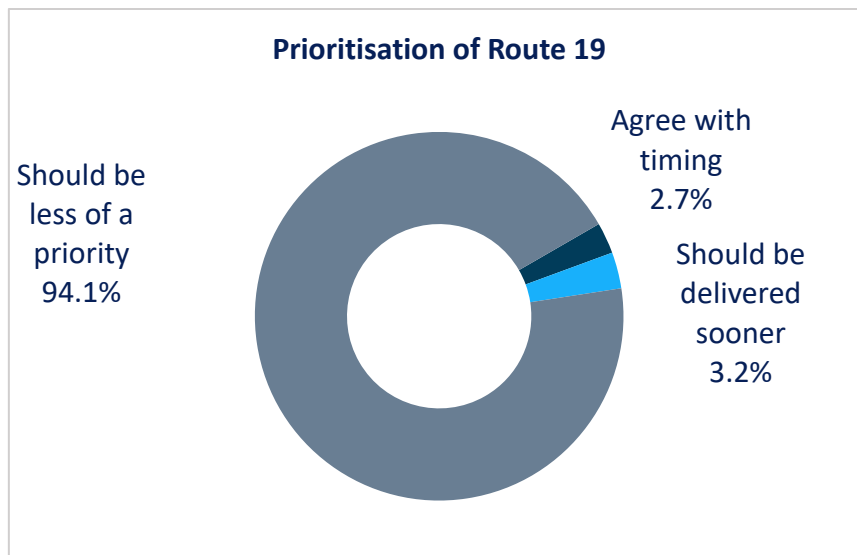


Figure 48: Chart displaying responses to the prioritisation of route 19

220 people responded to the question about the prioritisation of Route 19: Liscard Town Centre to New Brighton and Wallasey. This route is currently planned for Phase 2 of CATN implementation. Overall people think this route should be less of a priority. 6 respondents agreed with the proposed timing, 7 respondents said this route should be more of a priority, and 207 said this should be less of a priority.

3.2.21 Route 20: Liscard Town Centre to New Brighton prioritisation

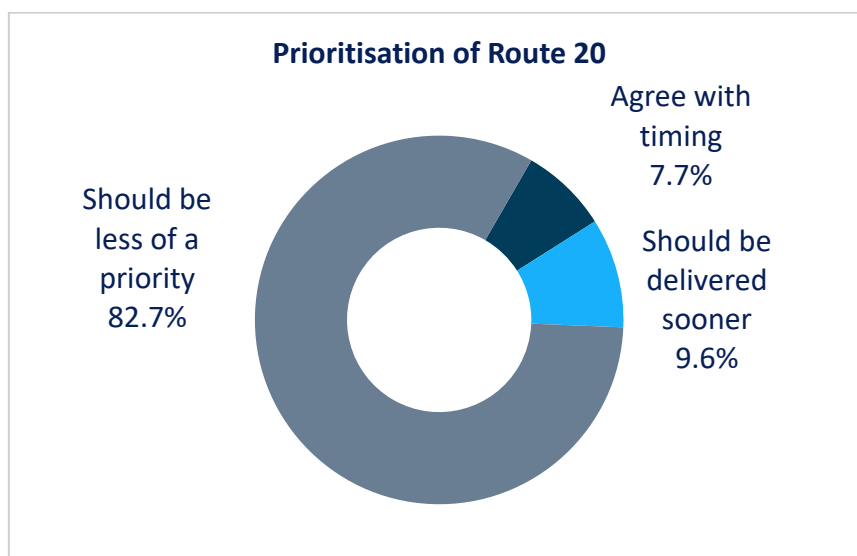


Figure 49: Chart displaying responses to the prioritisation of route 20

52 people responded to the question about the prioritisation of Route 20: Liscard Town Centre to New Brighton. This route is currently planned for Phase 4 of CATN implementation. Overall people think this route should be less of a priority. 4 respondents agreed with the proposed timing, 5 respondents said this route should be more of a priority, and 43 said this should be less of a priority.

3.2.22 Route 21: The Croft Retail and Employment areas to Bromborough prioritisation

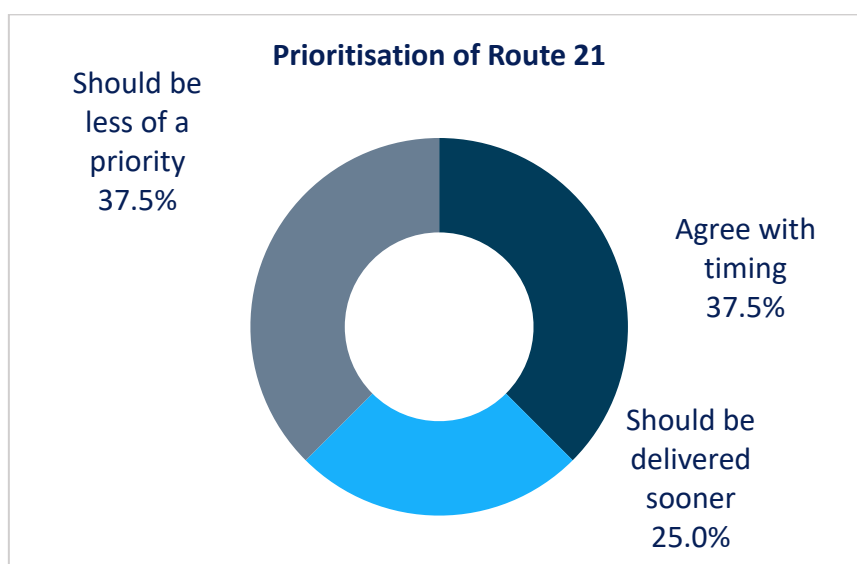


Figure 50: Chart displaying responses to the prioritisation of route 21

8 people responded to the question about the prioritisation of Route 21: The Croft Retail and Employment areas to Bromborough. This route is currently planned for Phase 4 of CATN

implementation. Overall people think the proposed timing is correct. 3 respondents agreed with the proposed timing, 2 respondents said this route should be more of a priority, and 3 said this should be less of a priority.

3.2.23 Route 22: The Croft Retail and Employment areas to Port Sunlight prioritisation

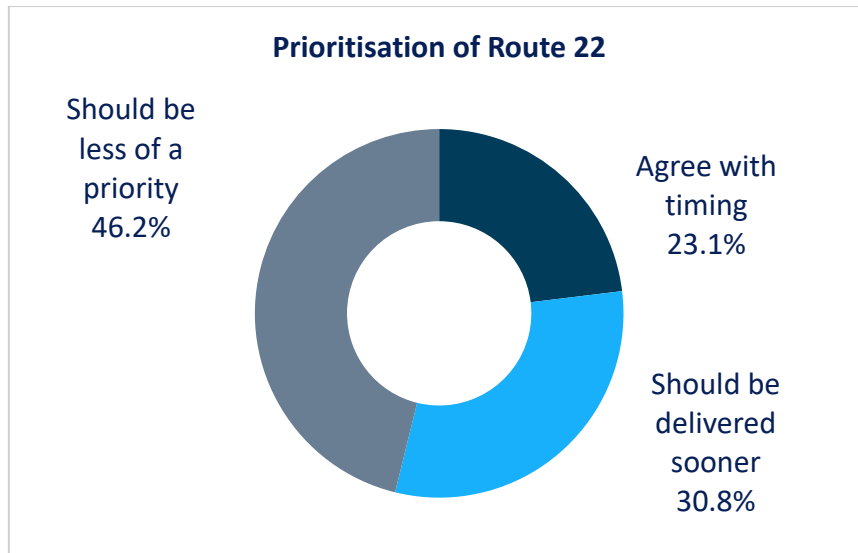


Figure 51: Chart displaying responses to the prioritisation of route 22

13 people responded to the question about the prioritisation of Route 22: The Croft Retail and Employment areas to Port Sunlight. This route is currently planned for Phase 4 of CATN implementation. Overall people think the proposed timing is correct. 3 respondents agreed with the proposed timing, 4 respondents said this route should be more of a priority, and 6 said this should be less of a priority.

3.2.24 Route 23: Clatterbridge to Bromborough prioritisation

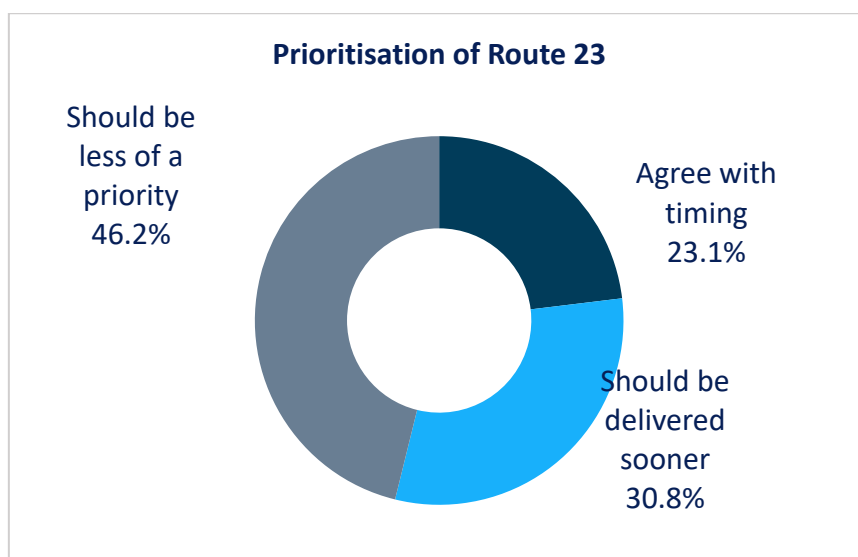


Figure 52: Chart displaying responses to the prioritisation of route 23

11 people responded to the question about the prioritisation of Route 23: Clatterbridge to Bromborough. This route is currently planned for Phase 4 of CATN implementation. Overall people think the proposed timing is correct. 2 respondents agreed with the proposed timing, 4 respondents said this route should be more of a priority, and 5 said this should be less of a priority.

3.2.25 Route 24: Arrowe Park Road, Arrowe Park to Arrowe Park Road, Thingwall prioritisation

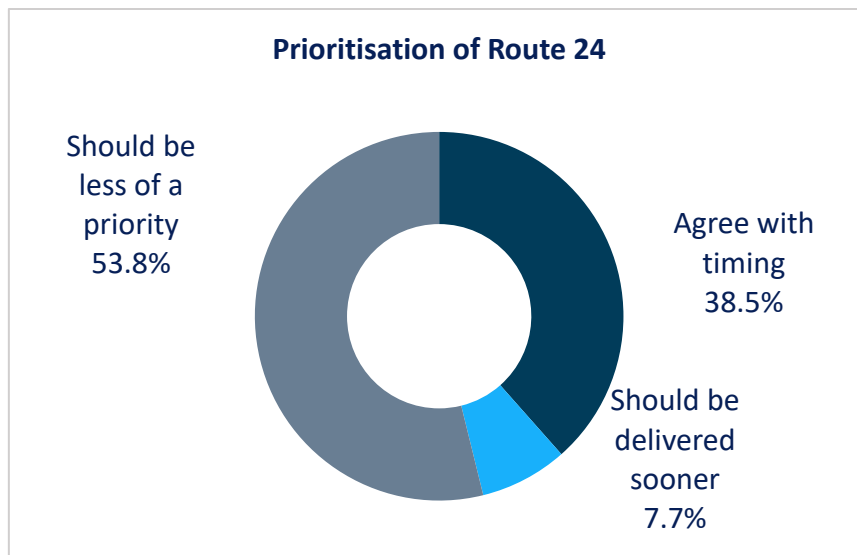


Figure 53: Chart displaying responses to the prioritisation of route 24

13 people responded to the question about the prioritisation of Route 24: Arrowe Park Road, Arrowe Park to Arrowe Park Road, Thingwall. This route is currently planned for Phase 2 of CATN implementation. Overall people think this route should be less of a priority. 5 respondents agreed with the proposed timing, 1 respondent said this route should be more of a priority, and 7 said this should be less of a priority.

3.2.26 Route 25: Clatterbridge to Gayton prioritisation

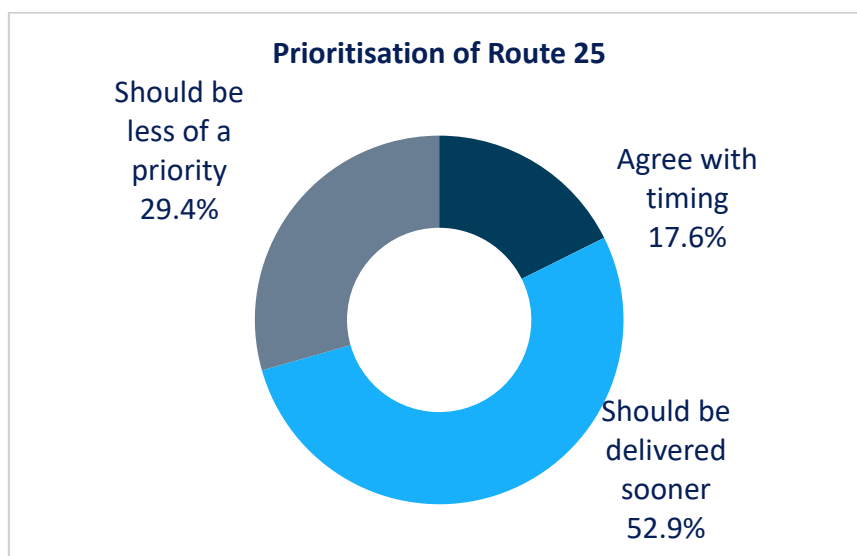


Figure 54: Chart displaying responses to the prioritisation of route 25

17 people responded to the question about the prioritisation of Route 25: Clatterbridge to Gayton. This route is currently planned for Phase 5 of CATN implementation. Overall people think the proposed timing is correct. 3 respondents agreed with the proposed timing, 9 respondents said this route should be more of a priority, and 5 said this should be less of a priority.

3.2.27 Route 26: Arrowe Park to Heswall prioritisation

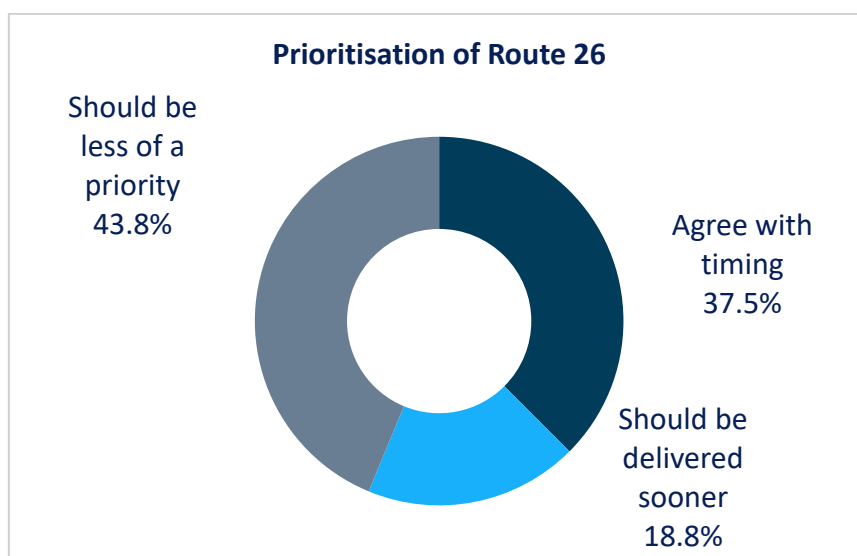


Figure 55: Chart displaying responses to the prioritisation of route 26

16 people responded to the question about the prioritisation of Route 26: Arrowe Park to Heswall. This route is currently planned for Phase 5 of CATN implementation. Overall people think the proposed timing is correct. 6 respondents agreed with the proposed timing, 3

respondents said this route should be more of a priority, and 7 said this should be less of a priority.

3.2.28 Route 27: Greasby to West Kirby prioritisation

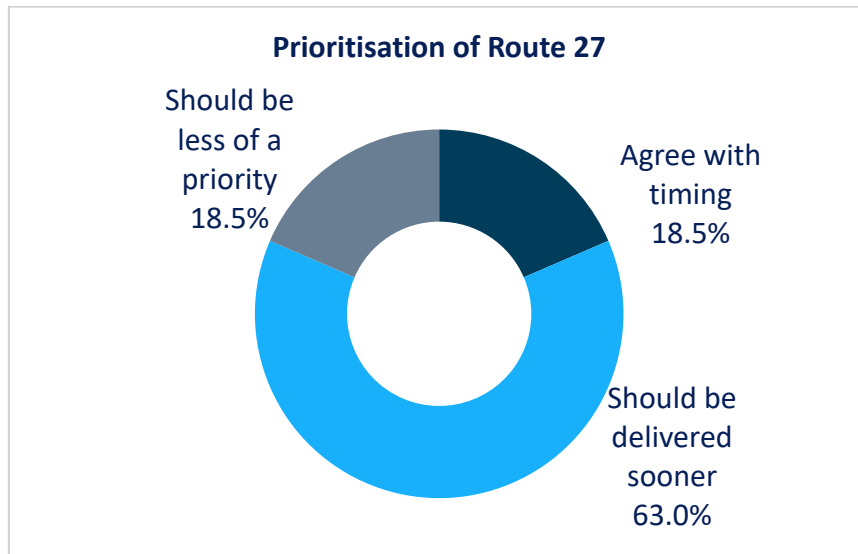


Figure 56: Chart displaying responses to the prioritisation of route 27

27 people responded to the question about the prioritisation of Route 27: Greasby to West Kirby. This route is currently planned for Phase 5 of CATN implementation. Overall people think this route should be more of a priority. 5 respondents agreed with the proposed timing, 17 respondents said this route should be more of a priority, and 5 said this should be less of a priority.

3.2.29 Route 28: Moreton to Hoylake prioritisation

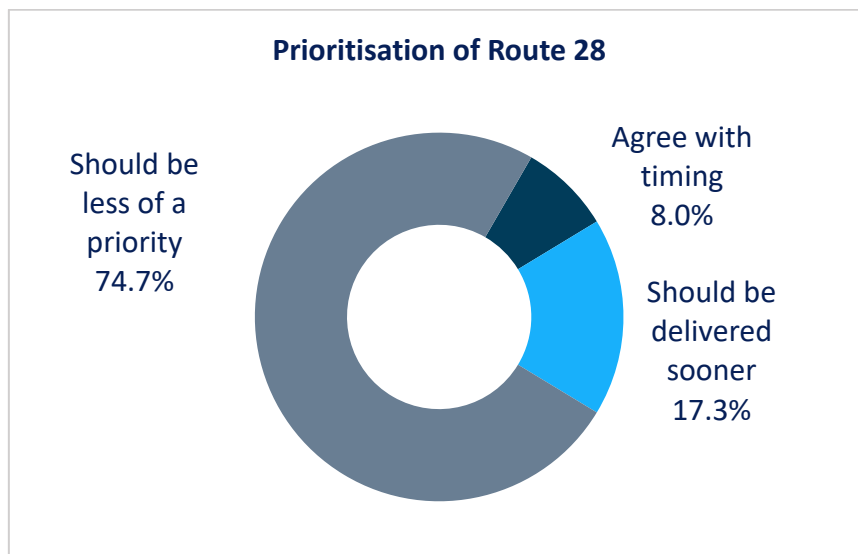


Figure 57: Chart displaying responses to the prioritisation of route 28

75 people responded to the question about the prioritisation of Route 28: Moreton to Hoylake. This route is currently planned for Phase 5 of CATN implementation. Overall people think this route should be less of a priority. 6 respondents agreed with the proposed timing, 13 respondents said this route should be more of a priority, and 56 said this should be less of a priority.

3.3.1 Are there any other routes you think we should include in the Core Active Travel Network? Please use the following format: A. Where does the route start? B. Where does the route end? C. Where does the route pass through/does the route use a specific road(s)?

This question was asked to help inform future planning and identify any routes that may have been missed in the first proposal of the CATN. Responses to this question can be found in Appendix 1.

3.4.1 Direct Representation

An email address was provided for residents and stakeholders to provide feedback directly. Details of the emails received by this email can be found in Appendix 2.

4.0 Demographics and Site Traffic

4.1 Demographics

Registration was required to engage in the CATN consultation. The registration form included questions regarding demographics including gender, age group, ethnicity, and sexual orientation, however not all questions in the registration form were compulsory and respondents could choose to select 'prefer not to say' or skip the question. The demographics results are summarised below. The same questions were included on the paper-copy questionnaires.

Most respondents (82.3%) classed themselves as local residents.

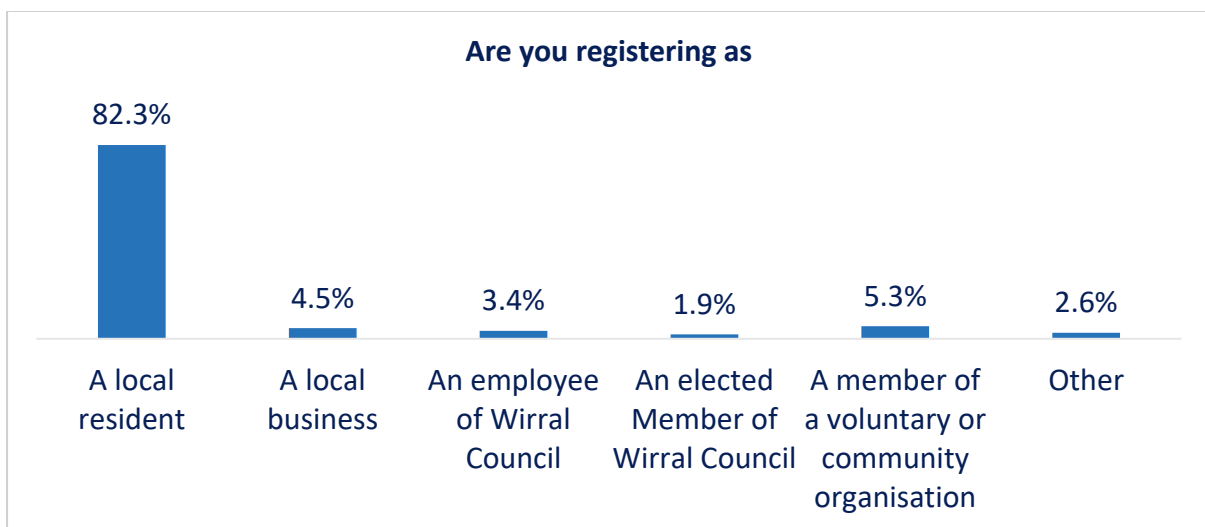


Figure 58: Chart displaying registering

The age group profile is illustrated below with the most common age groups being 55-64 years (26.0%), followed by 45-54 years (21.8%) and 65-74 years (20.5%).

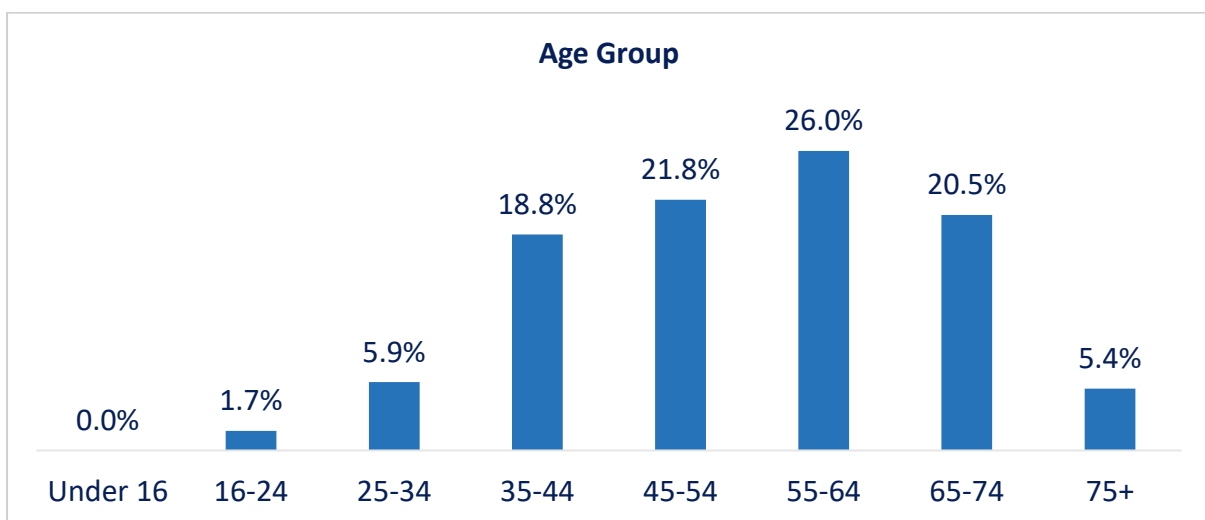


Figure 59: Chart displaying age groups

49.6% of respondents identified as male and, 45.2% identified as female. 5.1% preferring not to say and 0.1% preferring to use their own term.

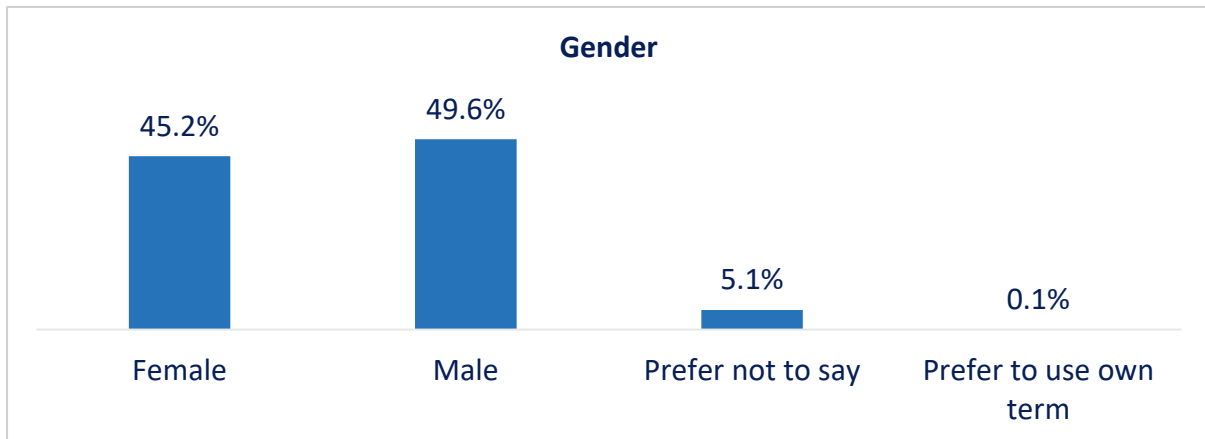


Figure 60: Chart displaying gender

74.1% of respondents were heterosexual, 1.8% were gay/ lesbian, 0.4% bisexual and 23.6% preferred not to say.

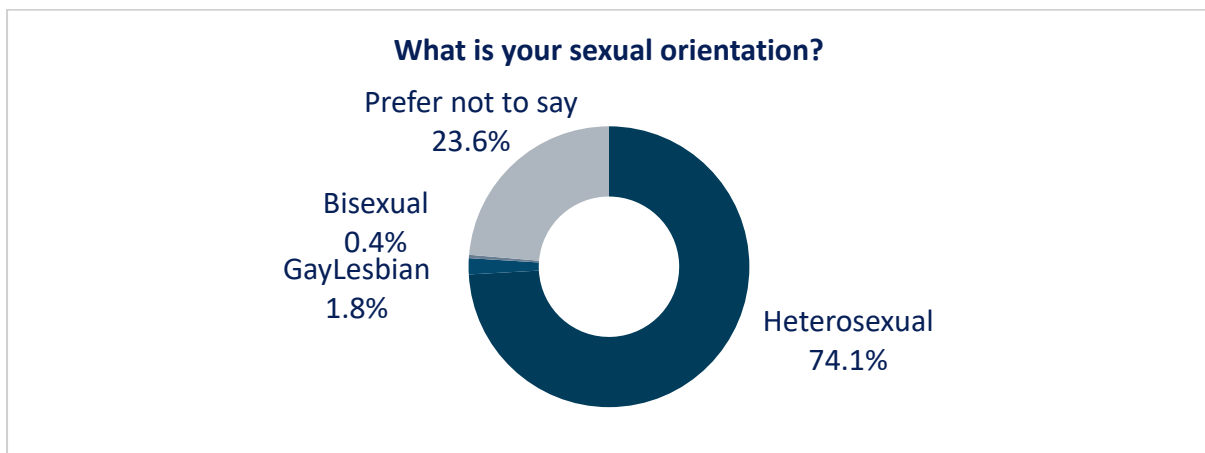


Figure 61: Chart displaying sexual orientation

80.9% said they did not have a disability whilst 7.1% of respondents said that they had a disability. 12.0% preferred not to say.

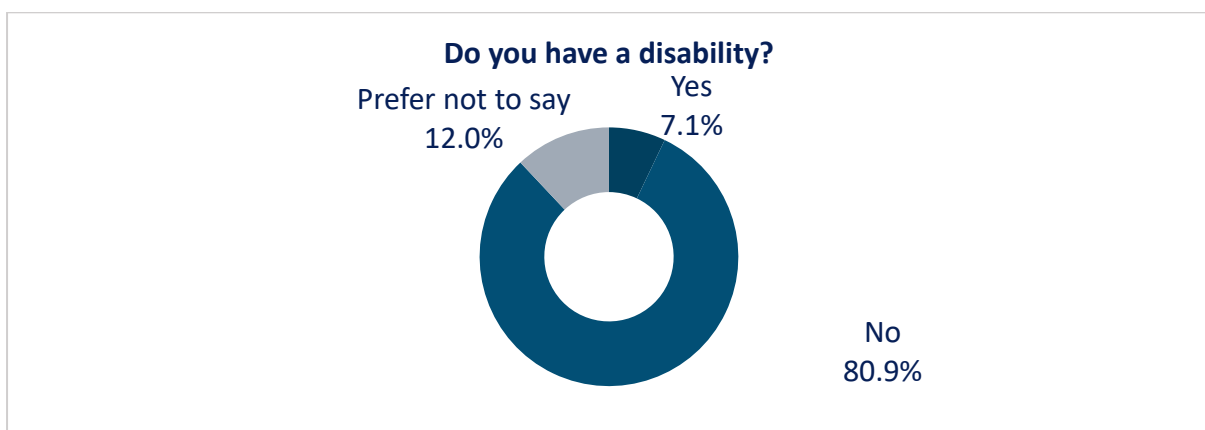


Figure 62: Chart displaying disability

The majority (88.8%) of respondents identified as White – English, Welsh, Scottish, Northern Irish, British.

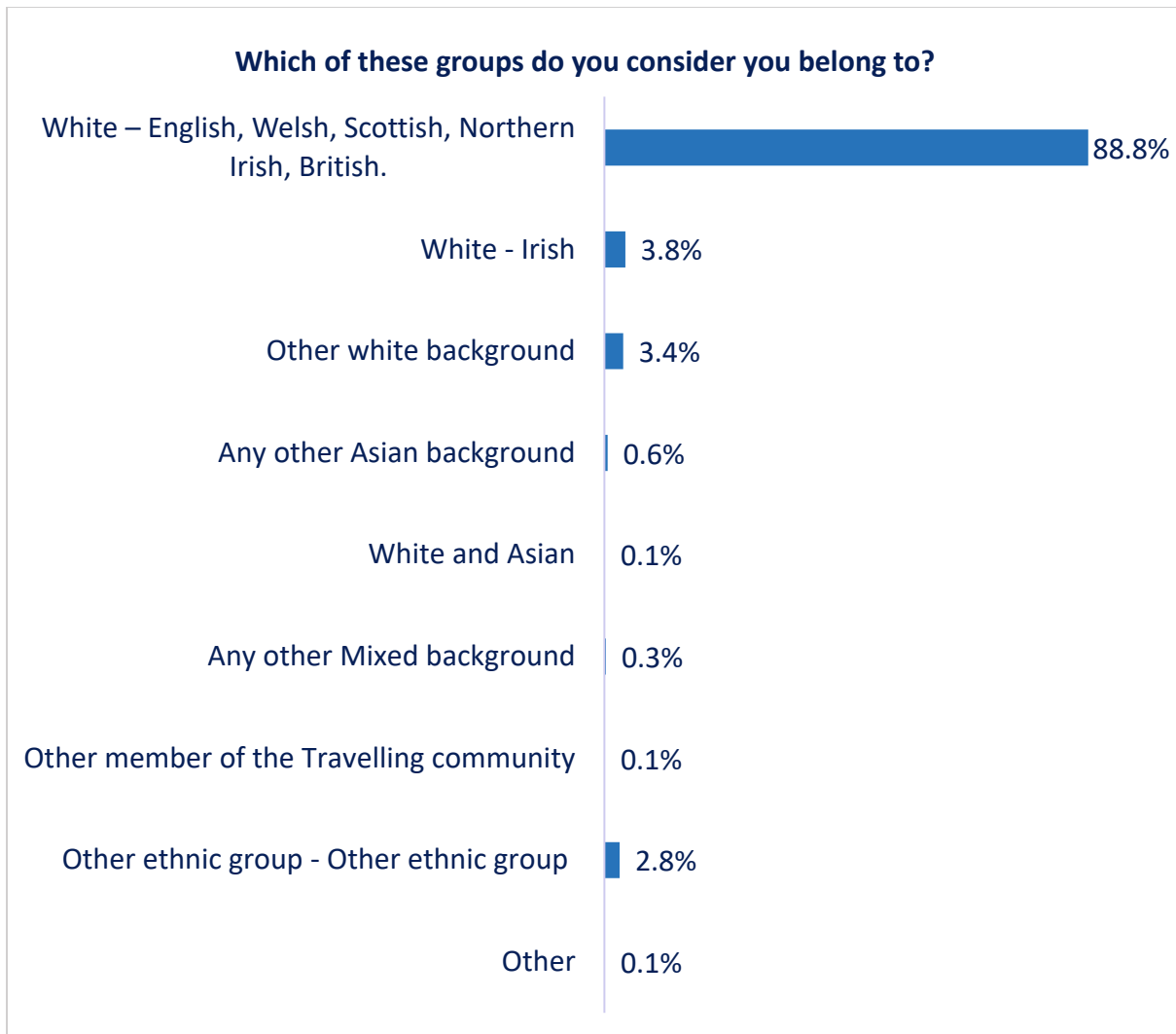


Figure 63: Chart displaying groups

The most represented ward was Wallasey (44.5%) followed by Leasowe and Moreton East (11.4%) and Liscard (8.5%).

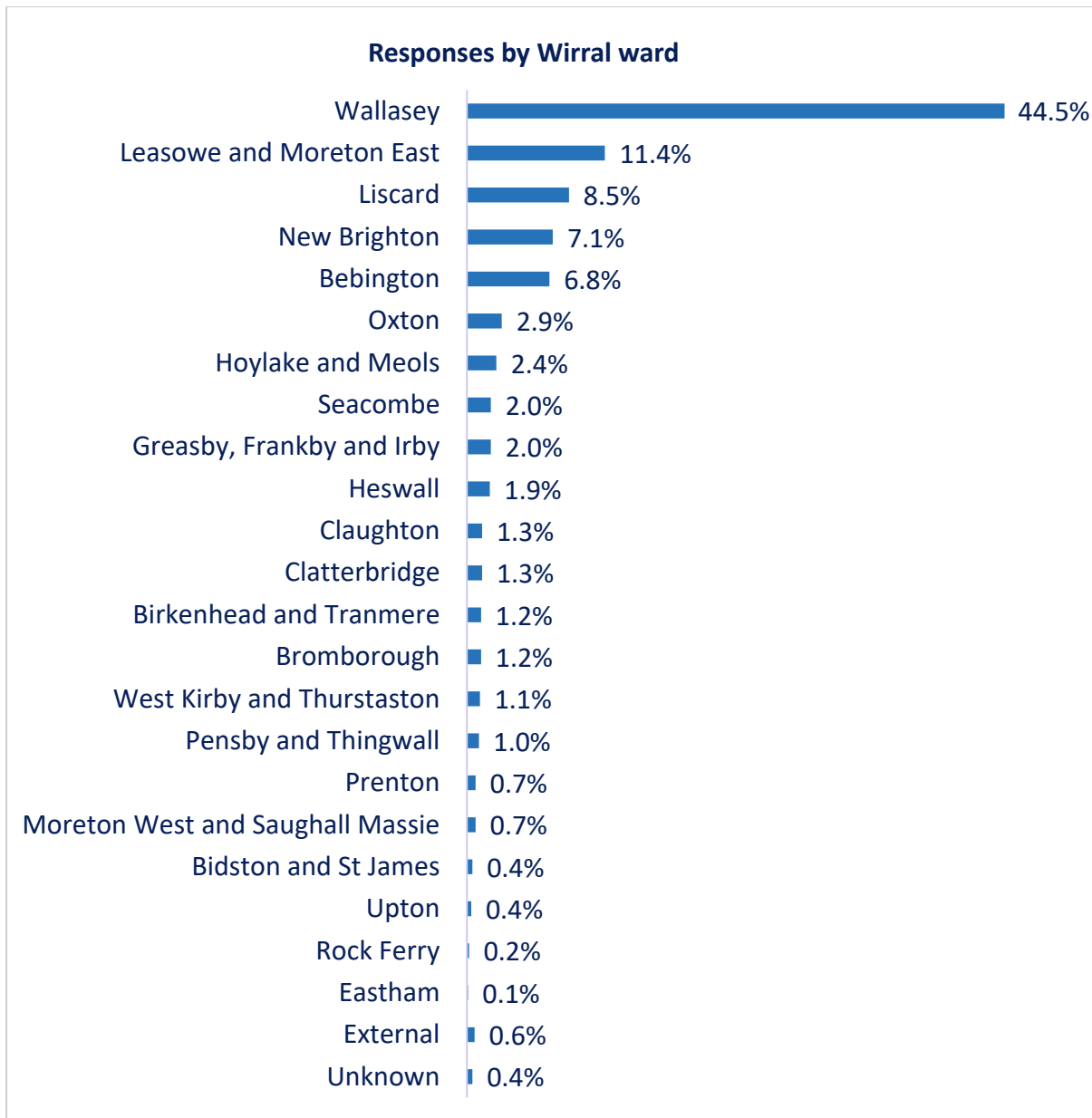


Figure 64: Chart displaying Wirral Ward representation

4.2 Have Your Say - Site Traffic

Reviewing the site activity, visits, and how people visit the site can be useful to evaluate if people are aware of the site, as well as to ensure engagement activities are deployed effectively, and to a wide range of different people – enhancing public engagement in the future. 5364 unique visitors viewed the CATN consultation of the Have Your Say site. Of these, 1953 visited multiple project pages and 944 downloaded a document. 662 people in total completed the questionnaire and 1104 online responses were received.

These figures cannot be viewed as definitive as they are based on site tracking through ‘cookies’ and there are a number of factors that can impact on this. These include that cookies may be disabled or deleted, individuals may access the site multiple times through different devices or different browsers. However, the figures can be used to gauge how much interest has been generated in individual projects through the rate of engaged participants.

The route that people access the site is known as the traffic source. The ‘Have your say’ portal allows analysis to be carried out on traffic source, and if they lead to engagement in the site tools such as the questionnaire. This analysis allows a greater understanding of which communication and promotional tools to use to optimise engagement.

For this project a range of traffic sources have been reviewed and summarised in the table below. Most visits to the site were either links clicked from social media sites (2990) or direct visits where people typed the internet address into their web browser (2746). It should be noted that only 10.0% of visits to the consultation webpage resulted in a completed survey.

An aware visit means a person has visited the CATN consultation page on Have Your Say.

An informed visit occurs when a visitor performs an action on the Have Your Say webpage, for example downloading a document.

An engaged visitor is a visitor who has submitted feedback to a consultation.

Traffic Source	Aware Visits	Informed Visits (%)	Engaged Visits (%)
Direct	2746	1364 (49.7%)	394 (14.3%)
Email	242	82 (33.9%)	16 (6.6%)
.GOV sites	25	16 (64%)	3 (12%)
Search Engine	362	223 (61.6%)	68 (18.8%)
Social	2990	1097 (36.7%)	124 (4.1%)
Referrals	580	388 (66.9%)	95 (16.4%)
Total	6945	3170	700

Table 32: Site traffic sources

Appendix 1: Suggested routes – Responses to Section 3.3.1

- A Wallasey Grove Road Station, B New Brighton, C Kings Parade. Route 19. This route should go from Wallasey Grove Road Station to New Brighton via the existing cycle path along Kings Parade. There is no need to disrupt the lives of any residents of Grove Road or Warren Drive. This will save money and avoid great inconvenience and disruption to the lives of many residents.
- The best route is the one which already exists along the promenade from Seacombe to New Brighton. This has suffered from poor maintenance and road signal up keep. The experience of the Fender Lane fiasco and the similar white elephant between Harrison Drive and Grove Road should have told planners something
- From Liscard, a route between Belvidere Rd/ Rolleston Drive might work better. Then straight down Sea Rd to the prom, much more pleasant than Warren Drive.
- Utilise the National Cycling Routes already in existence and possibly extend them.
- Utilise wide pavement as dual purpose for both cyclists and pedestrians.
- Route 8 Use Forrest Road, Grosvenor Road and linking in to Grange Road West
- In some parts of this route (Wheatland Lane) is very narrow now. if you put in Active Travel Routes either side how are cars meant to be used and where do people park their cars. More pollution around as cars have to stand idle while waiting to pass
There is a perfectly good cycle route from Birkenhead to New Brighton along Tower Road then promenade at Seacombe to New Brighton. Much safer cost effective, needs updating, better xxx, money could be used for improving transport network. I.e better roads and bus services and new Mersey ferry
- Use promenade & quieter roads away from shops and main thoroughfare. All these routes are well supplied by the prom and existing cycle paths.
- Scope for having good cycle ways using alternative routes, have had sea wall route for years this should be enhanced. Currently we have cycle ways that go nowhere and are not linked up. Sea wall, Harrison Drive. Should be relocated to the inside Coastal Drive in front of Mockbeggar Drive / Pumping station away from main pedestrian route and less weather prone. Bayswater Drive existing waste of money and time. Pavements wide enough and less busy to run on reduced pedestrian traffic, link the Harrison Drive around the clown roundabout along footpath in front of Morrisons and Marine Lake to the existing cycle way along Egremont from Victoria Road / Seacombe Ferry. Making cycling enjoyable, less dangerous. As a regular cyclist we need to improve routes but not at the expense of residents and motorist who contribute greatly to national / local economies. At present cyclist contribute nothing.
Also note that the major disruption is located in areas where properties much dense but where there are property with large frontage no immediate proposals. The roll out should be more evenly spread out."
- Pensby Road by Gills Lane to Barnston Road by The Fox and Hounds - currently Barnston Dale is a scary walk with narrow pavements and speeding traffic and Gills Lane has no

footpath at all for some of its length. To get from Pensby to Barnston and beyond (or vice versa) requires using Sparks Lane then turn right but footpaths overgrown or missing to the West of Barnston Road or Downham Road then Whitfield Lane - a long way around and narrow pavements also.

- As above, full Wirral cycle loop
- Chester to birkenhead. Using the space along the existing railway and former freight line from rock ferry to birkenhead. Route should have multiple access points to residential areas so they can quickly access stations along route. Would provide off road cycle and walking route along spine of wirral and connect communities to leisure and employment options as well as better connecting the mersey rail network to wider areas allowing it to be a more viable choice for many, therefore encouraging cycling and public transport over car use
- Improvements to existing network - The path between Heswall and Caldy is overgrown and rutter - I have reported it but nothing has been done.
Although the lights at the Arrowe park roundabout have cycle facilities they do not work. When the cyclist gets on the pavement there is no space and clashes between pedestrians."
- More radial connections, not just routes into Birkenhead.
- Liscard to Bidston/Birkenhead North
- A: Central Birkenhead
B: Central Liverpool
C: Queensway Tunnel"
- I would encourage including the existing Wirral way and hoylake-new Brighton coastal path to the network and ensure they are connected. I cycle both of these existing routes regularly, but they both just end. Connecting them with the new networks would mean you can then publicise active travel routes you and take across the Wirral. Currently, there are some Active Travel Routes, but they also abruptly end, and there isn't a resource that can show you where they are, how to get to them and how they are connected to each other
- A. Greasby, Pump Lane/Greasby Road roundabout
B, Meols
along the back routes. This would enable Greasby cyclists, and walkers, to safely take the shortest route to Meols. This is our nearest station but it is inaccessible without a car.
You made a cycle path from Saughull Massie but it comes to an abrupt end at the dangerous Three Routes End roundabout. You could start by putting a path from Three Routes End to Pump Lane roundabout. Lots of us would use this."
- Heswall to Neston
- Greasby to Irby

- Stop wasting tax payers money on vanity projects. Stop destruction of the environment and cutting down trees. Use the money to pay for pensioners winter payments. Make all public transport free.
- I would like to see a route extended to follow the M53. There is some bridle path along this route from Bebington to Arrowe Park but I believe it could be extended
- I think routes which connect leisure centres to people in places would be a mutual benefit.
- Starting Claughton Road, proceeding down Park Road East which is already 20mph (nice views of the park), Onto Park Road North (more pleasant park views), Down Duke Street allowing access to public transport via Birkenhead Park train station. Proceeding over Duke Street bridge (showcasing the new Miller's Quay), Onto Gorsey road which is already 20mph upto Liscard via Mill Lane.
- New Brighton to west Kirby via moreton
- Seacombe ferry to New Brighthon via a dedicated SMOOTH lane that can also be used by othe wheeled users ie disabled and skaters.
- Morton cross to the coastal path (I.e. the promenade) The existing road is ok, but a small cycle path would be great considering the heavy goods vehicle to/from Tarran Road estate.
- Holmlands estate to Upton station
- All existing road routes- fix the potholes and resurface properly using tarmac and steamrollers! The pseudo surfacing with chipping and spray is a grossly negligent waste of taxpayer funds- IT DOESNT WORK! The definition of madness- do the same thing over and over and expect a different result.
- "Again I sent the council emails explaing whree they should put cycling paths, with the same email subjects same date I sent them aswell
Thes are rhe email address I sent the cycling design to –
- More access to Clatterbridge hospital to serve any areas of higher public footfall such as bromborough retail park or New Ferry
- From where the proposed Borough Road route ends up to where the Arrowe Park one begins. In other words, there should be a continuous route along the A552 in both directions. Where the road itself narrows necessitating a single motor traffic lane, there could be options to divert the cycle route on to the existing pavement where it is exceptionally wide in places, such as by the Prenton commercial area.
- "Why are all the cycle/walking routes in liscard /wallasey/Birkenhead - what about the other half of wirral??
- A. Continuing from Route 12 at the junction with Bromborough Road and The Village, along The Village / Church Road
B. Ending to meet up with Route 23 on Brimstage Road / Spiral Road
C. The route would continue all the way along Church Road to the crossroads with The Three Stags."

- Upgrade the route along promenade Seacombe to New Brighton /Harrison Drive
- Seacombe to Harrison Drive upgrade
- Eastham village from Rivacre Road using what was North Road junction with Rivacre Road in Eastham. This is at present an old disused railway track which goes behind the Eastham Oil Refinery towards West Road in Cheshire West. The old railway runs alongside North Road as it approaches the boundary with Cheshire West. The Go Cart track is on the other side. If this can be made into an SUP it will tie in with CWaC's LCWIP route out of Ellesmere Port using the old railway track alongside North Road. This would provide an off road route for Active Travel. A cross border route where 11,000 commuters cross from Wirral into Ellesmere Port daily in both direction. See 2011 census. At present a small section of this old railway in front of what was Bowaters has been converted into an SUP. We just need to complete the other 3 miles some of which is in Wirral. The Wirral Footpath Preservation Society support this idea as they hope to restore FP 56 from Bromborough to Eastham. This could link up nicely with the Wirral Circular Route and provide a safe route to Ellesmere Port and the wider area including the Boat Museum.
- There is a need for a cross border route between Eastham Ferry and the boat museum at Elsmere port
- A: Poulton Road / Breck Road Junction
B: Hilary Row / Breck Road Roundabout (and on to Wallasey Village)
C: Via Weatherhead High School"
- Liscard to New Brighton and passes through Grove Road
- More train stations and routes through Liscard and Seacombe as there is none and have to rely on buses. To travel to New Brighton and Liverpool.
- Walking access to New Brighton front without having to go down the steep hill as this can be a struggle with a wheelchair or struggling to walk if having to walk back up.
- Seacombe Ferry Terminal along the promenade to New Brighton.
- bebington to Arrowe Park via Prenton Hall Road
- The Highway to Hell!
- Liscard to New Brighton
- No to part of route that goes through Liscard pedestrian area.
But definitely needs to connect to New Brighton
"
- no proposal as yet
- If you are considering access from Irby to Arrowe Park Hospital- should look at Mill Hill Road- the speed limit there should all be 30mph not a section of National speed limit, and turn right at Irby Mill Hill pub onto Arrowe Brook Lane and right onto Arrowe Brook Road. You need to look at the speed limits on the residual routes which are now heavily trafficked.

- West Kirby to Heswall. The current Wirral Way cycle route is muddy and as a shared use path is not ideal for regular commuting. I cycle this route a lot along the road and there are a few hairy sections where I end up holding up traffic at rush hour (Thurstaston hill) or getting close passed at 60 mph.
- Clatterbridge to Bromborough . Crucial to the safe movement between the two areas which is why it needs implementation sooner
- One particularly dangerous stretch of road is the hill between Caldy Rugby Club and the Cottage Loaf pub at Thurstaston. There is a long uphill stretch of road and cyclist are under pressure as no overtaking is allowed, the road is narrow and traffic usually builds up as a when a cyclist climbs the hill as there is no room for road vehicles to pass. There is, however, a footpath on the north side of the road that runs up to the car park at Thurstaston. If this footpath were upgraded to a Bridleway it would deliver a safer route for cyclists and avoid the dangerous battle with motorists. At the same time it would improve traffic flow and reduce pollution. I recognise that Thurstaston Common is owned by the National Trust but I am sure that they would be amenable to the proposed improvement.

The provision of improved cycling facilities here would also add a much needed link between the cycle path that runs adjacent to the A540 on the south side of Telegraph Road between Thurstaston and Heswall."

- Assuming you were starting from scratch and ignoring the existing infrastructure, this is how the network should be design. It's a map of the Wirral, showing the council's own Urban Centres, Secondary Centres, Employment Areas, and Retail Centres. It shows how these should be connected, ignoring any existing parking (which should be removed if it interferes with the route as the goal should be to shift the majority of these journeys for those who are able to more sustainable modes of transport – including mobility scooters and bikes).

<https://felt.com/map/Wirral-Active-Travel-Network-From-Scratch-cFf9AZrKiReWF7NuJs39AtdC?loc=53.35445,-3.07339,11.99z>"

- How about one outside the homes of where the people/person who came up with this nonsense lives?
- A West Kirby
B Moreton
C Hoylake, Meols
The coastal path is fine for leisure but it is not an active travel route that will help reduce car journeys and carbon emissions"
- Scrap them all it is ludicrous. Trying to find a reason for this waste of money I have discovered there are mainly two, "To save the planet" & "Cut death on the roads". Erm---I have been researching climate change for 7 years & I am confident I know more about AGW than you lot put together. As for accidents my next door neighbour is a

serving police officer in Liverpool & he agrees with me & thousands of others it is all ludicrous. Anyway fatal accidents at 30mph are very rare , most are caused by high speed or dangerous driving.

- Shrewsbury Road to Hamilton Square
- West Kirby to slaughall Massey. B5192
- Birkenhead Road (Seacombe Ferry) to Birkenhead Road (Dock Road
- Argyle St (Hamilton Square) to Argyle St (Conway St)
- A - Fender Lane at the Tesco roundabout.
B - Bayswater Road or Leasowe Road
C - A direct route through junction 1 roundabout towards bypass and Bayswater Road.

At the moment, cycling or walking from to or from Wallasey to J1 retail park and beyond is not safe or direct."

- A - starting at Shrewsbury Rd/ Gerald Road roundabout
B - Upton train station
C - Gerald Road, Townfield Lane, Noctorum Way, and Noctorum Avenue
D - could easily link to segregated cycle route already in place on Fender Way in Beechwood"
- Fender Way segregated active travel route from A Upton train station to B Fender Lane
- Prenton to Clatterbridge, if it isn't already covered by existing scheme. The problem is there aren't quiet ways on this route, as Storeton Road is the main highway and that is very busy
- A route from claremont farm to the wirral way. Currently I have to cycle on Clatterbridge road until I get to raby road, This isnt a great experience.
- A Hoylake
B West Kirby
C Meols Drive
It looks like route 28 isn't planned to reach West Kirby - which is bonkers! ALSO....

A West Kirby

B at the Heswall end of routes 25 and 26

C Wirral Way and Heswall residential streets

"

- Route 1) I would like to see a active travel route on Borough Rd, B'head, between Singleton Ave and Balls Rd - or amending current signage to increase safety for cyclists
- Route 2) I would like to see a active travel route on Tollemache Rd, between Shrewsbury Rd and St James Roundabout. Parts of this road are extremely wide. Although it is on a hill, this is no problem for those on e-bikes."
- Heswall to Birkenhead via Storeton Lane or Barnston Road.

- Improve the cycle route along the full length of the promenade with some bollards for safety where required and better lighting. The promenade route is there already and far more pleasant to ride along from New Brighton to Birkenhead than travelling through the town centre using busy roads.
- Kings Parade past Morrisons to Marine Promenade, and Tower Promenade - this should be a priority route because it's an area heavily populated by families and other folk going about their business. But the roads are treated like a car park. The cars should be removed from here and the whole area made motor-free. It is currently a horrible traffic sewer and could be much, much nicer.
- Coastal cycle paths all around the Wirral peninsula. Including those that already exist along Seacombe promenade to New Brighton, through to West Kirby.
- Many roads in Port Sunlight village are broad enough for much better cycling provision. There should be a route to connect the Port Sunlight walkway to River Park. Particularly from the Gladstone Theatre to Bolton Road East. Many pavements in Port Sunlight are uneven and very slippery when wet or frosty. There's no bus service that goes into Port Sunlight village - a major visitor destination. So anything to improve walking, cycling, wheeling and public transport in this area would be welcome.
- 1. New residential sites in this area include former MOD site off Green Lane/New Chester Road, Bromborough Wharf off Dock Road South, former Croda site off Pool Lane. 2. Cycle paths should be added to wide roads. 3. Direct access to the riverfront, by foot and wheels should be created, as requested by existing residents of Magazine Road. 4. There are plans to open a footbridge across the River Dibbin, from Bromborough Pool to River Park. This would transform walking and cycling parallel to the River Mersey from Eastham to New Ferry. This new route should be integrated into the CATN and Wirral Circular Trail. Currently the only public crossing over the River Dibbin for miles around, is the New Chester Road bridge.
- More cycle paths and dropped curbs to local shopping destinations such as Bromborough Village and New Ferry district centre. Yes, The Croft Retail Park should have better cycling facilities, but so should these district centres which are very important for local communities and independently owned businesses. Any sites like these, where the Council subsidises free car parking, should first have walking, cycling and wheeling improvements.
- All of this is just rubbish & anti car & buses
- Every road should have a active travel route even if it involves splitting a wide pavement.
- Ideally from Birkenhead, somewhere on woodchurch Road and Borough Road and go all the way past Arrowe Park Hospital. I used to cycle to work at the hospital regularly and it's scary being on the very busy road with all the buses. I have been cycling for years but other people say they won't cycle because they are too scared which is very understandable.
- I sent in suggestions to the initial ask for suggested routes. Can you refer back to those?

What is not shown on the CATN are walking routes or improving walking infrastructure.

For example

- improving the crossings along Woodchurch Road, prioritising pedestrians - the one near the railway bridge (e.g., longer crossing time, more obvious markings, quicker response to pressing button), the one at Prenton Hall/Holmlands (narrow the crossing points at Prenton Hall Road/Holmlands etc, at Asda (less convoluted, pedestrian activated at Asda entrance) and the one at Sainsburys (pedestrian activated at Duck Pond Lane etc).

- raised crossings at the roads joining Woodchurch Road to reinforce the transport hierarchy and the fact that pedestrians have priority when crossing side roads.

- streetscape improvements to reinforce the transport hierarchy from LIDL to Vets4Pets

- improving the lighting at the underpass at Junction 3

- benches /greenery along Prenton Hall Road towards Woodchurch Road and along Woodchurch Road

"

- Irby to Arrow Park Road Thingwall
- Irby Road junction with Pensby Road past Pensby High School to junction with Thingwall Road (and the residential area/shops of Irby)
- The existing Active Travel Routes on prom with perhaps more signage and enforcement of vehicles using prom would achieve same results with a saving of millions
- All routes!
- See my answer for 2 above.
- Route 19 can be altered from St Hilary Brow to run along Claremount Road, turn right onto Grove Road and then left at the roundabout along Warren Drive to New Brighton Station. This route does not affect on street parking
- From the existing cycle path starting by WKS hockey pitches (Greenbank Rd) and goes along the footpath parallel to the railway station at Hoylake. Thence a new section of cycle path from the railway station across the roundabout and onto The Kings Gap to the promenade. Proceed along the prom on the pavement passed the lifeboat station and all the way on the promenade ... passed Leasowe lighthouse, Leasowe Golf course to the promenade at Wallasey and finishing in New Brighton.

Some cyclists use this already of course to stay "off road" (apart from the short road section mentioned above).

Overall this is a really attractive leisure route if properly marked."

- All of the routes are a waste of money. So few people will use them
- Wallasey Village and Grove Road
- Liscard to Grove road
- Route 20
- All Active Travel Routes should be removed !

- A. West Kirby A540 Column road through to
B. Chester
C. A540 Telegraph Road/Chester high road"
- The existing route that runs from Seacombe to west Kirby along the coastal path. It would prevent some of the duplication of proposed routes that will go through Wallasey and Moreton.
- Coastal route from Seacombe to West Kirby. This may not be to official standards but it is used regularly by cyclists and is likely to still be preferred over cycling through congested urban areas and town centres
- Coastal route from Seacombe to West Kirby. This may not be to official standards but it is used regularly by cyclists and is likely to still be preferred over cycling through congested urban areas and town centres
- Wallasey Road, Wallasey Village, Harrison Drive, Bayswater Road. Seaview Road, Hose Side Road, Grove Road, Warren Drive."
- A route in a wider road such as from Barnston to Heswall and maybe down the Wirral part of the Chester High Road
- A: Liscard
B: Birkenhead North Station
C: Mill Lane"
- The cycle route along the prom should be improved instead
- A - DOCK ROAD FROM DUKE STREET/GORSEY LANE JUNCTION
B - POULTON BRIDGE ROAD/WALLASEY BRIDGE ROAD
C - INDUSTRIAL AREA - NO RESIDENTIAL PROPERTIES AFFECTED - THE ROAD AS IT CURRENTLY IS VERY NARROW AND NOT SAFE FOR CYCLES DUE TO THE HEAVY HGV TRAFFIC THAT USES THIS ROAD TO ACCESS THE M53 AND ALL POINTS WEST. THE NARROW STRIP OF PAVEMENT COULD BE MADE INTO A SEGREGATED TWO WAY CYCLEWAY HERE TO BETTER EFFECT THAN THE POINTLESS WASTE OF INFRASTRUCTURE THAT WILL BE AN UNNECESSARY ACTIVE TRAVEL ROUTE ALONG BIRKENHEAD ROAD - WHICH ALREADY HAS ONE ANYWAY AND IS PERFECTLY ADEQUATE! WHY IS THIS MOST OBVIOUS OF ROUTES NOT EVEN CONSIDERED BY THE COUNCIL HIGHWAYS STRATEGIC PLANNING OFFICIALS? PRESUMABLY THE ANSWER IS BECAUSE THEY ARE TOTALLY INCOMPETENT AND ARE POSSESSED OF NO COMMON SENSE!!! "
- All 40mph+ routes.
- Upgrade existing prom links
- I'd love to see more active travel routes throughout Wirral but it's a great start!
- For Wallasey. Use the existing cycle path on the prom Harrison Drive, starting there and leading to Woodside that's it.
- I hope that the Council will move rapidly to complete all the proposed routes listed to make the whole of the Wirral a safer place to walk and cycle for the benefits of all residents and the environment

- The original phase 1 Wallasey rd ,Harrison drive should be removed.
- A link between the Cross Lane/Heath Road junction and the Bebington Oval Sports Centre would help to create safer access not only between the schools adjacent to these roads, but also those in the near vicinity of the Oval - encouraging more to engage in healthy activities and supporting the facility at all hours.
- Starting at Harrison Drive and proceeding along the promenade through New Brighton to Seaforth
"
- Liscard to New Brighton Grove Road/ Warren Drive
- Already mentioned
- Lloyds Corner Seacombe to Wallasey Village using Poulton Road and Breck Road. This would intersect with Route 10 at St Lukes church. The reason for this suggestion is that it connects Wallasey Village to Seacombe with less of a gradient to pass over. This would also connect Weatherhead High to the cycle network and Poulton which can feel cut off sometimes. May also help Seacombe students get to Mosslands and NCN56 at Mosslands Drive.
- All the A roads need protected Active Travel Routes along them, that should be the network.
- Leasowe Road from start to finish. It's the main route out of town and one used by many cyclists who travel on the pavements because it's not safe on the road. The pavements are wide but are in bad condition & a lot don't have dropped kerbs. A simple white line along the pavement indicating that cyclists should travel on the outside of the pavement would suffice & have minimal impact on traffic & parking for residents; the same principle is used in Munich. Why is this council making life complicated and expensive?
- The network should be expanded across the Wirral if the proposed network is successful.
"
- "Routes alongside railway lines - in particular the Bidston to Wrexham line. The best active travel routes keep well away from cars."
- Moreton Bebington for 6am. Then again for 2.30pm. Then reverse no routes or times available to me
- All major thoroughfares should have protected active travel infrastructure
- All major thoroughfares should have protected active travel infrastructure
- All major thoroughfares should have protected active travel infrastructure
- All major thoroughfares should have protected active travel infrastructure
- There is already a cycle route along the promenade
- Ridiculous idea especially around Seaview Road and hoseside Road around captain's pit.Its a nightmare now to negotiate with current parking situation and very dangerous at busy times I.e school pick up times. How is this going to work when extra space is

needed for a active travel route,how many people are going to use it. Haven't seen anybody using the lane into Moreton and just one person on the one on bayswater Road whilst the traffic is building up behind people trying to turn up towards Derby pool.

- I think solely residential streets should be avoided unless they are wide enough to accommodate Active Travel Routes and parking bays to cater for all homes / residents. Big roads like B5477 through Wallasey Village would be able to accommodate this. I think electric charging points should be included in parking bays and our public transport system needs major improvement, particularly for people who need to make multiple changes to get to their destination.
- Birkenhead to arrowe park hospital. Arrowe park is the areas biggest employer with the infrastructure for cycle storage. Unlike routes into liscard or Harrison park. Use New Brighton Promenade
- "1. Rural route connecting Wirral to Willaston

A. Old Clatterbridge Road

B. Neston Road

C. Predominantly along the B5151

2. Rural route from Storeton to Barnston

A. Junction of Landican Lane/Station Road

B. Junction of Storeton Lane and Barnston Road

C. Alongside Station Road and Storeton Lane "

- Ideally I would like to see all main arterial roads upgraded with safe designated cycling routes.
- Route starts in Gayton, finishes is Bebington going through Barnston
- West Kirby to Heswall
- A serious rethink of all routes should be implemented, and the money put to better use for the Wirral.
- The coastline only ! We live in the wirral peninsula three sides of which our coastline and very accessible, have wider roads at the coastline and less residents impacted. Furthermore there are fewer cars using those roots to commute. A coastal cycle route right around Wirral is needed and the

Is a solution to get people cycling. The views are amazing without a clearly defined cycle path there is confusion currently and cyclists are not separated from walkers for most of that route. Using residential roads that are used to commute across Wirral for cyclists to share is crazy and dangerous and will not get people cycling to work but a well defined route on the coast would encourage well being. The coastline is linked but needs a defined cycle only path."

- The wide promenade's which circumnavigate our area.

- Route start Upton, end West Kirby. Using B5192, B5139 to base of Black Horse Hill. Avoid the steep climb up Black Horse Hill by passing through Grange Cemetery to Lang Lane, then on to Bridge Road, . A fence or other barrier could be erected in Grange Cemetery to enable those to pay their respects in peace. Use traffic calming on B5192 between Newton Brook and Gilroy Road (hedgerow both sides) by adding a wide, separated active travel route; with one car lane controlled at each end by traffic light with motion sensor to deal with traffic flow and peaks. Thanks for reading.
- Wide unpopulated roads that are suited to this type of system.
- A clear and defined route through Royden park should be considered.
A551
A553
B151
Earlston Road
All these routes would help connect areas for work and education."
- I would like to see more routes that cross the borough from Birkenhead and Wallasey to Wirral West. This would be the most effective way to reduce our dependence on cars and allow far more safe commuting to and from work and leisure. I don't think we should wait 15 years for this as people are buying cars now.
- There are areas that are very poorly served by public transport in Wirral West eg the area between Upton-West Kirby-Heswall. In the middle of this triangle, are few bus routes and no trains. People here are almost forced to use cars. It would be great to offer them safe active travel routes to get to school, work and retail/leisure. "
- All area with 20 mph
- Put routes in around schools... the most common users of bicycles are children going to school. My son cycles to Mosslands every day and there is little cycling infrastructure to make his journey safe. Spend money helping those existing cycling demands rather than imaginary 'cross-town' routes for which there is little demand or desire.
- Stop now before you make our peninsula an eyesore
- Consider also using Waterpark Road as a quiet road and/or cycle route along Prenton Hall Road - road is wide enough to support a dedicated active travel route.
Apply to Highways England Designated Funds to improve the walking/cycling across and under the Motorway.
Upgrade the lights at Osmaston/Duck Pond Lane to allow cyclists to cross between the shops/residential area.
etc
Look into continuous pavement across the side roads that join Woodchurch road to support pedestrian priority and slow traffic as it enters the residential area.
Make "
- The existing promenade that is already used to connect Seacombe to West Kirby is sufficient enough and already in place and the dock network from Seacombe to Birkenhead is already in place

- The routes do not include Breck Road. One of the aims is to get students cycling to school and this road gives access to Wetherhead and Mosslands High schools.
- Routes 18 and 17 do not use one section of Leasowe Road which many students at Mossland School do use. They and other cyclist frequently cycle on the pavement. A cycle route here would reduce this nuisance and connect with Wallasey Village station too.
- Wirral Coastal path improvements along Marine Drive to allow pedestrians, on busy days to cross back into Harrison Drive and Sandcliffe Road.
- (a) Park Road North up Ashville Road, Park Road West, Palm Grove
- (b) Alternatively, a route could be promoted from Park Road North up Ashville Road and split between the Upper and Lower parts of Birkenhead Park. Park Drive in the Lower Park can be used to distribute cycles to the Gothic Lodge entrance and the Italian Lodge entrance. Park Drive in the Upper Park can be used to distribute cycles to the Norman Lodge entrance and the Castellated Lodge entrance for onward distribution to Route 8 at various points. This has the advantage of using the Park as part of a denser Primary Cycle Network, involving greater safety separated from cars and enabling cyclists to have cleaner air and pleasant landscape to improve the character of their journey. Having a Grade 1 Registered Park as part of a journey would include it in the mental maps of cyclists and provide relief from vehicular traffic "
- Liscard through Urmston Road, Manor Lane past zmariners Home to prom
- Tarran Industrial estate routes generally. Close to 500 workers but no safe cycle route except the Birket path with lists of pedestrians.
- Improve the coastal routes we already have & cycle training across the board
- All roads should have demarkated cycle lan es. People may complain initially, but they can't use them if they are not available.
- Start: Charing X
End: Conway Street/Europa Boulevard
Given current works and plans it is essential to include proposals to link Charing Cross with Conway Street/Europa Boulevard via Claughton Road and Hemingford Street"
- Scrap all rout as they are clearly very dangerous, particularly for the elderly and disabled.
- I ticked this option as I would support Active Travel Routes as a permanent feature in planning all urban roads.
- An additional route to connect 12 and 13 would be very helpful - especially for children cycling to and from school. This could build on existing paths through Higher Bebington Park (near the Co-op Academy).
- ALL ROUTES
- Meols - Irby & Heswall via Greasby. And Irby/Thurstaston. Why have you left us out? These routes are tricky and wind around - we need pedestrians and cyclists etc to be able to travel safely through our countyside

- All of them.
- Dock Road area and any that don't involve replacing huge swathes of vital residents' parking with Active Travel Routes.
- On the provided graph, routes 11,12,13 run parallel to one another, providing great options travelling northsouth. However, there are no eastwest routes between these. Bedford Av/Rd would be worth considering, as too would Downham Rd further North. There are other routes which should additionally be considered further down the line, but the realisation of the ones proposed would make a world of difference.
- Dock rd ,and Wallasey Village Routes
- I think the route around the prom and coast should be improved so you can cycle happily and safely around the Wirral rather than messing about with these terribly inconvenient routes that interfere with businesses and the traffic they depend on. Presently you can't cycle all the way around because the path isn't continuous - you have to come off the prom at Leasowe Castle to cycle up Leasowe Road (then up Greenleas Road to Bayswater Road) for example if you are coming up the prom from the Moreton side because there are thirty yards or so that aren't surfaced (if this stretch was surfaced you could get all the way around on the prom and have no need to go on the road)



Appendix 2: Direct Representation

1. Merseyside Cycling Campaign response to

Consultation: Wirral Core Active Travel Network

Introduction: It's good to be getting going. The Liverpool City Region, like nearly everywhere outside London, has been far behind the capital for decades. More active travel, walking and cycling for many, would give a boost to health and lead to a better environment. Fewer people driving would help to resolve issues arising from longer-distance traffic using quiet streets. Valuable lessons can be learnt from experience in the London Borough of Waltham Forest. It has been found, there and elsewhere, that good provision not only increases walking and cycling, it also decreases car ownership.

Walking is an indispensable means of movement needing good provision. There are pavements on most streets and crossings to help in getting across busy streets. Cycling has very little provision. So while walking needs improvements, support for cycling will cost much more.

The CATN seems to be planned with distances of a few kilometres in mind: more for cycling than for walking and other slow modes. So far developments have been planned for longer local trips extending to half way across the borough or for trips of up to about a kilometre in small neighbourhoods. In Holland the average cycle trip is about 2.5 km, so to attract potential cyclists it would be best to plan mainly for cycle trips of one to five kilometres. This would attract people new to or returning to cycling. This is likely to be the group whose participation would make the largest change: the range is important in deciding how to prioritise development.

Aims and objectives: A little exercise does a lot to improve someone's health, whereas a little more exercise for an active person adds little. Walking and cycling can be part of travel, with cycling encompassing a greater range than walking. Their great advantage is that they can be arranged within everyday activities. The potential for cycling is much greater than its current usage. So the main aim, to improve public health, should be to get more people cycling.

Roads and streets may be classified as busy or quiet — not the technical terms. Quiet streets will be preferred by many cyclists, especially new ones. Busy streets are usually more direct, an attraction for longer trips; some of them can be made suitable for most cyclists by providing them with protected space. Some streets that should be quiet are used as 'rat runs'. It is possible to change their nature by blocking them while providing space for cycling, helping to maintain the peaceful nature of the streets concerned.

A major objective should be to enable homes, where most trips either begin or end, to be linked continuously to major attractors by streets where cycling is easy. Such linking will also make social connections between homes. In many cases this will require using parts of busy streets, especially for accessing town centres.

Notes for policy: The network of roads considered suitable for cycling will be used by a wide range of cyclists. To be successful it needs to attract people who are new to or returning to cycling. The speed and flow of motor traffic they encounter should not deter them and they should feel comfortable with the space provided for them. This involves appropriate design. We are confident that this can be achieved, in most places fairly easily, while a few sites may need a major change. Training could help and should be readily available as part of the promotion of cycling.

Connected parts of the network will be useful while it is being developed. Disconnected parts are unlikely to attract less experienced cyclists. We would not encourage them to cycle on streets that are not yet on the network; many of them will be children whose parents would be worried. Distant attractors could lead to accidents, so the publicity should beware of suggesting their accessibility.

We expect a majority of less experienced cyclists' trips to be less than 2 km; and, as with travel generally, most trips to begin or end at home. Further, less experienced cyclists should be able to make whole trips on suitable streets. These three keys are most important in directing development.

The CATN as proposed does not include all busy streets. In establishing a network for cycling it is vital to distinguish these from quiet streets, as has been done in Greater Manchester. In 2001 we planned a network for Wallasey. For that we took a given classification of distributor and access, which in practice is not quite the same: now we would aim to classify as busy and quiet. For that network the junctions of quiet streets with busy ones involve most of the improvement work required. We expect this to be the case in developing the quiet streets elsewhere in the borough.

We have had advice from [redacted], the Campaigns and Community Development Manager of London Cycling Campaign, which has worked with authorities throughout London for decades and helped to transform the experience of cycling there. His experience in this full-time role is wide, covering the whole of London. His recommendations, in emails sent between April and July, are very similar to what we had in mind. They refer largely to Waltham Forest: here the development of active travel has been propelled by the dedication of [redacted], a deputy leader of the council, over a long period.

Our recommendations: We recommend that the development proceeds step by step, with each step being around a town centre such as Liscard in Wallasey, or in smaller steps adjacent to larger established development, as is now progressing in Waltham Forest, which would be suitable for the Mersey side of Wirral south of Birkenhead.

We also recommend that as development proceeds busy and quiet streets be developed together in each step. A variation of this could be to develop only parts of busy streets that are necessary for the routes on quiet ones to be effective in giving access to major attractors. These are the two key recommendations from [redacted]; the variation is

ours. Both recommendations are instances of the conclusion that the benefit from a connected network is greater than the sum of the individual benefits from each part.

[redacted] also recommends developing interurban routes after the routes in towns have been completed.

The core active travel network proposed in the consultation has only one route, with branches, to be included in Wallasey in the first 5 years of development. To complement this we propose that our plan for Wallasey, which has been partially implemented but only in scattered sites that bring a tiny benefit compared with what could have been achieved by a coherent choice, be developed a little further. This would bring a large benefit to a part of Wallasey to demonstrate and give early experience of a full network on busy and quiet streets. Details of this proposal will be sent separately.

In urban areas routes on quiet streets are as important as those on busy ones. Their inclusion in the network involves selecting key streets that lead cyclists to convenient places to cross busy roads and to give access to most quiet streets. They will need some direction signs, which may be supplemented by street maps on panels. Their cost will be mainly on the crossings with busy streets, much of which will be needed by the active travel routes there.

The routes should be planned now: having a plan that can be referred to in designing a highway scheme would enable features of the cycle network to be included in it, producing an economy. In particular, where a segregated cycleway is planned, the design of crossing points for cyclists will need recognition. From our experience of planning the network for Wallasey, the work involved in planning thoroughly for the whole borough would take the equivalent of about one officer year. We could help with this planning, building on experience of running a course designed for local authority officers that included a systematic way of planning the key quiet streets of the network.

Some off-road routes could well be included in the whole active travel network. These include National Cycle Route 56, the Wirral Circular Trail, the Wirral Way, and the railway path which would connect Routes 27 and 28.

Foot notes: This response to the consultation includes our main recommendations without giving all the details and supporting arguments. We would like to have discussions with leading councillors to bring these out.

As stated, our views differ little from those of [redacted]. We are willing to let you have all the emails from which we have stated his opinions, but it should be noted that there are differences between Wirral and Waltham Forest that lead us not to agree with all his statements.

2. I would like to raise my objection against the proposed Active Travel Routes on Birkenhead Road. I have use soccer dome on this road for 9 years and to put Active Travel Routes in this area would be devastaing for business and residents. The current

active travel route running from seacombe ferry along Birkenhead Road is hardly ever used, so why introduce any other one.

3. Hi

I have been unable to access the survey on the CATN on the Wirral gov website

With the map of the proposed cycle ways they would certainly be an improvement on what we currently have. It is not clear if these Active Travel Routes are physically separated from traffic or they are just painted on the road

Active Travel Routes on busy roads can a help, but I would rather cycle on a route avoiding busy roads.

The active travel route on Column road in West Kirby past Calday school is usually parked on, which makes the active travel route useless.

However I am puzzled that there are quite few of the existing active travel routes that are not marked. It may mean they are not "core" but , not just along a main road, which all of the proposed routes are.

e.g. the cycle way beside Storeton lane.

The cycle way from Heswall to Thurstaton (which needs maintained),

the cycle way from West Kirby to Hoylake

The path that goes from Prenton to Upton station is an obvious bit to include in the Active Travel network and there are clear Active Travel Routes on the Beechwood estate.

People I speak to about cycling to work etc want a complete network, not just a lane on a busy road. The lane on Fender Lane is of limited help to cyclists

Creating signed routes using minor roads would be helpful. To get to from Thingwall to Birkenhead I cycle down Landican Lane into the Woodchurch estate across in to Noctorum to Townfield Lane and down Balls road. There is much less traffic going that way than down Wood church road to Prenton.

4. The Active Travel Routes we have at the moment are not used and cause serious issues for traffic. I have seen ambulances with blue flashing lights being stuck in traffic on Fender Lane, as traffic and only move in one lane as the rest of the road has been given up for a deserted active travel route. The idea of putting more in a total waste of money and shows contempt for the views of the local people. This proposal will turn out to be as popular as cutting the winter fuel allowance..
5. I have lived in wallasey village for 44 years and I am totally against more cycle paths. Ones already introduced are hardly used ,20 mph speed limits rarely attired to and NEVER enforced .I was of the understanding that the elected parties of council and government were elected to do the will of the people ? However it seems the

elected councillors and MPs do now not always share those views, I wait patiently to see if other elected councils in the future may wish they had when elections come round74% said NO we don't know how many said yes ???

6. I am exhausted hearing about this plan for these stupid active travel routes in Wallasey and across the Wirral.

Why does WBC make disastrous decisions? I can't even think of one positive, but I can think of a number of negatives (listed below).

1. Less parking, pushing drivers to park in side roads.
2. More congestion.
3. Local businesses will suffer financially.
4. No one hardly cycles, due to weather.
5. People fear their bikes will get stolen off them.
6. How do people charge Electric cars.
7. Making roads narrow, potentially dangerous for pedestrians and drivers.
8. Limiting access for disabled drivers.

I believe you know all these negatives, but for some reason you are choosing to ignore them and your constituents. It would be interesting to know what is driving this plan, not one person I have spoken to wants this to go ahead.

So tell me what the council is going to gain from this? I feel like there's something you're not telling us.

Why don't you put the money into improving the active travel route on the promenade? With lighting and a smooth surface for all to enjoy. I own a bike and I much prefer to cycle along the promenade and avoid going through built-up areas. This is not because of cars, this is because it's boring

7. As a cyclist and driver I can see things from both sides, however, since the introduction of the new Highway Code I feel more protected as a cyclist. I have generally noted more respect from most drivers leaving me plenty of space when passing me and as a driver, I respect cyclists I encounter. The introduction of 20mph zones in most residential and some main roads throughout Wallasey and Wirral further protects the cyclists. I do think that the introduction of the proposed Active Travel Routes has gone too far as I believe that the benefits will not be used as there are not that many people who cycle. Those who I see most frequently are younger people on illegally modified electric bikes. I think the introduction of the Active Travel Routes by the roundabout at Harrison Drive, although helping cyclists at a busy junction, is not used very much. In fact, I often see hobby cyclists, rather than social cyclists, ignoring the Active Travel Routes and using the roads,

There are far more important projects in Wallasey and Wirral that require financial resource than the Active Travel Routes that I would rather be supported. If you want to make the roads safer for cyclists and motorists, the potholes in all the roads need a lot of attention.

8. Good afternoon. I would like to object to the proposed additional cycles routes in general, but more specifically the route from Liscard, Wallasey Rd, Breck Rd, Wallasey Village to join Grove Rd.

This has not been considered thoroughly. This is a main emergency route that will be narrowed by Active Travel Routes. The majority of properties on this route already suffer parking issues which will worsen and possibly devalue property, and suppress the property market in general for the area effecting the local economy. Something people may seek compensation for.

There are a number of business that would be effected if it's customers were not able to park nearby. If businesses close people have to go elsewhere.

St Mary's College already affects the area with drop off and picking up times at the school and teachers parking the whole day. Where will all this traffic go? We have a privately owned road at the back of our property, if these plans went ahead we would require a barrier of some sort to stop people parking illegally affecting care assistants access.

This route will cause people to park dangerously and without thought to others and will lead to friction. The routes that in place are not used and often cyclists can be seen on the road pavement even when a active travel route is present. It is not a case of build it they will come. There is simply no need for these suggested routes.

Please do not approve these plans without full consideration of these points.

9. We have heard a lot from [redacted] and [redacted] with regard to the proposed Active Travel Routes in wallasey giving us information and helping us contest something which would be detrimental to the area and businesses.
10. I was wondering why you are wasting money on a "public consultation" when it looks like you intend to impose this upon us regardless of the overwhelming opposition and the negative results for the unfortunate residents affected. For example, you have lost your disabled parking space but hey you can use a bike instead of your car.

Yet another example of WBC incompetence and bullying of residents

11. I voiced an opinion when these proposals first came to my attention, some time ago.

I see this is still proposed to go ahead. As a resident of Grasmere Drive, Wallasey, off Seaview Road, this will cause horrendous traffic problems to us, and I can imagine, neighbouring roads. We are a small cul de sac, which is completely full most of the time with cars belonging to just residents from our road, quite a few having two cars, and is a

struggle a lot of the time to park. Advising that residents affected on Seaview Road who will be impacted, to park in the side streets is absolutely ludicrous, we barely have enough room to park, added to the fact we are the first non residents only permit parking road, which brings its own amount of traffic to people parking and shopping in Liscard, etc. When everybody back from work early evenings the road is very full, so the implications of having more cars is unbelievable.

I know a few owners of local independant businesses who have worked so hard which this will have a huge negative impact on too. There are also 2 GP surgeries on Grove Road, for just a small example.

I fully opose this idea.

12. I hope this message finds you well. I am writing to inquire about the "Active Plan" you have developed for walking, wheeling, and cycling.

As an active member of the equestrian community, I am particularly interested in understanding how this plan will address the needs of horse riders.

Specifically, could you provide information on any improvements or initiatives aimed at enhancing safety and accessibility for horse riders? Additionally, I would like to know if there are any plans to connect the existing bridle paths to create more continuous and safer routes for us.

Ensuring safe routes and roads for horse riders is crucial, and I believe that integrating equestrian considerations into the Active Plan will benefit a wider range of users. Your attention to this matter would be greatly appreciated by the entire equestrian community.

13. I am concerned that the plans do not appear to take into account the needs of blind/visually impaired people, particularly those with guide dogs. Guide dogs will not have been trained to differentiate between pavements and Active Travel Routes, and will probably also have problems with 'floating bus stops'. There was an item recently on TV news with regard to this, and blind people's organisations voiced serious concerns.

With the speed that some (though not all) cyclists ride, and the Active Travel Routes along the promenades give proof to this with some treating them like a race track, it is not just B/VI people at serious risk, but in particular the hard of hearing, old and infirm, as well as young children. So-called 'shared spaces' should be avoided at all costs. There are 'cycle cultures' in some continental countries, but not here. Trying to impose cultural change here will at best lead to injury, or at worst, death, as has been seen in recent years, notably in London.

14. Living on Harrison Drive, I would have concerns about the effect a protected lane (such as the one on Bluewater Road) would have on vehicles on the road. There's several residential properties, which use the road for parking, St Nicholas Hall which provides

regular events and activities for many people that come by car, and Windsor's garage have deliveries, and customers to consider.

15. I would be very grateful if my comments below could be considered in respect to the proposed cycle route through Wallasey Village.

Firstly, I would like to say that I am a cyclist so not opposed to making roads safer.

I live in Marshlands Road in Wallasey Village which comprises of terraced properties with no off road parking provision. In addition, the front of our properties (odd numbers) has double yellow lines so residents are not able to park in front of the properties. To the rear of the houses is a Council owned car park. When possible, residents park in the car park but as it does not go the full length of the road, there is already not enough parking for all residents. The car park is not marked for residents only so in addition to residents of Marshlands Road (odd numbers), residents in Wood Lane also park here (even though the houses have garages) and also we have major problems parking due to visitors to the shops in Wallasey Village parking in the car park, as there is insufficient parking in the village. This problem has been made worse by the recent addition of a new café (Woodhouse Café) on the corner of Green Lane (This land was previously part of a residential garden). We get an endless stream of café customers parking in the car park while they visit the café. Also, since the Lighthouse pub has introduced payment machines in their car park there are an increased number of Lighthouse patrons parking in the car park in Wood Lane to avoid possibly receiving a penalty in the pub car park.

Frequently, resident are unable to park anywhere near to our properties. This is very inconvenient after a shopping trip for example. I suffer with severe arthritis and struggle walking and carrying bags and often can't park near home and have to park several hundred yards away, often well beyond the railway bridge on Green Lane. Residents are already very distressed about the current parking issue and tensions are already high.

Wallasey Village is a very busy place and the existing parking spaces are always busy with visitors to the shops/café/pub/salons and nursery drop offs/pick ups and also visitors and staff parking who work in St Mary's school, so If the proposed cycle route is going to reduce parking in Wallasey Village this is going to have a huge impact on the amenity of local residents (There are lots of other terraced streets off Wallasey Village eg Leasowe Avenue and these residents have similar problems with parking.) It will also have an impact on the shop owners for customer parking/deliveries.

There is already a cycle route that comes out on Cross Lane (By Lidl) so on a bike it's then just a case of going down Greenleas Road to join up with the cycle route on Harrison Drive and then the prom. I do not see how it is necessary to introduce a further cycle route parallel to the existing cycle route on the prom (Grove Road runs parallel to the cycle route on the prom which is close by).

If this is going ahead I think as a minimum the car park behind the terraced properties in Marshlands Road should be marked out with spaces to optimise the number of spaces and should be only available for residents. This really is already a major issue for residents and is only set to get much worse if parking is reduced in Wallasey Village.

I really hope these points can be taken into consideration

16. I am totally against this proposal on so many fronts but want to answer in a constructive way.

The effect on people house value, shopping on the proposed route where parking is taken away will only push people to drive to retail park further damaging local economies.

I would ask for all the councilors who have agreed this proposed to issue their address to highlight they will not be effected. The network of routes will not aid travel between

- Shops - when parking is taken away and how do you get the big shop home on your bmx?
- Schools - who has the time to replace a 5 minute drive in the morning with a 30 minute bike ride in the rain and wind
- Work - who has facilities in work to shower after a 30 min bike ride ? After cycling 30 mins to take your kids to school ? How many bikes can be put on a train ?
- Leisure activities - would the cycle not replace the need to go to the gym? So lost revenue for the leisure centres/

If people are so serious about the conclusion this could take 15 years suggests you don't have the money to do it !! The initial funding was proposed years ago and in that time we have closed facilities rather than invest in them so again why was the council not stronger in standing up for the rights of the area and demand the money is used for other things on the Wirral.

Question is can you cycle around the Wirral now ...YES so beggars belief we are using the tax payers money to service the few rather than the many. Think it is time to do the right thing, admit your made a mistake and U turn. People would support the council more if they just listened.

Side issue how much did it cost for the questionnaire to be compiled and printed. More money down the pan.

17. My complaint is about the council continuing to adding new Active Travel Routes it seems simply because the council has been given money for this purpose it is determined to spend it even in the face of overwhelming local residents disagreeing with the policy and the already failed active travel route in fender lane and the totally unused routes in bayswater road

they are not needed and surely the money could be used to train children in the safe use of cycling or to look after their bikes in addition there are already perfectly good active travel routes through seacombe to leasowe

The current proposal from liscard via seaview road/hosside rd/grove rd and warren drive is ridiculous as the route is already highly congested and this proposal will make the situation worse not only that the loss of the amenity of the warren drive roundabout and addition of more traffic lights no more than 50 metres from an existing set is totally unnecessary

Hosside road residents in particular will lose many existing parking spaces where are they expected to park?

i urge the council to cancel this plan it will simply be another white elephant if pursued and eventually have to be removed

18. We are urged to take exercise on a daily basis. For most people this is in the form of walking.

I'd like more consideration to be given to those walking. Pedestrians include many older people, some with limited mobility, some nursing the pain of arthritis, some with limited hearing. To have a cyclist rush past (within inches) on pavement or footpath is very unnerving. The wind created indicates speed and closeness. It is scary! Anyone who lives with constant chronic pain will vouch for this.

Pavements are being used for cycling even when there are Active Travel Routes available. We have miles of traffic slowing Active Travel Routes for how many users? How are emergency vehicles to get through when there is nowhere for traffic to move to, in order to allow them past? We all have to stop behind a bus stop whilst previously, traffic and people permitting, we could drive past.

The project appears to be the hobby horse of a member of the council but it is not wanted by the majority of the ratepayers.

I watch elderly bent over pedestrians, carrying groceries, struggling up the steep roads from Morrisons in New Brighton. No hand rails to help them. The pavements a trip hazard and inaccessible in conditions of ice.

Salisbury Road New Brighton is comparable in its steep climb with Portland Street. In icy conditions I cannot leave my home, it is situated at the top of this steep road. So it is for others in this very neglected area. Gritting of the road has been refused despite my many pleas.

As I understand it, money bid for was for improvements for pedestrians and cyclists. I'd like to see pedestrians helped. In particular, disabled and older pedestrians. Pavements should be wide enough to accommodate adult wheelchairs. Where hedges block the way, Notice should be served to the householders and action taken. In some places

slippery moss causes disastrous falls. Moss on pavements should be removed. Fewer falls fewer hospital patients.

I'd like to see the Council find a new culture. One of listening to the ratepayers and acting for them. Not against them.

19. I am largely in favour of the proposed 20mph limit zones in Greasby / Irby, however, I wish to highlight what I consider to be the following shortcomings in the proposals:-

1) Heathbank Avenue, Irby has been omitted from the list of roads to be included in these Phases. Could you please confirm why, when surrounding Roads have? My Son & his family live on this Road, I am always alarmed at the speed some motorists travel down this residential street & worry for the safety of my granddaughter crossing this Road. Heathbank Avenue is used as a 'rat-run' for traffic wishing to avoid Irby Village Centre (Coombe Rd & Glenwood Drive which also form part of this short-cut have been included in the 20mph proposals).

2) It is disappointing to see that Pump Lane, Greasby has been omitted from the scheme. There have been many accidents over the years, especially involving motorists trying to safely emerge from side roads. Unfortunately, a high number of motorists travelling towards Greasby from Three Routes End roundabout tend to ignore the reduction to 30mph & traffic heading in the opposite direction are equally guilty of speeding. A few years ago, I requested Police Enforcement; this came in the form of a van parked by the fields, staffed by a civilian operator (who works office hours). Unfortunately, some of the worst offenders speed outside office hours, and there is little or no alternate enforcement. The proposals for 20mph, do include some other main roads, e.g. parts of Frankby Rd & Greasby Rd, Saughall Massie Rd, so including Pump Lane would not be setting a precedent.

3) I note in the Core Active Travel Network that the proposals for West Wirral omit a route from Irby to Greasby - there is no safe way of cycling from Greasby to Irby, other than on a busy Road - Mill hill Road, which is currently 60mph! All other proposals for West Wirral are not due to start for at least 10 years. It seems that the safety & welfare of cyclists & pedestrians on West Wirral is secondary to the rest of the Borough.

20. Object to proposed active travel route scheme for Warren Drive & Grove Road Wallasey as it is a waste of council money / resources as current Active Travel Routes are under users and more Active Travel Routes not needed.

21. Resident objects strongly to the proposed Active Travel Routes on these particular roads as she thinks it's a waste of council funds and she barely sees any cyclists, therefore she doesn't believe this warrants Active Travel Routes being put in place for these roads. She also thinks that this is a particular risk on the Moreton Roundabout.

22. Not needed, will cause disruption for local residents parking, for school pickups and drop offs including school buses and coaches, will force people to attempt to park in side

streets which will cause more disruption for residents of those side streets. Will narrow a main traffic artery by adding a active travel route on one side of the road or possible both depending on your plans. 2. Common sense should prevail in this situation not the whim of a few councillors with green ambitions, the majority of people don't want this, do what the people want and say no to this scheme. The 20 mph scheme was bulldozed through to thousands of streets and roads in the borough, the limit outside schools, hospitals, old people's homes, I agree with but again not all roads need biActive Travel Routes or 20 mph limits.

23. Customer is worried about parking as his wife regularly uses the surgery on grove road wallasey and he said they are proposing to put a active travel route in. Please can you contact customer on how this will affect parking for disabled people getting to the surgery?

24. I write this with concern for several reasons which I will come to shortly.

Over the past 3 years I have seen a marked increase in traffic on the route of the proposed active travel route from Birkenhead to Liscard aswell as on many other routes, some of which have had Active Travel Routes literally forced on the community and I do not think this is fair and here's why.

1) Since Active Travel Routes started to appear, I have not seen many bike riders using them, with a great number of riders preferring to actually ride in the road instead of the designated routes.

2) At a number of locations where Active Travel Routes are already in place, vehicles have nowhere to pull over out of the way if the emergency services need to get through. This has already been the case quite a few times since the fender lane active travel route was put in place over the M53 between Bidston and Moreton with emergency services unable to get through after vehicle breakdowns or extensive traffic queues due to traffic light failures or road traffic accidents.

3) As a vehicle driver myself, I get seriously concerned over the manner in which a lot of bike riders are behaving on our roads and in 99.9 % of cases I have seen (the most recent being only 2 nights ago), bike riders simply do not pay attention to what is going on, even when traffic is still moving, riders just cross in front of vehicle drivers without any regards for the consequences in the event of an accident occurring.

Whilst I understand that wirral council wants to make the area safer and cleaner, I do not believe that the manner of riding which I and many other drivers see on the roads every day warrants the implementation of Active Travel Routes anywhere in the wirral.

My biggest concern here is that council tax payers money is being wasted on these pointless projects and frankly, I think the money most definitely should be spent on improving the emergency services and public transport (buses & trains) because these Active Travel Routes are not being used and I don't see why we the residents of the

wirral should be forced to have these waste of money projects essentially thrown into our faces and be told "the routes are staying whether the residents want them or not".

It was recently announced the Active Travel Routes are going to be put in on grove road in wallasey, now I know this location is not in the area for which this email is about, however, this throws in another question about how are the residents (some of whom are elderly and need to park outside their homes) meant to do so without being threatened with arrest or being fined for simply parking outside their homes, the properties do not have their own driveways and the side roads are not big enough to justify putting the active travel route in place.

All in, I think that not enough consultation has been carried out and yet again our labour run council has proved that it does not listen to or care about the residents opinions which are supposedly valued but if that is the case, why have the council gone completely against the majority of 74 % of wallasey residents who have opposed the routes ?.

Of all the things that do not make sense and will make the traffic situation worse than it already is, this is the worst idea that has ever been implemented and it needs to be stopped now.

25. Attached is the map I've made to show what can be done in Wallasey to develop routes to Liscard Centre for residents in south Wallasey.

The consultation on the Wirral Core Active Travel Network began on Monday and closes on September 23 . It may be found at

<https://haveyoursay.wirral.gov.uk/wirral-active-travel-infrastructure-plan>

Merseyside Cycling Campaign will be considering its response over the next few weeks. A discussion around a proposal for routes in south Wallasey

linking homes to Liscard Centre was discussed at its last meeting. It was enthusiastically welcomed and will form part of our response. The map was made to show the routes proposed.