

## Draft Core Active Travel Network (CATN) – Public Consultation Comments

### GENERAL NOTES TO BE CONSIDERED ALONGSIDE SPECIFIC COMMENTS RECEIVED AND OFFICER RESPONSES

1. This document contains all the comments received from the public consultation regarding the CATN which was undertaken from 29<sup>th</sup> July to 23<sup>rd</sup> September 2024. An officer comment has been provided in response to each public consultation response. The consultation on the CATN was undertaken using both online and in person exhibitions, with the ability to email or telephone the council if additional help was needed to access material.
2. The thematic analysis of these comments and resulting proposed amendments to the draft CATN is set out in the associated Wirral Council Environment Climate Emergency and Transport (ECET) Committee report dated 27 January 2025. This document should be read in conjunction with the Have Your Say (HYS) report of consultation that also accompanies the ECET report as well as Mott MacDonald report ‘Wirral Core Active Travel Network Technical Report’ that shows how the CATN was developed and how it has been updated in response to the consultation.
3. It should be noted that there are several recurring themes in the consultation feedback as follows;
  - a) Where responses below have referred to the CATN cost or value, the officer comments provide a summary response which is supported by the following commentary:
    - A business case will be required for each route – this covers predicted levels of use as well as the costs to implement/maintain as well as the monetised benefits across a range of subjects, as required by central government.
    - The capital funding for delivering Active Travel projects is provided by central government and cannot be used for other Wirral capital projects or for funding revenue services.
  - b) Where responses have referred to site specific detail (e.g. cycle lanes, parking, crossings, congestion, impact on trees) and any anticipated impact of the CATN, at this stage the form the CATN may take is not known so detailed answers to these comments is not possible. Where specific routes are taken forward, local consultation and design will take into consideration the site specific issues raised in this consultation and any further local consultation issues raised. The strategic network and design of routes will have regard to the core design principles set out in national guidance and be usable by people of all abilities throughout the year.
  - c) In addition to point b. it is recognised that delivery of the CATN will raise matters of detail for people with accessibility needs. Local consultation and design will consider these matters carefully, including undertaking Equality Impact Assessments, following the latest design guidance on accessibility and mobility needs and undertaking Road Safety Audits at all stages of the design process. This includes reviewing pedestrian facilities to ensure widths, surface materials and crossings are improved.
  - d) Many comments have been received that refer specifically to cycle lanes or cycle routes. It should be noted that the draft CATN seeks to promote walking and wheeling, not just cycling. The overall network is intended to promote short distance access to local services and facilities, including to public transport. Helping to promote use of buses and trains.
  - e) Some consultation responses have referred to impact on trees. The CATN is not detailed enough to show any impact at this level of detail. All routes will be subject to detailed design and consultation to identify any impact on trees and, if necessary, mitigate them in line with Wirral Council policy and protocol on trees.
  - f) Where responses have referred to routes from the existing network that are not included in the CATN, it is assumed that these routes form part of the wider Active Travel network and will become linked With CATN directly or as part of the Local Area Networks that support the CATN as delivery progresses.
  - g) Many comments have been received in relation to routes in Wallasey that refer to specific details that are assumed to relate to the LCRCA consultation on the Birkenhead to Wallasey/New Brighton LCWIP project and/or Phase 1 of this project (Birkenhead to Liscard). None of the details of either proposal form part of the CATN consultation (see point 2 above) so the officer comment is made on this basis.
  - h) Where comments have been received on priorities, the officer response confirms that the CATN will be kept under regular review based on available resources and changes in demand or other relevant information. Prioritisation does not override the potential for other resources or programmes to deliver any section of the CATN as opportunities arise (e.g. developer contributions).
4. All suggestions for new or revised routes have been considered and the proposed changes to the CATN reflects this. New or amended routes are considered to be appropriate for the core strategic network. Other suggestions that have not been included at this stage will be considered as part of Local Area Networks (LAN) when they are identified and taken forward alongside the CATN.

### Key to comments shown below:

1. Column 1 - Response References are numbered uniquely – e.g. 1 EN, 2 EN, 3 EN etc. are responses to the first question about the Entire Network, 1 R1 2 R1, 3 R1 etc. are responses to the question about Route 1 (and all subsequent routes have the same numbering per route number up to Route 28) and 1 RS, 2 RS, 3 RS etc are responses to the final question regarding Route Suggestions.
2. Column 2 - The Source of the comments are shown as HYS (Have Your Say online survey), Handwritten (hardcopy surveys) or Email (comments received via email).
3. Column 3 – Shows the comment received
4. Column 4 – Shows the officer response

1. Response reference	2. Source	3. Responses – Entire Network	4. Officer response
1. EN	HYS	It is an excellent project and in the long term can make a huge difference to residents. My suggestion is that the investment needs to be complimented with support from the authority in regards to promotion of the routes and encouragement for residents to change their behaviour. Lots of works needs to be done in the different communities. Building this alone won't affect habits without crucial engagement. It probably needs a role by an officer to be a contact point and deliver the initiatives to get people out of cars.	Noted- the development of the Local Area Networks alongside the Core Active Travel Routes will ensure community engagement is a key part of the process. We will continue to work with the LCRCA to seek funding for promotion and engagement work .
2. EN	HYS	Firstly, who asked for this? I don't know anyone that has asked for this expense. Secondly, what if these cycle lanes aren't used enough to justify our money being spent on it. And lastly, why are the vast majority of the upheaval on the Mersey side of the Wirral? You've also taken away people's parking from outside their homes along this area. It's a waste of our money from a council that bases it's reasoning on a fake, unproven climate agenda.	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People (PfP) strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP Strategy requires an infrastructure delivery plan to be produced. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The CATN is a high level strategy so details of the schemes and parking provision are not proposed at this stage.

3. EN	HYS	The Council have not made the plans clear so far, but they are deluded if they think that they will be well used. People cannot go shopping on bikes. There is no place for parking your bikes that is safe and theft is already an massive issue. The roads will be more congested adding to emissions and further pollution. Even bus journeys will be slower and on the Wirral we already face massive problems with cyclists that refuse to follow basic rules of the road where they ride the wrong way down roads, don't obey traffic lights. Don't stop at junctions	The CATN aims to provide benefits for walking and wheeling, not just cycling Cycle parking and security is a key issue and detailed design of routes will include this. The Council will engage with other agencies to help address safety, security and anti-social behaviour. Increased walking, cycling and wheeling for short journeys
4. EN	HYS	Waste on money and will cause more traffic issues and inconvenience to residents and those who work. Stop spending money on infrastructure only a tiny proportion of people use and instead invest it in better road conditions and speeding up repairs.	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. Increased walking, cycling and wheeling should help reduce traffic and have positive impacts on congestion
5. EN	HYS	Waste of money	A business case will be required to support the implementation of each route.
6. EN	HYS	It's a reasonable idea but the needs of wheel chair users need to be prioritised as current p, and for Conway Park are awful. As a Disabled person I'm happy to use the train but I need to be able to park close by and the design of the Europa boulevard make this impossible as there no parking	Accessibility issues will be considered within the detailed design of routes when they come forward. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Current guidance in Inclusive Mobility will be used in the design work and Road Safety Audit and Equality Impact Assessments will review the design work.
7. EN	HYS	Good idea, please implement it quickly. The timing of the phases seems to be linked to distance from Birkenhead, will other factors such as ease of adaptation, traffic calming benefits and RTA data be used to change the order of works?	Phasing is a balance between those routes that stand to deliver the most benefits and deliverability. The network and phasing will be kept under regular review. The CATN prioritises routes in east Wirral to reflect the regeneration strategy for the borough and predicted demand. Further detail on how the CATN has been identified is set out in the Mott Macdonald Technical report that accompanies this Committee Report.
8. EN	HYS	Very unnecessary. There are far more things to spend money on that is more beneficial to residents	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route and identify costs and benefits and value for money.
9. EN	HYS	Firstly people would need to feel safe walking or cycling and not being afraid of getting beaten or robbed to have their bikes or other belonging stolen from them. This money should be spent on more police first. Get your priorities sorted .	The Council will engage with other agencies to help address safety, security and anti-social behaviour. Finance for active travel and transport projects cannot be spent on funding additional Police.
10. EN	HYS	The principle of the network starting in the centre of Birkenhead and growing branches outwards is a good one, existing infrastructure e.g. Fender Lane is underused as it is a standalone section without good connectivity. However, the omission of the 'Trunk' from the network, a safe cycle route through the Queensway Tunnel to Liverpool City Centre will make it pointless for a significant number of commuters, as it is both slower and more expensive to cycle to Birkenhead then catch the train or ferry (£3.80) than to drive through the tunnel (£2.80 car/free motorcycle). Also, the timelines for the construction of the network are incredibly disappointing, most of the significant sections are no-sooner than phase 3 which is up to 10 years away. Scheduling phases 1-3 for completion prior to 2030 (i.e. within 6 years) would deliver a usable core network in a timescale which would allow residents to understand when they might be able to use it. Finally, it is essential that all routes as part of the network are constructing in full compliance with Local Transport Note 1/20, many of the existing sections indicated on your map do not, this is especially important around junctions and other busy areas where there is often a perception that it is 'hard' to build safe cycling infrastructure and often a cheap 'bodge' is built instead.	THE Council will continue to discuss the potential for an Active Travel route through the tunnel as part of the ongoing review of the CATN.  The CATN will remain under review and phasing amended to reflect available funding and resources.  Noted re Fender Lane

11. EN	HYS	Places need to be made safe from criminals in balaclavas before anyone will walk, wheel or cycle through some neighbourhoods. Disabled people, and those of us that care for disabled people need to be able to use cars as transportation without fear of being penalised or incurring additional expenses. Personally I can't cycle or "wheel" to work. It would probably take me a couple of hours to walk there on crutches.	Accessibility and safety and security issues will be considered within the detailed design of routes when they come forward. The Council will engage with other agencies to help address safety, security and anti-social behaviour.
12. EN	HYS	The time to implement is too slow. The section from Arrowe park to Heswall is particularly important to me, to see it won't be delivered for 15 years is ridiculous. Why are you not able to progress this whole project sooner.	The CATN will remain under review and phasing amended to reflect available funding and resources. The CATN prioritises routes in east Wirral to reflect the regeneration strategy for the borough and predicted demand. Further detail on how the CATN has been identified is set out in the Mott Macdonald Technical report that accompanies this Committee Report.
13. EN	HYS	you are killing the shopping streets, I don't go no more as its too difficult to drive and the route is too far away to walk. Waste of resources and a death knell to Wirral	A business case will be required to support the implementation of each route.
14. EN	HYS	the whole idea is fantastic, and as a nation we lag badly behind the continent in terms of alternatives to cars so im very happy with the proposition.	Noted
15. EN	HYS	It need's joining up with separated cycle paths. A path on a road isn't really going to work when cars park on them.	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas. The design solutions for each proposed route, including designing for cycle routes and parking will be determined by site specific constraints and consider all road users.
16. EN	HYS	I think the active travel network is a brilliant idea, I cycle daily to work, appointments and for leisure and it's so dangerous to use the roads because drivers seem to think they own the roads and try and run me over. I would and I know others who agree that if more cycle routes and better connected cycle routes are created a lot more people will cycle as it will be safer. Dangerous driving is the major factor that stops people choosing a bike as a mode of transport.	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas. Safety is a key consideration and will be a main factor in detailed design work. Wirral continue to work with Merseyside Police to identify and address road safety issues, both by design and enforcement.
17. EN	HYS	1] Given the long timetable for delivery, the network ambition is extremely modest, with half of the Wirral barely considered even with a 15yr timescale. I would urge you to consider using the Greater Manchester approach, an interactive online map that lets people easily comment. That original Beelines exercise was cheap, fast to implement and led to 4,000 comments, which caused the ambition to grow from a 1000 miles to 1800 mile plan. 2] I strongly urge against using an acronym for the network, CATN disconnects it from people, removes emotional attachment and will allow it to be more easily attacked. (LTN's and ULEZ) IE Calling 20mph zones or LTN's 'Child Safe Zones' would make them much harder to criticise. (Imagine a headline saying 'controversial child safe zones) Naming the network that directly connects it something people care about is an incredibly important detail. 'Wirral Health Network' Making health an easy choice for everyone.	The CATN will remain under review and phasing amended to reflect available funding and resources. The CATN prioritises routes in east Wirral to reflect the regeneration strategy for the borough and predicted demand.  Suggestion regarding branding is noted and understood. This will be considered as part of the delivery stage of the project once the final adopted CATN is agreed and the Council's communications team will be engaged to identify a marketing strategy.
18. EN	HYS	If the experience of the Fender Lane conversion is anything to go by all proposals are a complete and utter waste of time and money. The council should concentrate its resources on delivering a much better service for all its existing responsibilities.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.  Noted re Fender Lane
19. EN	HYS	Can we decide if we have to pay towards this in our council tax? The cycle lanes already in place are not maintained, cause delays for vehicles and emergency vehicles. Cyclists do not use them they still go on the roads. There are many many more things I would like to spend my money on than this. Fund the hospitals, fund mental health, stop wasting our money on this stupidity	A business case will be required to support the implementation of each route. Funding for Active Travel projects is not sourced from Council Tax and is specific grant funding provided for this purpose – it cannot be used to fund other services.

20. EN	HYS	The timescale for delivery is frankly disappointing. I wouldn't dispute any of the suggested routes, but will suggest some more within my own ward below	The CATN will remain under review and phasing amended to reflect available funding and resources.
21. EN	HYS	Excellent scheme that will encourage and enable more active means of transport across the borough.	Noted
22. EN	HYS	Complete and utter waste of time and money. Cycle lanes are rarely used, and not used at all in the winter months. All they do is restrict and slow motorists. You know, the ones who actually pay for the roads. You'd be far better off repairing the roads you're responsible for. This includes proactively cleaning road gulleys. Sorry. Did I mention proactive? Apologies.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services
23. EN	HYS	The whole scheme is a waste of time and money which will not have any real effect except to make any vehicle driven activity more inconvenient and time consuming thus increasing overall pollution levels. I do not believe that there is any real public desire for any of this.	A business case will be required to support the implementation of each route.
24. EN	HYS	I think it is going to cause too much obstruction by going ahead with the plan. A lot of cyclists do not use current bike lanes. These plans are going to make it much more difficult for cars to get around the Wirral. A lot of people can't cycle for one reason or another so rely heavily on their cars. Also I think it will take business away from already struggling businesses, many of them are small independent shops. The cycle lanes at Harrison Drive already cause chaos and huge backlog of traffic, especially in the warmer weather	The CATN aims to provide benefits for walking and wheeling, not just cycling. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
25. EN	HYS	You are wasting money on unnecessary cycle lanes everywhere and you all need to be replaced by people that understand the area and know how to manage money	The CATN aims to provide benefits for walking and wheeling, not just cycling. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services
26. EN	HYS	I think this whole concept is totally flawed. It would be better to educate both drivers and cyclists to use the road together. I am not aware of anyone who is in favour of this whole project. It needs to be stopped now and the current lanes taken out	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services
27. EN	HYS	An unnecessary waste of money that will just inconvenience the majority for an extremely limited number of individuals. If any at all.	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services
28. EN	HYS	Cycle lanes are a waste of money - you need to monitor the current cycle lanes and see when and how often they are used, as I'm sure you'll find they're not used	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services
29. EN	HYS	A waste of money. There is far better use for our rates than this scheme.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services
30. EN	Via email	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 cycle lanes, 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 cycle lanes 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.	Noted and these comments will be considered at the design and consultation stage for each part of the CATN. The design solutions for each proposed route, including the specific needs of blind/partially sighted people will be determined by site specific opportunities, the latest guidance, local consultation and will consider all road users.
31. EN	HYS	Total waste of OUR money ( via taxes ) Small businesses will suffer There are perfectly good cycle routes around Wirral as there is ( and we use them) Please show me proof that you have sold your cars and ALL use bicycles	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. The existing routes will

			form part of the wider connected network as well as Local Area Networks that will support the CATN
32. EN	HYS	Damaging to property prices and businesses along the routes, the lanes won't be used and the money could be better spent repairing the roads	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services
33. EN	HYS	Traffic in Wallasey is now busier than it ever was, due to journeys taking longer than before. 20mph limits and road narrowing due to cycle lanes that nobody uses mean that cars are on the road for longer. The ideology that cycling will replace driving is not realistic. Wallasey roads are not as wide as those in London. Wirral council and the lobbying groups are trying to push and win funding for something residents and council tax payers do not want. It is undemocratic and reckless.	A business case will be required to support the implementation of each route. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The CATN aims to provide benefits for walking and wheeling, not just cycling
34. EN	HYS	Not necessary. Impractical and will cause traffic issues. I don't sweat and where residents and business users/shoppers are meant to park on the route. Dangerous for emergency vehicles who can't get through.	The CATN aims to provide benefits for walking and wheeling, not just cycling Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
35. EN	HYS	I believe that extending this network is a mistake for a number of reasons. Currently the existing route is not utilised sufficiently to warrant it. Many cyclists even ignore the network and use the road next to it making it completely pointless. Secondly it permanently takes up space where there is already an insufficient amount of road space (Bayswater road as an example is barely wide enough for vehicles now. The path next to it is wider than the road, why wasn't the cycle path put on that?). How will this work for even more built up areas such as in Liscard? There simply isn't enough road or path space to accommodate a cycle lane as there is barely enough space for existing vehicles. It will result in all existing road parking being removed and not replaced with an alternative. It will drive people who live here out of the area when they can't park near their home, and it won't allow for people to visit or work in an already dying town centre if they can't get parked conveniently. The cycle lanes are also extremely unsightly, plus the excessive number of bollards reflect far too much light from vehicles making it a large distraction. In a now narrowed road this is the last thing any driver needs. You run the routes through bus stops making it potentially dangerous for pedestrians who risk getting run over by a cyclists. Whose bright idea was that? Since the implementation of the route on Fender Lane this road is now more congested and runs much more slowly than it did before. This cycle route is completely underutilised at the expense of removing a lane for other vehicles. Such inconsiderate changes like this and 20mph speed limits everywhere making travelling anywhere with either a cycle lane or a 20mph speed limit an inconvenience when using car. What you should be doing is using money to improve the roads that already serve us. Fix the roads so that cars and cyclists can use the existing road without risk of damage or being flung off when they hit a pothole, improve street lighting so we can see cyclists and pedestrians more easily, and paint new road markings so that all road users can safely navigate.	The CATN aims to provide benefits for walking and wheeling, not just cycling The existing network is disjointed and does not provide a comprehensive network as proposed by the CATN. A business case will be required to support the implementation of each route.  Other comments noted and will be considered at the design and consultation stage for each part of the CATN.  Noted re Fender Lane
36. EN	HYS	Not that you people ever listen to reason, but absolutely no one wants this nonsense! These are major routes and roads that are vital infrastructure to residents navigating around the borough. Not to mention the emergency services that rely on these routes. When you remove a lane you generate congestion and cause havoc... See the mess between Bidston and Moreton over the Fender by-pass as clear evidence of this. I live near this horror show and travel around it, increasing my emissions, in order to get to where I'm going to. Can you please see some reason here and start listening to your residents? There will be a backlash against this council at some point if residents continue to be ignored and these ludicrous schemes continue to hurt people. If you want an active Wirral then invest in gyms and public spaces. Build new cycle lanes if you want. Do not disrupt the flow of current traffic!	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP Strategy requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route. Emergency Services are always engaged as part of any design development.  Noted re Fender Lane
37. EN	HYS	Absolute joke, whoever thought this was the best idea to get Wirral active is an idiot. The current cycle lane between Moreton and Bidston is hardly ever used and putting more cycle lanes is not going to encourage people to cycle. This does not just cause an inconvenience to car users who cannot cycle to work it causes delays to buses also. Please leave the roads how they are and maybe use this money to open more leisure centres or subsidise council gym memberships to get people active.	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and

			encourage higher levels of use. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services Noted re Fender Lane
38. EN	HYS	Adding more cycle lanes to Wirral is going to cause more chaos on the roads. The ones going through Moreton will cause more trouble due to the current roads being very busy already with cars, roads are not wide enough as it is. More and more houses are being built and the infrastructure is not there to deal with it today before ore houses are being built.	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel. A business case will be required to support the implementation of each route. Noted re Fender Lane
39. EN	HYS	Whilst the network is an improvement the proposals lack coherence and don't explain how the overall network fits together. Safe cycling is not just about designated, separate routes, but also about allowing people to navigate alternative routes more easily. In that respect more work needs to take place on signposting routes and maintaining the sign posting when in place.	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas. The CATN will remain under review and phasing amended to reflect available funding and resources.
40. EN	HYS	I think the concept is great, but the actual plan is pathetic. The timelines are ridiculous, and the network itself fails to deliver on the concept of a network for all ages and abilities, connecting all homes with workplaces, shopping, and schools.	The CATN will remain under review and phasing amended to reflect available funding and resources. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas.
41. EN	HYS	Looks good and reasonably comprehensive. Badly needed and long overdue. The time scales for parts of the network are too far into the future. We need to significantly increase the pace in delivering AT schemes. Progress on Birkenhead-Liscard is painfully slow. Delivering the Hamilton Square to Wirral Waters section should have been fast tracked.	The CATN will remain under review and phasing amended to reflect available funding and resources.
42. EN	HYS	I think the sooner the network is connected up the better. Sections like eg the Fender Lane cycle path are impossible to get to safely from any direction. I am alarmed at the radicalisation being attempted by Tory Councilors against active travel.	The CATN will remain under review and phasing amended to reflect available funding and resources.  Noted re Fender Lane
43. EN	HYS	The whole plan appears to be very poorly thought out with no thought given to the places people actually need to travel to on foot or by bike.	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas.
44. EN	HYS	20mph should be introduced around school areas only during school hours (+ 2hours) and nowhere else! 20mph is a ridiculous limit and creates much longer journey times and more erratic driving due to people getting frustrated being stuck behind slow vehicles. Working people with busy lives need to be able to get around more quickly. 20mph may be a safer speed but on this rationale why not set it at walking pace or ban cars all together. It is simply a ridiculous arbitrary limit reversing the rate of progress of a modern society.	The design solutions for each proposed route, including any amendments to speed limits if required will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
45. EN	HYS	Ridiculous. Someone in the council has an issue with motorists. As a motorist, why don't you sort the quality of roads before going ahead with this nonsense? And please publish results of this survey or will they get lost! You work for the council tax payer, don't forget that	Funding for Active Travel projects cannot be used to fund other services  The results of the survey will be presented to ECET Committee in Spring 2025.

46. EN	HYS	I don't want my money spending on this . I commuted to work for nearly 50 years on a motorcycle and was considered a nutcase for arriving into work cold and wet. The weather is the main reason why this will be a waste of time and money, people want and need to be able to move around warm and dry. Vehicles are becoming cleaner and the push to zero emission vehicles will remove any downsides of potential local air pollution. They will allow everyone to move about the borough without discriminating against those who may be older, disabled or otherwise unable to be as active as the utopia you seek.	A business case will be required to support the implementation of each route. The CATN aims to provide benefits for walking and wheeling, not just cycling The CATN is aimed at promoting short distance journeys by active travel for those with and without access to a motor vehicle.
47. EN	HYS	It sounds like a waste of money that will cause more congestion. I am opposed to the idea. The current cycle lanes are rarely used and cause congestion.	A business case will be required to support the implementation of each route. The CATN aims to provide benefits for walking and wheeling, not just cycling
48. EN	HYS	The proposals are excellent. I think it is vitally important to encourage active transport for all ages due to the climate change emergency. A significant barrier for people to cycle/walk is due to concerns about safety. The councils proposals are an excellent step towards breaking down the barriers and achieving the goal of encouraging active transport.	Noted
49. EN	HYS	It is a waste of money as this will not increase the use of bikes or walking. It would be better to use the money to make all car parks at country parks free of charge (like they used to be) and subsidise bus routes to make it easier for people who don't have transport of their own to get to leisure areas. This will encourage more activity.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services
50. EN	HYS	I think it's a positive strategy with a range of benefits for residents, businesses and the environment	Noted
51. EN	HYS	The report is based on unsubstantiated claims and sound bite slogans. And written to justify an outcome. The proposals will create traffic congestion and have the opposite effect of creating a safer and cleaner environment. When many successful cities are removing road clutter, you are doing the complete opposite. This clutter is dangerous to all road users. Riding to places without a safe and secure store is not thought through. Riding to work without showers and changing is not considered. Impact on traders has not been accessed. The impact of the 20mph policy has led to cars seeking the quickest route to faster roads so you will see an increase in traffic on roads that were quiet before. Policies are not thought through holistically.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. End destination facilities will also be part of this process. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services
52. EN	HYS	During the lock downs of Covid in the early 2020s we cycled around the Wirral almost every day. Having clear roads and beautiful scenery to explore and appreciate was an unlooked for benefit of those terrible times. Once the world opened up again, we found it dangerous to be a cyclist on the roads and so stopped our daily practice. We can still get out to Parkgate and back to New Brighton using the cycle routes but a lot of the roads are so busy we tend to do it on Sundays only. As such I support this plan for Wirral. Active travel is great for our health and for the environment. It will enable me to travel more on foot or by cycling and will open up Wirral to lots more people. I realise a lot of people are against it because they think no one uses what's on offer now, however we know that plenty of people used those roads during Covid and I believe they will again when the whole route is available and we feel safe again.	Noted
53. EN	HYS	It's a great idea. For health and climate reasons we need to ensure safe, easy active travel alongside good public transport, and in much of the Borough existing facilities are inadequate.	Noted
54. EN	HYS	I support this plan for Wirral. Active travel is great for our health and for the environment. It will enable me to travel more on foot or by cycling and will open up Wirral to lots more people. It will help our high streets too, making them more accessible and visible to those passing by. Car dependency and retail parks have had a massive negative impact on our high streets and local businesses.	Noted
55. EN	HYS	Total waste of taxpayers money	A business case will be required to support the implementation of each route.
56. EN	HYS	I think the proposed cycle lanes will cause travel chaos and severe parking problems	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
57. EN	HYS	If cycle lanes are to proceed, I don't think it should be done in a way that causes motorised traffic problems, or parking problems. I have seen almost zero use by cyclists of the existing lanes.	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
58. EN	HYS	I do not believe that any of the proposals are necessary. The volume of cycling in the region is minimal when compared to the populace.	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route.

		Has a survey of the volume of cyclists on the routes been conducted? Have the numbers of accidents involving cyclists been unusually high? The cycle lanes that are already in existence are hardly observed to be highly used. Where residential routes are involved what will be the effect on parking?	
59. EN	HYS	<p>Not fit for purpose. This network will serve as a faster route for county lines use . The routes that have already been installed on the Wirral rarely have cyclists to be seen on them ? Ie the fender road route ? has this been monitored to provide evidence for continued roll out of the programme ?They have made the roads difficult to drive on and even walk across . The rubber barriers in the rock ferry area are already coming away , cause a tripping hazard and are not clearly visible to anyone . Electric bikes are becoming the 'norm' now therefore speed limits and enforcement are required . Paul Stuart</p> <p>when on radio Merseyside talked about our aging population , it is unlikely then that the ageing population are going to make use of the scheme . He himself does not ride a bike . Where would people be expected to park in the grove road area when accessing the two popular doctor's surgeries and chemist ? Would they expected to arrive on their bikes ? If so who provides the safe lock up and parking facilities for the bikes ? Will there be residents parking permits issued? How will local businesses be affected If people are unable to park near to the shops or safely lock their bikes up and transport anything purchased on their bike . Improvements could be made to the existing cycle lanes along the promenade and around the Wirral to Hoylake ,</p> <p>West Kirby Heswall &amp; Eastham in the already established cycle route for providing safe places to lock bikes up and enjoy the area .</p> <p>The council needs to be strong and hand back the grant to the government , it is still tax payers money and the ethos of if we don't use it it goes back is not good . Our councilors need to be the ones standing up and identifying that one size does not fit all and not be prepared to waste money and workforce in the area . Give it back listen to your residents of Wirral to be strong and say no</p>	<p>The CATN aims to provide benefits for walking and wheeling, not just cycling The existing network is disjointed and does not provide a comprehensive network as proposed by the CATN.</p> <p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users. End destination facilities will also be part of this process.</p> <p>The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas</p> <p>A business case will be required to support the implementation of each route. Noted re Fender Lane</p>
60. EN	HYS	Train service is excellent. I either use train or car. I never use the bus	Noted
61. EN	HYS	Quite shocked that more local money is being spent by the council on these cycle routes. Cycle routes already imposed do not get used!!!! Cycle routes on Grove RD and Warren Drive would cause chaos. Should money not be being spent on libraries, centres for old people to socialise, centres for our young people to socialise, security round our public parks where it is no longer safe to go alone. Please stop wasting public money on useless projects like cycle lanes!!	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
62. EN	HYS	This is a great idea and something I have been wanting for a long time. Our family cycling is limited these days due to the risks from cars, lorries and other traffic. This will be of huge benefit to the Wirral. The sooner we have this the better.	Noted
63. EN	HYS	write as a walker, cyclist and driver, as a mother of a school aged child and as someone who works with a lot of community groups. I support the active travel network - it will help me commute to work, it will help my child get to school, it will help service users access community services. It will help me get into Birkenhead and help me get to Arrowe Park Hospital. Anything that that can be done to reduce vehicle traffic on our roads and make our roads safer is to be welcomed. The increase in vehicle traffic in particular when schools started Autumn term was staggering. Being able to reduce this not only helps the kids with safer, healthier journeys to school, but reduces pollution for anyone on busy car routes and frees up space for those who have to drive.	The CATN is aimed at promoting short distance journeys by active travel for those with and without access to a motor vehicle.
64. EN	HYS	The whole cycling scheme is a joke. Nobody wants it. Please be honest about who is benefiting- it's certainly not the Wirral public who don't want it.	<p>The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.</p> <p>A business case will be required to support the implementation of each route.</p>
65. EN	HYS	Excellent. I am all for it.	Noted
66. EN	HYS	It's idealistic, sales of bicycles are in decline, sparse numbers using the existing lanes. Putting lanes on busy residential roads will cause parking havoc as much as you would like it, people will not ditch their cars for bikes. Where do disabled residents park their cars or will you just stop and restart the lanes. Lanes with bollards are too small for road sweepers with a puncture risk for cyclists.	The CATN aims to provide benefits for walking and wheeling, not just cycling . The design solutions for each proposed route will be determined by site specific constraints and



		Have you not got better things to spend this money on, community services. Offering the Wirral Youth something to do instead of terrorising their local neighbourhood. Care in the community. Children's services.. the list goes on. I would genuinely like to see the methodology behind the conclusion you have arrived at.	consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services
67. EN	HYS	I feel that bringing in cycle lanes will cause more chaos on roads that are already busy lack of parking and 20mph	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
68. EN	HYS	Completely ill thought out waste of taxpayers money and I speak as an experienced road cyclist. There is absolutely no proof that the creation of cycle lanes will encourage more people to cycle. Surely the shambles of Fender Lane and Harrison Drive confirms this.	The CATN aims to provide benefits for walking and wheeling, not just cycling The existing network is disjointed and does not provide a comprehensive network as proposed by the CATN.  The design solutions for each proposed route will be determined by site specific constraints and consider all road users.  Noted re Fender Lane The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas  A business case will be required to support the implementation of each route.
69. EN	HYS	Quite simply this scheme will not encourage people to cycle and will cause unbelievable traffic congestion and massive inconvenience. No thought given to motorists who park outside their own homes with no off road parking.	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users.  A business case will be required to support the implementation of each route.
70. EN	HYS	it has the makings of an improvement to the environment of Wirral, and is right to concentrate on priority areas. It is supportive and enhanced by the draft Local Plan. One caveat, cycling will inevitably trend towards electric bicycles, increasing the speed and potential danger to pedestrians. Much of the network treats walking and cycling as interchangeable. This will not necessarily be sustainable unless segregation of the routes is planned in narrower areas of the routes, or clear markings for cycle and pedestrian lanes as is currently in place in West Kirby along the road outside West Kirby library. Generally the network serves local travel and disregards the large number of journeys necessary to access employment beyond the WBC boundary. In large part this is due to lack of good quality employment. Unless this changes there will always be pressure from residents to have fast private car access to the M53, The current Government proposal to impose a substantial increased housing target on Wirral will make this much worse, and, indeed may make a mockery of the whole active travel plan.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
71. EN	HYS	Absolute waste of money, especially during a time of financial crisis....the benefits are so minimal to hardly be recordable. It's clearly uncoded and wherever the finance comes from it could be spent battery elsewhere....it's all tax payers money They also incur additional costs for maintenance as can be seen at Fender where the cycle track there collects all the loose debris, causing a loose surface where a road sweeper cannot access. If not fenced off it could be cleaned at minimal cost.	A business case will be required to support the implementation of each route.  Noted re Fender Lane
72. EN	HYS	This should be stopped immediately, not only is it a waste of public funds which could be better spent elsewhere the new cycling routes have not been properly plan taking into account disruption to residents. The number of users on these cycling routes do not make the investment worthwhile.	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services
73. EN	HYS	Generally really good, but should be done on the west/Dee estuary side.	A business case will be required to support the implementation of each route.

			The CATN will remain under review and phasing amended to reflect available funding and resources.
74. EN	HYS	Utter waste of time and money	A business case will be required to support the implementation of each route.
75. EN	HYS	I think that not enough time has been put into researching the need for these cycle lanes. In the areas near me where it has been installed already, namely from Bidston Moss roundabout to Moreton and in Bayswater Road and Harrison Drive, I have never seen a single cyclist using them. Because of the cycle lanes, the road to Moreton from Bidston Moss is now regularly clogged with traffic jams. The proposed route along Wallasey Village will have the same effect. Recent roadworks in Wallasey Village which is a busy shopping centre, have already demonstrated the effect. There is no public car park in the village and cars are obliged to park on each side of the road. A cycle lane would reduce the road to a single lane. Buses also pass along the village which would in effect mean bus passengers would have to cross the cycle lane when boarding or alighting from the bus. A large proportion of the residents in this part of Wallasey are elderly and need to use their cars. The unsightly lanes spoil the environment also and seem to me to be a complete waste of public money which could be put to much better use in providing, for example, better youth services.	<p>The CATN aims to provide benefits for walking and wheeling, not just cycling The existing network is disjointed and does not provide a comprehensive network as proposed by the CATN.</p> <p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p> <p>A business case will be required to support the implementation of each route.</p> <p>Noted re Fender Lane</p>
76. EN	HYS	I am 100% against all the proposed cycle lanes that have been spoken about in and around the Wallasey village area. I am a cyclist and there is a balance between cyclists and cars co-existing on the same routes. I as a cyclist do not expect or want to travel on all the same roads as cars, that isn't what roads were designed for. By trying to introduce unsightly and costly cycle lanes on all major roads, the council is plain and simply wasting tax payers money on lanes that will not make a blind bit of difference and will not encourage people to use their cars less and bikes more. By removing car park spaces along Wallasey Village the council will have begun the process of encouraging people even more to just drive to supermarkets and all our local businesses will suffer. Liscard town centre is already a ghost town, the council should concentrate on spending the taxpayers money on encouraging individual businesses to start up there and abolish all car parking charges to encourage people to stop driving to the big supermarket chains and get back to spending local money in local businesses. The wage on motorists continues at every turn, I would love to know how often the council go and visit the projects they've spent obscene amounts of money on and see in reality what good they've done. Since introducing 20mph roads everywhere they have quite remarkably made people drive faster than ever before. Go and sit for 2 hours on Leasowe Rd and just watch what happens when a car who was quite happy doing 30mph gets stuck behind someone who now has to go 20mph. They drive bumper to bumper to them, then when eventually they get the chance to get past they speed up to 40mph to make up the 10 seconds they've been delayed, it's madness. I have lived in Wallasey Village since 1982 and I have never witnessed as much road rage as there is now and what do the council want to do next, remove even more of the road network and clog it up further with traffic in the hope a few more people get their bike out of the garage, wake up Wirral borough council, you're getting it very wrong in mine and quite a few other peoples opinions if you'd bother to go out and properly engage with the residents you'd see this.	<p>The CATN aims to provide benefits for walking and wheeling, not just cycling The existing network is disjointed and does not provide a comprehensive network as proposed by the CATN.</p> <p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p> <p>The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas</p> <p>A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services</p>
77. EN	HYS	It will cause mayhem on our roads in the Wirral as they are already bad enough with gridlocked traffic, and a lot of the cycle lanes that have already been put in are rarely used as in Fender Lane. I still see cycles on the roads right by unused cycle lanes. Plus the floating bus stop at Burbo Way Wallasey is dangerous as if someone steps off the bus and forgets to look they are right in the bike lane. The last time they talked about the cycle lane plan it was said they are going to get rid of the islands in the middle of the road, and parking bays and now it is adding pedestrian crossings and trees. Plus are the taxpayers expected to pay for these proposed cycle lanes.	<p>The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p> <p>A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services</p> <p>Noted re Fender Lane</p>
78. EN	HYS	Ridiculous waste of money, will the usage of these cycle lanes be monitored Quite dangerous for pedestrians especially where 'floating' bus stops located	The CATN aims to provide benefits for walking and wheeling, not just cycling. Usage of new routes by all road users will be monitored.

79. EN	HYS	Totally discriminatory against all handicapped or others with mobility problems. Takes no account of householders, the value of their properties or the parking problems arising from moving cars to side roads. Just simply a seriously bad idea, badly thought out and will be badly implemented without reference to the people that vote for the council. Worthy of a judicial review at the very least and claims for damages at best	The CATN aims to provide benefits for walking and wheeling, not just cycling . A business case will be required to support the implementation of each route.  The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
80. EN	HYS	I support this plan for Wirral. Active travel is great for our health and for the environment. It will enable me to travel more on foot or by cycling and will open up Wirral to lots more people.	Noted
81. EN	HYS	Should not be allowed	Noted
82. EN	HYS	Nonsense. Complete and utter waste of money.	A business case will be required to support the implementation of each route
83. EN	HYS	Absolute waste of money when there are far more issues that need addressing	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services
84. EN	HYS	A total waste of money. I don't see using the route you have already provided. The fender is a prime example. I travel that route on a regular basis. I have only ever seen 5 cyclists using the coned off area. However it's causes congestion that adds to air pollution. Madness. I also heat that you to change the lane structure at Moreton roundabout. Again madness. That must be only of the busiest roundabout on Wirral. To reduce the lanes will cause massive delays and determination. In air quality.	A business case will be required to support the implementation of each route.  The design solutions for each proposed route will be determined by site specific constraints and consider all road users.  Noted re Fender Lane
85. EN	HYS	it is a globalist fallacy being used to limit and control population travel and freedom. Britain is not a suitable country for 12 month cycle use, and apart from a minute minority of "enthusiasts", cycling will never be a chosen form of transport for work, family, social, and enforced use travel. Our public transport system is not fit for purpose due to the deterioration of societal civility, caused by mass migration, over reach of governmental powers, taxation, globalist led fake agendas using marxism to destroy cohesion and safety.	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. The CATN is aimed at promoting short distance journeys by active travel for those with and without access to a motor vehicle.
86. EN	HYS	I fully support the need for a safe cycling/walking/wheeling network. I have been an off-on cyclist (and car driver) most of my life and have often been held back from cycling on the road because it hasn't felt safe. I would love to feel safer while cycling and it would improve my health. It's one of the best ways I know to lose weight, which I struggle with.	Noted
87. EN	HYS	Totally ridiculous for what of a better term. No consideration to local residents nor in any way improving the roads in Wirral. Instead you leave the roads to crumble and install cycle lanes to the point not even cyclist want to use them in fear of hitting a hole. The entire scheme needs to be stopped. Totally pointless and a massive amount of waste of tax payers money. And to add insult to injury, you lost the data for the Fender Lane installation which smacks of total incompetence and lack of empathy for your residents. You grant more and more supermarkets to build in Wirral and Moreton, yet want to shrink the width of the roads or remove entire lanes from dual carriage ways. It's like Wirral Council is totally removed from reality. Feel free to call me on this matter before you wasting more of our money on vanity projects.	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route.  The design solutions for each proposed route will be determined by site specific constraints and consider all road users.  Funding for Active Travel projects cannot be used for any other purpose.  Noted re Fender Lane
88. EN	HYS	I support this plan for Wirral. Active travel is great for our health and for the environment. It will enable me to travel more on foot or by cycling and will open up Wirral to lots more people.	Noted
89. EN	HYS	I think it's outrageous that you are forcing an ill thought out idea to bulldoze an unwanted cycle route upon people who don't want it. Outrageous that you make this process so difficult to object against. And outrageous at the cost to no benefit to the locals on	A business case will be required to support the implementation of each route.

		these routes. You will make it unable to charge vehicles outside house on these routes whilst driving down costs to the value of property. I hope you have allowed funds to repay landowners for losses	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
90. EN	Via Email	<p>We are urged to take exercise on a daily basis. For most people this is in the form of walking.</p> <p>I'd like more consideration to 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.</p> <p>Pavements are being used for cycling even when there are cycle lanes available. We have miles of traffic slowing cycle lanes 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.</p> <p>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.</p> <p>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.</p> <p>I'd like to see the Council find a new culture. One of listening to the ratepayers and acting for them. Not against them.</p>	<p>The CATN aims to provide benefits for walking and wheeling, not just cycling</p> <p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p>
91. EN	Via Email	<p>I hope this message finds you well. I am writing to inquire about the "Active Plan" you have developed for walking, wheeling, and cycling.</p> <p>As an active member of the equestrian community, I am particularly interested in understanding how this plan will address the needs of horse riders.</p> <p>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.</p> <p>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.</p>	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. We do have a representative from the equestrian community on our Active Travel Group and will look to further engage with equestrians as the proposals develop.
92. EN	HYS	Dreadful idea, clearly devised by those who do not live or work in the Wirral area Cyclists are not using the existing cycle lanes, I've actually witnessed cyclists not using the one from Bayswater Road. Clearly they don't feel the need for them either. If the implementation of this plan goes ahead it will affect residents & local businesses negatively. It's a complete waste of tax payers money.	<p>The CATN aims to provide benefits for walking and wheeling, not just cycling</p> <p>The existing network is disjointed and does not provide a comprehensive network as proposed by the CATN.</p>

			<p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p> <p>A business case will be required to support the implementation of each route.</p>
93. EN	HYS	I agree with the overall ambitiousness of providing a comprehensive network but I think the council needs to look to Europe for expertise on how to design sustainable, liveable streets for everyone with pedestrians, cyclists and other vulnerable users as a priority. Priority should be given to routes that are 40mph+ and improving substandard but very well used routes like New Chester Road.	<p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p> <p>Noted re New Chester Road</p>
94. EN	HYS	A massive waste of public money which is in short supply according to the PM. Existing cycle routes are virtually unused, creating more will not change this. I understand that the public are against this project but the council intends to carry on regardless - why waste more taxpayers money?	<p>The CATN aims to provide benefits for walking and wheeling, not just cycling</p> <p>The existing network is disjointed and does not provide a comprehensive network as proposed by the CATN.</p> <p>A business case will be required to support the implementation of each route.</p>
95. EN	HYS	Absolute waste of money and will cause huge traffic and accessibility issues. No evidence to support the proposal.	<p>A business case will be required to support the implementation of each route.</p> <p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p>
96. EN	HYS	I welcome measures to encourage and enable people of all abilities to participate safely in active travel whether that's cycling (in the words of 'Bike Is Best Advocacy Digest No 132' - "mums with kids, people with no interest in Lycra, nervous cyclists, older people, and people with disabilities...") or everyday walking.	Noted
97. EN	HYS	It's an appalling idea which will damage local businesses and cause chaos for all road users. Drivers will face congestion, residents, including those with disabled parking rights, will be unable to park in proximity to their own homes and the use of 'floating' stops to access public transport puts users of those services at additional risk. Residents using electric vehicles will lose the ability to charge them at their own homes. It would be a far better use of public money and more effective means of achieving reduced petrol car usage if the council invested the funds in improving public transport, developing the electric charging network and making the streets safer for pedestrians to walk after dark.	<p>The CATN aims to provide benefits for walking and wheeling, not just cycling</p> <p>A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services</p> <p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p>
98. EN	HYS	This is not necessary. No cycle lanes should be installed as they will be a waste of money and will not be used. The current cycle lanes are rarely used. Most people do not want to walk or cycle and they will continue to use their cars. People will be severely affected when they do not have anywhere to park due to the proposed plan. Houses will lose their value on these routes and houses will not sell easily or not at all. Businesses will fail due to customers being unable to park. The people who have come up with the plan have not considered the views of the local communities.	<p>The CATN aims to provide benefits for walking and wheeling, not just cycling</p> <p>The existing network is disjointed and does not provide a comprehensive network as proposed by the CATN.</p> <p>A business case will be required to support the implementation of each route. The CATN is aimed at promoting short distance journeys by active travel for those with and without access to a motor vehicle.</p>

			The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
99. EN	HYS	Complete waste of funding! The cycle lanes that have already been put in place, bayswater road, moreton by pass etc, are not being used. They are filled with road debris that causes punctures and damage to cycles, they cant be reached by road sweeps because of the bollards being used to segregate the cycle lane. There are too many residents living on main roads that dont have access to off road parking, who will no longer be able to park outside their homes, where will they park? The side roads are already full with the residents of them roads, If these lanes are put in place, the roads of wirral will become narrower which will in turn become more dangerous.	<p>The CATN aims to provide benefits for walking and wheeling, not just cycling</p> <p>A business case will be required to support the implementation of each route</p> <p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p> <p>Noted re Fender Lane</p>
100. EN	HYS	I honest think the whole proposal is ridiculous. The council once again not using any common sense. I live in Wallasey Village the cycle lane won't be directly outside my house but parking will increase outside my house. I have concerns of safety for St Mary's College as the morning are already very busy. Businesses are going to suffer. Why can't the cycle lane we already have on the prom be improved with this money? I do not believe any of these cycle lanes will be used as much as the council like to think. Its about time that Wirral Council stop being idiots and start listening to their residents, they are supposed to work for us, we pay their wages!	<p>The CATN aims to provide benefits for walking and wheeling, not just cycling</p> <p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p> <p>The existing network is disjointed and does not provide a comprehensive network as proposed by the CATN.</p> <p>The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas. This includes the prom.</p>
101. EN	HYS	In particular I wish to lodge my complaint over phase already built on Bayswater Road which causes more traffic issues than it solves. The pavement was wide enough to accommodate a cycle lane. The road changes causes driving chaos each weekend with visitors travelling to and from New Brighton. The same applies to proposals for Seaview rd, Hose Side Road , Grove Road and Warren Drive. If anything Hose Side Rd needs to be widened to allow traffic it is grid locked most of the day. No consultation has been taken these plans need to be scrapped.	<p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p> <p>The existing network is disjointed and does not provide a comprehensive network as proposed by the CATN.</p>
102. EN	HYS	I am all for keeping cyclists safe, but this scheme for £20 millions, is way too much, when Wirral families are struggling, The businesses will suffer as people won't be able to park, so they will go to supermarkets And malls.	<p>The CATN aims to provide benefits for walking and wheeling, not just cycling</p> <p>A business case will be required to support the implementation of each route.</p> <p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p>
103. EN	HYS	I believe it would be a waste of time and money to implement these. Instead, should inculcate good user habits for ALL road users, whether they be powered vehicle, cycle or pedestrian. - Then there would be a more considerate attitude displayed by ALL, to ALL. - that's how road-safety can be accomplished... it's not 'rocket-science', it's common sense.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services

				The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
104.	EN	HYS	I fully support improving cycling infrastructure on the Wirral . This will encourage more people to consider active travel for commuting and leisure.	Noted
105.	EN	HYS	Complete waste of time and money. Don't you people ever listen to the views of residents. Nobody but nobody wants this disruption which will result in very little benefit. Please go and check how many people are using the cycle lanes in Liverpool. Hundreds of Wirral residents are living in poverty. The money could be better spent trying to improve their lives.	<p>The CATN aims to provide benefits for walking and wheeling, not just cycling</p> <p>The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.</p> <p>A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services</p>
106.	EN	HYS	A total waste of money. Fender Lane is hardly used at all and is full of leaves and rubbish. and it creates traffic chaos at the lights by Aldi / Reeds Lane.The cycle path using Hoylake/Meols promenade is not well signed and at least 50% of cyclists use the actual road. What is the point of creating cycle lanes that nobody uses. The council is wasting money which could be put to better use.	<p>A business case will be required to support the implementation of each route.</p> <p>The CATN aims to provide benefits for walking and wheeling, not just cycling The existing network is disjointed and does not provide a comprehensive network as proposed by the CATN. Noted re Fender Lane</p>
107.	EN	HYS	Dangerous. Hazard to both pedestrians, children and vehicles and users and cyclists. Waste of money	<p>The CATN aims to provide benefits for walking and wheeling, not just cycling</p> <p>A business case will be required to support the implementation of each route.</p> <p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p>
108.	EN	HYS	Totally unnecessary.	A business case will be required to support the implementation of each route.
109.	EN	HYS	Waste of time & money and although the principle of being active and get people moving is admiral, this is not the best way.	A business case will be required to support the implementation of each route.
110.	EN	HYS	I think it's a good idea, and I am glad that the council is putting focus on transport outside of cars, cars and car users are prioritised too much by local and national governments.	Noted
111.	EN	HYS	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 parks 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	<p>A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services</p> <p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p>

			<p>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 you 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.</p>	<p>The CATN is aimed at promoting short distance journeys by active travel for those with and without access to a motor vehicle. The CATN aims to provide benefits for walking and wheeling, not just cycling The existing network is disjointed and does not provide a comprehensive network as proposed by the CATN.</p>
112.	EN	HYS	<p>Absolute nonsense perpetuated by misguided and naïve environmentalists who are extremely vocal but tend not to recognize the realities of life. We also don't want politicians telling us we can't use cars. Car emissions have never been cleaner. Not like years ago when exhaust fumes were everywhere. This stupid scheme will only serve to further reduce our quality of life on the wirral. A ridiculous and scandalous amount of money to be wasted if this proceeds. It is already obvious by the results seen on Harrison Drive that the project aims are a complete fantasy. Even in good weather a cyclist is rarely seen. I seen one the other day and he was still using the pavement which incidentally is wide enough anyway and I've never seen an accident on this particular pavement. The once attractive road is now an eyesore and with the plethora of obstacles it is only a matter of time until there is an accident. would be far better</p>	<p>The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.</p> <p>The CATN aims to provide benefits for walking and wheeling, not just cycling The existing network is disjointed and does not provide a comprehensive network as proposed by the CATN.</p> <p>A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services</p>
113.	EN	HYS	<p>Ridiculous. Stop wasting money on a scheme dreamt up without consultation and which is causing chaos on the roads involved. I was nearly involved in an accident at the ridiculous signage by Reeds Lane.</p>	<p>A business case will be required to support the implementation of each route.</p> <p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p>
114.	EN	HYS	<p>Not necessary. Will cause untold damage to businesses and create dangerous and congested road conditions. The existing cycle lanes are barely used. People won't just start miraculously cycling because of more cycle lanes. Criminal to cut down trees for this.</p>	<p>The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route.</p> <p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p>
115.	EN	HYS	<p>Very supportive of the whole scheme! Great for safety, climate, people and businesses</p>	<p>Noted</p>
116.	EN	HYS	<p>I and residents I've spoken with support the idea of safer walking, wheeling and cycling and a core set of borough wide and local routes to enable this. Their primary reasons are getting to/from school, shops, work and for leisure. There is a strong feeling from those who want to walk and cycle and those who wish to continue to drive that pupils being able to get to school without having to be driven is a priority. Some residents are driving their children from Prenton to Woodchurch because the alternatives are walking over the motorway overpass (40mph road) or using the unlit underpass. They want a safe route along Woodchurch Road that they can join. Route 14 would be their priority.</p> <p>Many residents raise the problems arising when parents/carers drop off their children to school – especially around Prenton High School, Devonshire Park and Prenton Primary. They want children to be able to walk or cycle to school. But parents/carers say the roads are too busy and don't feel safe. At the traffic lights between Borough Road and Prenton Road East/West, parents and</p>	<p>The CATN aims to provide benefits for walking and wheeling, not just cycling The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas.</p> <p>The CATN will remain under review and phasing amended to reflect available funding and resources.</p>



			<p>children struggle to do the double crossing of two roads, frequently running diagonally across the junction. Routes 13 and 12 would be their priority. Although it doesn't appear as part of the CATN, residents have talked about improving Prenton Hall Road for walking and cycling – the road is wide enough to support improved walking and cycling infrastructure and they want in particular, a safe crossing for school children where Prenton Village Road meets Prenton Hall Road (southern end) and a solution for the shopping area (raised road surface?) to support the transport hierarchy.</p> <p>Being able to get to the shops without having to use a car is also frequently mentioned. Some residents find it difficult to walk the distance along to the shops on Woodchurch Road and to the shops on Borough Road and Mount Road. They would like benches and shade. Some residents are nervous about crossing Woodchurch Road and feel the crossing times aren't enough for them. Others struggle to cross even side roads that join onto Woodchurch Road where pedestrian priority is not enforced (cars turning from Woodchurch road into side roads such as Prenton Dell do so at speed). They would prioritise route 14 Crossing Storeton Road from Prenton Lane to get to/from Prenton Road West and the shops along Borough Road is a struggle for some. The narrow pavement along Storeton Road, particularly between Mount Road and Prenton Lane has been frequently raised as an issue. Those residents want an improved Core walking route along Storeton Road to run parallel with route 13. I've had residents complain it is the overall condition of the pavements, lack of dropped curbs at crossings, slow to respond pedestrian controlled lights, lack of crossing points all contributing to them walking less.</p> <p>Anything that improves walking infrastructure via a core network would be welcomed. Some residents mention they no longer use their bike locally. A number of residents mentioned that they used to cycle but wouldn't now because they don't feel safe on the roads. Some put their bikes in a car and drive to New Brighton to be able to cycle.</p>	<p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p>
117.	EN	HYS	<p>A complete and utter waste of tax payers money. The majority of cyclist in the Wallasey village area are dressed all in black, do not obey the highway code, ride without consideration for other road users and pedestrians and do not display lights, and would not use cycle lanes even when they are in place. As a councillor you should be providing solutions for the majority of residents who voted for you not spending tax payer money on some government environmental hair brained scheme.</p>	<p>The CATN aims to provide benefits for walking and wheeling, not just cycling The existing network is disjointed and does not provide a comprehensive network as proposed by the CATN.</p> <p>A business case will be required to support the implementation of each route.</p>
118.	EN	HYS	<p>Not useful at all, as unlikely to be used properly, as is with present bicycle lanes. Traffic already very busy, with road rage evident regularly in these areas. Residents disruption as far as parking outside their own homes is concerned. Most of the roads are far too narrow to make changes, and I feel will be a disaster. Bus stops changed, and not easily accessible. What about elderly people trying to cross roads n getting on n off buses etc., same as with wheelchairs, prams, pedestrians, n children.</p>	<p>The existing network is disjointed and does not provide a comprehensive network as proposed by the CATN.</p> <p>A business case will be required to support the implementation of each route.</p> <p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The CATN aims to provide benefits for walking and wheeling, not just cycling</p>
119.	EN	HYS	<p>I think these proposals are an utterly absurd waste of public money, will provide almost zero benefit for the communities and are aesthetically ghastly. They do not receive my support. The Fender Lane cycle routes are an abomination and hardly ever used apart from providing an area to more safely fly-tip unwanted sofas and white goods. I am aghast anyone in local government thinks these are are benefit. Is this proposal evidence based? Has there been a spate of fatal accidents that warrant such intrusion? I suspect not.</p>	<p>The CATN aims to provide benefits for walking and wheeling, not just cycling The existing network is disjointed and does not provide a comprehensive network as proposed by the CATN.</p> <p>A business case will be required to support the implementation of each route.</p>

				<p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p> <p>Noted re Fender Lane</p>
120.	EN	HYS	Looks like a good starting point for the network to grow.	Noted - The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas.
121.	EN	HYS	I'm a cyclist, the existing routes along Harrison Drive/Bayswater Road are not safe for cyclists. Drivers pull out at junctions over the cycle lanes and cut across when the cyclist has right of way. Because of the bollards they don't seem to see the cyclist. Far simpler & cheaper would be a simple white line on the pavements and publicity for cyclists to use the outside of the pavement nearest the road. The proposed route from Wallasey to Leasowe is ridiculous; not safe for women to be going down secluded footpaths & why do that when you can go straight down Leasowe Road?	<p>The existing network is disjointed and does not provide a comprehensive network as proposed by the CATN.</p> <p>A business case will be required to support the implementation of each route.</p> <p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p>
122.	EN	HYS	I think it is a massive waste of money, will hardly be used and will cause traffic chaos. I cycle a lot and drive. Been safely cycling on the roads for over 40 years. There is no problem with the current system of bicycles and motor vehicles sharing the roads. The weather in the UK and specifically on The Wirral means there are few days of the year where cycling as a form of transport is viable. Nobody wants to turn up at work soaking wet because of the rain. Our tax pounds could be better spent elsewhere. I do not consent to have my taxes spent on this cycle network.	<p>The CATN aims to provide benefits for walking and wheeling, not just cycling</p> <p>A business case will be required to support the implementation of each route.</p> <p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users. End destination facilities will also be part of this process.</p>
123.	EN	HYS	I think bike lanes are a good idea as it helps to keep everyone safe on the road, however when you begin to add barriers that are solid and immovable to them it creates unnecessary obstacles that us as motor vehicle drivers have to deal with when an emergency vehicles need to get past. When trying to move out of the way on Fender Lane for an emergency vehicle we have to cause damage to our own cars to let them get past as quick as possible or drive at their speed till an opening comes up. Who pays for the damage to our vehicles or our speeding tickets? We have to while also balancing all other bills so that we can keep the heat, electricity and water on.	<p>The CATN aims to provide benefits for walking and wheeling, not just cycling</p> <p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p> <p>Noted re Fender Lane</p>
124.	EN	HYS	This is an excellent proposed scheme. More people are cycling and more will join if they can cycle in a safe environment.	Noted - The CATN aims to provide benefits for walking and wheeling, not just cycling
125.	EN	HYS	I think it's important to prioritise movement along the network over that of vehicles, and other road users joining the route in order to improve uptake. I cycle regularly, but find many cycle paths impractical due to the priority given to road users joining from side roads. The best cycle paths are those which don't follow existing roads, but create a new route e.g. taking a cycle path along the side of a railway line. Given the extent of rail lines on Wirral I think a number of routes could be established similar to that between Greenbank Road in West Kirby and Hoylake. This not only keeps cyclists away from cars, but encourages the use of public transport.	<p>A business case will be required to support the implementation of each route.</p> <p>The CATN aims to provide benefits for walking and wheeling, not just cycling</p> <p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p>

				The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas as well as other traffic free options including dis-used railway lines and the prom.
126.	EN	HYS	<p>The Cycle Lanes need to be rethought as a whole. My commute involves Fender Way on a daily basis via car, at most I see four people utilising the cycle lane. I am well aware of the days when this cycle lane is in full justifiable use mainly by avid cyclists who would use the bypass whether there was a cycle lane in place or not. When I am on my commute home on a regular basis traffic is backed up halfway over the bypass, I am sure you are well aware of the effects on air quality with around 60 cars sat in traffic idling, compared to what could be a perfectly usable two lane 40mph bypass, which cyclists and drivers had been using for years prior. Ironically all data surrounding usage of the Fender Lane Cycle Lane just happened to go missing due to power failures. It's quite clear this has not been thought out and is not designed by people who actually cycle themselves, I regularly cycle on the weekends in my free time and can honestly say cycle lanes have not assisted me at all in getting around. Prior to the implementation of the cycle route I used to use a pathway which leads off Fender Lane to the Beechwood Estate , which does have a fantastically thought out Cycle Lane on Fender Way. Instead of neglecting existing footways for cycle lanes the council fund with our council tax, Footpath No. 5 running along the rear of the Bidston Moss retail site is a perfect example of a neglected Footway, improve our pre existing and beautiful Public Rights of Way instead of implementing useless cycleways in Urban Areas built for cars and public transport. The complete neglect of footways and roads themselves is disgusting and instead of fixing this issue you are implementing as mentioned useless Cycleways and lowering speed limits as a work around for what could be a simple resurface job and actually taking care of our nature spaces. Overall I don't think cycle lanes are a terrible idea, but they are not at all well thought out. They are causing more and more congestion further inconveniencing people who are paying council tax as well as VED and Insurance as well as having to keep their cars roadworthy despite our roads being terrible, while cyclists get a pedestal with new cycle lanes.</p>	<p>The CATN aims to provide benefits for walking and wheeling, not just cycling</p> <p>The existing network is disjointed and does not provide a comprehensive network as proposed by the CATN.</p> <p>A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services</p> <p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users</p> <p>The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas as well as other options such as the PROW network.</p> <p>Noted re Fender Lane</p>
127.	EN	HYS	<p>Although I welcome alternative travel it is to what cost . Lack of parking spaces , less consideration for pedestrians . Liscard Road is wide but has many mature trees ,it's not clear if your proposal is to remove them . I sincerely object if any trees are removed .The whole plan is flawed we don't have enough road space . Most of the routes are narrow anyway for large vehicles . In the long run will add to congestion and more pollution . Plus the added fact of the carbon footprint of materials used for roadworks .</p>	<p>The CATN aims to provide benefits for walking and wheeling, not just cycling</p> <p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users</p> <p>A business case will be required to support the implementation of each route.</p>
128.	EN	HYS	<p>A Profound waste of money, when cyclists say they ill not use them as they do not get cleaned creating hazards. Secondly where are all these cycles going to appear from. Thirdly I feel the money should be spent repairing very bad pavements, this would benefit far more people. The pavements were I live on Belvedere Road resemble a war zone. The repair of these should be considered before cycle lanes. Also pot holes and and general bad Road surfaces. I'm a rate paying house holder but it appears I get no consideration. I find it difficult to understand what I pay for with rates as it appears minorities (Cyclist for example) get consideration. I feel the whole cycle lane scheme should be scrapped.</p>	<p>The CATN aims to provide benefits for walking and wheeling, not just cycling</p> <p>A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services</p> <p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users</p>
129.	EN	HYS	<p>I appreciate that some of this work will be completed from funding received but based on Wirral Council having frozen all "non-essential spend" surely any budget allocated to the Travel Network would be better spent on Social Care as we are an ageing population. If the cycle lane on Fender Lane is an example i have never seen anyone using it and with a single lane for traffic this must be a nightmare for the emergency services and potentially put lives at risk.</p>	<p>A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services</p> <p>The existing network is disjointed and does not provide a comprehensive network as proposed by the CATN.</p>

				<p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users</p> <p>Noted re Fender Lane</p>
130.	EN	HYS	<p>"Everyday journeys easier" - unless you want to use a car! If Wirral Council has spare budget rather than spending on Travel Network that the majority of people on the Wirral will not use, please redirect the money to services that the majority of your constituents will use eg Social care, Highways to repair pot holes etc. The biggest problem on the roads is people not respecting other road users. i have seen cyclists riding down the middle of the road no hands on handle bars, using a mobile phone, wearing dark clothes, no lights on their bike an accident waiting to happen! As drivers need to take a driving test please can we introduce a cycling test ? Also make it mandatory for all cyclist to wear cycling "helmets" it could save their lives if they are involved in an accident. Cycling on pavements is dangerous especially for pedestrians. As for electric bikes i've been overtaken by a few whilst keeping to the 20 mph limits on the roads!! it's about time that all road users had the same rules to abide by.</p>	<p>A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services</p> <p>The CATN aims to provide benefits for walking and wheeling, not just cycling</p> <p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users</p>
131.	EN	HYS	<p>Have WBC met and reviewed the proposals with all the emergency services Fire, Ambulance and Police they have an important role to play to keep us safe and respond in a timely manner. I do not see how these plans will enable them to get to locations quickly or are you going to provide them all with cycles??!!!</p>	<p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users</p>
132.	EN	HYS	<p>Waste of money and will destroy business and make it harder for people to park. Spend the money on bus routes and free parking. Listen to the people instead of ignoring us and acting like the public don't understand anything. Also publish the usage date of the current cycle lanes.</p>	<p>A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services</p> <p>The existing network is disjointed and does not provide a comprehensive network as proposed by the CATN.</p>
133.	EN	HYS	<p>Total selfish, unthought out strategy. Homeowners will not be able to access their own property in a safe and easy way not only older people but younger families who have mobility problems.. Access to shops and organisations will not be accessible in a direct way meaning the public will take longer to cross to their destination. Roads will be narrowed meaning the build up of vehicles will be slowing down and blocking the highway making these areas undrivable. Total waste of much needed money in other areas of the Wirral. The councils proposal to devise such a strategy has, as usual, not been thought out down to the smallest detail . Appalling ! Wallasey is a overbuilt, crowded part of the Wirral. Does the council know you can ride your bike from West Kirby to Woodside without causing much mayhem to other road users ? Been doing that for decades but local councillors wouldn't know that because they don't live in these areas that will be affected !</p>	<p>The CATN aims to provide benefits for walking and wheeling, not just cycling</p> <p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users</p> <p>A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services</p> <p>The existing network is disjointed and does not provide a comprehensive network as proposed by the CATN.</p>
134.	EN	HYS	<p>Absolute waste of money by an incompetent, corrupt council. They have forgotten they have been elected to represent us, yet have decided we now live in an authoritarian state. Countless better ways to spend the money, which is extremely limited as the council say. Nobody uses the existing cycle infrastructure!</p>	<p>A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services</p>
135.	EN	HYS	<p>There is too little information to make any meaningful review of the proposals. Currently all there is to look at are coloured in roads on a map.</p>	<p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Further consultation will be undertaken with stakeholders as and when designs are progressed.</p>

				A business case will be required to support the implementation of each route
136.	EN	HYS	Very much in favour of developing this network. My concern is around time frames - I think we should be more ambitious. Perhaps instead of years we should label projects in terms of 'short, medium and longer term'? Better facilities for walking, wheeling and cycling is a long term solution for a host of problems we face: - It will address climate change by reducing our reliance on motor vehicles - It will help to reduce levels of congestion by enabling people doing shorter trips to walk/cycle - If focussed near schools, independent travel for children will have a huge impact on 'peak time' traffic - Good, separated facilities for cycling will make our roads safer for everyone – More walking and cycling will enable people to live healthier lives, so reduce the impact on our health service - More attractive, less car dominated public spaces can deliver much better conditions for our high streets and help our local businesses thrive Please proceed to the next stages of planning and let's see some more detailed designs. I think it's also important to consider more local schemes as well, which can make quite routes and side streets safer too (modal filters, etc.)	The CATN will remain under review and phasing amended to reflect available funding and resources.  The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
137.	EN	HYS	Could be more ambitious and phased roll out looks slow. We have a lot of catching up to do compared with some other UK cities and Europe in general.	The CATN will remain under review and phasing amended to reflect available funding and resources.
138.	EN	HYS	It's really important to get this network in place as soon as possible. Residents tell me they'd like to cycle to school with their children for example but they don't feel safe. Increased active travel improves health, benefits local businesses as people who travel by foot or bike spend more locally over the month and cuts carbon emissions. It's economically beneficial to individuals and families as bikes cost a lot less than cars and fuel. It also makes our streets less congested and more pleasant for everyone, including those who do need to drive. The increase in e bikes reduces journey time. When travelling locally, e bikes can be as efficient as a car in many cases (as can regular bikes) However, we need the network in place for people to feel safe to do this.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route and delivery will be shaped by available funding. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas. The CATN will remain under review and phasing amended to reflect available funding and resources.
139.	EN	HYS	Many parts of this plan are absolute madness which will not only create additional work load and distractions for drivers but also overload them even further with signage. Additionally the slowing down of traffic will create more pollution. It should be noted that many cycle routes that have already been created are grossly underutilized and a review of their anticipated use when planned against the actual outcome should be examined to see where the planning process is either being oversold or just downright inappropriate.	The CATN aims to provide benefits for walking and wheeling, not just cycling  The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.  The design solutions for each proposed route will be determined by site specific constraints and consider all road users
140.	EN	HYS	A waste of money, cyclists don't use the cycle paths that you've already provided, what makes you think they'll use the proposed network, on top of that they lead to traffic being forced into one lane causing tail backs and delays	The CATN aims to provide benefits for walking and wheeling, not just cycling  The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. Funding for Active Travel projects cannot be used to fund other services.

141.	EN	HYS	This is all well and good, but it largely depends on how well it is implemented. Properly segregated routes are what is required and not just a white line designating the intended use of the zone. Without this, for example, pedestrians wander in and out of areas not intended for foot traffic, cycle lanes become a carpark/waiting/offloading zone, etc. Without this it just becomes a tick box exercise to show commitment to green initiatives, etc.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users
142.	EN	HYS	I support this plan for Wirral. Active travel is great for our health and for the environment. It will enable me to travel more on foot or by cycling and will open up Wirral to lots more people.	Noted
143.	EN	HYS	I live in Moreton and when the cycling lanes were put in place it was a lot of disruption for all. Now it's been up and running for a few years and I have seen only a very small number of people using it. I feel the money spent on that could have been put to better use in the community and on social care. Please do not waste tax payers moneys like myself on something the communities do not want. Even person I have spoken to about this is unhappy with the plans.	The CATN aims to provide benefits for walking and wheeling, not just cycling  The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route and delivery will be shaped by available funding Noted re Fender Lane
144.	EN	HYS	Terrible scheme that very few use. Difficult for traffic turning right due to single lane traffic causing backups.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. Funding for Active Travel projects cannot be used to fund other services. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
145.	EN	HYS	Total waste of money	A business case will be required to support the implementation of each route and delivery will be shaped by available funding
146.	EN	HYS	The network appears to be focused on East Wirral. However there is more car ownership in West Wirral (Heswall, West Kirby). To promote active travel and reduce the number of car journeys more should be done in the west, in particular giving a greater priority to the implementation of the routes designated in West Wirral.	The CATN will remain under review and phasing amended to reflect available funding and resources. The draft CATN is focussed on delivering the most active travel and the Council's regeneration plans, so the focus in early years will be on the main urban areas on the east side of the borough.
147.	EN	HYS	You should seriously stop wasting everyone's money on unnecessary, unfavourable, useless projects like this and also like 20mph shambles. You are stealing young people's lives, risking people's lives. Focus on increasing reliable, more frequent and better planned public transport services, making tunnel crossings free so young professionals can consider moving over to Wirral, make ferry a public transport means instead of a tourist attraction. Stop fantasizing or do it on your own time with your own money. I'm sorry that I need to say that we deserve much better councillors, none of you can keep up with your people. You are not listening to us either, I'm wondering who you are serving.	A business case will be required to support the implementation of each route and delivery will be shaped by available funding. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
148.	EN	HYS	What a waste of money in times of austerity, poverty and hardship Never mind the impact on traffic flow. Every councillor and public employee who supports this should be removed from office as unfit for public duty. Regardless of all the negative comments you get you will deploy as you will say it's government money not local but it is still from the taxpayer Absolutely stupid Never mind the consultant on £33k for 3 months work	A business case will be required to support the implementation of each route and delivery will be shaped by available funding. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to

				provide a comprehensive Active Travel network and encourage higher levels of use
149.	EN	HYS	There are some routes that make sense, but the whole network seems to be excessive and will be very disruptive to implement. Given that the council has very little cash reserves and so far as I can see these plans are uncostered and unfunded then it does not seem a well thought through set of ideas. If the plans are costed why are these costs not shown?	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services
150.	EN	HYS	Generally people use 'networks' for two things 1- Exercise be it walking, cycling, running 2 - Shopping, going to work Developing routes to enhance shopping connections is pointless as people will only walk to their closest location The focus in this area should be on developing efficient routes to enable people to get to work via car or bus. The current utilisation of cycle routes is extremely limited and forcing people to utilise will not work. There appears to be a policy of ante- driver given the introductions of 20mph zones and cycle routes which only reduce road space and frustrate drivers further. The council is adopting a nanny state whereby people are forced into activities and have no choices. The consultation is pointless as, in reality, the comments made by people are ignored. Why waster further money on endless consultations. The council is elected to make decisions on our behalf, have the balls to do it and stop wasting money on consultations on every decisions because at the end of the day the vast majority of responses will be from people who are ante and hence will be ignored. Secondly if action are to be taken just focus on 2-3 year plan as for sure, anything over this time period will never happen as the focus will be elsewhere	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The CATN will remain under review and phasing amended to reflect available funding and resources.
151.	EN	HYS	Dangerous and confusing and will result in major parking issues which is already a problem. This will lead to injury and disputes over parking places for residents as many of the houses within the routes have drives to park in. If these remain then cyclists will be in danger if they are taken away then there will be no for them to park and increase disputes with neighbors.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
152.	EN	HYS	I think that segregated cycle lanes are a good idea for the safety of cyclists and other road users who prefer to go under their own steam. However, I think that schemes such as the Fender Lane project which has used up two entire lanes of a major road are expensive and a total waste of valuable vehicular thoroughfares. The large cycle lanes are difficult to clean and due to lack of use are covered in debris and flood often. I have used it on numerous occasions, but I weave in and out of debris. Think hard about how big the cycle lanes are going to be.	The CATN aims to provide benefits for walking and wheeling, not just cycling  Noted re Fender Lane The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
153.	EN	HYS	As the sustainability manager for Clatterbridge Cancer Centre, I am very supportive of these plans. Travel and transport forms one of our ten key themes in our Trust's green plan, and I have a personal interest in the active travel agenda on the Wirral myself - having been a resident here for the last 14 years. I am very supportive of the proposal for improved infrastructure to support our residents to make active travel an option for them, and would be very happy to be involved and help out where I can. I think this proposal is a great starting point.	Noted
154.	EN	HYS	A stupid idea, I am totally against it	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
155.	EN	HYS	think in order to encourage people to drive less, and cycle / scoot / ebike more, routes like this are necessary. I cycle a lot to travel with my children, and I much prefer using the cycle lanes than riding on the roads with the cars.	Noted
156.	EN	HYS	Excellent idea that should be expanded. My current address is in CH45 and my previous address was in CH41. The Indices of Multiple Deprivation ratings for each of these areas is 4 & 1 respectively. With Employment at 3 & 1. These are incredibly low numbers that will cause lower opportunities and much harder lives for many young people. The cost of travel especially by car is increasing and will only go higher. Insurance, maintenance and fuel costs are much higher than in previous years. Failure to produce avenues of safe travel will become more and more of an issue as time goes on. Building active travel networks are crucial for the health and lives and work of the future residents on the Wirral, if we want them and the area to prosper. Also, on the school run in the mornings I will often see children riding their bikes on the pavement due to the dangerous nature of riding a bike on the road. This proposed network will produce much safer travel to school for many. If access to work and school are not strong enough reasons to move forward, especially when combined with the appalling IMD ratings. Then we can also look at the financial benefits that cycle networks can bring to an areas. Cycling is a hugely popular recreational activity and it can bring money and people to the area for leisure. The IMD ratings for health for CH45 and CH41 are 3 & 1 respectively. That is also awful. These networks are an enabler for work, health and	Noted

			education that will benefit everyone and especially the young people. Not creating these only benefits the few and not the future many.	
157.	EN	HYS	Ridiculous waste of money and time. Since the FENDER LANE implementation I have only seen FOUR individuals using the route. One of those was a moped.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use  Noted re Fender Lane
158.	EN	HYS	The vague description of what this is about worries me. My immediate reaction is what a waste of money ! The Bee in your bonnet is wasteful of council taxpayers money . Cycle ways that aren't used ! Illogical beginning and endings! The vast amount of money is better spent on policing illegal car parking , broken pavements and protecting residents from disruptive groups of mainly male teenagers who maraud on roads , ignore the Highway Code. Will this stop cyclists riding on pavements and intimidating pedestrians - doubt it . This is an utter waste of money . Repair the roads !	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
159.	EN	HYS	The Network will hardly get used and will be a waste of money. Some of the routes may also be dangerous to use, looking at where some of the proposed routes are planned	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
160.	EN	HYS	Waste of money . They cause traffic congestion because nobody uses the cycling network. You would have to force people to cycle or walk because people are generally lazy. Stop people driving there kids to school that would solve a lot of congestion.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
161.	EN	HYS	The whole idea is to force people to walk or ride bikes. As an arthritis sufferer neither is appropriate for me and will seriously hamper my freedom. As such it is  <i>(NB this comment is as submitted)</i>	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
162.	EN	HYS	The idea is good but the application is shoddy and impractical. The route I. Fender land in Moreton was poorly planned and has led to A back-up of traffic and longer commute time for motorists on the route. I have seen less than 10 cyclists on the cycle lane the entire time it has been in use. It's not an appropriate use if the limited road space we have. Cars idling will have led to higher pollution levels. The cycle lanes have not helped anyone. I am horrified that you are planning to extend this on hoylake road and Upton road. These roads are busy enough with cars. Reducing them down To 1 lane will be a disaster and I am vehemently opposed to these plans.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.  Noted re Fender Lane
163.	EN	HYS	Fantastic! Wish we could have had this years ago. Unfortunately it's hard to tell whether other routes should be included until we see how the existing ones work out. Kind of disappointed that some of the routes are not for more than 10 years, though.	The CATN will remain under review and phasing amended to reflect available funding and resources.



164.	EN	HYS	Pointless, unused, waste of precious Council resource and funding, should be placed on hold immediately	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services
165.	EN	HYS	<p>I am writing to formally register my objection to the current proposals for the Wirral Core Active Travel Network (CATN) and to request that the Council reconsider these proposals currently under consultation. Firstly, it is essential to highlight the severe negative consequences these cycle lanes may impose on residents and businesses along the proposed route. The publicity surrounding this scheme has been totally inadequate. Each affected residence and business should have received a direct communication regarding the proposal, such as a letter inviting feedback. The Council has access to contact details through council tax records, and it could easily have been utilised to ensure that every stakeholder's voice was adequately represented and considered. Furthermore, the existing cycle lanes, such as those on Fender Lane, the A41 and Bayswater Road, are underused and poorly maintained and just contribute to increased traffic congestion rather than alleviating it. It appears that the Council lacks empirical statistics on the number of users for these routes, which leads to a significant question about the effectiveness of existing cycling infrastructure. The implications of the proposed cycle lanes extend beyond mere inconvenience. The elimination of roadside parking will undoubtedly affect residents' day-to-day lives. Here are several critical points for your consideration:</p> <ol style="list-style-type: none"> <li>1. <b>**Impact on Property Values:</b> The removal of parking may negatively affect property values since parking is a significant factor for potential homebuyers. Residents' financial security could be compromised if they need to sell their properties under these circumstances.</li> <li>2. <b>**Increased Insurance Costs:</b> Residents who are forced to park away from their homes may see an increase in car insurance premiums, further straining their financial situation.</li> <li>3. <b>**Congested Side Roads:</b> Local side roads are already congested, and the displacement of parked cars will exacerbate this issue, making it difficult for residents to navigate their own neighbourhoods.</li> <li>4. <b>**Charging Infrastructure for Electric Vehicles:</b> Many residents now own electric vehicles and rely on parking nearby to charge them. The lack of parking may make this impossible, especially given that the current local charging infrastructure is still greatly inadequate.</li> <li>5. <b>**Safety Concerns:</b> Families with children, elderly parents, and individuals with disabilities will face increased safety risks if they must park further away from their homes particularly if they have to cross busy main roads.</li> <li>6. <b>**Access to Medical Facilities:</b> For example, there are two Medical Practices and Pharmacy on Grove Road, Wallasey that rely on roadside parking for patients, particularly those with disabilities and the elderly. The removal of parking bays, and in particular, disabled parking bays will create significant access issues for these vulnerable groups.</li> <li>7. <b>**Emergency and Delivery Access:</b> Without roadside parking, access for ambulances will be severely hampered; this could have dire consequences in emergency situations. Convenient access issues will also apply to refuse collection vehicles, delivery vans, and builders and property repair company vehicles.</li> <li>8. <b>**Traffic Congestion:</b> The implementation of cycle lanes on major roads will likely exacerbate traffic congestion, pushing motorists to seek alternative routes along smaller roads, making those areas more hazardous.</li> <li>9. <b>**Impact on Local Businesses:</b> The new cycle lane proposals will detrimentally affect businesses along the route due to a lack of roadside parking, likely leading customers to shop elsewhere. This could force businesses to close, further harming the local economy. The Council should be supporting and encouraging local business rather than making circumstances difficult for them to trade. In light of these concerns, I urge the council to explore alternative solutions, such as creating cycle lanes in less residential areas or enhancing and improving existing infrastructure and National Cycle Routes through Wirral and The Wirral Way. The plans for supporting active travel and greener transportation should not come at the expense of residents' safety, convenience, quality of life, and financial well-being. I hope you will take my objections and those of other Wirral residents seriously and reconsider the current proposals.</li> </ol>	<p>The CATN aims to provide benefits for walking and wheeling, not just cycling</p> <p>The consultation process for the CATN is in line with the Council's consultation processes.</p> <p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services</p> <p>Noted re Fender Lane</p>
166.	EN	HYS	<p>There is no need for this. There are already plenty of routes around Wirral for Bikes and walkers. I agree it would be nice to have in an ideal world but there is no need for any of what you propose especially while the council's finances are in such a poor state. What the borough needs are core services that meet the everyday needs of all residents - such as potholes fixed; streets cleaned; pavements maintained - rather than projects such as this which address a need that doesn't exist, or only benefit a very small proportion of the residents. You are elected and tasked to spend public money – our money - wisely and appropriately so please take note of what the public tell you</p>	<p>A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The CATN will remain under review and phasing amended to reflect available funding and resources.</p>
167.	EN	HYS	<p>I think all the new cycle lanes planned are a absolute stupid idea and a total waste of money. I have seen all the new cycle lanes that have been put in in the last 10 years or so. It is very rare indeed to see them being used at all. The ones at the Wallasey Bridge Road, Beaufort Road, Duke Street, Tower Road and Birkenhead Road area I pass by nearly every day. I can honestly say that I have never seen them being used. The only one I can say I have seen being used is the one along the Promenade from Kings Parade to Seacombe. As for the new set up at Harrison Drive , Bayswater Road area ,I would love to know which idiots planned and approved this set up. The cyclists use the pavement areas the same as they did before. This will never catch on. The same as the mess that has been made at Fender Lane, Bidston area. As for the next stages planned, I would say stop now. The traffic around Liscard Road.</p>	<p>The CATN aims to provide benefits for walking and wheeling, not just cycling</p> <p>The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.</p>

			Hosese Road, Grove Road and Wallasey Village area is in a terrible state as it is. There is talk of taking trees down , moving disabled bays down side roads and altering some of the roads. This is not wanted, not needed and certainly would not be used. Do not accept the funding. It is not needed.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The consultation process for the CATN is in line with the Council's usual consultation processes. Noted re Fender Lane
168.	EN	HYS	This will cause a great deal of congestion and will only cause frustration to all road users. The Fender Way fiasco is a glaring beacon of the idiocy of the waste of time and money, in a time of cut backs by government which, as usual are starting at the bottom. The figure of £15,000,000 has been muted as an estimated part cost of this operation, although it is also reported that the Town Hall do not know the full cost. Who are the New Combined Active Travel Network, why was it formed and where is the money supposed to come from. We are told that Council funds across the country are stretched to breaking point with some large Councils declaring bankruptcy. We are also told that local councillors weren't fully briefed. Those responsible for this initiative should hang their heads in shame when there are so many other much more important things to be done with any money they are allocated. To take only one of these proposals, to put cycle lanes on all the roads leading to Moreton Cross is a prime example of a complete lack of understanding of the life of the area. These would narrow the roads, make parking much more difficult and therefore affect local businesses detrimentally. This is only one of the schemes. I would imagine that businesses along these routes are very concerned and my opinion is that the result will be a lot more small businesses disappearing. I don't suppose for a minute that my comments will even be considered as so much has already been decided but am protesting anyway. These proposals, as they affect so many peoples' lives should have been sent individually to all residents for comment .	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
169.	EN	HYS	I think there is a place for joined up cycle lanes but they are being imposed upon people without adequate consultation. I was not aware of these plans so have not had time to look at them properly before submitting this form. I would like the Council to ASK the people of Wirral what they would like rather than simply trying to force us out of our cars. I agree that it would be a good idea if people cycled more, used public transport, etc but this is not always possible. Do these plans mean that some people will lose their parking spaces outside of their houses? What will happen to their cars? Where will they park? I'd like to hear answers to these questions. The cycle lanes I see are barely used. I'm not against changes and improvements to the transport network but they need to be realistic, for the benefit of the majority and in line with what people want. I strongly suspect your plans do not meet any of these criteria.	The CATN aims to provide benefits for walking and wheeling, not just cycling  The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
170.	EN	HYS	Many of these routes haven't been thought out, many encroaching on to busy roads, loosing parking from outside people homes, causing increase traffic in the side roads of which my children play in. Currently I have seen an impact of increase congestion backing up on Fender Lane, causing increased traffic around the roundabout joining the A554, previously the traffic collected on the dual carriageway before filtering to single lane. Using that road often during week and weekday I can't recall seeing any cycle traffic using it. Some of the roads also listed on the current and future plans have disabled parking & doctors which would result in the vulnerable being put at risk when taking away. In a result money is being spent for the sake of spending without actually thinking about the impact, on all the initial consultations didn't ask any of the residents only the visiting tourists, people who live in the area are those heavily impacted , when the money should be put toward informing the correctly changed 20 MPH zones which many are along these routes are surely safer when correctly ridden bikes are fellow road users, of which many of us are including teaching my own children to ride alongside traffic, including stopping at the lights which many bike riders seem to ignore	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.  The design solutions for each proposed route will be determined by site specific constraints and consider all road users.  Noted re Fender Lane
171.	EN	HYS	Whilst understanding and believing in the need for an active travel network, other than an outline of the proposed routes the council has not provided any specific plans. On the basis that the council previously proposed a route along Grove Road that would have inconvenienced residents by preventing them from parking, I can't support the current proposals without further details as to how the network is to be implemented. I further support this stance based on the evidence of the existing cycle lanes that have already been badly implemented; that at Fender Lane for instance is causing traffic delays.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Further consultation will be undertaken with stakeholders as and when routes come forward in detail. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.  Noted re Fender Lane
172.	EN	HYS	Progressive and well thought through. Requires the engagement of multiple user groups (especially school children and parents) for improved use and road safety around schools	Noted
173.	EN	HYS	I think that it will have a detrimental effect on local businesses as parking will be impossible in Wallasey Village and will impact on accessibility for disabled and elderly.	A business case will be required to support the implementation of each route.

				The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
174.	EN	HYS	I support all of these plans and would welcome their implementation as soon as possible.	Noted
175.	EN	HYS	I think it's really important that people feel safe both as travellers and as pedestrians. Many roads slice through residential and retail areas and are effectively a barrier or boundary line. I think the cycle lanes are a great idea and will populate as more routes are joined. Children should be able to get to school without relying on a car. It's also more social and there's more to see when walking to school, and healthier of course. Cars have caused more isolation which is bad for mental health.	Noted
176.	EN	HYS	It's a further waste of tax payers money and yet another vanity project. It's appalling that this is being imposed on Wirral residents when the vast majority DO NOT want it. It will force drivers to park on side roads which are already crowded. It gives no consideration for those with poor mobility who may need to park outside their home. What plans do the council have to replace on the road parking for these roads? Why is priority being given to a minority or road users who do not contribute to maintaining the roads, who often do not obey the laws of the road and are not registered or insured. Fender Lane cycle path is barely used and when it is I've seen kids cycling down it looking at their phones with no hands on the bike or looking at the road. If the council insists on forcing these cycle paths on us what steps are they taking to ensure cyclists are using roads safely and are prosecuted in the same way as drivers if not. The cycle path on Bayswater is hardly used and I've seen cyclists riding alongside it while the traffic sits in a long queue because there's no room to pass. I am dependent on my car as I am unable to ride a bike and public transport is poor where I live. The nearest bus stop or train station are both 20 minutes walk away and in the winter I'd have to walk along a dark prom or thru a dark park which is very unsafe. I am so angry that the council are forcing these changes with no consideration for the people they are supposed to represent, without proper consultation or vote. This will negatively impact massively on many people and the council should consider what the people want and spend the money on essentials services, not vanity projects and expensive office space for themselves.	<p>A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.</p> <p>The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The consultation process for the CATN is in line with the Council's usual consultation processes.</p> <p>Noted re Fender Lane The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.</p>
177.	EN	HYS	It has the makings of an improvement to the environment of Wirral, and is right to concentrate on priority areas. It is supportive and enhanced by the draft Local Plan. One caveat, cycling will inevitably trend towards electric bicycles, increasing the speed and potential danger to pedestrians. Much of the network treats walking and cycling as interchangeable. This will not necessarily be sustainable unless segregation of the routes is planned in narrower areas of the routes, or clear markings for cycle and pedestrian lanes as is currently in place in West Kirby along the road outside West Kirby library. Generally the network serves local travel and disregards the large number of journeys necessary to access employment beyond the WBC boundary. In large part this is due to lack of good quality employment. Unless this changes there will always be pressure from residents to have fast private car access to the M53, The current Government proposal to impose a substantial increased housing target on Wirral will make this much worse, and, indeed may make a mockery of the whole active travel plan. In the Active Travel plan there appears to be no mention of access for disabled travellers. This should form part of the core network plan.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The CATN will be supported by local area networks. The CATN will remain under review and phasing amended to reflect available funding and resources.
178.	EN	HYS	I think it will contribute significantly to improved levels of health and fitness amongst the people of Wirral as a whole as well as reducing the volume of traffic and harmful emissions which will result in a much needed improvement in air quality.	Noted
179.	EN	HYS	I think the whole plan is a waste of valuable tax-payers money which will take years to implement in many cases. The money could be put to much better use also under the banner of "Active Travel".... If you want to encourage "active travel", it might be a good idea to spend some of the money that's allocated (gifted) sorting out *existing* pavements so that people can at least walk safely. For example, the recommended *maximum* crossfall for pavements should be 2.5% (or 1 in 40). To quote from one Council's website: "39 On footpaths and cycle paths, crossfall should usually be 2.5% (1 in 40). This provides a good balance between the need to remove surface water and the needs of users. Crossfalls steeper than about 3% (1 in 33.3) can be uncomfortable to walk on and, where the slope runs towards a road, can be dangerous, as wheeled users tend to edge down the crossfall." ( <a href="https://www.kirklees.gov.uk/beta/regeneration-anddevelopment/pdf/highways-guidance-gradients.pdf">https://www.kirklees.gov.uk/beta/regeneration-anddevelopment/pdf/highways-guidance-gradients.pdf</a> ) As a typical example, I estimate the crossfall of the pavements in Millhouse Lane, Moreton to be around 1 in 8 (or worse on the east side). This puts a lot of strain on peoples' ankles and discourages regular walking for people in the area. It wouldn't be a cheap fix but I see no reason	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.

			why the Active Travel money could not be used for that instead of cycle paths that the vast majority don't want and, according to your own consultation, some of which are several years away.	
180.	EN	HYS	I think that it is an excellent idea. People will not stop using their cars until there are safer and importantly useful routes available for other quieter, less polluting and more health promoting forms of travel. I have read an article that includes Lesley Rennie's comments on a cycle lane on Bayswater Road. I live on Bayswater Road and would much prefer cycles to cars going down my road. The article says that cycle lanes create 'chaos' but I look at it that they act as traffic calming measures. This may actually reduce the horrendous speeding down this road which for some reason is held against cyclists as a reason for not putting a cycle lane here. The issues I have with it are that it will all take too long and some parts of Wirral are not particularly well served. I assume that the plan is based on a survey of common routes of travel and it links with public transport routes.	Noted. The CATN aims to provide benefits for walking and wheeling, not just cycling
181.	EN	HYS	It's ill thought out and will not achieve what this council wrongly believes it will and will be a scandalous waste of taxpayers money. They really really need to listen to the people! Have they even done a proper survey on the cycle lanes they've already put in place – Fender Lane to name just one! Nobody uses them. Bayswater Road; cyclists prefer to still use the pavement!	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use  Noted re Fender Lane
182.	EN	HYS	What a waste of tax payers money and the ongoing chaos that is being caused cyclists dont even use these lanes What a complete waste of time in crazy areas Whoever is deciding these works clearly is getting a little brown envelope from somewhere !!!!!????	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
183.	EN	HYS	It's genuinely exciting to think that we might get some proper cycling and pedestrian infrastructure on the Wirral. It's been a long time coming and is desperately needed. The most recent census found that in Birkenhead, under half of households have access to a private motor vehicle. Yet for decades cars have dominated our neighbourhoods, with cyclists and pedestrians pushed aside. I really hope this all goes ahead as planned, and even extends further. However, the benefits of these routes and the delivery of this infrastructure really need to be clearly communicated to residents. This will involve not only emphasising safety and environmental benefits etc, but also social equity. Without such communication, the narrative will be dominated by those who oppose cycle lanes based on narrow and self-interested concerns, rather than reflecting the wider community's needs and potential gains.	Noted
184.	EN	Via Email	The cycle lanes 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 cycle lane. 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.	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Emergency Services will be engaged as part of the design development of all schemes. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.  Noted re Fender Lane

185.	EN	Via Email	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 rarley 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 round ....74% said NO we don't know how many said yes ???	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
186.	EN	Via Email	I am exhausted hearing about this plan for these stupid cycle 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 on 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 cycle lane 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.	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route. The CATN will remain under review and phasing amended to reflect available funding and resources.
187.	EN	Via Email	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 cycle lanes 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 cycle lanes 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 cycle lanes and using the roads,  There are far more important projects in Wallasey and Wirral that require financial resource than the cycle lanes 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.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
188.	EN	Via Email	Dear Brenda Hall,  We have heard a lot from Ian Lewis and Lesley Rennie with regard to the proposed cycle lanes in wallasey giving us information and helping us contest something which would be detrimental to the area and businesses.	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route.
189.	EN	Via Email	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.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active

		Yet another example of WBC incompetence and bullying of residents.	Travel network and encourage higher levels of use. The proposed CATN is subject to Committee approval in Spring 2025. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.	
190.	EN	Via Email (Handwritten)	To those whom it may concern. The idea of more cycle lanes is foolhardy and spendthrift. Along with 20 mph roads it's a promise of disaster. An absolutely foolhardy spendthrift undertaking. You all need something to do for the good of the town, go out and look at the weeks and stopped up gutters. IN 99 years of living I have never seen such devastation on our roads.	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services
191.	EN	Via Email	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 parks 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 <ul style="list-style-type: none"> <li>• Shops - when parking is taken away and how do you get the big shop home on your bmx?</li> <li>• 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</li> <li>• 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?</li> <li>• Leisure activities - would the cycle not replace the need to go to the gym? So lost revenue for the leisure centres/</li> </ul> <p>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.</p> <p>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 you made a mistake and U turn. People would support the council more if they just listened.</p> <p>Side issue how much did it cost for the questionnaire to be compiled and printed. More money down the pan.</p> <p>Happy to talk through this with anyone</p>	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas. The CATN will remain under review and phasing amended to reflect available funding and resources.
192.	EN	Via Email	I am writing to express my utter amazement that Wirral Borough Council is planning to spend upwards on cycle lanes all over the peninsula. At a time when there are many more deserving areas to spend such a vast amount of money.  Have you seen the cycle lanes on Harrison Drive by Mockbeggar houses? Complete waste of money, and instead of protecting cyclists, the lane goes between the pavement by a bus stop, god help a passenger getting off the bus into the path of oncoming cyclists. I think we all know how under used the lanes already in existence are. Seems you are willing to pay to protect the minority not the majority.  The consultation process with the residents on the Wirral was inadequate.  I would like to understand the methodology of the council's decision to go ahead with such schemes	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The consultation process for the CATN is in line with the Council's usual consultation processes.
193.	EN	Handwritten	I only use my car to provide grandchildren care. I walk my grandson to & from school. I use the train mostly, then walking & lastly use bus service (which is gradually getting less frequent & non-existent of an evening), I use Bebington Station and the amount of	The CATN aims to provide benefits for walking and wheeling, not just cycling

		<p>times cyclists come careering on the pavement + alone narrow pavement to avoid the traffic lights, which they do when I'm driving too. I stop at the lights, they think the pavements are theirs, they don't have to have compulsory insurance.</p> <p>Think 20mph is a waste of time &amp; money. It causes queues making it harder for pedestrians to cross road. Also, at 20mph as a pedestrian I've less time to cross the road as won't take a chance to cross, but if cars have passed at 30mph not having to wait as long to cross.</p> <p>PS In view of my age you'll probably not take my views into account in view of the timescales.</p>	<p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The CATN will remain under review and phasing amended to reflect available funding and resources.</p>	
194.	EN	Handwritten	<p>This is overkill. Look at A553 from Asda roundabout to Moreton Cycle Lane. How many users a day? Return to other vehicles users possibly bus lanes etc. Spare any other wasted unused costs!</p>	<p>A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. Noted re Fender Lane</p>
195.	EN	Handwritten	<p>Cycle lanes to the left of the carriageway are NOT appreciated by serious cyclists who prefer not to use them because of damage to tyres caused by drainage grids near the kerb. In Bayswater Road (CH45 8LB) the start of the cycle lane from the roundabout places cyclists at risk when they are used to the main carriageway before a bus stop to meet layouts of bollards and parked cars.</p>	<p>The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p>
196.	EN	Handwritten	<ol style="list-style-type: none"> <li>1. A survey has conclusively said NO</li> <li>2. The council has NO conclusive mandate to take such controversial measures.</li> <li>3. I am a cyclist using many of these routes and I say unnecessary</li> <li>4. Demonstrably the measures taken are not being utilised.</li> </ol> <p>Are you people determined to impose your view irrespective of the majority?</p>	<p>The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route.</p>
197.	EN	Handwritten	<p>I do not think these plans have been thought through. My main concerns are Liscard, Rake Lane, Wallasey Village, Grove Road. What plans are in place for access to doctors and chemists, Grove Road and Rake Lane when car will be unable to park near. Parking is very difficult now and what about residents that do not have off road parking? This is another mad scheme to add to 20mph blanket scheme, I think which should only at schools, play areas and busy pedestrian area, not everywhere you are all crazy.</p>	<p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p>
198.	EN	Handwritten	<p>I am against the network of cycle lanes at present, even though I appreciate the possibility of increasing the safety of cyclists. There is a lack of information supplied for people who do not have access to internet or new mobile phones, as to the actual legal regulations which relate to these proposed lanes, to be able to make a formal judgement.</p> <p>I happened to listen to part of an interview on Radio Merseyside, with the leader of the council, who did not really answer fully any of the questions raised, saying that the general items were being looked into, surely these general questions he should have had the answers to before coming on the program, or is it the way just to give token response to the public as the decision has already been decided on.</p> <p>Are the lanes all going to have bollards as at Harrison Drive and Fender Lane or just be white lines as on the promenade/</p> <p>If white lines on the road are you able to stop on them to park or offload passengers at doctors/dentists or pharmacies. Does a blue badge over rule the lines as with existing double yellow lines (as long as not causing an obstruction If able to park cyclists then have to go into traffic to avoid the obstruction, possibly causing more danger to themselves as well as other drivers who will have the cyclists cutting into them.</p> <p>Is it planned to have floating bays outside say surgeries etc similar to the floating bus stops, Which at present seem to cause more problems as the buses have to stop in the congestion. Also possibility of dangers to visually impaired / disabled people getting on or off the bus who has the right of way.</p> <p>With the lanes in place ,if customers are having to carry goods a distance to the car they probably not go there but seek alternatives or just give up , reducing the already decreasing footfall of customers.</p> <p>Finally what about residents of these side roads who do not have garages , as well as any visitors or those that have mobility issues , who will not be able to visit which could lead to feeling isolation and mental health problems. Which in turn could cause outside the patients home. If they have to order the groceries or items delivered how far away will the delivery drivers have to park?</p>	<p>The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The consultation process for the CATN is in line with the Council's usual consultation processes. Further consultation will be undertaken with stakeholders as and when routes come forward for more detailed design.</p> <p>Noted re Fender Lane</p>

199.	EN	Handwritten	It appears to have been looked at with the eyes of a car driver, using main roads. As a cyclist I avoid main roads if at all possible, sometimes this makes the route slightly longer but it is more pleasant with less cars, and the better for peoples lungs!	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The CATN will also be supported by local area networks to help enable local journeys.
200.	EN	Handwritten	We have lived on Mockbeggar Drive for the last 2½ years and have seen the implementation of the route from Bayswater Road down Harrison Drive to Coastal Drive. Are observations as we see the route everyday are as follows: 1. Not required – most cyclists (which are not many) don't use the cycle lane – they use the pavement. 2. Traffic congestion is worse due to the 2 new floating bus stops. Particularly true when there are events on the Dips – circus, fairs, festivals etc. Also on sunny days when day visitors increase. 3. A waste of public money e.g. installation of a floating bus stop at the bottom of Harrison Drive at the junction of Coastal Drive. This bus stop has not been in use for over 3 years. There is even a sign that says bus stop not in use. Clearly the company that does the work doesn't communicate well with the council. 4. As far as usage is concerned – a waste of money – isn't required. We can see the promenade & Coastal Drive from our windo. Cycle traffic is hardly noticeable. Majority of users are local people on a shopping / social ride to New Brighton – mostly use the pavement. "professional riders" again low in numbers – it's not the Tour de France!! 5. There was a perfectly acceptable cycle path in place before the installation which catered well for the low volume of cycle usage.	Noted re specific comments re Bayswater Rd.  The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
201.	EN	Handwritten	The implementation of the route from Bayswater Road down to Harrison Drive / Coastal Road has been a waste of money. <ul style="list-style-type: none"> <li>• New floating bus stops are dangerous &amp; causes traffic congestion</li> <li>• Cycle route is used by very few cyclists and is poor value for money / cost efficiency</li> <li>• Cyclists tend to use the pavement &amp; not the new cycle lane</li> <li>• I have observed this as I live on Mockbeggar Drive &amp; see the cycle lane every day</li> </ul>	Noted re specific comments re Bayswater Rd.  A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
202.	EN	Handwritten	The whole scheme is misguided and ill conceived. It fails to take account and utilise the National Cycle Route which already links part of Wirral to the rest of the country. It will cause difficulties and issues for inhabitants and will devalue house prices by heavily restricting on street parking in many of the roads affected. It's a huge mistake. Utilise the prom	The CATN aims to provide benefits for walking and wheeling, not just cycling  The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas, this will include existing local and national routes as part of the overall wider network. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
203.	EN	Handwritten	I don't see the need for these routes – the ones you've done already have not been sufficiently used. To carry ion would make it difficult to park & more dangerous for drivers who are already impatient owing to the 20mph you've already implemented. People can walk these routes at the moment. Money would be better used in ither areas, pavement need attention – many are uneven & are a trip risk. Start listening to the people & stop riding rough shot over their opinions	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route.
204.	EN	Handwritten	Existing cycle lanes are underused at Saughall Massie bypass, roads are still used. Congestion will be increased, for most people to use leisure facilities, cars are essential. Transport itself is inadequate, majority of the people who cycle is for leisure they use the coast and Wirral Way. Roads are too narrow to accommodate under used cycle lanes. There has to be a demand. There is no demand for cycle lanes. Majority of people of to drive to work, cycling is not an option.	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is



				the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route.
205.	EN	Handwritten	The active travel network needs to be built more quickly than the timescales suggested, particularly for pedestrians as there is not enough crossing points within Birkenhead particularly around the docks. This network could really transform Wirral and improve access to places for those that don't own a car.	The CATN will remain under review and phasing amended to reflect available funding and resources. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
206.	EN	Handwritten	A lot of these routes with cycle lanes will create many problems for residents, businesses with nowhere to park their cars, people with no drive ways to a park there cars, some may have to walk up to 500 yards what if they are old or have a disability? And it is raining, frosty, snow and ice on the ground. The cycle lanes I have seen at different times of day aren't used and you fail to keep them painted so how can you maintain anymore? You seem to want to waste more money. Or is a councillor taking a back hander from a contractor which seems to be the thinking if many people	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
207.	EN	Handwritten	By and large, it will be unable to deliver the benefits claimed. In parts it will be extremely dangerous, in parts it will be folly. Totally opposed to the scheme	A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
208.	EN	Handwritten	Wallasey is well supplied with cycle routes. Using the prom I can cycle to West Kirby, Moreton, Birkenhead etc. There is no need to do anymore. To get to Liscard the only part not cycle lane is Manor Road. Why do we need any more??	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. Noted re Fender Lane
209.	EN	Handwritten	Cyclists should be compulsory to use cycle paths and observe highway code. If it is not allowed to park on cycle paths how will disabled, drivers and delivery drivers access the (xxxxxx) independent businesses in areas such as Wallasey Village. Cycle tracks will narrow areas such as Grove Road to Bayswater corner. The next area from the mini roundabout to Harrison Drive is already a problem at time coming from the promenade since the road has narrowed. The cost seems very excessive seeing how little all the existing cycle paths have very little use – especially from the “black balaclava brigade” who usually xxxx dangerously along the pavements and roads.	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
210.	EN	Email	On recent trips out we try to "Spot the cyclist in the cycle lane". It is a futile exercise . Enthusiastically cyclists use the road, the rest use the pavement. Local politicians seem to have a cycle lane philosophy of "Build them and they will come". They imagine families cycling to school happily braving winds and rain . Those children would be cold and wet. They imagine supermarkets with rows of bicycle shed so that the weekly shopping can be taken home in a basket at the front of bikes with heavily loaded plastic bags dangling from the handlebars. Again, in all weathers. Cycling can be a pleasant and healthy pastime but it is for the minority. How is it justifiable to spend millions on this dogmatic, unpopular approach when social care for the elderly and homeless is in desperate need of funding?	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
211.	EN	Email	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 cycle lane from Birkenhead to Liscard aswell as on many other routes, some of which have had cycle lanes literally forced on the community and I do not think this is fair and here's why.	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019.

	<p>1 ) Since cycle lanes 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 lanes.</p> <p>2 ) At a number of locations where cycle lanes 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 cycle lane 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.</p> <p>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.</p> <p>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 cycle lanes anywhere in the Wirral.</p> <p>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 &amp; trains ) because these cycle lanes 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 lanes are staying whether the residents want them or not".</p> <p>It was recently announced the cycle lanes 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 cycle lane in place.</p> <p>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 lanes ?.</p> <p>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.</p> <p>Thank you for your time and I look forward to hearing from you soon.</p>	<p>The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p> <p>Noted re Fender Lane</p>
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	Source	Responses – Route 1	Officer comment
1. R1	HYS	Taking the route through cherry tree way is a hazard to pedestrians 30 mph electric bikes children pulling wheelies. This was a road then made into a walkway it seems pedestrian don't matter The council will do what they want and sod Joe Public Hope they have insurance in place for accidents. Today 31/07/24 surveyors were out planning it out and measuring It's a foregone conclusion it's already in	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Further consultation on designs for individual routes would take place. The CATN will remain under review and phasing amended to reflect available funding and resources.
2. R1	HYS	This is a highly necessary route and key transport link between the two high density population towns and additional routes should be advocated for.	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
3. R1	HYS	I hope route 1 will include going through Birkenhead north/Bidston as currently there is no way of getting from Liscard to Birkenhead north and not just town centre.	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas The CATN will remain under review and phasing amended to reflect available funding and resources Breck Road has been added to route 18 to improve connectivity and connect Liscard/Wallasey to Wirral Waters and route 9.
4. R1	HYS	In support of the route, but not the part of route that will cut through the pedestrian area in Liscard, what is the reason it cannot follow traffic route around Liscard Crescent. The timing should tie in with work to be completed with other improvements	The CATN aims to provide benefits for walking and wheeling, not just cycling

			The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The CATN will remain under review and phasing amended to reflect available funding and resources.
5. R1	HYS	I am writing to express my strong opposition to the cycle lane project between Birkenhead and Liscard. While I appreciate efforts to promote cycling and reduce traffic congestion, the current approach is causing significant issues for residents and emergency services. Property Damage: The construction of the cycle lane has resulted in damage to people's properties. This disruption is unacceptable, especially when families rely on their homes for shelter and stability. Parking Challenges: Families often require more cars than they did 20+ years ago. By narrowing the roads and eliminating parking spaces, you are forcing residents to park elsewhere, creating unnecessary inconvenience. Emergency Services Access: The roads were wide enough to accommodate emergency services before the cycle lane was implemented. Now, emergency vehicles face delays due to restricted access. Lives are at stake, and timely response is crucial. I urge you to reconsider the design and impact of this cycle lane. Let's find a solution that balances the needs of cyclists, residents, and emergency services.	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
6. R1	HYS	There is no need to change the route we already have, this is a tremendous waste of money to the tax payer for a scheme that is not needed. There are not enough people cycling to justify the upheaval of the roads, narrowing of the roads for a minority of people that for whatever reason you have, to justify changing our roads. More cycle lanes will not encourage more cyclists. Nobody by choice is ever going to walk or cycle from Liscard to Birkenhead. Liscard belongs to Wallasey and we have had too many of our businesses closed down and moved to Birkenhead, such as our job centre and banks. People if Wallasey want to keep our own identity and don't want to be forced to merge with Birkenhead which is what this scheme is really all about.	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
7. R1	HYS	Nice to see investment in the area. As a liscard resident any routes that improve traffic should be welcomed	Noted
8. R1	HYS	I believe this route is a terrible idea that is on a main commuter belt and route from the Irish ferries for truckers. It also runs on a frankly ugly route passing more too much industrial landscape. I believe this route would be used less due to this.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
9. R1	HYS	Good. The sooner the better.	Noted
10. R1	HYS	I just think there should be more connection to cycling paths that exist already. Also the cycling path should be cycling path like on (new Chester road), also (Wirral circler trail) near McDonald's across the road where the cycling path is As that type of cycling path is safer for cyclists, not like the cycling like on (duke street bridge) what is on the road, that is unsafe for cyclists, also I sent the council a document explaining where they should put cycling paths, but I see the council have ignored, what sent them, with the email subjects (Feedback to cycle path developments ) sent on (31/10/2023). Also I originally thought the current Birkenhead (grange road and charing cross) development would have cycling paths, but now I have found out it is just replacement of the paths, and traffic crossing same as (Conway street) all costing about 3m... I am dissatisfied with the money being spent on replacing the path and crossing lights etc, I think the council could of just put cycling paths there, grange road and charing cross where part of where I added cycling path designs what u obviously sent the council etc. So I am given up hope with the council, if they choose to waste 3m on these things instead of essential things like cycling paths, also I don't understand why they are not starting with the residential buildings, before the cycling paths, since there is not enough affordable housing for council and or private tenants.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The CATN will remain under review and phasing amended to reflect available funding and resources Noted re New Chester Road
11. R1	HYS	I am seriously concerned about the trees alongside Wallasey Central Park, which according to the information I have read, are going to be cut down to make this cycle route. Mature trees are extremely important for the local ecology and environment. They help to reduce local air temperatures and absorb pollutants. It would take decades to replace them. I am very aware of how few people use the cycle routes that we already have. Cutting down these trees to add another unused cycle route would be ridiculous.	The design solutions for each proposed route will be determined by site specific constraints Any impacts on trees, if applicable, would be fully considered and reported as part of the decision making process regarding the scheme. The Tree Strategy would be followed in relation to replacements of trees if required.
12. R1	HYS	Detrimental to residents due to removal of parking, there is no space for driveways in this area and this makes the area unsafe for residents who will be forced to walk great distances in unlit areas to park. Many businesses that rely upon on road parking due to lack of facilities. It is unpractical to expect everyone to walk/cycle to facilities all the time. What about disabled, children or people who have to travel long distances.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving

13. R1	HYS	Why not improve the current cycle lanes in new brighton and surrounding area? They disappear in various spaces and are not exactly shared spaces as a painted line on the pavement isn't a shared space. Why not make these areas better and proper shared spaces as they will link seacombe ferry to new brighton and wallasey. This is a waste of public money that comes from tax payers.	The CATN aims to provide benefits for walking and wheeling, not just cycling The CATN will remain under review and phasing amended to reflect available funding and resources. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
14. R1	HYS	If cycle paths are put on the road they wont be used as litter will gather there making it unsafe to travel plus there's a safe path through central park for cyclists and enough room on the road for cyclists and cars from Lloyd's corner to Birkenhead it doesn't need to be changed	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
15. R1	HYS	Could be combined with route 2, better route to Liscard is via Seacombe Ferry, then along promenade then B5142 through Egremont to Central Park	This route has been considered but the use of the promenade does not provide as direct a route, in line with core national objectives. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas, including to and from the promenade and Seacombe Ferry.
16. R1	HYS	Why would anyone want to travel to Liscard or to Birkenhead, there is absolutely nothing at either place. Shops in both areas are very poor. I do not understand why you are wasting money on this. No one wants to walk or cycle from Birkenhead to Liscard or Seacombe!	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. Active Travel is proposed to help provide choice for people with and without access to a car to help support local businesses. A business case will be required to support the implementation of each route.
17. R1	HYS	I do not believe it offers benefits for all. I believe it penalises and excludes people with small children, and mobility issues, and the money should be spent elsewhere on public transport. The route through the centre of Liscard is actually dangerous to the public, and will further drive consumers away from Liscard.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
18. R1	HYS	Ridiculous No need Wate of money	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
19. R1	HYS	Mostly good. No to route going down Liscard Way, pedestrian area. Think the route should be taken around Liscard Way. Good to the rest of route. Would like to see Liscard to New Brighton or a connection from Liscard to the prom, as think this would be well used.	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
20. R1	HYS	Route is ok but I am concerned there are no safe crossing points for pedestrians trying to cross very busy roads with a much higher volume of traffic than previously. I am also concerned about length of time pedestrians may need to wait for traffic signals to change particularly at busy junctions such as Gorse Lane. It seems that priority is given to keep traffic flowing and to marginalise the rights of pedestrians to be able to cross busy roads safely within a reasonable time frame. It is this imbalance of rights between car drivers and pedestrians which I feel is fed into core network planning and traffic calming measures. I would like to see a more	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.

		balanced approach whereby the rights of pedestrians to be able to cross roads with high volumes of traffic safely lead to more zebra type crossings put in place.	
21. R1	HYS	Do not do it, dreadful plan for residents.	A business case will be required to support the implementation of each route.
22. R1	HYS	There will be very few people using this route considering the high cost involved and the impact on area	A business case will be required to support the implementation of each route.
23. R1	HYS	Nonsense there is a promenade very close with cycle markings	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PpP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route.
24. R1	HYS	Waste of money	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
25. R1	HYS	This will mean I and other people will be able to cycle safely	Noted
26. R1	HYS	Absolutely no need . There are already 'roads' and paths.	A business case will be required to support the implementation of each route.
27. R1	HYS	Good	Noted
28. R1	HYS	I think this will be a negative for home owners and businesses on this proposed route when an existing under used alternative is already in place	A business case will be required to support the implementation of each route.
29. R1	HYS	Ok	Noted
30. R1	HYS	An unnecessary waste of money. It will damage local businesses; cause dangerous bottlenecks; increase street furniture which is distracting and dangerous to drivers, pedestrians and cyclists; it will damage the environment by having to remove trees which are unlikely to be replaced; traffic will be queuing longer resulting in an increase in pollution; the new cycle lanes will not be used (Fender Lane, Harrison Drive etc...); it will cost extra to maintain (although not if they are neglected like Fender Lane). And most importantly the majority of local residents are opposed to the schemes but you are not listening to them and you are not being fully transparent. Why?	A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.  Noted re Fender Lane
31. R1	HYS	I disagree with the idea that this will improve the lives of people living in this area. This route will constrict all roads surrounding the area and cause parking problems which will just extend congestion elsewhere. This route is NOT needed. The council should not try to bully people into changing the way they travel around their town.	. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
32. R1	HYS	not needed	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PpP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route.
33. R1	HYS	It is an unnecessary and dangerous proposal.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PpP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A

			business case will be required to support the implementation of each route.
34. R1	HYS	Madness. Every single one is a waste of money. Try spending the money on cleaning and maintaining the ones we already have they're unusable.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
35. R1	HYS	A total waste, of time and money.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
36. R1	HYS	As a homeowner in this area, I am deeply concerned about the negative consequences this plan will have on our community, particularly in terms of safety and financial impact on residents. Safety Concerns: The removal of parking spaces will create significant safety issues for families. Residents, including those with young children, elderly family members, or individuals with disabilities, will be forced to park on overcrowded side roads. Many will have to cross busy main roads, increasing the risk of accidents, particularly for children. The safety of our community should be a priority, and this plan fails to protect that. Financial Impact: The loss of convenient parking could negatively impact local property values. The availability of parking is crucial for potential buyers; its removal could decrease house prices, affecting the financial well-being of residents. Electric Vehicle (EV) Charging Issues: Many residents have purchased electric vehicles (EVs) due to encouragement towards greener living. Without nearby parking, charging these vehicles becomes impractical. The absence of sufficient charging infrastructure exacerbates this problem, leaving residents with no viable options for charging their EVs. Increased Traffic Congestion: The proposed cycle lane will likely increase traffic congestion in the area. With fewer parking spaces, more vehicles will circulate local streets searching for parking, leading to greater congestion and pollution. These outcomes are counterproductive to the environmental goals the cycle lane intends to support. Request for Reconsideration: While supporting cycling and green transportation, this should not come at the expense of the safety and quality of life of local residents. I suggest exploring alternative solutions that do not involve removing essential parking spaces, such as creating cycle lanes in less residential areas or improving existing infrastructure. Potential Legal Action and Community Protest: Any legal avenues to challenge the decision. Potential claims related to the loss of property value and increased risk to personal safety.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
37. R1	HYS	I think it is unfair to all the residents on the side roads off the main route as well as the residents on the route. Most of these roads are already congested, most residents don't have garages or off road parking and already have problems parking near their own homes. These plans will severely add to the parking problems that already exist in the side roads on the route. It will also impact on local businesses. Some of these roads are already too narrow, so this changes will cause congestion and hazards for pedestrians, cyclists and motorists. I also fear that it will be necessary to cut down healthy trees which will be environmentally harmful.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
38. R1	HYS	I have commented on this route before. Pedestrian safety. It will 'invite' cyclists into pedestrian areas such as Liscard shopping precinct and bus stops thus making these areas even less safe for pedestrians than they already are. Budget. Whilst it is understood that much of the funding will come from central government, the upkeep of these routes, e.g. signage and road markings will have to come from the local authority. Even if such a budget exists it could be better spent, e.g. rising costs of adult services. Parking. By removing parking to make way for cycle lanes this will ensure that either more 'illegal' parking takes place, i.e. directly on pavements or that side roads will become even more heavily utilised, Value for money. I walk daily along the promenade at Wallasey. The cycle lane which has been in place for many years, is never more than rarely in use. Perhaps the moneys could be better spent on meeting central government's policy of getting us to drive ecars, i.e. charging points. The danger of group think. Within WBC there appears to be a mistaken belief that more miles of cycle lanes equates to more people cycling. Providing cycle lanes does not equate to more cyclists. For the vast majority of people the daily commute is time sensitive. More often than not this will include a school drop off/ collection, e.g.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.

		Leasowe Road during school term time heavy traffic from 0800 to 0900, out of school term time virtually no traffic with the same situations occurring 1500 to 1600. Cost of consultation. A recent publication I have received indicates that the majority of respondents are against this project. WBC irrespective of the wishes of its constituents, appears to be pressing on regardless. If the response to the consultation is being ignored, what is the point in incurring its cost in the first place? Finally, it is disappointing to see that the only negative response to the implementation of Route 1 in Q3 is 'No, this should be less of a priority' as opposed to 'No, this is not a priority'.	
39. R1	HYS	This will cause chaos in Liscard and a waste of money	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services
40. R1	HYS	I am totally against any further cycle routes in Wallasey. There is already a perfectly good, but underused, cycle lane linking Birkenhead, Seacombe, New Brighton, Wallasey Village and Moreton via the promenades. Existing routes are not fully utilised and already cause obstructions. The proposed new routes will cause obstruction to traffic and pedestrians, cause severe hardship to local businesses and residents and will be a health and safety issue. The vast majority of Wallasey residents do not want them.	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
41. R1	HYS	Stupid.	Noted
42. R1	HYS	There is a promenade	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
43. R1	HYS	Poorly thought out and conceived. Not enough consideration - if any at all - given to the most important aspect of all RESIDENTS PARKING, BUS STOP ACCESS AND THE PRESERVATION OF ALL THE MATURE TREES ALONG ONE SIDE OF THIS ROUTE BORDERING CENTRAL PARK. The current proposals look halfhearted and are very illogically designed. There is a genuine risk that if this proposal went ahead it would not only cause gridlock on the main through road but it will force a lot of through traffic along small residential side streets as rat runs (this already happens along many streets between Liscard Road, Mill Lane and Central Park (to avoid the one way system traffic lights in both directions) and NOTHING HAS EVER BEEN DONE ABOUT THIS PROBLEM EITHER by the conceited arrogant council officials at Highways who clearly live on a different planet to that marked 'common sense'	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
44. R1	HYS	This is an absolutely essential route to enable cyclists and walker s to gain safe access in and out of the town centre towards the ferry at Seacombe and the Town Hall which serves several functions for members of the public. Access to Wirral Waters development is an important part of its successful development	Noted
45. R1	HYS	I do not want to lose the ability to park my car within the safety of my home.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Further consultation with local residents would take place in relation to design proposals.
46. R1	HYS	I am in support of active travel plans. I think it is really important that routes for people without a car are promoted and welcome any initiatives which improve road safety and make people feel more comfortable to walk and / or cycle.	Noted
47. R1	HYS	All for it.	Noted
48. R1	HYS	There is no need for this cycle route, there is no demand, there are very few cyclists. And we have seen the fender way cycle route hardly used, also the traffic problems this has caused, there would be more traffic problems also bus passengers would be inconvenienced	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019.

			<p>The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p> <p>Noted re Fender Lane</p>
49. R1	HYS	<p>Overall it has strategic benefits in the route although the implementation of this needs to be done sympathetically and phased based on demand. For example parking should be phased out with alternatives provided. Cycle lanes built with segregation but better urban design than reflective bollards. Start with one side of the road extending to two when demand allows. Ensure greening and cycle parking at key destinations are provided as part of the scheme not just cycle lane only. The current delivery of cycle lanes such as Harrison drive roundabout and the emergency cycle lane from Bidston to moreton have not helped. They are aesthetically poor and worsened a sense the sense of place.</p>	<p>The CATN will remain under review and phasing amended to reflect available funding and resources. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p> <p>Noted re Fender Lane</p>
50. R1	HYS	<p>Not wanted or needed. Listen to your residents and stop ignoring them like you have done for many other consultations like 20 mph zones. This will cause excess traffic, parking chaos and will not be used much like Fender Lane, stop your vanity projects and invest it something people actually want. This should not be a priority at all, why is there no option to reject it.</p>	<p>The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.</p> <p>Noted re Fender Lane</p>
51. R1	HYS	<p>Bad idea as there are so few users. Unlike more professional areas like Oxtun, West Kirby, Heswall where middle class men cycle to work, this will be used on so few occasions it is a waste of money.</p>	<p>The CATN aims to provide benefits for walking and wheeling, not just cycling</p> <p>The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route.</p>
52. R1	HYS	<p>This is a general comment about ALL CYCLE ROUTES. When I worked for the Council the finance director would always do a Cost Benefit Analysis/Feasibility study before embarking on a piece of expenditure. Will the benefits be obvious? Is the project really needed? Is it the brainwave of a few unenlightened non-savvy, nonstreetwise people? The cycle lanes are a safety hazard. They prevent cars being parked outside your own house. AND they are used by one cyclist a day. That is perhaps an exaggeration but not too far off the mark. No-one wants the cycle lanes irrespective of who is paying. Even the cyclists are not pleading for cycles lanes and that is who they are for !!!</p>	<p>The CATN aims to provide benefits for walking and wheeling, not just cycling</p> <p>The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of useA business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p>
53. R1	HYS	<p>Brilliant; you see cyclists using Liscard Road already. There's several schools, parks and NCN56 in and around the route so this should give people more choice over how to travel in the area.</p>	<p>Noted</p>



54. R1	HYS	I feel that this is unnecessary and going to cause more difficulty for the current population to navigate. We do not need new alterations but rather improvements on existing services in place, full road resurfacing better and clearer traffic support schemes instead of cycle routes and 20mph zones	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Funding for Active Travel schemes cannot be used for any other purpose.
55. R1	HYS	These are my thoughts for all the router My thoughts as a cyclist and motorist are new cycle route to be viable should have new separate routes and not on existing roads used by motorists as these are already struggling to cope with cars	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
56. R1	HYS	This will provide great access to/from Liscard/Birkenhead for the HUGE number of people that don't have access to a car	Noted
57. R1	HYS	We already have a perfectly good cycle route along the promenade . I know it doesn't go directly to Liscard but you can cut up any roads near the prom if that is your destination. Also we are still waiting for pedestrian crossings at Wirral Waters and Dock areas . Can you not prioritise for pedestrians please	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
58. R1	HYS	I appreciate that some of this work will be completed from funding received but based on Wirral Council having frozen all "non-essential spend" surely any budget allocated to the Travel Network would be better spent on Social Care as we are an ageing population. If the cycle lane on Fender Lane is an example i have never seen anyone using it and with a single lane for traffic this must be a nightmare for the emergency services and potentially put lives at risk	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other servicesThe design solutions for each proposed route will be determined by site specific constraints and consider all road users. Emergency Services are always engaged as part of the scheme development. Noted re Fender Lane
59. R1	HYS	This route will cut parking from residents. Taking value and ease of use from their properties. This route will kill small business's in liscard and seaview road as people do not cycle to get their shopping. They drive. This route will put in danger those with a disability such as sight impairment as it means they must cross a cycle lane to get into a bus. This route has been forced upon residents with no real say. 74%of residents have said no for key and valid reasons. How can a 'democratic' council ignore the views of its electorate see freely.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
60. R1	HYS	This is an unnecessary waste of money for the area. You have already reduced the ability for drivers to leave wallasey / liscard etc via the port terminal road. In an area with some of the lowest level of cycling and narrow roads it is a waste. The flashy video makes roads seem bigger than they actually are. Are you likely to remove green edgings along the park. How are you going to compensate people on the route who have cars and have to park elsewhere causing further issues for other residents. it is an inefficient route as predominantly uphill which for older people will deter.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
61. R1	HYS	Am concerned about the following charging points for electric cars where do you put skips workmen who need access to there vans while working in your house. Lack of parking in already congested side streets and what happens if you are moving house and need a removal van parked in road for sometime.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
62. R1	HYS	If all of this goes ahead it would be a complete waste of taxpayer money and cause traffic and mayhem to all of us residents that live here. Please do not push ahead even though people don't want it. The cycle lane on Fender lane has been a disaster, no one uses it to cycle in, and I have experienced first hand the problem the cycle lanes cause for emergency services. The cycle lanes in New brighton have also caused traffic issues, surely these examples would stop these plans in there tracks.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
63. R1	HYS	There is no function of linking one dead town centre with another dead one.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
64. R1	HYS	Lots of work already done on this one. Please proceed at pace!	Noted
65. R1	HYS	It's a complete waste of taxpayers' money as well you all know – we have pavements along all routes already! The fact that the council cannot enforce 'no parking' on pavements is not an excuse to waste more money ey on a scheme that cannot and will not be enforced !!!	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.

66. R1	HYS	I can understand wanting to improve access between both towns but without improving the towns themselves what is the point of travelling between them if there is nothing there to travel to . No infrastructure, no facilities, very few shops etc.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. Liscard and Birkenhead are subject to separate regeneration plans which are supported by the CATN.
67. R1	HYS	A lot of these new cycle lanes are pointless. The amount of cyclists on the Wirral does not warrant such a huge undertaking. For example the cycle lane on Hoyle Road between Moreton and Bidston is rarely used and constantly causes tailbacks in traffic. I'd hate to be waiting for an emergency vehicle in rush hour if they had to take that route. The whole endeavour of these cycle lanes, seems like a waste of money.	The CATN aims to provide benefits for walking and wheeling, not just cycling Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route. Noted re Fender Lane
68. R1	HYS	Ridiculous idea. It will cause nothing but disruption to road users and residents.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
69. R1	HYS	I don't like the fact that there will be a reduced pavement on Wheatland Lane.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
70. R1	HYS	This will cause a lot of traffic tailbacks due to narrower roads and slower moving traffic. Not only will this increase cars idling which will push further pollution into the air, it will also cause traffic gridlock and impact how drivers will drive once through the gridlocked area in order to 'make up lost time'. This will increase risk of accidents.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
71. R1	HYS	Waste of money. Please invest into our children's futures instead of this utter waste of money that cyclists will not use.	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
72. R1	HYS	I don't like the shared route through Cherry Tree shipping centre. As a cyclist I don't feel safe cycling between pedestrians.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
73. R1	HYS	It will impact residents & businesses as there will be nowhere to park. It will affect our house prices as the fact that parking is an issue will put people off. I think it's an incredible waste of money & it could be used for things that we really need.	A business case will be required to support the implementation of each route.
74. R1	HYS	The Route is not needed. Just require cycle lane route to link to existing cycle lane along the prom.	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas

75. R1	HYS	Not needed already cycling lanes	The CATN aims to provide benefits for walking and wheeling, not just cycling The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
76. R1	HYS	The stage from Hamilton Square to Wirral Waters needs prioritizing given its relative simplicity and strategic importance linking Birkenhead to Wirral Waters. Cancelling the original Birkenhead Road scheme was a setback. To restore confidence and help ensure future funding this needs to be addressed as a priority, especially now that Eureka is up and running.	The CATN will remain under review and phasing amended to reflect available funding and resources.
77. R1	HYS	It is not needed. There is already a widely publicised vote result that 74% are opposed to all these cycles lanes. They are reducing access to pavements and homes for lots of things such as visitors, deliveries, unloading shopping. They impact ability to plug in car chargers. Cars are bigger these days and you are ducking the width of the roads. You are having to buy and maintain narrower road sweepers to clean the narrower lanes. All this has a cost and a carbon footprint. There is insufficient demand to justify such a project and projections and forecasts are just guesswork all at a cost to the taxpayer whether it be local, national or otherwise....the money has to come from public purse somewhere along the line. The monies would b better spent on other things like schools, hospitals, doctors and dentist surgeries. By proceeding on this scheme when there is already an overwhelming majority of people who are against is undemocratic. You as public servants are there to serve the will of the public, NOT to force things onto us that we don't want!	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
78. R1	HYS	Ridiculous plan. Will have a negative impact on residents and businesses. Current routes are not being regularly used, so adding further routes would be a complete waste of funding which could be put to better use elsewhere	A business case will be required to support the implementation of each route. The CATN will remain under review and phasing amended to reflect available funding and resources.
79. R1	HYS	The impact on local businesses and residents is detrimental to all for the minority who will possibly use them. The paths that are already provided are not utilised. The impact on disabled residents providing access as per the disability act will be in breach of the act. The bottle necks in traffic will add to the pollution levels and have a detrimental impact on the environment.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
80. R1	Handwritten	I think this route is highly feasible, travelling north on reaching Liscard a better route (rather than 19 – Seaview Rd) would be route (20 Rake Lane). There are many businesses on Seaview Road that require parking, not everyone can cycle or walk.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
81. R1	Handwritten	This looks a good route and should be delivered as soon as possible.	Noted
82. R1	Handwritten	In some parts of this route (Wheatland Lane) is very narrow now. if you put in cycle lanes 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	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.

	Source	Responses – Route 2	Officer comment
1. R2	HYS	A full and proper cycle route all around the Wirral, it's unsafe and patchy at the moment and needs completing properly. This could be marketed as a tourist attraction and reason to visit once completed.	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and

			commercial areas The CATN will remain under review and phasing amended to reflect available funding and resources.
2. R2	HYS	Theres already a cycle path that goes from seacombe ferry to Birkenhead that most people prefer to use as theres no cars on the 'new prom' it's easy to walk from Birkenhead to seacombe any the pavement could do with being resurfaced though	Noted The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
3. R2	HYS	Like the rest, waste of money and no one wants, survey question should have an option to vote against the cycle route which it doesn't. The survey is a loaded question and all comments will be ignored. Have a local referendum and abide by the results this could include the 20mph limits that 99% of the public ignore. We live in a democracy although these policies seem like a dictatorship.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route
4. R2	HYS	Waste of money	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route
5. R2	HYS	This will mean that I and other people will be able to cycle further on Wirral	Noted
6. R2	HYS	Absolutely no need .Waste of time .	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route
7. R2	HYS	Parts of this current route are poorly designed. There is a bus stop on one part which makes the path very narrow as you head from the bridge to the ferry terminal. Parts of it throw you off onto the road right before/after the ferry terminal where there are huge HGVs, notorious for killing women. The part that goes past the Hythe building have no distinction between users so you end up on what appears to be the pavement. Pedestrians understandably are not expecting bikes to be on there. One woman said to me you shouldn't be on the pavement. I fully understand why she thinks that. For such a new area it is very poorly designed. This route needs transformation to make it safe.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
8. R2	HYS	Ok	Noted
9. R2	HYS	An unnecessary waste of money. It will damage local businesses; cause dangerous bottlenecks; increase street furniture which is distracting and dangerous to drivers, pedestrians and cyclists; it will damage the environment by having to remove trees which are unlikely to be replaced; traffic will be queuing longer resulting in an increase in pollution; the new cycle lanes will not be used (Fender Lane, Harrison Drive etc...); it will cost extra to maintain (although not if they are neglected like Fender Lane). And most importantly the majority of local residents are opposed to the schemes but you are not listening to them and you are not being fully transparent. Why?	A business case will be required to support the implementation of each route. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
10. R2	HYS	Not needed	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route

11. R2	HYS	Stupid.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
12. R2	HYS	I am a cyclist who uses this route and am perfectly happy with what we have here. Why fix what isn't broken? Is this a new council habit? Evidently it appears it is, given Wirral Council's appalling record for doing the same thing everywhere else and leaving what IS broken!! This stretch is a completely asinine proposal! There is ABSOLUTELY NO NEED WHATSOEVER TO WASTE YET MORE MONEY AND RESOURCES on delivering this utterly pointless stretch of cycle way. THERE IS ALREADY A CYCLE LANE ALONG BIRKENHEAD ROAD BETWEEN SEACOMBE AND THE DOCK ROAD and this cycle way extends further along Dock Road all the way to Duke Street where it bears left...BUT NO PROVISION IS THEN MADE TO INSTEAD MAKE A CYCLE LANE WHERE IT REALLY *IS* NEEDED – ALONG THE STRETCH OF DOCK ROAD THAT RUNS BETWEEN DUKE STREET AND POULTON BRIDGE ROAD - WHICH IS WHERE IT IS MOST URGENTLY REQUIRED BECAUSE THIS IS THE DANGEROUS NARROW STRETCH OF HIGHWAY THAT NEEDS TO BE MADE MORE SAFE FOR CYCLISTS. AS IT ALSO DOES NOT INVOLVE ANY DISRUPTIVE INFRASTRUCTURAL ALTERNATIONS THAT WILL DIRECTLY AFFECT RESIDENTS AND THEIR PROPERTIES, IT WOULD SEEM THAT THIS IS THE MORE LOGICAL OPTION TO TAKE, BUT TYPICALLY THE COUNCIL DON'T SEE IT THIS WAY!	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
13. R2	HYS	I understand these are grants that have to be spent on designated projects but it is galling to see public money being spent on unnecessary schemes like this when there are clearly much bigger issues to tackle such as SEND.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route Funding for Active Travel projects cannot be used to fund other services.
14. R2	HYS	All for it.	Noted
15. R2	HYS	Not wanted or needed. Listen to your residents and stop ignoring them like you have done for many other consultations like 20 mph zones. This will cause excess traffic, parking chaos and will not be used much like Fender Lane, stop your vanity projects and invest it something people actually want. This should not be a priority at all, why is there no option to reject it.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
16. R2	HYS	Needs doing now to embed into the area before more development at Wirral Waters comes along	The CATN will remain under review and phasing amended to reflect available funding and resources.
17. R2	HYS	Many. many people in both Seacombe and Birkenhead don't have access to a car. This improvement to the route would make it safer for those who wheel or walk.	Noted
18. R2	HYS	I appreciate that some of this work will be completed from funding received but based on Wirral Council having frozen all "non-essential spend" surely any budget allocated to the Travel Network would be better spent on Social Care as we are an ageing population. If the cycle lane on Fender Lane is an example i have never seen anyone using it and with a single lane for traffic this must be a nightmare for the emergency services and potentially put lives at risk.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The design solutions for each proposed route will be determined by site specific constraints and consider all road users Noted re Fender Lane
19. R2	HYS	It's a route that could use a new 'lick of paint'. It's OK at the moment but we can do better than that. More priority for pedestrians/cyclists needed but separation from all modes.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.

20. R2	HYS	Very important as a 'last mile' solution to people in the regeneration area of Wirral Waters travelling by train.	Noted
21. R2	HYS	The route will impact the current traffic flow and be used by very few people, how is a family going to school going to us it with bags? How is someone going to work with bags etc going to use it, how are people shopping going to use it. How many people use the current cycle lanes already in place for anything but leisure.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
22. R2	HYS	As had already been discussed, there is already a perfectly adequate cycle path on this route. Reducing the size of the road will have a massive impact on the local business and make it difficult for emergency vehicles to pass. In particular, the Soccer dome provides a service to the local community i.e. children from areas with high social deprivation and those with special needs. Use of the cycle paths recently created like on Harrison drive and Moreton expressway have very low usage. I have witnessed emergency vehicles unable to get through traffic on this route.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Noted re Fender Lane
23. R2	HYS	Support. Improvements could easily be made to the existing route along Birkenhead Road to improve the walking and cycling route - continuous footway across East Street Junction and at entrances to warehouses etc, Floating bus stop, improved treatments at the roundabouts with Tower Road and Church Road etc.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
24. R2	HYS	I'm talking about route19 which is phase 2 Seaview Road, Grove Road This is a ridiculous route with so many Businesses and residents that will be affected we have a shop that has massive deliveries and our engineers need to load their vans with very heavy items. If we can't park outside then how can our business survive	Move to R19 A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
25. R2	HYS	I do not agree with the changes as there already a cycle path on this road that is rarely used. There is a cycle path in place adjacent to the river. The plans are likely to impact parking for users of the Soccer dome which provides a valuable service in terms of encouraging both fitness for all ages. The numbers using the Soccerdome far outweigh those using the current cycle path. The whole basis for this proposal should be reconsidered as a matter of urgency with the money spent on greater priority initiatives that would have a greater usage.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
26. R2	HYS	This is essential to create a joined up network linking with existing and other planned improvements	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
27. R2	HYS	It is not needed. There is already a widely publicised vote result that 74% are opposed to all these cycles lanes. They are reducing access to pavements and homes for lots of things such as visitors, deliveries, unloading shopping. They impact ability to plug in car chargers. Cars are bigger these days and you are ducking the width of the roads. You are having to buy and maintain narrower road sweepers to clean the narrower lanes. All this has a cost and a carbon footprint. There is insufficient demand to justify such a project and projections and forecasts are just guesswork all at a cost to the taxpayer whether it be local, national or otherwise... the money has to come from public purse somewhere along the line. The monies would be better spent on other things like schools, hospitals, doctors and dentist surgeries. By proceeding on this scheme when there is already an overwhelming majority of people who are against is undemocratic. You as public servants are there to serve the will of the public, NOT to force things onto us that we don't want!	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
28. R2	Via Email	I would like to raise my objection against the proposed cycle lanes on Birkenhead Road. I have use soccer dome on this road for 9 years and to put cycle lanes in this area would be devastaing for business and residents. The current cycle lane running from seacombe ferry along Birkenhead Road is hardly ever used, so why introduce any other one.	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP

			requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
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	Source	Responses – Route 3	Officer comment
1. R3	HYS	I think it's a waste of council payer's money, and that is all routes.	A business case will be required to support the implementation of each route. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
2. R3	HYS	Waste of money	A business case will be required to support the implementation of each route. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
3.	HYS	Ok	Noted
4. R3	HYS	Not needed	A business case will be required to support the implementation of each route. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
5. R3	HYS	Stupid.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
6. R3	HYS	Not wanted or needed. Listen to your residents and stop ignoring them like you have done for many other consultations like 20 mph zones. This will cause excess traffic, parking chaos and will not be used much like Fender Lane, stop your vanity projects and invest it something people actually want. This should not be a priority at all, why is there no option to reject it.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
7. R3	HYS	For the many, many people in Birkenhead who don't have access to a car, this would make wheeling and walking safer	Noted
8. R3	HYS	I appreciate that some of this work will be completed from funding received but based on Wirral Council having frozen all "non-essential spend" surely any budget allocated to the Travel Network would be better spent on Social Care as we are an ageing population. If the cycle lane on Fender Lane is an example i have never seen anyone using it and with a single lane for traffic this must be a nightmare for the emergency services and potentially put lives at risk.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024

			following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users Noted re Fender Lane
9. R3	HYS	A really important part of the Birkenhead regeneration, this one. A key route! Cycling important but pedestrians need by far the greatest priority here. It can and will be a beautiful street for shopping, living and hanging out.	Noted - The CATN aims to provide benefits for walking and wheeling, not just cycling
10. R3	HYS	This will cause absolute chaos especially in rush hour. Give the funding back you absolute shower of idiots	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route.
11. R3	HYS	This is essential to create a joined up network, especially with the current works along Conway Street	Noted - The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
12. R3	HYS	It is not needed. There is already a widely publicised vote result that 74% are opposed to all these cycles lanes. They are reducing access to pavements and homes for lots of things such as visitors, deliveries, unloading shopping,. They impact ability to plug in car chargers. Cars are bigger these days and you are ducking the width of the roads. You are having to buy and maintain narrower road sweepers to clean the narrower lanes. All this has a cost and a carbon footprint. There is insufficient demand to justify such a project and projections and forecasts are just guesswork all at a cost to the taxpayer whether it be local, national or otherwise....the money has to come from public purse somewhere along the line. The monies would b better spent on other things like schools, hospitals, doctors and dentist surgeries. By proceeding on this scheme when there is already an overwhelming majority of people who are against is undemocratic. You as public servants are there to serve the will of the public, NOT to force things onto us that we don't want!	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
13. R3	Handwritten	The Argyle Street cycle lane by the main carriageway would be equally well served by a cycle track on the other side of Hamilton Square along the pavements beside the car parks in front of the town hall.	Noted - The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas

	Source	Responses – Route 4	Officer comment
1. R4	HYS	This is much needed, I regularly cycle in this area and feel let down by the lack of infrastructure for cyclists.	Noted
2. R4	HYS	Ok	Noted
3. R4	HYS	An unnecessary waste of money. It will damage local businesses; cause dangerous bottlenecks; increase street furniture which is distracting and dangerous to drivers, pedestrians and cyclists; it will damage the environment by having to remove trees which are unlikely to be replaced; traffic will be queuing longer resulting in an increase in pollution; the new cycle lanes will not be used (Fender Lane, Harrison Drive etc...); it will cost extra to maintain (although not if they are neglected like Fender Lane). And most importantly the majority of local residents are opposed to the schemes but you are not listening to them and you are not being fully transparent. Why?	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
4. R4	HYS	Not needed	A business case will be required to support the implementation of each route. The Council adopted its Places for People strategy in January 2024 following



			declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
5. R4	HYS	Stupid.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
6. R4	HYS	Not wanted or needed. Listen to your residents and stop ignoring them like you have done for many other consultations like 20 mph zones. This will cause excess traffic, parking chaos and will not be used much like Fender Lane, stop your vanity projects and invest it something people actually want. This should not be a priority at all, why is there no option to reject it.	A business case will be required to support the implementation of each route. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. Noted re Fender Lane
7. R4	HYS	This will be a great improvement to cycling options in the area, however it could be even better if the route was extended all the way back to Rock Ferry station, where from what I can tell there is still old track bed land available to create a path all the way back to the station.	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas. Route 11 should be the strategic connection to Rock Ferry station and local engagement and design work will identify any potential detailed changes to alignment.
8. R4	HYS	This appears to be more of a leisure route than a commute route. I understand early plans had the cycle lane raising up to road level and then returning down the railway cutting at one part. This is far from ideal for a cycle route.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
9. R4	HYS	I appreciate that some of this work will be completed from funding received but based on Wirral Council having frozen all "non-essential spend" surely any budget allocated to the Travel Network would be better spent on Social Care as we are an ageing population. If the cycle lane on Fender Lane is an example I have never seen anyone using it and with a single lane for traffic this must be a nightmare for the emergency services and potentially put lives at risk.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users Noted re Fender Lane
10. R4	HYS	A really important new route to unlock housing and breathe life into the town centre. Could be a really cool tourist attraction as well.	Noted
11. R4	HYS	I would like this route to be implemented as soon as possible. It gives good walking routes for the wellbeing walks I help coordinate.	Noted - The CATN will remain under review and phasing amended to reflect available funding and resources.
12. R4	HYS	It is not needed. There is already a widely publicised vote result that 74% are opposed to all these cycles lanes. They are reducing access to pavements and homes for lots of things such as visitors, deliveries, unloading shopping,. They impact ability to plug in car chargers. Cars are bigger these days and you are ducking the width of the roads. You are having to buy and maintain narrower road sweepers to clean the narrower lanes. All this has a cost and a carbon footprint. There is insufficient demand to justify such a	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active

		project and projections and forecasts are just guesswork all at a cost to the taxpayer whether it be local, national or otherwise.... the money has to come from public purse somewhere along the line. The monies would be better spent on other things like schools, hospitals, doctors and dentist surgeries. By proceeding on this scheme when there is already an overwhelming majority of people who are against is undemocratic. You as public servants are there to serve the will of the public, NOT to force things onto us that we don't want!	Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
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	Source	Responses – Route 5	Officer comment
1. R5	HYS	This will enhance my ability and that of others to ride around Birkenhead	Noted
2. R5	HYS	Ok	Noted
3. R5	HYS	An unnecessary waste of money. It will damage local businesses; cause dangerous bottlenecks; increase street furniture which is distracting and dangerous to drivers, pedestrians and cyclists; it will damage the environment by having to remove trees which are unlikely to be replaced; traffic will be queuing longer resulting in an increase in pollution; the new cycle lanes will not be used (Fender Lane, Harrison Drive etc...); it will cost extra to maintain (although not if they are neglected like Fender Lane). And most importantly the majority of local residents are opposed to the schemes but you are not listening to them and you are not being fully transparent. Why?	A business case will be required to support the implementation of each route. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. Noted re Fender Lane
4. R5	HYS	Not needed	A business case will be required to support the implementation of each route. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
5. R5	HYS	Stupid.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
6. R5	HYS	Not wanted or needed. Listen to your residents and stop ignoring them like you have done for many other consultations like 20 mph zones. This will cause excess traffic, parking chaos and will not be used much like Fender Lane, stop your vanity projects and invest it something people actually want. This should not be a priority at all, why is there no option to reject it.	A business case will be required to support the implementation of each route. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. Noted re Fender Lane
7. R5	HYS	Road too narrow and I witnessed shoppers were nearly killed with aggressive cyclist once on current cycle lane. Very few cyclists use it.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
8. R5	HYS	It would be good to also create a cycling / walking route along the north side of the docks (i.e. along Dock Road), so that all sides of the docks have such facilities.	A route already exists alongside Dock Road and as the regeneration plans move forward, other opportunities to enhance routes around the docks will be considered. The CATN will remain under review and phasing amended to reflect available funding and resources. The CATN will be

			supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
9. R5	HYS	I appreciate that some of this work will be completed from funding received but based on Wirral Council having frozen all "non-essential spend" surely any budget allocated to the Travel Network would be better spent on Social Care as we are an ageing population. If the cycle lane on Fender Lane is an example i have never seen anyone using it and with a single lane for traffic this must be a nightmare for the emergency services and potentially put lives at risk.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The design solutions for each proposed route will be determined by site specific constraints and consider all road users Noted re Fender Lane
10. R5	HYS	Really, really important route to get on with. Connects new housing in Wirral Waters to the park, shops and stations.	Noted - The CATN will remain under review and phasing amended to reflect available funding and resources.
11. R5	HYS	I support this route but want faster action before there's an accident. The crossing at Gorse Land, Duke Street is presently inadequate. There is no provision for walkers to cross safely or for cyclist, in terms of drop pavements. Every Thursday I volunteer at Wirral Food Bank, I cycle along Dock Road from Wallasey, other volunteers walk from Wallasey, New Brighton and Birkenhead Park Stations. We all have difficulty crossing here. There's no pavement on Gorse Lane on one side either. Please improve this junction asap.	The CATN will remain under review and phasing amended to reflect available funding and resources. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
12. R5	HYS	Route 5 is welcome but it should be continued into Ashville Road as this is the direct route towards Oxton at point 8 on the map	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas, including routes through public parks and open spaces where possible. Extension to route has been considered as suggested and this will form part of Local Area Network given the design constraints through Birkenhead Park.
13. R5	HYS	Critical route given the new residential schemes. Residents/workers need safe walking cycling route linking Birkenhead Park station with the existing route by Millers Quay	Noted
14. R5	HYS	It is not needed. There is already a widely publicised vote result that 74% are opposed to all these cycles lanes. They are reducing access to pavements and homes for lots of things such as visitors, deliveries, unloading shopping,. They impact ability to plug in car chargers. Cars are bigger these days and you are ducking the width of the roads. You are having to buy and maintain narrower road sweepers to clean the narrower lanes. All this has a cost and a carbon footprint. There is insufficient demand to justify such a project and projections and forecasts are just guesswork all at a cost to the taxpayer whether it be local, national or otherwise.... the money has to come from public purse somewhere along the line. The monies would be better spent on other things like schools, hospitals, doctors and dentist surgeries. By proceeding on this scheme when there is already an overwhelming majority of people who are against is undemocratic. You as public servants are there to serve the will of the public, NOT to force things onto us that we don't want!	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
15. R5	HYS	Firstly, I very much support the identification of Park Road North / Conway Street as a significant route (9) to be promoted for high quality walking and cycling provision. I guess, like all the routes, the trick is how this can be physically achieved whilst 'balancing' with other highway demands – keeping vehicular traffic moving, public transport needs, parking, disabled access, etc. As I'm sure you're aware, some of our park visitors (particularly the bowlers) rely on the 'on street' parking on the stretch of that road between the Grand Entrance and Ashville Road. And we've just managed to get a couple of blue badge spaces marked out. It's important that these are taken into consideration in the design of any future improvements to the highway.  And secondly, I wonder if it would be appropriate to suggest the extension of route 5 southwards from Birkenhead Park station and along Ashville Road towards Oxton. This is certainly a key route for walking and cycling, and also is a connector into the two main parts of the park itself.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas, including routes through public parks and open spaces where possible.

	Source	Responses – Route 6	Officer comment
16. R6	HYS	Much needed connection from town to Wirral Waters	Noted
17. R6	HYS	This will be great for me riding round Birkenhead. It will greatly increase my fitness	Noted
18. R6	HYS	This is desperately needed and soon! the "cycle lane" and pavements on Cleveland Street are an utter mess. blocked by cars, trucks, and businesses with no regard for anyone on foot or on bike. What is Wirral Council going to do to enforce these new lanes? drivers go out of their way to park for free wherever they like. if the council will not fine these drivers or work with the police to seize offending vehicles then all these efforts will fail.	The CATN will remain under review and phasing amended to reflect available funding and resources. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
19. R6	HYS	Ok	Noted
20. R6	HYS	An unnecessary waste of money. It will damage local businesses; cause dangerous bottlenecks; increase street furniture which is distracting and dangerous to drivers, pedestrians and cyclists; it will damage the environment by having to remove trees which are unlikely to be replaced; traffic will be queuing longer resulting in an increase in pollution; the new cycle lanes will not be used (Fender Lane, Harrison Drive etc...); it will cost extra to maintain (although not if they are neglected like Fender Lane). And most importantly the majority of local residents are opposed to the schemes but you are not listening to them and you are not being fully transparent. Why?	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. Noted re Fender Lane
21. R6	HYS	Not needed	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route.
22. R6	HYS	Stupid.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
23. R6	HYS	I appreciate that some of this work will be completed from funding received but based on Wirral Council having frozen all "non-essential spend" surely any budget allocated to the Travel Network would be better spent on Social Care as we are an ageing population. If the cycle lane on Fender Lane is an example i have never seen anyone using it and with a single lane for traffic this must be a nightmare for the emergency services and potentially put lives at risk.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users Noted re Fender Lane
24. R6	HYS	It is not needed. There is already a widely publicised vote result that 74% are opposed to all these cycles lanes. They are reducing access to pavements and homes for lots of things such as visitors, deliveries, unloading shopping,. They impact ability to plug in car chargers. Cars are bigger these days and you are ducking the width of the roads. You are having to buy and maintain narrower road sweepers to clean the narrower lanes. All this has a cost and a carbon footprint. There is insufficient demand to justify such a project and projections and forecasts are just guesswork all at a cost to the taxpayer whether it be local, national or otherwise.... the money has to come from public purse somewhere along the line. The monies would be better spent on other things like schools, hospitals, doctors and dentist surgeries. By proceeding on this scheme when there is already an overwhelming majority of people who are against is undemocratic. You as public servants are there to serve the will of the public, NOT to force things onto us that we don't want!	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.

	Source	Responses – Route 7	Officer comment
1. R7	HYS	Ok	Noted
2. R7	HYS	Not needed	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
3. R7	HYS	Stupid.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
4. R7	HYS	I appreciate that some of this work will be completed from funding received but based on Wirral Council having frozen all "non-essential spend" surely any budget allocated to the Travel Network would be better spent on Social Care as we are an ageing population. If the cycle lane on Fender Lane is an example i have never seen anyone using it and with a single lane for traffic this must be a nightmare for the emergency services and potentially put lives at risk.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users Noted re Fender Lane
5. R7	HYS	It is not needed. There is already a widely publicised vote result that 74% are opposed to all these cycles lanes. They are reducing access to pavements and homes for lots of things such as visitors, deliveries, unloading shopping,. They impact ability to plug in car chargers. Cars are bigger these days and you are ducking the width of the roads. You are having to buy and maintain narrower road sweepers to clean the narrower lanes. All this has a cost and a carbon footprint. There is insufficient demand to justify such a project and projections and forecasts are just guesswork all at a cost to the taxpayer whether it be local, national or otherwise.... the money has to come from public purse somewhere along the line. The monies would be better spent on other things like schools, hospitals, doctors and dentist surgeries. By proceeding on this scheme when there is already an overwhelming majority of people who are against is undemocratic. You as public servants are there to serve the will of the public, NOT to force things onto us that we don't want!	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.

	Source	Responses – Route 8	Officer comment
1. R8	HYS	Before implementation cyclist need to be able to read and obey signs red lights not cut across pavements as short cuts Only people using route at moment are wearing masks and hoodies, half the time on one wheel playing chicken with the traffic take a look whats going on any evening just as the light fades why not use the money to provide some much needed youth facilities	The CATN aims to provide benefits for walking and wheeling, not just cycling Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use

2. R8	HYS	I'm surprised Shrewsbury Road is being considered as an active travel corridor. it's a key bus route and often has limited space due to businesses and residents parking on the road. Was Park Road South ever considered as it's a wider road with space to spare. Could Bidston Road and Shrewsbury Road each take a cycle lane, one road to Claughton, one from Claughton to Birkenhead.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The alternative suggestions have been considered and will be taken forward as part of LANs or ongoing reviews of the CATN.
3. R8	HYS	Additional section to consider. please see response in Question 4 for a route serving Noctorum via Gerald Road, Townfield Lane, Noctorum Way, and Noctorum Avenue through to Upton train station.	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas This route suggestion has been considered and technical appraisal indicates it should be provided as part of a Local Area Network at this stage.
4. R8	HYS	The plans have not been made available, so cannot comment	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Further consultation will be undertaken with stakeholders as and when routes come forward for more detailed design.
5. R8	HYS	My partner and I (aged 75+) no longer have access to a car. This is deliberate, and inspired partly by concern for the environment and for our health. We specifically chose to move to Wirral (from a rural village in south Gloucestershire) as a retirement plan, making use of the mostly excellent public transport provision and easy access to facilities on foot. We walk a lot, but traffic is a hindrance (speed, lack of awareness of pedestrians, careless or aggressive driving, parking on pavements). Pavements are in a poor state of repair. An improved pedestrian connection from Upton Road to Borough Road would make access to Birkenhead central library, the Williamson, some Birkenhead shops, and even St Catherine's health centre easier and more pleasant for us. We are not cyclists, but generally, we support the active travel plan across the whole borough.	Noted. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.  The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
6. R8	HYS	Ok	Noted
7. R8	HYS	Not needed	A business case will be required to support the implementation of each route. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
8. R8	HYS	This route is not an aerial route from the centre so does not directly go to any one destination. To make access to shopping and leisure facilities this route needs much more frequent cross borough public transport. Safe cycle routes are also necessary so that families and older people feel able to use them.	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
9. R8	HYS	Stupid.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
10. R8	HYS	Good addition	Noted
11. R8	HYS	I appreciate that some of this work will be completed from funding received but based on Wirral Council having frozen all "non-essential spend" surely any budget allocated to the Travel Network would be better spent on Social Care as we are an ageing population. If the cycle lane on Fender Lane is an example i have never seen anyone using it and with a single lane for traffic this must be a nightmare for the emergency services and potentially put lives at risk.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users Noted re Fender Lane

12. R8	HYS	It is not needed. There is already a widely publicised vote result that 74% are opposed to all these cycles lanes. They are reducing access to pavements and homes for lots of things such as visitors, deliveries, unloading shopping,. They impact ability to plug in car chargers. Cars are bigger these days and you are ducking the width of the roads. You are having to buy and maintain narrower road sweepers to clean the narrower lanes. All this has a cost and a carbon footprint. There is insufficient demand to justify such a project and projections and forecasts are just guesswork all at a cost to the taxpayer whether it be local, national or otherwise.... the money has to come from public purse somewhere along the line. The monies would be better spent on other things like schools, hospitals, doctors and dentist surgeries. By proceeding on this scheme when there is already an overwhelming majority of people who are against is undemocratic. You as public servants are there to serve the will of the public, NOT to force things onto us that we don't want!	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
13. R8	Handwritten	I think a better route would be to utilise the quiet streets adjacent to this route.	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas

	Source	Responses – Route 9	Officer comment
1. R9	HYS	Make Moreton Village centre more congested	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. Noted re Fender Lane
2. R9	HYS	It's awful. The vastly under-used cycle lanes on the Bidston Bypass/ Fender Lane need to be significantly altered to scale them back to cater for a realistic usage, which is tiny compared with what they are designed to cope with. They were such a bad idea that it would be better if they had never been constructed in the first place.	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use Noted re Fender Lane
3. R9	HYS	Why is the Fender Way cycle route between Routes 9 and 15 not shown on the plans? it's one of the safest cycling routes I currently use.	Fender Lane section is shown in grey as an existing route Noted re Fender Lane
4. R9	HYS	Currently I hate this road. I sometimes use it as part of a large circular route from Manchester, via Chester, Wirral, Liverpool, Warrington and home. I use NCN Route 56 in Wirral, but I tend to leave it Hoyle Road if I'm feeling tired. The road is very long and wide, with good visibility, but I never feel comfortable using it. There are too many parked cars where there should be protected cycleways.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
5. R9	HYS	These cycles lanes are crazy. Literally nobody wants them. You keep complaining there's no money yet you spend millions on this . Stop ruining our transport routes it's bad enough with the congestion you cause with these, but when there is a road closure everything now gets grid locked. God help anyone in Moreton needing and ambulance in rush hour, they can't get through. Try sorting the potholes out or something actually constructive.	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. Noted re Fender Lane
6. R9	HYS	A waste of money and time There are far more important things that council should be spending money on, such as public services that are used or need more money. The cycle lanes that already exist are not used enough to warrant more. You need evidence that people in the locality need them, but I don't think you have that, and pointing to a vague notice that people should be more active does not justify	The CATN aims to provide benefits for walking and wheeling, not just cycling

		creating pointless cycle lanes so you can congratulate yourselves on how proactive you're being. There is no universal demand or need so let's think again.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
7. R9	HYS	Ok	Noted
8. R9	HYS	Ok	Noted
9. R9	HYS	An unnecessary waste of money. It will damage local businesses; cause dangerous bottlenecks; increase street furniture which is distracting and dangerous to drivers, pedestrians and cyclists; it will damage the environment by having to remove trees which are unlikely to be replaced; traffic will be queuing longer resulting in an increase in pollution; the new cycle lanes will not be used (Fender Lane, Harrison Drive etc...); it will cost extra to maintain (although not if they are neglected like Fender Lane). And most importantly the majority of local residents are opposed to the schemes but you are not listening to them and you are not being fully transparent. Why?	A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. Noted re Fender Lane
10. R9	HYS	not needed	A business case will be required to support the implementation of each route. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
11. R9	HYS	Any cycle lane that leads to Moreton cross roundabout will cause traffic chaos and road blockages which will impact on the residents of Moreton, reduce air quality because of standing traffic and stop emergency service vehicles from getting through. This road is the only main road running through Moreton and will lead to more accident on an already busy roundabout. There are already pedestrian crossings off each exit of this roundabout that back the traffic up. Any other restrictions will cause more traffic to be backed up.	The CATN aims to provide benefits for walking and wheeling, not just cycling Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
12. R9	HYS	It's already a mare using Fender Lane bus lane as when you hit Reeds Lane there is too much going on at that junction. Fender Darm, Aldi and Reeds lane. On many occasions I have bee stuck in a Lane of traffic due to congestion at Reeds Lane junction and there has been times when there are emergency vehicles trying to get past and there us literally nowhere to go. I have also been stuck in a backlog as a car broke down in the only lane available at Fender Farm and gridlocked traffic right back onto Hoylake Road Birkenhead. You gave only given 2 options in thus survey to implicate rout. Where is the 3 option to object. ??	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
13. R9	HYS	Stupid.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
14. R9	HYS	The cycle route on Fender Lane is a disaster. That cycle lane is hardly ever used and is liable to cause a serious accident as cars converge from the Moreton Aldi traffic lights. I hate to think what will happen if new cycle lanes are introduced around the already busy Moreton area. If you want to encourage walking and use of the outdoor spaces then stop the parking charges in places like Royden park.	Noted re Fender Lane.  The CATN aims to provide benefits for walking and wheeling, not just cycling  The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
15. R9	HYS	This is the first phase to affect Moreton Cross. As described in the conservatives Newsline leaflet, the decision to install segregated cycle lanes on the 4 main roads leading to Moreton Cross appears to have been made in secret by people who do not know the area. The local councillors say they have not been consulted. These 4 roads offer the only on-street parking in the shopping area. If the plan is to repeat the style of the Reeds Lane to Bidston cycle lane debacle, then there will be no decent parking capacity close to the shops. This will then	The CATN aims to provide benefits for walking and wheeling, not just cycling



		<p>push the parking on to the narrow side streets, which are already congested with resident parking. Having overseen the closing down the shopping areas of Birkenhead and Liscard, is the aim of the out of area councillors to do the same with all the local shopping areas? Have they considered the effect on the local businesses? If they close down due to lack of custom, the council will lose all the income from "taxes" that these businesses generate. This must be more than the local cyclists generate for council funds! As to the suggestion that the as yet uncoded project is being paid for by grants from central government, it is still public money, which I would like to see spent more effectively than pandering to a minority of the residents of the Wirral. How many cyclists have been seen using the Reeds Lane to Bidston cycleways? One day I saw 3 cyclists whilst travelling to Bidston and back. But many journeys are taken without seeing a single cyclist. Not a very cost effective return on capital employed. Just like the local speed limits, you cannot or don't want to enforce the regulations. So shopping in Moreton in bad weather will become a nightmare of their making. The councillors and their advisers should stop pushing their pet fantasy projects and concentrate on delivering what the voters, who put them in power, want.</p>	<p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Further consultation on any proposed design solutions will be undertaken.</p> <p>A business case will be required to support the implementation of each route.</p> <p>Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion</p> <p>The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.</p> <p>Noted re Fender Lane</p>
16. R9	HYS	<p>As the cycle way on Bidston by pass is only used, why extend it into Moreton. I travel through Moreton to Birkenhead 4-5 days a week twice a day, including weekends and very seldom see more than 1-2 cyclists on any day in the summer and in the winter most days none. The round about in Moreton has EIGHT lanes of traffic converging and is busy all day. Again the use by cyclists is very rare and they do not appear to have problems using it</p>	<p>Noted re Fender Lane.</p> <p>The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.</p> <p>The CATN aims to provide benefits for walking and wheeling, not just cycling</p> <p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p>
17. R9	HYS	<p>I appreciate that some of this work will be completed from funding received but based on Wirral Council having frozen all "non-essential spend" surely any budget allocated to the Travel Network would be better spent on Social Care as we are an ageing population. If the cycle lane on Fender Lane is an example i have never seen anyone using it and with a single lane for traffic this must be a nightmare for the emergency services and potentially put lives at risk.</p>	<p>A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users</p> <p>Noted re Fender Lane</p>
18. R9	HYS	<p>Moreton is bad enough without you adding cycle lanes at roundabout. All for a handful of cyclists</p>	<p>The CATN aims to provide benefits for walking and wheeling, not just cycling</p> <p>The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use</p> <p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p> <p>Noted re Fender Lane</p>

19. R9	HYS	Would be great to build on the work done on Fender Lane. It's great and I use it quite a bit, but we need it to now connect on to Moreton (and then to Hoylake!). Great to see this on the proposed network to enable more cycling across the borough.	Noted - The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas Noted re Fender Lane
20. R9	HYS	I travel on Bidston bypass 4 times a day on average including weekends and can categorically state that it has been a complete waste of taxpayers money because occasionally there might be a cyclist using it. It is completely underused. Before £130,000 was wasted there was no problem with cyclists and motorists, but WBC managed to lose the results of the survey and have not done another to find how much it is used by cyclists. Why do you persist in wasting taxpayers money on pet projects when there are more needy issues, Don't say it is a grant from Liverpool City Region, it is still taxpayers money	Noted re Fender Lane scheme.  The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
21. R9	HYS	Current routes are barely used by cyclists. Fender route is laughable. Concentrate on improvements to public transport including making bus journeys faster and more frequent and a reduction in car usage will follow.	Noted re Fender Lane scheme.  A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
22. R9	HYS	Just stop will you! Improve the roads, .make pavements safe. Stop spending money on cycle routes that are not used and not wanted	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use A business case will be required to support the implementation of each route.
23. R9	HYS	How on earth does this provide a connection for more people from Moreton to Birkenhead?! I commute from Moreton to Birkenhead for work using the bidston flyover and rarely I see a cyclist!!! Even the person who's in charge of this admitted on radio Merseyside if they don't use the funding for these schemes they lose it so they're going to do it anyway instead of actually using common sense and listening to residents who actually have real jobs to go to. This cycle lane will cause chaos, delays and further anger please leave Moreton alone and also the rest of the Wirral absolute idiots	Noted re Fender Lane  The CATN aims to provide benefits for walking and wheeling, not just cycling  Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
24. R9	HYS	It is not needed. There is already a widely publicised vote result that 74% are opposed to all these cycles lanes. They are reducing access to pavements and homes for lots of things such as visitors, deliveries, unloading shopping,. They impact ability to plug in car chargers. Cars are bigger these days and you are ducking the width of the roads. You are having to buy and maintain narrower road sweepers to clean the narrower lanes. All this has a cost and a carbon footprint. There is insufficient demand to justify such a project and projections and forecasts are just guesswork all at a cost to the taxpayer whether it be local, national or otherwise.... the money has to come from public purse somewhere along the line. The monies would be better spent on other things like schools, hospitals, doctors and dentist surgeries. By proceeding on this scheme when there is already an overwhelming majority of people who are against is undemocratic. You as public servants are there to serve the will of the public, NOT to force things onto us that we don't want!	The CATN aims to provide benefits for walking and wheeling, not just cycling  The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business

			case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
25. R9	Via Email	Resident objects strongly to the proposed cycle lanes 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 cycle lanes being put in place for these roads. She also thinks that this is a particular risk on the Moreton Roundabout.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Noted re Fender Lane
26. R9	HYS	<p>Firstly, I very much support the identification of Park Road North / Conway Street as a significant route (9) to be promoted for high quality walking and cycling provision. I guess, like all the routes, the trick is how this can be physically achieved whilst 'balancing' with other highway demands – keeping vehicular traffic moving, public transport needs, parking, disabled access, etc. As I'm sure you're aware, some of our park visitors (particularly the bowlers) rely on the 'on street' parking on the stretch of that road between the Grand Entrance and Ashville Road. And we've just managed to get a couple of blue badge spaces marked out. It's important that these are taken into consideration in the design of any future improvements to the highway.</p> <p>And secondly, I wonder if it would be appropriate to suggest the extension of route 5 southwards from Birkenhead Park station and along Ashville Road towards Oxton. This is certainly a key route for walking and cycling, and also is a connector into the two main parts of the park itself.</p>	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas Extension to route has been considered as suggested and this will form part of Local Area Network consideration given the design constraints through Birkenhead Park.
27. R9	Handwritten	It should be obvious that Fender Lane is not working, Moreton will be a nightmare.	<p>Noted re Fender Lane.</p> <p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p> <p>A business case will be required to support the implementation of each route.</p>
28. R9	Handwritten	Route 9 / 28: Congestion at present at Moreton roundabout with proposed reduction in road width will greatly increase congestion, possibility of increasing driver frustration which could lead to an increase in accidents, which in turn lead to more congestion.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Noted re Fender Lane

	Source	Responses – Route 10	Officer comment
1. R10	HYS	According to information that I have read, the construction of the Birkenhead/Beaufort Waters/Liscard cycle route involves cutting down mature trees that line Liscard Road, next to Central Park. Mature trees are extremely important for the local ecology and environment. Apart from providing habitats for a large amount of wildlife, they absorb CO2 and provide O2. They reduce the ambient temperature, provide shade, and absorb pollutants. Replacing these trees would take decades. I do not believe that the amount of use that a cycle lane would get would justify cutting these trees down.	<p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p> <p>Any impacts on trees, if applicable, would be fully considered and reported as part of the decision making process regarding</p>

			the scheme. The Tree Strategy would be followed in relation to replacements of trees if required.
2. R10	HYS	Massive need to improve crossing to/from Liscard to Birkenhead North/St James. The motorway junction in particular is incredibly hard to cross. The Poulton/Breck Road Junction is only marginally safer. It will help with Liscard Town Centre Regeneration - currently, for those without a car, the only safe access between Liscard & St James area is bus via Birkenhead. It will help reduce school traffic to Weatherhead High School. It promotes health and wellbeing by increasing access to the green spaces of River Birket/Bidston Moss/Bidston Hill Country Park. I frequently travel between	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
3. R10	HYS	Dreadful idea, very poor for residents	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
4. R10	HYS	Ok	Noted
5. R10	HYS	Every single route available should be moved forward. Although initial cycle use maybe minimal, it's imperative we break the cycle of increased vehicle activity. There is a certain amount of pain & inconvenience we must endure to reduce the harm on the environment. Take a look at our European neighbours, they use a combination of improved public transport & increased cycling infrastructure. We must, for the sake of future generations do whatever is possible to reduce our ever increasing carbon footprint.	The CATN aims to provide benefits for walking and wheeling, not just cycling  The CATN will remain under review and phasing amended to reflect available funding and resources.
6. R10	HYS	An unnecessary waste of money. It will damage local businesses; cause dangerous bottlenecks; increase street furniture which is distracting and dangerous to drivers, pedestrians and cyclists; it will damage the environment by having to remove trees which are unlikely to be replaced; traffic will be queuing longer resulting in an increase in pollution; the new cycle lanes will not be used (Fender Lane, Harrison Drive etc...); it will cost extra to maintain (although not if they are neglected like Fender Lane). And most importantly the majority of local residents are opposed to the schemes but you are not listening to them and you are not being fully transparent. Why?	The CATN aims to provide benefits for walking and wheeling, not just cycling  A business case will be required to support the implementation of each route.  Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.  Any impacts on trees, if applicable, would be fully considered and reported as part of the decision making process regarding the scheme. The Tree Strategy would be followed in relation to replacements of trees if required.  Noted re Fender Lane
7. R10	HYS	Not needed	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use A business case will be required to support the implementation of each route.
8. R10	HYS	Madness - total folly: dangerous and irresponsible.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
9. R10	HYS	I am totally against any further cycle routes in Wallasey. There is already a perfectly good, but underused, cycle lane linking Birkenhead, Seacombe, New Brighton, Wallasey Village and Moreton via the promenades. Existing routes are not fully utilised and already cause obstructions. The proposed new routes will cause obstruction to traffic and pedestrians, cause severe hardship to local businesses and residents and will be a health and safety issue. The vast majority of Wallasey residents do not want them.	The CATN aims to provide benefits for walking and wheeling, not just cycling  The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019.

			<p>The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use</p> <p>A business case will be required to support the implementation of each route.</p> <p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p> <p>Noted re Fender Lane</p>
10. R10	HYS	Stupid.	<p>The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use</p>
11. R10	HYS	<p>This route is an important one for cyclists because it feeds into the cycle network (route 55?) at the Recycling Plant and around Bidston Moss. HOWEVER, it is already EXTREMELY DANGEROUS due to the section between Dock Road Roundabout and Beaufort Road being largely neglected, uneven and subject to heavy fast moving traffic and industrial access. The cycle lane that has already been put in place at the far end towards the junction with Beaufort Road is a half-realised disappointment as it has no decent lighting to make it safe for users (the street lighting along this stretch is generally poor - with the section along the old Poulton Bridge NON EXISTENT AS ALL THE LIGHTS HAVE BEEN BROKEN AND LEFT OUT FOR MORE THAN 8 YEARS AND NO ATTEMPT HAS EVER BEEN MADE BY THE INCOMPETENT COUNCIL TO GET THESE STREET LIGHTS REPAIRED, THUS THE BRIDGE IS A DANGER BLACK SPOT AT NIGHT DUE TO IT BEING IN TOTAL DARKNESS.). Some serious joined up thinking needs to be invested into this route as I agree it needs improving for cyclists but the council have an excellent record of total ineptitude when it comes to delivering highways improvements - as has been amply proved by the past 15 years of botched highway projects and wasteful infrastructural improvements (most recent example being the pathetic and appalling 'redesign' of Tower Road through Wirral Met College as a one - lane 'special highway' which is just inadequate and always congested with heavy traffic, and once again poor street lighting which has been defective ever since its opening on 2020. WHAT IS THE POINT OF EXPENDING SO MANY MILLIONS INTO CREATING THESE 'STRATEGIC' ROUTES IF THE COUNCIL THEN CANNOT BE BOTHERED TO MAINTAIN THE INFRASTRUCTURE - SUCH AS BOLLARDS, STREET LIGHTING, AND THE REST - PROPERLY?? This is the worry that I also have for the stretch of dangerous busy highway here between Poulton Bridge Road, Docks Link Roundabout and Birkenhead North Station along Wallasey Bridge Road.</p>	<p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. This will include consideration of funding for future maintenance.</p> <p>Noted re Fender Lane</p>
12. R10	HYS	<p>I appreciate that some of this work will be completed from funding received but based on Wirral Council having frozen all "non-essential spend" surely any budget allocated to the Travel Network would be better spent on Social Care as we are an ageing population. If the cycle lane on Fender Lane is an example i have never seen anyone using it and with a single lane for traffic this must be a nightmare for the emergency services and potentially put lives at risk.</p>	<p>A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users</p> <p>Noted re Fender Lane</p>
13. R10	HYS	<p>Great to see cycle route on one side of Beaufort Rd but two way schemes on one side are often tricky to use when so short, as they require too much road crossing by the cyclist. Please try and provide safe routes along both sides on wide roads such as this. I was using it to head from Wallasey Bridge Rd into Birkenhead yesterday and passed 4 cyclists using the road on the other side as I do to go the other way. One was even using the pavement. please also note that the planning permission for the housing development along Beaufort included cycle lanes around that estate which are yet to appear and would be a great addition to this main cycle route. Please ensure that the developers actually deliver these!</p>	<p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users The CATN will remain under review and phasing amended to reflect available funding and resources.</p>

14. R10	HYS	It should not be in a residential area at all, the current roads do not have the infrastructure to cope with this for parking and there is no scope to adjust the roads , without significant impact to actual residents and road users, to accommodate the very few cyclists that will use it, as is evident by the rest of the cycle lane mess around the borough that are just simply not used to any greater extent	The design solutions for each proposed route will be determined by site specific constraints and consider all road users
15. R10	HYS	I would like this route to be implemented but to include Wallasey Dock Raod too, or incorporate Limekiln Lane as part of this extension. I regularly cycle along Limekiln Lane to join Wallasey Dock Road and it's wide enough on the pavement here to accommodate a cycle lane. This would improve connectivity to Wirral Waters. The junction of Breck Road and Mill Lane needs improving. The pedestrian lights do not include all the roads making it difficult to cross from Breck Road towards the Dock Road.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
16. R10	HYS	Should be linked to existing cycle lane along the prom and a cycle lane up through manor lane to Liscard.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
17. R10	HYS	It is not needed. There is already a widely publicised vote result that 74% are opposed to all these cycles lanes. They are reducing access to pavements and homes for lots of things such as visitors, deliveries, unloading shopping,. They impact ability to plug in car chargers. Cars are bigger these days and you are ducking the width of the roads. You are having to buy and maintain narrower road sweepers to clean the narrower lanes. All this has a cost and a carbon footprint. There is insufficient demand to justify such a project and projections and forecasts are just guesswork all at a cost to the taxpayer whether it be local, national or otherwise...the money has to come from public purse somewhere along the line. The monies would b better spent on other things like schools, hospitals, doctors and dentist surgeries,etc By proceeding on this scheme when there is already an overwhelming majority of people who are against is is undemocratic. You as public servants are there to serve the will of the public, NOT to force things onto us that we dont want!	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
18. R10	Handwritten	Route 10 is a good idea but would have to have traffic calming features as the major roundabout is the gateway to the motorway but could also cause no investment in that area if traffics stopped or slowed.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.

	Source	Responses – Route 11	Officer comment
1. R11	HYS	It's problematic at the moment with the raised Barriers along the cycle route in new ferry. The raised sections are dangerous to drivers, cyclists and pedestrians.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
2. R11	HYS	I think that this route needs to be a higher priority. At the moment the cycle paths that are in place don't really support anyone. Those on the pavements do not provide adequate segregation for cyclists and pedestrians often leading to cyclists using the main high way	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The CATN will remain under review and phasing amended to reflect available funding and resources.
3. R11	HYS	I cycle on this road all the time and the lack of infrastructure is a huge problem for everyone involved. Please get this on track sooner than is currently planned. This is a busy road and has the bus depot on it. As a 30 year old I feel comfortable riding defensively on this road, but I don't expect anyone else would be. Please put something in place for those who want be able to get around without a combustion engine.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The CATN will remain under review and phasing amended to reflect available funding and resources.
4. R11	HYS	are the existing sections of route 11 going to receive better segregation. it's awful trying to cycle down there most days as drivers use it as a car park.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
5. R11	HYS	I regularly cycle this route. Its not continuous on both sides of the road. There are several quick and cheap wins that would make significant improvements to safety and enjoyment. Particularly give way road signage and markings for vehicles crossing the cycle path from a side road. and easier ways to from one side of New Chester Road to another.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re New Chester Road
6. R11	HYS	Ok	Noted

7. R11	HYS	Not needed	A business case will be required to support the implementation of each route. . The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
8. R11	HYS	This will be good but this has to improve the existing shared use paths along the A41 too and reduce the level of interaction with pedestrians.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
9. R11	HYS	I do not agree with the proposed route as it caters to the very small minority and will cause more disruption to the majority of people using the route. This is the case for most of the routes. More should be done to improve the public transport	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use Funding for Active Travel projects cannot be used to fund other services
10. R11	HYS	This is an important link because at the moment there is no easy and safe way for younger cyclists to get from the New Chester Road to the off road path at Birkenhead Priory.	Noted Noted re New Chester Road
11. R11	HYS	I appreciate that some of this work will be completed from funding received but based on Wirral Council having frozen all "non-essential spend" surely any budget allocated to the Travel Network would be better spent on Social Care as we are an ageing population. If the cycle lane on Fender Lane is an example i have never seen anyone using it and with a single lane for traffic this must be a nightmare for the emergency services and potentially put lives at risk.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users Noted re Fender Lane
12. R11	HYS	A continuous route would be good. The current route from Port Sunlight to Bromborough and Eastham is very stop-start with side roads and also changing sides of the main road. It's quite nerve wracking having to cross the A41 to get to Campbeltown Road. A different design solution or pedestrian/cycle traffic lights are needed here.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
13. R11	HYS	It's a route I use a lot. It's OK, but could be a lot better. Priority for pedestrians and junctions should be better, and we should build on the good temporary solution on New Chester Road (the orcas). There's room for a lot more capacity here.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re New Chester Road
14. R11	HYS	It is not needed. There is already a widely publicised vote result that 74% are opposed to all these cycles lanes. They are reducing access to pavements and homes for lots of things such as visitors, deliveries, unloading shopping,. They impact ability to plug in car chargers. Cars are bigger these days and you are ducking the width of the roads. You are having to buy and maintain narrower road sweepers to clean the narrower lanes. All this has a cost and a carbon footprint. There is insufficient demand to justify such a project and projections and forecasts are just guesswork all at a cost to the taxpayer whether it be local, national or otherwise....the money has to come from public purse somewhere along the line. The monies would b better spent on other things like schools, hospitals, doctors and dentist surgeries,etc By proceeding on this scheme when there is already an overwhelming majority of people who are against is is undemocratic. You as public servants are there to serve the will of the public, NOT to force things onto us that we dont want!	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
15. R11	Handwritten	Congestion main route for M53	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.

	Source	Responses – Route 12	Officer comment
1. R12	HYS	There can be a quick easy implementation of a cycle route on the road due to the width of road along stretches of old chester Road. Any route should also improve pedestrian walking with better crossing and priority. There should also be improvement of green space along route to allow cycle parking at rest point for pedestrians as well. Cycling and walking will help boost business along the route	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
2. R12	HYS	Brilliant idea to connect to rail. Improvements to ride and rail opportunities would help in many ripple effects. Coming through this area I think there is also opportunity to connect parks from all of these areas to improve access and use of them all.	Noted
3. R12	HYS	Big fan	Noted
4. R12	HYS	Is this route detailed on the Website? I am unsure of the route you suggest. How do I find it?	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
5. R12	HYS	It's great to see this being considered as a route, particularly as it is currently quite tricky to access Bebington Station from the road if I'm doing a trip that involves cycling and using the train. I would say that it would be good to see it continue through Bebington Village, though, rather than divert off down Bromborough Road.	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
6. R12	HYS	As this with other active travel schemes. I think this will make a positive difference in lots of ways and not only support this but the other routes listed too	Noted
7. R12	HYS	Ok	Noted
8. R12	HYS	Not needed	A business case will be required to support the implementation of each route. . The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
9. R12	HYS	Anything that can be done to make things easier (and safer) for cycling and other non-car related travel has to be beneficial.	Noted
10. R12	HYS	appreciate that some of this work will be completed from funding received but based on Wirral Council having frozen all "non-essential spend" surely any budget allocated to the Travel Network would be better spent on Social Care as we are an ageing population. If the cycle lane on Fender Lane is an example i have never seen anyone using it and with a single lane for traffic this must be a nightmare for the emergency services and potentially put lives at risk.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users Noted re Fender Lane
11. R12	HYS	A very important route to help students cycle safely. It's currently very congested with cars around St John Plessington which is off putting for students to cycle and parents to allow them to. Improving access to the train stations helps to integrate and 'join up' the transport network which is important. If the overall journey isn't straightforward, people will just opt to drive.	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
12. R12	HYS	A potentially really important route that would connect people of all ages to businesses, homes, schools and more services. Lots of people living around here, so would be well used by pedestrians and cyclists. Would also pair well with the 'By Ours' project that showed support for this in Bebington. Perhaps this is a good example of a route that could be delivered more rapidly? People are ready for it.	The CATN will remain under review and phasing amended to reflect available funding and resources. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas.
13. R12	HYS	It is not needed. There is already a widely publicised vote result that 74% are opposed to all these cycles lanes. They are reducing access to pavements and homes for lots of things such as visitors, deliveries, unloading shopping,. They impact ability to plug in car chargers. Cars are bigger these days and you are ducking the width of the roads. You are having to buy and maintain narrower road sweepers to clean the narrower lanes. All this has a cost and a carbon footprint. There is insufficient demand to justify such a project and projections and forecasts are just guesswork all at a cost to the taxpayer whether it be local, national or otherwise....the money has to come from	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is



		public purse somewhere along the line. The monies would b better spent on other things like schools, hospitals, doctors and dentist surgeries,etc By proceeding on this scheme when there is already an overwhelming majority of people who are against is is undemocratic. You as public servants are there to serve the will of the public, NOT to force things onto us that we dont want!	the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
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	Source	Responses – Route 13	Officer comment
1. R13	HYS	This route is good, along a main residential road, connecting a number of schools and providing access to Birkenhead and Liverpool (via route 14 and a necessary route through the Queensway Tunnel) The suggested timing for the delivery of this route are disappointing, with a suggested completion date of the late 2030s, this needs to be sooner. As an interim measure I would suggest efforts are made to extend and enforce parking regulations along the route which creates danger for all road users, this is particularly the case on Borough Road (between the A552 and Heath Road near the Schools in both of these areas there is both significant pavement parking and what can only be described as vehicle abandonment on the carriageway. Additionally, restricting parking on the whole of the route at peak times would improve traffic flow for all users; cyclists, public transport and motorists. This would create more space and clearer sight-lines for pedestrians and cyclists using the route.	The CATN will remain under review and phasing amended to reflect available funding and resources. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
2. R13	HYS	An essential route for schools. Implementing this route quickly would provide not only safe routes for children travelling to school, but would also reduce car use too. It should be built much quicker (as indeed should all these routes). 15 years + is not good enough. We need change now.	The CATN will remain under review and phasing amended to reflect available funding and resources.
3. R13	HYS	Needs more work.	Noted
4. R13	HYS	Route 13 looks good but it would be great if it could continue down Heath Road (where it meets Cross Lane) until it joins up with Route 12 in Lower Bebington. That stretch of Heath Road is quite unpleasant to cycle on at present.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
5. R13	HYS	Not needed	A business case will be required to support the implementation of each route. . The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
6. R13	HYS	Some schools in other boroughs are able to encourage nearly 90% of kids to walk or cycle to school. (e.g., Kesgrave High School Ipswich). The main driver has been the safe infrastructure. Just imagine the reduction in school traffic if we could achieve even half of that improvement on the Wirral.	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
7. R13	HYS	Ok	Noted
8. R13	HYS	Not needed	A business case will be required to support the implementation of each route. . The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
9. R13	HYS	Anything that can be done to make things easier (and safer) for cycling and other non-car related travel has to be beneficial.	Noted
10. R13	HYS	The ambition to create improved access to the schools within the area (secondary and primary) will be of great benefit to all within the community. The current transport situation along Cross Lane and Heath Road is not sustainable in the longer term. The roads are dangerous for any stakeholder to travel along at the key morning and afternoon pinch-points. Many of our students and their families walk to and from the school, some require wheeled access and many more use bikes or catch the service buses. All face different problems, whether that is crossing the roads, negotiating stationary traffic, breathing in the pollution in the air or being delayed on public transport thanks to the overall conjection. We have worked with the	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas

		LA and Sustrans to help to develop 'Park & Walk' locations, and we have discussed other ideas to make the roads safer for road users and residents. Our plans to develop a major community sporting facility on the site is another factor to consider as we hope to encourage sustainable transport to and from the site outside of the usual school hours. It is important that the route takes into account all of the school settings in the area to ensure that the pressure is not simply diverted from one area and to another; a coherent approach would suit all in the community.	
11. R13	HYS	waste of money and not needed	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
12. R13	HYS	I appreciate that some of this work will be completed from funding received but based on Wirral Council having frozen all "non-essential spend" surely any budget allocated to the Travel Network would be better spent on Social Care as we are an ageing population. If the cycle lane on Fender Lane is an example i have never seen anyone using it and with a single lane for traffic this must be a nightmare for the emergency services and potentially put lives at risk.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users Noted re Fender Lane
13. R13	HYS	It's a short journey from these areas to Birkenhead and a relatively easy cycle ride. Many drive it because the cycling infrastructure isn't there. If it was, they would feel safer to cycle. There's on-going traffic issues around all the schools on this route. I know that Wirral Grammar for Boys and the Co-op Academy (and likely the others too) actively encourage their pupils to travel sustainably to school and not be driven. However, students and parents are currently put off by safety concerns on the roads. This route would help alleviate those concerns and provide a safe cycling option.	Noted - The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
14. R13	HYS	This is a route I use daily as a cyclist, but only on my own. I'm not able to use it when travelling with my children as it's unsafe. The recent 'By Ours' project showed support for a route along here. There are lots of shops along here, churches and of course schools. It could enable lots of children to be able to get to school independently, so reducing traffic and improving safety. Traffic is AWFUL at school pickup/drop off times. Perhaps consider delivering this one quicker	The CATN will remain under review and phasing amended to reflect available funding and resources.
15. R13	HYS	Any strategy that promotes active travel (walking, wheeling and cycling), should be encouraged as this will lead to healthier and safer travel.	Noted
16. R13	HYS	It is not needed. There is already a widely publicised vote result that 74% are opposed to all these cycles lanes. They are reducing access to pavements and homes for lots of things such as visitors, deliveries, unloading shopping,. They impact ability to plug in car chargers. Cars are bigger these days and you are ducking the width of the roads. You are having to buy and maintain narrower road sweepers to clean the narrower lanes. All this has a cost and a carbon footprint. There is insufficient demand to justify such a project and projections and forecasts are just guesswork all at a cost to the taxpayer whether it be local, national or otherwise....the money has to come from public purse somewhere along the line. The monies would b better spent on other things like schools, hospitals, doctors and dentist surgeries,etc By proceeding on this scheme when there is already an overwhelming majority of people who are against is is undemocratic. You as public servants are there to serve the will of the public, NOT to force things onto us that we dont want!	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
17. R13	HYS	I am the Vicar of Christ Church, Higher Bebington, a large Anglican Church with a busy Community Centre also on site. Kings Road and Teehey Lane are very popular with cyclists, mostly consisting of school children attending Co-op Academy, Wirral Grammar, Prenton High, St John Plessington, and Higher Bebington Junior School. The roads have become increasingly treacherous for cyclists, with many parked cars, frequent busses and careless drivers adding to the level of risk and forcing riders to occupy the pavements. This, in turn, has led to	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.

		plenty of near misses between cyclists and pensioners accessing the church and shops. There have been several accidents in recent years and having dedicated cycle lanes would both vastly improve local road safety and encourage more people to use their bikes instead of their cars.	
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	Source	Responses – Route 14	Officer comment
1. R14	HYS	Limits road usage. Difficult for emergency vehicles.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.  Emergency Services are always engaged as part of design development for any route.
2. R14	HYS	The route between the Prenton estate and Birkenhead is poorly served regarding cycling as the routes are very busy and the road surfaces unsafe. Route 14 would give better access to the countryside including the likes of Prenton Dell Claypit.	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
3. R14	HYS	An important route to encourage active travel too and from work. Currently Arrowe Park Hospital is saturated with cars every day from staff and visitors. The main challenge of the route is bridging between Prenton and Wallasey which is currently a zig-zag route on bridges that are a challenge to elderly and infirm residents. The latter are a major burden on the NHS partly because of lack of exercise.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
4. R14	HYS	A cycle route along route 14 would be a huge contribution to reducing cross-Wirral vehicle traffic and congestion. Improving walking route along route 14 would encourage walking to the local shops, local schools, pharmacy etc. and onto the In your list of benefits you haven't included that it would provide a safe route for children from the south east of Woodchurch Road to get to Woodchurch High School. At the moment, they are primarily being driven. Some are cycling on the pavement.	Noted
5. R14	HYS	Ok	Noted
6. R14	HYS	An unnecessary waste of money. It will damage local businesses; cause dangerous bottlenecks; increase street furniture which is distracting and dangerous to drivers, pedestrians and cyclists; it will damage the environment by having to remove trees which are unlikely to be replaced; traffic will be queuing longer resulting in an increase in pollution; the new cycle lanes will not be used (Fender Lane, Harrison Drive etc...); it will cost extra to maintain (although not if they are neglected like Fender Lane). And most importantly the majority of local residents are opposed to the schemes but you are not listening to them and you are not being fully transparent. Why?	A business case will be required to support the implementation of each route. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. Noted re Fender Lane
7. R14	HYS	Not needed	A business case will be required to support the implementation of each route. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
8. R14	HYS	This route presents a somewhat complex conundrum. Whilst in theory I do actually fully support the implementation of cycle lane measures along this extremely busy trunk route between Birkenhead and Junction 3 of the M53 and westwards beyond towards Arrowe Park and Heswall, I still feel that there is the usual problem that, despite the right of way being a relatively wide road (except the initial dual carriageway section at the start just outside Birkenhead Central Rail Station), there are considerations that have to be made and serious concessionary measures for all the premises and residential properties that front much of this route. Whilst many of the semi detached houses past Prenton have their own garages, and thus their cars will not be as adversely affected as other roads that will have cycle lanes driven through them, it will be a challenge to site the bus stops which proliferate along this route - and to have them as 'floating bus stops' will be a recipe for absolute disaster and carnage.  THESE MUST NOT BE PURSUED ANY FURTHER THAN THE ALREADY USELESS EXAMPLES SEEN ALONG HARRISON DRIVE, NORTH WALLASEY! The only solution is to have the cycle lane pass AROUND and BEHIND the bus stops and shelters (the 'Dutch Style' that is so	The CATN aims to provide benefits for walking and wheeling, not just cycling.  A business case will be required to support the implementation of each route.  The design solutions for each proposed route will be determined by site specific constraints and consider all road users.  Noted re Fender Lane

		<p>well practised in Manchester along the busy and congested A34 Oxford Road 'Student Corridor' between the city centre and Fallowfield). The council are fully capable of considering this option to mitigate the problems that 'floating' bus stops will create. However, my fear is that the council have an unenviable reputation for obstinacy and utter arrogance which then blind them to any semblance of 'common sense thinking' and will press ahead with the most unpopular and divisive solutions they can think of, in what I now strongly suspect is routinely conducted out of pure spite, disdain and contempt for the residents and their tax payers, given how many previous examples of this sort of thing they have pulled off whenever it comes to bad decisions in highway maintenance and infrastructural 'improvements'. The first glaring elephant in the room is the layout at Junction 3 with the M53 itself. How on earth can the council highways planners drive a cycle lane through here unless it is at grade with the main road itself and be a repeat of the Fender Lane fiasco with the 'marker rods' that 'divide' the cycle way from the roadway? What about traffic that feeds in from the roundabout in all directions west and east? Which has priority here? I know there are signals but will there be extra signals for the cycle lane too? There is going to have to be! Then there is the problem of the deadly junction with Woodchurch Road and Asda car park entrance - which has NO SIGNALS FOR PEDESTRIANS as it stands. Where will the cycle lane be threaded in among all of this? This all involves some considerable reconfiguration/realignment and all I can see is a recipe for potential chaos! Secondly, the other most dangerous section of Woodchurch Road for cyclists is the very busy 'bend' section from past ASDA / Ackers Road traffic light junctions to Arrowe Park Road T-junction traffic lights. There is a wide grass verge on the north side of this road and a narrow pavement hemmed in by hedgerows on the south side. A cycle lane could best be put through the grass verge as a two way red tarmac'ed construction, thus enabling cyclists such as myself to make best use of this wide grassed corridor without the need to fell and destroy too many trees. Furthermore, once on the busy Arrowe Park Road itself heading towards Landican Cemetery in the Thingwall direction (which is too narrow to have a cycle lane constructed to narrow the carriageway even further), the cycle lane can simply be put into place along the existing footpaths either side which have some small grass verge as currently existing. To put in a wide segregated lane with dividing poles as at Fender Lane Bypass and Harrison Drive would be the height of absolute folly and thus should not even be a consideration.</p>	
9. R14	HYS	<p>I appreciate that some of this work will be completed from funding received but based on Wirral Council having frozen all "non-essential spend" surely any budget allocated to the Travel Network would be better spent on Social Care as we are an ageing population. If the cycle lane on Fender Lane is an example i have never seen anyone using it and with a single lane for traffic this must be a nightmare for the emergency services and potentially put lives at risk.</p>	<p>A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users Noted re Fender Lane</p>
10. R14	HYS	<p>I cycle in this general direction a lot and a better route here would really help with east/west connections. Usually I'm travelling from Bebington and use the Landican Lane path which runs from Storeton, however it's not really useable in the darker, winter months as it's muddy and feels quite unsafe. Would fully support a better route from Prenton to Arrow Park - would really help with traffic and hospital parking issues we face.</p>	<p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas</p>
11. R14	HYS	<p>It is in need of desperate improvement. The buses are unreliable, their times being rather erratic. The area needs better connection to the rail service.</p>	<p>The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas</p>
12. R14	HYS	<p>Having seen the latest air pollution report it is vital we improve active travel along Singleton and Woodchurch Road. Residents are concerned about some of the cyclists currently on the pavements, between Junction 3 and the residential areas of Homelands and Prenton Hall Road and want to see a safe alternative provided. Prenton residents want their children to be able to walk/cycle to Woodchurch High School. They have also described the problems of trying to get to the shops on the other side of Woodchurch Road - wanting better walking and cycling options.</p>	<p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas</p>
13. R14	HYS	<p>Consideration needs to be given to horse drawn vehicles (hearses) using this route to access Landican Cemetery</p>	<p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Further engagement on individual routes will take place with local communities and stakeholders.</p>

14. R14	HYS	It is not needed. There is already a widely publicised vote result that 74% are opposed to all these cycles lanes. They are reducing access to pavements and homes for lots of things such as visitors, deliveries, unloading shopping, They impact ability to plug in car chargers. Cars are bigger these days and you are ducking the width of the roads. You are having to buy and maintain narrower road sweepers to clean the narrower lanes. All this has a cost and a carbon footprint. There is insufficient demand to justify such a project and projections and forecasts are just guesswork all at a cost to the taxpayer whether it be local, national or otherwise....the money has to come from public purse somewhere along the line. The monies would b better spent on other things like schools, hospitals, doctors and dentist surgeries,etc By proceeding on this scheme when there is already an overwhelming majority of people who are against is is undemocratic. You as public servants are there to serve the will of the public, NOT to force things onto us that we dont want!	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
15. V	Handwritten	Congestion, main arterial route	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
16. R14	Handwritten	This is going to need to consider that Woodchuch Road is a major route for ambulances and buses. Crossing the motorway will need a clear plan with the slip roads	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.  Further engagement on individual routes will take place with local communities and stakeholders.

	Source	Responses – Route 15	Officer comment
1. R15	HYS	I think it's much needed as the east west connection is lacking for cyclists. We need safer ways to navigate the peninsula and promote active travel to make it easier for people to ride bikes to work.	Noted
2. R15	HYS	the route is badly needed - in fact all arterial routes are; without which roads will not be safe for cyclists, regardless whether 20pmh or not. But it taking 10+ years to build makes this less than useful. Given that most 'active' routes currently reside around a tourist circle, this isn't fit, or appropriate to be used as a commuter route; but however, seeing that work patterns have significantly changed thanks to home working, I can't help but wonder whether a Birkenhead-centric travel system is still needed...	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The CATN will remain under review and phasing amended to reflect available funding and resources. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
3. R15	HYS	I think this is vital. It is currently a nightmare if you want to cycle from West Wirral to Birkenhead and a safe route is urgently needed. For this reason, route 27 should be brought forward in the programme to the same time as route 15 so that West Kirby is connected.	The CATN will remain under review and phasing amended to reflect available funding and resources.
4. R15	HYS	Ok	Noted
5. R15	HYS	Not needed	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use A business case will be required to support the implementation of each route. .
6. R15	HYS	This will be a really valuable route. Currently the bypass is really scary. I just want to be able to cycle to Birkenhead Park station from Upton and then get the train, that's a very common route for me. I also want my mum to be able to cycle to the shops into her retirement, I don't want her to feel dependent on a car as she ages.	Noted

7. R15	HYS	not needed and waste of money	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
8. R15	HYS	I appreciate that some of this work will be completed from funding received but based on Wirral Council having frozen all "non-essential spend" surely any budget allocated to the Travel Network would be better spent on Social Care as we are an ageing population. If the cycle lane on Fender Lane is an example i have never seen anyone using it and with a single lane for traffic this must be a nightmare for the emergency services and potentially put lives at risk.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users Noted re Fender Lane
9. R15	HYS	Consideration needs to be given to horse drawn vehicles (hearses) using this route to access Landican Cemetery	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.  Further engagement on individual routes will take place with local communities and stakeholders.
10. R15	HYS	It is not needed. There is already a widely publicised vote result that 74% are opposed to all these cycles lanes. They are reducing access to pavements and homes for lots of things such as visitors, deliveries, unloading shopping,. They impact ability to plug in car chargers. Cars are bigger these days and you are ducking the width of the roads. You are having to buy and maintain narrower road sweepers to clean the narrower lanes. All this has a cost and a carbon footprint. There is insufficient demand to justify such a project and projections and forecasts are just guesswork all at a cost to the taxpayer whether it be local, national or otherwise....the money has to come from public purse somewhere along the line. The monies would b better spent on other things like schools, hospitals, doctors and dentist surgeries,etc By proceeding on this scheme when there is already an overwhelming majority of people who are against is undemocratic. You as public servants are there to serve the will of the public, NOT to force things onto us that we dont want!	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
11. R15	Via Email	Resident objects strongly to the proposed cycle lanes 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 cycle lanes being put in place for these roads. She also thinks that this is a particular risk on the Moreton Roundabout.	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Noted re Fender Lane

12. R15	Handwritten	Pavements are wide enough to be combined with pedestrian use without xxx the roads	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
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	Source	Responses – Route 16	Officer comment
1. R16	HYS	It'll be helpful to connect people in upton and the surrounding area to merseyrail, as the upton station isn't up to the same standards as the Moreton one and requires a transfer at bidston to go anywhere on the network. It will also provide a safe place to cycle as manor drive has seen fatalities for cyclists due to the speed people travel on it. Especially with the amount of schools in the area it is important to provide a safe space for children to cycle.	Noted - The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas Noted re Fender Lane
2. R16	HYS	Great initiative. Currently it is impossible to travel between these 2 points safely via bicycles.	Noted
3. R16	HYS	This is such a busy road already and leading from and to a hospital. It seems crazy to be adding more obstacles in. Also Moreton is a place that wants people to feel welcome and making everything so slow which is what this does like on fender lane is ridiculous	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
4. R16	HYS	It is 50 lower tha Route 66!	Noted
5. R16	HYS	These cycles lanes are crazy. Literally nobody wants them. You keep complaining there's no money yet you spend millions on this . Stop ruining our transport routes it's bad enough with the congestion you cause with these, but when there is a road closure everything now gets grid locked. God help anyone in Moreton needing and ambulance in rush hour, they can't get through. Try sorting the potholes out or something actually constructive.	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. Noted re Fender Lane
6. R16	HYS	Safe for cyclists already. Will cause major traffic congestion if cycle lanes introduced	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
7. R16	HYS	A waste of money and time There are far more important things that council should be spending money on, such as public services that are used or need more money. The cycle lanes that already exist are not used enough to warrant more. You need evidence that people in the locality need them, but I don't think you have that, and ponting to a vague notice that people should be more active does not justify creating pointless cycle lanes so you can congratulate yourselves on how proactive you're being. There is no universal demand or need so let's think again.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
8. R16	HYS	not needed	A business case will be required to support the implementation of each route. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this

			plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
9. R16	HYS	We live in Briscoe drive and already traffic use our road and Seaforth drive as a cut through to Meols etc, so they avoid Moreton cross. But they still drive like idiots. If there was a cycle lane on Upton road it would be so much worse and dangerous for the residents here. Money would be much better spent putting in road bumps and enforcing the 20 mile an hour speed limit. 90% of drivers ignore it. These cycle lanes will be a complete waste of money and I can't imagine anybody in this area wanting them.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. Noted re Fender Lane
10. R16	HYS	Any cycle lane that leads to Moreton cross roundabout will cause traffic chaos and road blockages which will impact on the residents of Moreton, reduce air quality because of standing traffic and stop emergency service vehicles from getting through. This road is the only main road running through Moreton and will lead to more accident on an already busy roundabout. There are already pedestrian crossings off each exit of this roundabout that back the traffic up. Any other restrictions will cause more traffic to be backed up.	The CATN aims to provide benefits for walking and wheeling, not just cycling Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
11. R16	HYS	Will cause more issues for emergency vehicles as does the fender bypass on a constant basis also these cost the council thousands when need the money to be spent more wisely, where's the help for people who need it and are having to frequent the food banks to feed themselves week on week total waste of council funds	Noted re Fender Lane.  The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use  Emergency Services are always consulted as part of the development of any scheme design,  Noted re Fender Lane
12. R16	HYS	I am concerned about the additional traffic at Moreton Cross, it already gets very hectic and is a challenging section. Will the bike lane take out a lane reducing Moreton cross to one lane? The bike lane on Fender lane is hardly used and causes traffic issue so I feel that this is totally unnecessary.	The CATN aims to provide benefits for walking and wheeling, not just cycling Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
13. R16	HYS	The already underused vanity project of the cycle lane on fender lane proves shoehorning cycle lanes into infrastructure in this way does not work. I do believe in safe routes but do not believe harvesting from existing insufficient infrastructure is the way forward. If the best route suggested by a designer is this then, again like on many projects we have already been robbed. I say we because it is our money you are choosing to spend in extreme amounts on a project with no full consultation.	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users Noted re Fender Lane
14. R16	HYS	Complete waste of time and money. Existing routes are rarely used and create traffic chaos	The CATN aims to provide benefits for walking and wheeling, not just cycling



			A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users
15. R16	HYS	Awful, chaotic, waste of money	A business case will be required to support the implementation of each route. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
16. R16	HYS	I appreciate that some of this work will be completed from funding received but based on Wirral Council having frozen all "non-essential spend" surely any budget allocated to the Travel Network would be better spent on Social Care as we are an ageing population. If the cycle lane on Fender Lane is an example i have never seen anyone using it and with a single lane for traffic this must be a nightmare for the emergency services and potentially put lives at risk.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users Noted re Fender Lane
17. R16	HYS	Dangerous. This is a very busy commuting route for busses and traffic which struggles. ambulances too. As shown by existing route over nearby Bidston bypass during rush hours these roads cannot cope. Any route taking in Moreton Cross is a major route allowing access to the motorway network and avoiding driving through Birkenhead town centre. If a tunnel has a problem or the motorway has a problem then Moreton cross is a grid locked nightmare. Don't muck it up like you have the flyover to Bidston. The amount of near misses I have seen either end of that farce due to bad structure and planning. Bike routes will be forever unpopular as they are planned to the detriment of everybody and everything else. They should compliment and be planned properly.	Noted re Fender Lane.  The CATN aims to provide benefits for walking and wheeling, not just cycling Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The CATN will remain under review and phasing amended to reflect available funding and resources.
18. R16	HYS	Moreton is bad enough without you adding cycle lanes at roundabout. All for a handful of cyclists	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
19. R16	HYS	This route will disrupt traffic flow and parking which will impact local business and turn these areas back onto a ghost town of closed shops. Cyclists have many opportunities to use side roads to travel throughout this section on a shorter journey. This route is unnecessary for cyclists and will have an adverse effect on local businesses and residents who need to travel by car to get to places of work not covered by local transport links. This stinks of trying to achieve targets for available funding over the requirements of local people and what they want. I can not see any advantage to this scheme, especially following the shambles of the cycle lanes added by Bidston Station.	A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
20. R16	HYS	I am really hopeful that this will go through, as cycling through Moreton is difficult even when there are existing nearby lane (such as along the seafront, and over the bridge towards bidston roundabout), as the main roads split the town into 4 around the roundabout and the congested roads and dangerous use of the roundabout make cycling outside of your 'quadrant' difficult and dangerous. Cycling for practical everyday reasons like shopping is unappealing because of this, and I believe improved cycle networks through the town	The CATN will remain under review and phasing amended to reflect available funding and resources. Noted re Fender Lane

		will decrease congestion as people opt against driving for short journeys to the town centre. Being able to travel safely to Arrowe Park would also be brilliant, and I hope it happens sooner than planned. However, that stretch of the route is already safer than the centre or Moreton, and I understand why birkenhead-adjacent routes take priority, so my answer to question 3, that the plan should be delivered sooner, refers to the stretch between Moreton cross and Upton.	
21. R16	HYS	Consideration needs to be given to horse drawn vehicles (hearses) using this route to access Landican Cemetery	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.  Further engagement on individual routes will take place with local communities and stakeholders.
22. R16	HYS	I live in Upton. I would happily cycle to the shops in Moreton or the sea wall in Leasowe. This is a busy road and I don't like cycling along it. I would be much more likely to use it if there were cycle lanes	Noted
23. R16	HYS	It is not needed. There is already a widely publicised vote result that 74% are opposed to all these cycle lanes. They are reducing access to pavements and homes for lots of things such as visitors, deliveries, unloading shopping,. They impact ability to plug in car chargers. Cars are bigger these days and you are ducking the width of the roads. You are having to buy and maintain narrower road sweepers to clean the narrower lanes. All this has a cost and a carbon footprint. There is insufficient demand to justify such a project and projections and forecasts are just guesswork all at a cost to the taxpayer whether it be local, national or otherwise....the money has to come from public purse somewhere along the line. The monies would be better spent on other things like schools, hospitals, doctors and dentist surgeries, etc By proceeding on this scheme when there is already an overwhelming majority of people who are against it is undemocratic. You as public servants are there to serve the will of the public, NOT to force things onto us that we don't want!	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
24. R16	Handwritten	Will cause excessive congestion with narrow roads	The CATN aims to provide benefits for walking and wheeling, not just cycling Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.

	Source	Responses – Route 17	Officer comment
1. R17	HYS	I am writing to express my strong opposition to the proposed cycle lane on [Street Name] which will result in the removal of outside parking for local residents. As a concerned homeowner and member of the community, I believe this proposal will have significant negative impacts on our neighborhood, including the potential depreciation of house prices and increased safety risks for families. Firstly, the removal of outside parking spaces will undeniably reduce the convenience and accessibility of our homes. Many residents, including myself, rely on these parking spaces for our daily activities. The loss of convenient parking is likely to deter potential buyers, leading to a decrease in property values. This is a serious concern for homeowners who have invested in this community with the expectation of stable or appreciating property values. Secondly, the proposed cycle lane introduces a significant safety hazard. Families with young children, elderly residents, and individuals with mobility issues will be forced to cross busy main roads to access their homes. This increases the risk of accidents and poses a danger to our most vulnerable community members. The current parking arrangement provides a buffer zone that enhances safety; removing it will compromise this crucial protection. As part of a broader environmental initiative, many residents have invested in electric vehicles (EVs), encouraged by government policies. The removal of outside parking spaces will hinder the ability to charge these vehicles, as most residents do not have off-street parking. This runs counter to the council's and national government's push towards reducing carbon emissions and promoting electric vehicle usage. In light of these concerns, I strongly urge the council to reconsider the proposed cycle lane and explore alternative solutions that do not adversely	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.

		affect residents. Possible alternatives could include: 1. Developing off-street parking solutions to compensate for the loss of on-street parking. 2. Implementing a shared space design that accommodates both cyclists and parked cars without compromising safety. 3. Enhancing existing cycle paths in less congested areas to encourage cycling without impacting residential parking. 4.	
2. R17	HYS	Why are we destroying people's property's and affecting businesses by adding a cycle lane when there are already multiple existing cycle lanes. I very rarely see anyone on a bicycle, let alone enough to justify a massive cycle lane. Waste of time and money that could be used for more benefit elsewhere.	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
3. R17	HYS	ROUTE 1 I am writing to express my strong opposition to the cycle lane project between Birkenhead and Liscard. While I appreciate efforts to promote cycling and reduce traffic congestion, the current approach is causing significant issues for residents and emergency services. Property Damage: The construction of the cycle lane has resulted in damage to people's properties. This disruption is unacceptable, especially when families rely on their homes for shelter and stability. Parking Challenges: Families often require more cars than they did 20+ years ago. By narrowing the roads and eliminating parking spaces, you are forcing residents to park elsewhere, creating unnecessary inconvenience. Emergency Services Access: The roads were wide enough to accommodate emergency services before the cycle lane was implemented. Now, emergency vehicles face delays due to restricted access. Lives are at stake, and timely response is crucial. I urge you to reconsider the design and impact of this cycle lane. Let's find a solution that balances the needs of cyclists, residents, and emergency services.	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
4. R17	HYS	Why not improve the current cycle lanes in new brighton and surrounding area? They disappear in various spaces and are not exactly shared spaces as a painted line on the pavement isnt a shared space. Why not make these areas better and proper shared spaces as they will link seacombe ferry to new brighton and wallasey. This is a waste of public money that comes from tax payers.	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services
5. R17	HYS	This route should be highly prioritised. It's probably the most popular route on strava in the area and needs upgrading desperately	The CATN will remain under review and phasing amended to reflect available funding and resources.
6. R17	HYS	Awful, not needed and will cause congestion whilst not being used	A business case will be required to support the implementation of each route. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
7. R17	HYS	I am totally against the implementation of these plans. I often drive along Fender Lane. I very rarely see any cyclists using this route. The cycle lanes creates disruption to vehicles using this route. It should be a dual carriageway. The cycle lane in Bayswater Road /Harrison Drive is a complete waist of money. Cyclists continue to use the pavements and on several occasions I have witnessed cyclists riding the wrong way. On one occasion I nearly drove into one of them There will be a serious a accident sooner rather than later.	Noted re Fender Lane and Bayswater Road.  The CATN aims to provide benefits for walking and wheeling, not just cycling  The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design

			solutions for each proposed route will be determined by site specific constraints and consider all road users.
8. R17	HYS	It will be great to have another safe route for cyclists.	Noted
9. R17	HYS	I think this is madness!! The fender lane cycle lane already causes masses of issues and stops emergency vehicles from getting through, in all the years it's been open I have seen a handful of cyclist use it. Utter waste of money	Noted re Fender Lane.  The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
10. R17	HYS	Should not even be considered. Route is already congested especially near Moreton. Any further restriction IE. Removing second lane and making it single file would only make this worse making accidents more likely. Just a waste of money which could better be used on potholes. Cyclist don't use them anyway. Why is it a war against cars.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. Noted re Fender Lane
11. R17	HYS	Lunacy. To install segregated cycle lanes on Bayswater Road will create further traffic congestion, as seen at your Harrison Drive scheme.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route.
12. R17	HYS	It will be going through a residential area which is also a main road from New Brighton to the M53 link road and to Greenleas Road which is the link to Leasowe Road & Moreton. It's a busy road and difficult for pedestrians to cross now. If the cycle path goes ahead where would the cars that are currently parked on Bayswater Road be parked? They would go into the side roads which are well used already which would be hazardous for pedestrians and car users. How would pedestrians be able to cross Bayswater Road, as surely the 2 crossing islands would have to go? Cyclists as few as there are currently tend to stay on the road and ignore the cycle lanes further down Bayswater Road towards New Brighton & they do not give way to pedestrians. We are an ageing population & I do not see myself or my husband taking to cycling.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
13. R17	HYS	Dreadful . Moreton cross is such a busy crossing to try and introduce cycle lanes would cause chaos for all involved Bikes Cars Pedestrians	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
14. R17	HYS	Again no thought for residents who need to park and as Fender cycle path is already hardly used another useless cycle path	Noted re Fender Lane.  The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
15. R17	HYS	Routes 17, 18, and 19 are vital for the promotion of active travel and reducing car use in and around Wallasey and Liscard. I use these three routes a lot to get around Wallasey, New Brighton, Liscard, and Birkenhead. They are often the worst experiences of my journey because of driver behaviour and no segregated infrastructure. To be able to cycle between Wallasey, Liscard and New Brighton safely instead of having to take a massive diversion around the prom would be amazing!! The journeys are even more dangerous since the	Noted

		comments of Cllr Jeff Green and his Tory acolytes referring to people who want safe active travel routes as Taliban and terrorists. He is supported by the likes of Ian Lewis and his ward of Wallasey is choking on cars every day.	
16. R17	HYS	Route 18 Having a cycle lane through Wallasey village will destroy parking for our customers the parking is a joke at the moment small business are struggling and this will put the icing on the cake people don't use cycle lanes it's a waste of council money	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
17. R17	HYS	Absolute nonsense . Waste of time. I AM NOT RIDING A BIKE !	The CATN aims to provide benefits for walking and wheeling, not just cycling  Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
18. R17	HYS	I think the proposed cycle lanes will cause travel chaos and severe parking problems	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
19. R17	HYS	The cycle lanes recently put in place have made the roads more dangerous for cyclists, motorists, and pedestrians. In some places the lanes are not used by the very cyclists they were created for, they think it's optional. On a more general note, there are more urgent and vital things for Wirral Council to spend OUR money on than cycle lanes. This should be abandoned as soon as possible, not just postponed.	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
20. R17	HYS	If cycle lanes are to proceed, I don't think it should be done in a way that causes motorised traffic problems, or parking problems. I have seen almost zero use by cyclists of the existing lanes.	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
21. R17	HYS	Absolutely ridiculous. Sorry but it is. Fact: current cycle lanes are not being utilised sufficiently yet before introducing even more. Concerns: Reduced parking for residents. Where are they & visitors supposed to park? My elderly parents live on Bayswater Road & are not able to walk far. I have to take them to appointments & they cannot walk any distance. Having lived on Bayswater Road for over 40 years, that road is extremely dangerous & completely unsuitable for cycle lanes. It is also extremely dangerous just to cross especially at peak times & busy weekends when the weather is good. The lanes are already narrow. Ultimately the huge cost & inconvenience, congestion that will be caused does not justify the very few cyclists who will actually use it. The whole scheme is ludicrous & a waste of money. I dread to think how much has already been spent drawing up plans & hours of useless discussions, with results from surveys designed to help push the schemes through I suggest you ask the people to vote & see what results you get.	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce

			local congestion. A business case will be required to support the implementation of each route.
22. R17	HYS	These cycle lanes are crazy. Literally nobody wants them. You keep complaining there's no money yet you spend millions on this. Stop ruining our transport routes it's bad enough with the congestion you cause with these, but when there is a road closure everything now gets grid locked. God help anyone in Moreton needing and ambulance in rush hour, they can't get through. Try sorting the potholes out or something actually constructive.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. Noted re Fender Lane
23. R17	HYS	Cycle lanes will cause major congestion and lead to accidents. Look at Fender lane which is an absolute nightmare	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
24. R17	HYS	A waste of money and time There are far more important things that council should be spending money on, such as public services that are used or need more money. The cycle lanes that already exist are not used enough to warrant more. You need evidence that people in the locality need them, but I don't think you have that, and pointing to a vague notice that people should be more active does not justify creating pointless cycle lanes so you can congratulate yourselves on how proactive you're being. There is no universal demand or need so let's think again	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
25. R17	HYS	Ok	Noted
26. R17	HYS	Strongly oppose and disagree that this is needed or useful. The cycle lane from Tesco to Fender lane is rarely used, I've never seen cyclists there and it's just caused disruption to motorists unnecessarily. I think creating more will just do the same. It's not a good use of funding, waste of money, which could be better spent fixing roads and pavements which are in poor condition.	Noted re Fender Lane.  The CATN aims to provide benefits for walking and wheeling, not just cycling  A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
27. R17	HYS	The residents in the plans for Wallasey will no doubt park in the cycle lane because they have nowhere else to park and the roads generally aren't wide enough to use posts to stop this. I regularly cycle along the Fender road cycle lane and have done for years. I preferred it when it was a dual carriageway as the road was cleaner. I never felt threatened by cars as they overtook in the outside lane. I would point out that generally we are the only cyclist using this cycle lane	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
28. R17	HYS	A complete waste of tax payers money Living on Bayswater I see the issues already caused by the existing lanes they are a danger and will have a negative impact on property prices	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
29. R17	HYS	An unnecessary waste of money. It will damage local businesses; cause dangerous bottlenecks; increase street furniture which is distracting and dangerous to drivers, pedestrians and cyclists; it will damage the environment by having to remove trees which are unlikely to be replaced; traffic will be queuing longer resulting in an increase in pollution; the new cycle lanes will not be used (Fender Lane, Harrison Drive etc...); it will cost extra to maintain (although not if they are neglected like Fender Lane). And most importantly the majority of local residents are opposed to the schemes but you are not listening to them and you are not being fully transparent. Why?	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
30. R17	HYS	As a resident of Bayswater road I think the proposed route is ridiculous, the cycle lane already in place towards the end of the road is never used, on multiple occasions I have been out walking and see cyclists continue to use the pavement or cycle on the outside of the cycle lane. It's very dangerous as emergency services struggle to get through when there is traffic on both sides of the road as there is no	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is

		longer anywhere to pull over. If the whole road where to have a cycle lane it would cause many issues, the road is already busy enough on nice sunny days or when there is an event on in new Brighton making it hard for residents to get off drives, many residents park their cars on the road where would they now park as neighbours on side roads have complained about residents on Bayswater Road parking on the side roads if the council want to make roads safer install speed cameras.	the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Emergency Services are always consulted as part of any design development.
31. R17	HYS	I am opposed to this as the current cycle lane on Bayswater Road is very rarely used by cyclists. Every weekend we see cycling groups cycling 2 abreast not using the current lanes. Residents of Bayswater Road will be forced to park on side roads increasing congestion on the side roads. If you wish to make the road safer for all – including pedestrians and cyclists - you would be better installing a speed camera or bumps to slow the traffic. I have seen several occasions of emergency vehicles not be able to get down to new brighton due to the current cycle lane obstructing the road. Wbc have already wasted money on signs on prom as am sure little money in fines has been paid and not enough to offset the amount of money spent. The cycle lane between bidston and Moreton - I have never seen a cyclist on it yet, so much so that it's full of weeds. I would rather Street lights were on the prom to make it feel safer for women in the winter months. Or maybe improve services for children in the region rather than close libraries and reduce social support for parents of young children.	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. Noted re Fender Lane
32. R17	HYS	Not needed	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route.
33. R17	HYS	Any cycle lane that leads to Moreton cross roundabout will cause traffic chaos and road blockages which will impact on the residents of Moreton, reduce air quality because of standing traffic and stop emergency service vehicles from getting through. This road is the only main road running through Moreton and will lead to more accident on an already busy roundabout. There are already pedestrian crossings off each exit of this roundabout that back the traffic up. Any other restrictions will cause more traffic to be backed up.	The CATN aims to provide benefits for walking and wheeling, not just cycling Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users Noted re Fender Lane
34. R17	HYS	I think it'll cause absolute chaos. Where will people park. Not enough cyclists use the cycle lanes we have now to warrant doing more	The design solutions for each proposed route will be determined by site specific constraints and consider all road users The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
35. R17	HYS	1) These proposed cycle routes will cause more traffic delays, some roads are already difficult to navigate without the addition of cycle lanes. 2) access to residential roads will be a nightmare as residents, businesses & visitors on main roads will be affected as they cannot park & side roads are already largely occupied with parked vehicles. 3) Every cycle lane I have seen is rarely used! They use the road or pavement. One cyclist I saw used the cycle lane bollards as a slalom,!!! 4)There are many reasons people will not change to cycling just because there is a designated lane i.e families, elderly & the disabled also workers with no access to secure parking & the increase in armed bike thefts. ,5) We are not Holland where many generations have cycled & the environs have evolved over many decades with cycle parking & wider roads 6) "if we build them people will use them" Rubbish!! 7) Improve the cycle paths along the coast between West Kirby & Rock Ferry thats where the cyclists are	The CATN aims to provide benefits for walking and wheeling, not just cycling Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas. The design solutions for each proposed route will be

			determined by site specific constraints and consider all road users
36. R17	HYS	I am firmly against these plans. The impact on a large number of residents is too much to justify a small number. It would not be democratic to pursue this plan.	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
37. R17	HYS	I drive from Wallasey to Hoylake for work and back daily. I drive past the existing cycle lane on the bypass from Tesco to Aldi Moreton and the ONLY mode of transport I ever see on there is a lady going the wrong way up it on her mobility scooter. I have never seen a cyclist use it. These routes a a ridiculous waste of money and actually dangerous for motorists narrowing the road and creating unnecessary traffic jams. .	Noted re Fender Lane.  The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
38. R17	HYS	Totally undemocratic, people have paid hundreds of thousands of pounds to live in this neighbourhood and may not be able to afford homes with drives which are a few and far between in Wallasey. It victimises those who cannot use public transport for work, those who are disabled or blind and will reduce the value of peoples homes.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving
39. R17	HYS	Should not be implemented	he Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
40. R17	HYS	I think cycle lanes in these areas will cause more safety issues that they solve. Cars using these roads to park will now have to park in side roads causing chaos	The CATN aims to provide benefits for walking and wheeling, not just cycling  The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
41. R17	HYS	Why put a bike lane down Leasowe Road when there us bike access along the sea front already available. These schemes are going to cause congestion on roads. You will never get people out of cars. Public transport not up to scratch to encourage using them. Not frequent enough and dog turn up as scheduled. Also IF I was to go by bike it would be an electric one and there is nowhere to store it at the end of your journey. Employers WBC being one of them won't let them on site as fire risk and can't leave outside as would get stolen. FARCE	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
42. R17	HYS	Wallasey Village is very busy and very slow due to 20mph. We do not want or need any more cycle lanes. The Harrison Drive cycle lane are not used and not necessary to extra wide pavements. They have created bottlenecks which result in long delays. They are not needed and too costly ! Too much Nanny State !	The CATN aims to provide benefits for walking and wheeling, not just cycling Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for



			each proposed route will be determined by site specific constraints and consider all road users.
43. R17	HYS	I am totally against any further cycle routes in Wallasey. There is already a perfectly good, but underused, cycle lane linking Birkenhead, Seacombe, New Brighton, Wallasey Village and Moreton via the promenades. Existing routes are not fully utilised and already cause obstructions. The proposed new routes will cause obstruction to traffic and pedestrians, cause severe hardship to local businesses and residents and will be a health and safety issue. The vast majority of Wallasey residents do not want them.	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
44. R17	HYS	Route to link onto kings parade cycle route, Pasture road has a cycle path already, will this be just widened. This is an easy win as large parts of route have wide pavements Is this route a wide tarmac path with access for all? There is no detailed description of what will be impacted such as parking and local shops	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
45. R17	HYS	You need to fix the existing section on Fender lane. There are significant delays turning right on to Reeds lane as traffic cannot get to the detector loop due to long tailback of traffic going straight ahead. The cycle route is self is overkill when taking actual and anticipated usage into account. The lanes in both direction are two way, why is this. If they were one way and flowed with the direction of the cars then they could be narrower, allowing for more space for cars to filter at junctions. I sincerely hope you aren't planning to make them this wide all the way to Moreton cross as it will cause chaos.	Noted re Fender Lane.  The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
46. R17	HYS	Your whole cycle plan is ridiculous! Why would anyone cycle to Liscard or Birkenhead! Both are foul places (won't swear) Firstly your cycle lanes are unusable my husband keen cyclist states they are dangerous!! Absolutely ridiculous no words!! It will happen anyway now we live in the Starmer dictatorship	A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
47. R17	HYS	As a business owner the cycle lane will be right outside our business which will massively affect the little parking available to our clients which will impact business	A business case will be required to support the implementation of each route.
48. R17	HYS	We have a promenade	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
49. R17	HYS	All Wallasey routs will cause issues for local businesses parking and access to the village. In an already congested area adding more hazards and reducing road space will result in limited assets to the village as well as its businesses and bus routs buses can't stop at the pavement in the village already due to lack of road space and badroad design this will just be worsened and harder for people to use and gain access to as proven by the floating buss stop already In place nearer Harrison park there have been many complaints and there had been no evident if the cycle path being used more since it's been out in place. The money needed for this project is not an investment that will benefit the local community.	A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
50. R17	HYS	Terrible idea that no one wants. You should be ashamed.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
51. R17	HYS	I think this is not a viable option for our high street. This will put businesses out of business, will impact schools, residents. I would like to petition against the cycle route.	A business case will be required to support the implementation of each route. The design solutions for each

			proposed route will be determined by site specific constraints and consider all road users.
52. R17	HYS	This will severely restrict parking in the area causing massive issues for the local businesses. I do not think a cycle path would benefit the area at all.	A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
53. R17	HYS	Whilst there is a need for cycle ways along parts of this proposed route, the scheme does not offer value for money, much less what is a 'joined up' approach - chiefly because of the most glaringly obvious misstep which is the section of existing footpath (called Telegraph Lane) connecting Green Lane to Leasowe Road. Widening this to create the cycle right of way would involve - once again – the completely NEEDLESS AND DESTRUCTIVE REMOVAL OF MATURE TREES AND SHRUBBERY (and thus natural habitats to birds, mammals and insects) which have been allowed to prevail and propagate along this green route for the last 60+ years. Why would it be then deemed necessary - or even acceptable - to turn this footpath, which serves a satisfactory purpose as it stands - into a concrete/tarmaced cycleway to connect with a busy dual carriageway at its southern point? Cyclists who travel to Moreton often choose to use the far more scenic coastal route anyway, along Wallasey Embankment which continues on from Mockbeggar Wharf, in order to access Moreton Shore. I cycle a lot myself to Leasowe Lighthouse where I sometimes volunteer on open days but I choose to go along the coastal path/route and only sometimes Leasowe Road. But I do not see how creating a three mile long *segregated* cycle lane along the A551 is going to attract enough cyclists that will be using this route to justify the considerable expense involved - not now, not in 5 years, or 10 years, or possibly ever! The council seriously need to take a long hard look at the STATISTICAL FACTS - i.e. the actual numbers of cyclists who use this corridor - it is not by any stretch of the imagination even a sizable number. In fact, it is far lower than the number of cyclists who would, for example, be traversing the very busy A552 trunk corridor of Woodchurch Road between Prenton and Arrows Park - and even there it isn't even anywhere approaching five figures per annum! Do the homework and research before bandying about such spurious and hugely misleading claims that creation of such a new cycle way will not only entice more pedalled traffic and prevent accidents, and induce greater use of this particular mode of transport. It won't.	A business case will be required to support the implementation of each route .The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
54. R17	HYS	It's ridiculous - this will be hugely expensive when the council surely has far more important priorities, will be enormously disruptive for residents who live along the route and will lose parking spaces outside their own homes (many of which don't have drives - so where do they park), and it will not encourage any more cycling than happens already - the main block to higher cycling in the area is the weather, and I don't think there's anything the council can do about that?	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route
55. R17	HYS	Will cause delays, accidents and massively affect local residents and businesses. I think it should not under any circumstance be implemented I.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
56. R17	HYS	I think you are all mad...think about people that travel to work,take their children to school....need to park...have to drive at 20 miles an hour? You are all bonkers wasting public money! Stop wasting money...listen to what the people want and need. Get out of your offices and speak to shop owners and people that live on those routes.	A business case will be required to support the implementation of each route.
57. R17	HYS	I am totally against this proposal I live in a side street off grove Road Wallasey village we have no driveways and parking is already a struggle once the cycle path is put on grove Road the parking will be impossible and this will cause problems between neighbours. The proposal has no consideration for the local home owners and is all for cyclists who very rarely use the other cycle lanes that have been built in the local area. A lot of the people that do currently cycle this area are generally kids who ride e bikes that go at the same speed as cars and motorcycles and they red dangerously with no care and this will not change after you carry out this proposal. I and all of my neighbours are categorically against the cycle lanes in this area	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
58. R17	HYS	As a business owner situated in Wallasey Village we already find it hard to park for clients and staff. If the cycle path goes ahead I will have no option to close my business. There isn't even a good bus route through here.	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.

59. R17	HYS	Cycle lanes do not seem to well used. Trained cyclists do not need lanes. I use this route frequently and there are not many cyclists.	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route.
60. R17	HYS	The implementation of the fender Lance cycle path has caused a dangerous situation for emergency vehicles and road users alike. Vehicles are unable to pull over to allow emergency vehicles to pass causing potential life threatening situations to occur. I noticed today, just a short time after implementation that the reflective coating on the posts have now started to peel away. If the council does not maintain these posts they will become extremely dangerous in the not too distant future.	Noted re Fender Lane.  The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
61. R17	HYS	The already underused vanity project of the cycle lane on fender lane proves shoehorning cycle lanes into infrastructure in this way does not work. I do believe in safe routes but do not believe harvesting from existing insufficient infrastructure is the way forward. If the best route suggested by a designer is this then, again like on many projects we have already been robbed. I say we because it is our money you are choosing to spend in extreme amounts on a project with no full consultation.	Noted re Fender Lane.  The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Funding for Active Travel projects cannot be used to fund other services.
62. R17	HYS	The road width in many cases is not wide enough to safely accommodate a cycle lane and I believe will cause chaos . Many residents do not have driveways and park on the road outside their property there is no other option for them as other side roads may be congested. The climate in this country is not conducive to mass numbers of people suddenly taking up cycling. This has been proven by the under use of the Fender Lane route. This is an ill thought out scheme and funding could be better spent elsewhere.	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Funding for Active Travel projects cannot be used to fund other services. Noted re Fender Lane
63. R17	HYS	Bad idea as there are so few users. Unlike more professional areas like Oxton, West Kirby, Heswall where middle class men cycle to work, this will be used on so few occasions it is a waste of money and dangerous for walkers.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
64. R17	HYS	I believe this will cause traffic chaos towards Moreton Cross due to already busy route, plus new housing, supermarket etc being planned for Pasture Rd. This is already one of the busiest roundabouts in Wirral and congestion will only worsen.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. Noted re Fender Lane
65. R17	HYS	I appreciate that some of this work will be completed from funding received but based on Wirral Council having frozen all "non-essential spend" surely any budget allocated to the Travel Network would be better spent on Social Care as we are an ageing population. If the cycle lane on Fender Lane is an example i have never seen anyone using it and with a single lane for traffic this must be a nightmare for the emergency services and potentially put lives at risk.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users
66. R17	HYS	Absolute lunacy and waste of taxpayers money, disgraceful in your attempts to have local businesses closed due to lack of parking for the 5 cyclists. You have provided no data on number of cyclists, no data of financial loss revenue for local businesses . You are shameful in your reckless pursuit of the green agenda. People have long memories. No regard for people who are visually impaired. Shame on you, do something that will actually benefit the communities instead of hard working taxpayers money being wasted on your salaries.	. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.. A business case will be required to support the implementation of each

			route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
67. R17	HYS	Roads not fit for bike lanes. Where will residents park? What about access to gp surgeries, particularly grove road, and businesses. Roads will get blocked from deliveries and bin days. Won't be able to have trades people such as plumbers in as no where to park to access house. Just going to cause more problems. No thought given to residents needs or concerns. Businesses will suffer and houses will loose value.	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
68. R17	HYS	Dangerous. This is a very busy commuting route for busses and traffic which struggles. As shown by existing route over nearby access during rush hours these roads cannot cope. Any route taking in Moreton Cross is a major route allowing access to the motorway network and avoiding driving through Birkenhead town centre. If a tunnel has a problem or the motorway has a problem then Moreton cross is a grid locked nightmare. Dont muck it up like you have the flyover to Bidston. The amount of near misses I have seen either end of that farce due to bad structure and planning. Bike routes will be forever unpopular as they are planned to the detriment of everybody and everything else. They should compliment and be planned properly.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. Noted re Fender Lane
69. R17	HYS	Moreton is bad enough without you adding cycle lanes at roundabout. All for a handful of cyclists	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
70. R17	HYS	After seeing chaos the Fender Lane scheme is causing in the last hundred metres until Reeds Lane, this needs urgently to be modified. Putting any cycle lanes of this type at Moreton Cross would be insane and a waste of money. Will the number of cyclists using these roads everywhere be counted to justify this scheme	Noted re Fender Lane  A business case will be required to support the implementation of each route. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
71. R17	HYS	Absolutely ridiculous!!! Roads are narrow enough as it is without adding cycles lanes that aren't going to be used. Bayswater Road Road doesn't get used now, they cycle on the pavement or the road. Hoseside Road causes tailbacks at busy times without adding more congestion. Business in the local area will suffer greatly, with no parking. What about residents with no driveways !!! Absolute joke !!!!	The CATN aims to provide benefits for walking and wheeling, not just cycling  The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route.
72. R17	HYS	The fender flyover is a pointless waste of time I've never seen anyone using it and all you're doing is creating more traffic and congestion I understand cycling and improving network is important but you need to think about where you're putting these routes as this one is ridiculous	Noted re Fender Lane.  The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active

			Travel network and encourage higher levels of use. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
73. R17	HYS	The cycle lanes already there are dangerous, particularly the one near Leasowe golf course. Cyclists don't use it they still use the road. Any plans to continue through Wallasey Village will be disastrous, it will destroy businesses, I think there should be double yellow lines outside St Mary's and into Village Way. That is horrendous and dangerous trying to get out of Village Way now,. Since the cycle lane from Moreton to Bidston is in my view not used , I travel daily at different times and can honestly say I have only ever seen 1 cyclist, since it was put there. Waste of resources	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route. Noted re Fender Lane
74. R17	HYS	Total waste of time and money. Designed to to inconvenience residents and road users. Should be scrapped and the money used for other more useful projects.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
75. R17	HYS	Especially excited to see how this one turns out given that it's nearest where we live. Too bad it's not going to continue down to the waterfront.	Noted
76. R17	HYS	A massive waste of public money as the ones in place are not used by cyclists except on a Sunday by maybe some old dear, don't know who makes these decisions at the council but my god are you all on glue.	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
77. R17	HYS	The traffic through Moreton cross is pretty bad at school run times and commuting times. That's with two lanes of traffic to each arm of the roundabout. Removing lanes will only exacerbate these issues. In the occasion when the M53 is closed due to an accident the traffic is at a standstill. The cost and impact of adding cycle lanes does not balance with the perceived improved transport links for cyclists.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Noted re Fender Lane
78. R17	HYS	I can't clearly see which option refers ro Wallasey Village. Please review all local resident and business feedback. This is detrimental to the environment, safety AND mental.health. The posters in the local village say "74% SAY NO". I literally don't know one person or business for for the proposed cycle lanes. Please listen to the locals and reinvest elsewhere.	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business

			case will be required to support the implementation of each route.
79. R17	HYS	Stop with all the cycle lanes. Fender lane is completely unusable. Multiple times I have seen emergency vehicles trapped in traffic on blue lights unable to get past, motorists unable to give way due to the stupidity of these cycle lanes. The design is ridiculous and completely unnecessary. It's never used and is just a mess of leaves and litter. The occasional cyclist that does use it is going the wrong way and these lanes will cause more problems than they solve. You have actually created congestion with these modifications. STOP!	Noted re Fender Lane.  The CATN aims to provide benefits for walking and wheeling, not just cycling Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Emergency Services are always consulted as part of scheme development.
80. R17	HYS	It will cause chaos all along the route, local businesses will suffer particularly during peak time traffic	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route.
81. R17	HYS	I think it would impact greatly on business and parking for residents. It's would make some of the roads very narrow and dangerous for drivers. I have seen cyclists going the wrong way on the lane on Bayswater Road.	A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
82. R17	HYS	I am really hopeful that this will go through, as cycling through Moreton is difficult even when there are existing nearby lane (such as along the seafront, and over the bridge towards bidston roundabout), as the main roads split the town into 4 around the roundabout and the congested roads and dangerous use of the roundabout make cycling outside of your 'quadrant' difficult and dangerous. Cycling for practical everyday reasons like shopping is unappealing because of this, and I believe improved cycle networks through the town will decrease congestion as people opt against driving for short journeys to the town centre. Being able to trave safely to Arrowe Park would also be brilliant, and I hope it happens sooner than planned. However, that stretch of the route is already safer than the centre or Moreton, and I understand why birkenhead-adjacent routes take priority, so my answer to question 3, that the plan should be delivered sooner, refers to the stretch between Moreton cross and Leasowe Lighthouse.	The CATN will remain under review and phasing amended to reflect available funding and resources. Noted re Fender Lane
83. R17	HYS	As a cyclist there is no need for a dedicated cycle lane, the roads are not overly dangerous and there are many alternative quieter roads which won't add up any travel time and will avoid the chaos of no parking along the roads. This will have a huge impact on the traffic and parking for the many primary and secondary schools in the area. Additionally, the local businesses have enough difficulty retaining business, this will make it even harder and there will be no need for a link route because there won't be any amenities to go to. They will have shot down through a lack of business.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
84. R17	HYS	There are a significant number of horses kept in the area of this route. Riders use Leasowe Road/Pasture Road to access Bridleways 3 and 4 and Leasowe Road/Bayswater Road to travel to Bridleways 7,9 and 10. Any segregation along the route needs to allow for horse riders. The route proposed leaves Bayswater Road and turns at right to go down Green Lane which is a bridleway (BR7). It then turns left down Telegraph Lane, also a bridleway (BR9) to join Leasowe Road. At Leasowe Road cyclists and horse riders would have to cross the dual carriageway to turn right. Green Lane (BR7) is heavily used by vehicles going to the Gunsite Car Park and is also used by horse riders to access BR10 and the beach. The road is quite narrow and has speed bumps. Telegraph Lane (BR9) is very narrow and again is used by horse riders wanting to access BR7, BR10 and the beach. This part of the proposed route is not the "most direct and convenient" route. It would make much more sense, and be a lot safer to use Greenleas Road which has traffic lights at its junction with Leasowe Road.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Equestrians will be consulted as part of scheme development.
85. R17	HYS	It is not needed. There is already a widely publicised vote result that 74% are opposed to all these cycles lanes. They are reducing access to pavements and homes for lots of things such as visitors, deliveries, unloading shopping,. They impact ability to plug in car chargers. Cars are bigger these days and you are ducking the width of the roads. You are having to buy and maintain narrower road sweepers to clean the narrower lanes. All this has a cost and a carbon footprint. There is insufficient demand to justify such a project and projections and forecasts are just guesswork all at a cost to the taxpayer whether it be local, national or otherwise...the money has to come from public purse somewhere along the line. The monies would b better spent on other things like schools, hospitals, doctors and dentist surgeries,etc. By proceeding on this scheme when there is already an overwhelming majority of people who are against is is undemocratic. You as public servants are there to serve the will of the public, NOT to force things onto us that we don't want!	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business

			case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
86. R17	Via Email	Resident objects strongly to the proposed cycle lanes 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 cycle lanes being put in place for these roads. She also thinks that this is a particular risk on the Moreton Roundabout.	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Noted re Fender Lane
87. R17	Handwritten	We object to the installation of routes 17, 18, 19, 20 on the basis of the objections listed aside as I believe they will have the same effects that we have observed. Also I believe they will also increase traffic congestion along Bayswater Road & Harrison Drive. DON'T BUILD THEM. NOT REQUIRED.	The CATN aims to provide benefits for walking and wheeling, not just cycling Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route.
88. R17	Handwritten	I oppose the implementation of routes 17, 18, 19,& 20	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
89. R17	Handwritten	All Pie in the sky. Not enough demand. Leisure cyclists use the coastal route.	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route.
90. R17	Handwritten	The routes appear to take no account of the type of dwellings on the routes with many having no drives. At present the number of cyclists using existing cycle ways Harrison Drive, Bayswater Road and Cleveland Street are very low. Fender Lane is rarely used by cycle traffic and causes major disruption to traffic. I believe that who ever proposed all these routes took little concern for the residents who live on these routes and probably never walked / cycled or drove routes when people were at home.	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. Noted re Fender Lane

	Source	Responses – Route 18	Officer comment
1. R18	HYS	We have many under used cycle lanes within the area that WBC do not upkeep and the only cyclists that use them are not travelling to and from work normally they are stolen bikes. I understand the focus on active travel but realistically in the demographic how many people living in these area's are cycling to and from work or even to do their shopping - Is there any tangible evidence this will improve anything or will it just tick a box and look positive for WBC when really there are bigger concerns on the Wirral than cycle lanes	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019.

			The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
2. R18	HYS	Waste of time and money . Please just repair the existing pavements.	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
3. R18	HYS	I think it takes too much parking away and will cause a lot of Congestion	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
4. R18	HYS	I am writing to express my strong opposition to the proposed cycle lane on [Grove Raod] which will result in the removal of outside parking for local residents. As a concerned homeowner and member of the community, I believe this proposal will have significant negative impacts on our neighborhood, including the potential depreciation of house prices and increased safety risks for families. Firstly, the removal of outside parking spaces will undeniably reduce the convenience and accessibility of our homes. Many residents, including myself, rely on these parking spaces for our daily activities. The loss of convenient parking is likely to deter potential buyers, leading to a decrease in property values. This is a serious concern for homeowners who have invested in this community with the expectation of stable or appreciating property values. Secondly, the proposed cycle lane introduces a significant safety hazard. Families with young children, elderly residents, and individuals with mobility issues will be forced to cross busy main roads to access their homes. This increases the risk of accidents and poses a danger to our most vulnerable community members. The current parking arrangement provides a buffer zone that enhances safety; removing it will compromise this crucial protection. As part of a broader environmental initiative, many residents have invested in electric vehicles (EVs), encouraged by government policies. The removal of outside parking spaces will hinder the ability to charge these vehicles, as most residents do not have off-street parking. This runs counter to the council's and national government's push towards reducing carbon emissions and promoting electric vehicle usage. In light of these concerns, I strongly urge the council to reconsider the proposed cycle lane and explore alternative solutions that do not adversely affect residents. Possible alternatives could include: 1. Developing off-street parking solutions to compensate for the loss of on-street parking. 2. Implementing a shared space design that accommodates both cyclists and parked cars without compromising safety. 3. Enhancing existing cycle paths in less congested areas to encourage cycling without impacting residential parking. 4.	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
5. R18	HYS	Why are we destroying people's property's and affecting businesses by adding a cycle lane when there are already multiple existing cycle lanes. I very rarely see anyone on a bicycle, let alone enough to justify a massive cycle lane. Waste of time and money that could be used for more benefit elsewhere.	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
6. R18	HYS	I am writing to express my strong opposition to the cycle lane project between Birkenhead and Liscard. While I appreciate efforts to promote cycling and reduce traffic congestion, the current approach is causing significant issues for residents and emergency services. Property Damage: The construction of the cycle lane has resulted in damage to people's properties. This disruption is unacceptable, especially when families rely on their homes for shelter and stability. Parking Challenges: Families often require more cars than they did 20+ years ago. By narrowing the roads and eliminating parking spaces, you are forcing residents to park elsewhere, creating unnecessary inconvenience. Emergency Services Access: The roads were wide enough to accommodate emergency services before the cycle lane was implemented. Now, emergency vehicles face delays due to restricted access. Lives are at stake, and timely response is crucial. I urge you to reconsider the design and impact of this cycle lane. Let's find a solution that balances the needs of cyclists, residents, and emergency services.	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
7. R18	HYS	Good.	Noted



8. R18	HYS	Lack of consideration for local residents and business, area is not big enough to have parking, road space, cycle areas and pavements that are fit for purpose. Not everyone is able to travel without a car so where do you expect them to go and what about the businesses??	A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
9. R18	HYS	Why not improve the current cycle lanes in new Brighton and surrounding area? They disappear in various spaces and are not exactly shared spaces as a painted line on the pavement isn't a shared space. Why not make these areas better and proper shared spaces as they will link Seacombe ferry to new Brighton and Wallasey. This is a waste of public money that comes from tax payers.	The CATN aims to provide benefits for walking and wheeling, not just cycling The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
10. R18	HYS	The route provides no benefit to Wallasey Village, we have several bus routes, two train stations. The proposed route through the village will limit the ability to access the shops and affect businesses. Cyclist can link up to current installed cycle lanes using the already built promenade cycle route accessed from Liscard via Seabank or Seaview Road	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route.
11. R18	HYS	I feel that the current transport links are more than adequate and a cycle lane will not improve the area quite the reverse I think it will devastate the area	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
12. R18	HYS	The proposal of making Grove road have cycle lanes either side like the one seen along Harrison Drive is ridiculous! Where are the residents supposed to park? The side streets are already overburdened due to the mix of Edwardian and Victorian Housing and bin trucks and emergency vehicles can struggle to get down them. Then what is going to happen with the two Doctors surgeries and the small businesses? You already declined Grove Road Surgeries request to have disabled parking because of the bus stop and blue badge holders can park on the yellow lines anyway. As a regular cyclist along that route with my children who started when they were 9 and now 17, we have never had an issue of safety, except for cars coming out of side roads, but this cycle route won't help that. Besides on a bike it's quicker to cycle along Wallasey Road from Liscard and along the prom to New Brighton or you have the cycle path down Sea Road, that's been there for years! The being spent would be better used along the prom from the Clown to the Derby Pool, where the flags are broken and sunk. Also creating drop kerbs at the bottom of Sandcliffe Road for people like my wife in her wheelchair chair to gain access to the prom and dips!	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
13. R18	HYS	This route and all other are simply not required. You have asked local residents in previous consultations, we have spoken and the message is still clear. Cycling routes are not required on local roads. Housing in Wallasey, Liscard and new Brighton is generally with vehicular parking provision due to our age and heritage. Residents accept that we make do and park road side, the idea that parking outside our homes should be removed to make way for network of cycling routes without demand is inconceivable. The proposed schedule is also poorly thought through, surely the sensible approach would be to create main arterial network interlinking key town before creating minor routes in built up areas. I would suggest going back to the drawing board on this one, EV charging facilities and residential solar PV contributions to name just two, would be far more beneficial and welcome additions to our community and Wirral sustainable credentials.	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
14. R18	HYS	This route is awful; particularly at the corner of Hoeside road. This is already a bottleneck and children cross to go to Mount Primary. Even if you remove the cars and put double yellow lines, there will be dpd vans, food delivery vans and cycles going faster than cars are allowed to go. Last time I saw the plans, they said the pavement and road would be shared by the cyclists...this is not on and will be involved in the death of kids trying to get to school. Where are the cars going to park. There is no room in the side road and not enough road in the front of houses for many to be able to park. All of your routes to New Brighton from Birkenhead are not needed. there is already a cycle path right along the Prom from Birkenhead. As well as this, you cannot put a cycle path through Liscard Precinct...you will	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.

		kill people. People are in a shopping centre and will not look when crossing from side to side. I for one, wont shop there any more if you do that as I would fear for my own safety.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
15. R18	HYS	Where will people be able to park their cars? Home owners and businesses will suffer It's time to stop and evaluate the usage (or lack of) of current cycle lanes. Public money is public money whatever source it comes from. THIS SHOULD STOP NOW!	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
16. R18	HYS	This proposed route will follow an already congested area with many schools, surgeries and houses being affected. Narrowing already busy roads will not improve smooth access to other places, it will inhibit. Most cyclists ride on the pavement. How will you enforce the transition from pavement to cycle lane. Will it be made compulsory? Who will monitor the use of these cycle lanes?	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
17. R18	HYS	Waste of good money on a cycle route cyclists won't use.	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route.
18. R18	HYS	Absolutely stupid. Taking away parking outside of people's houses for cycle lanes no one uses? Are you going to pay the detrimental cost this will have on my house value? Completely oppose it. The traffic is already big, if any of you council members actually spend time on the Wirral you'd know that no cyclist even uses any lanes already in place. Why don't you spend the funding on something beneficial instead of making everyone who lives on these roads life harder. Life is already crap enough and you want to take away the ability to park outside my own home? Ridiculous. I'll be protesting this forever.	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
19. R18	HYS	A route here will cause heavy disruption for people that live in these areas. Many residents use the road to park their car on, and this will result in them being unable to this, and therefore having to use the already busy side roads. The same goes for companies such as Wallasey golf club, where do you expect some of their golfers to park? They will end up on side roads, disrupting other residents. This whole thing will decrease house prices at a time where money is already ridiculously tight for many families. I am also skeptical that there is a need for a cycle lane here. I rarely see cyclists, as they can and do use the very nearby prom. Cycle lanes such as the one the bidston flyover are rarely ever used, and yet have caused mass disruption in term of traffic. The majority are very unhappy for this. Please listen to the vast majority of the residents and do not place a cycle lane here. Please use our council tax for other things.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.  Noted re Fender Lane
20. R18	HYS	This route should be stopped before it does irreversible damage to the roads. A cycle lane disrupting leasowe road, and Bayswater road is completely unnecessary. Adequate cycle access is provided by the promenade. These routes have required parking for a number of residents that will then be pushed into side streets. Streets that are already overflowing to the point of hindering access. Increasing the amount of cars that have to park in these roads will make it impossible for prams and wheel chair users to pass as cars have to park on the kerbs both sides to allow traffic through. This will only be exasperated by this plan. Not to mention the number of elderly and disabled people who will not be able to access their homes. After the damage done to traffic at the bidston flyover for absolutely minimal cyclist use, it would be damaging to see the same thing happen at leasowe road. The same results could be achieved by simply adding a cycle lane to the 'gunsite car park' that would then connect the area in the same way without any of the damage. Please spend this resource on tackling west Wallasey van hire rather than ruining our roads.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.  Noted re Fender Lane
21. R18	HYS	Lunacy. To introduce cycle lanes in the retail area, with multiple small side streets offering no off street parking is a recipe for gridlock. I suspect that is the intention.	The CATN aims to provide benefits for walking and wheeling, not just cycling Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.

22. R18	HYS	Narrowing of roads for cycle lanes Less parking for residents who will need to park in already overcrowded side streets	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
23. R18	HYS	Routes 17, 18, and 19 are vital for the promotion of active travel and reducing car use in and around Wallasey and Liscard. I use these three routes a lot to get around Wallasey, New Brighton, Liscard, and Birkenhead. They are often the worst experiences of my journey because of driver behaviour and no segregated infrastructure.. To be able to cycle between Wallasey, Liscard and New Brighton safely instead of having to take a massive diversion around the prom would be amazing!! Wallasey and Birkenhead are the key to Wirral's future growth and prosperity. All efforts need to be focused in these areas and done sooner rather than later. The journeys are even more dangerous since the comments of Cllr Jeff Green and his Tory acolytes referring to people who want safe active travel routes as Taliban and terrorists. He is supported by the likes of Ian Lewis and his ward of Wallasey is choking on cars every day.	Noted
24. R18	HYS	I think the proposed cycle lanes will cause travel chaos and severe parking problems	The CATN aims to provide benefits for walking and wheeling, not just cycling Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
25. R18	HYS	If cycle lanes are to proceed, I don't think it should be done in a way that causes motorised traffic problems, or parking problems. I have seen almost zero use by cyclists of the existing lanes.	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
26. R18	HYS	This is a complete waste of money and as a resident do not want this to go ahead.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route.
27. R18	HYS	I think that this is unworkable. My particular problem would be with Hose side road down to Grove this is a main arterial corridor. Hoe side road is often difficult to pass due to parked cars, so how removing those cars and adding a cycle lane either side will make traffic flow any better I have no idea. Unless you believe people will cycle to were they are going. In which case why are they doing it, probably because they don't have time, the place they are going is not suitable for cycles ie no where to lock them up, no changing facilities to get out of damp or sweaty clothing no where to dry the clothes etc. Grove road is very busy with two Doctors surgeries, and various shops etc people will just stop their cars in the cycle lane if it not bollard protected or park in the various side streets which are already overcrowded for example where will the potato lorry delivering to the local chip shop stop to unload or the chemist vans delivering to the chemist. I support the revamping and improving of the already existing cycle route on the Wirral particular the stretch along the promenade. I have commuted to work on a bicycle for 19 years both on the Wirral and over to Liverpool and I am not convinced this will encourage people to ride a bike. It is a ludicrous waste of tax payers money which has already been shown by the schemes on Fender lane and Harrison drive	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Noted re Fender Lane
28. R18	HYS	Totally impractical on Grove Road. Where will the residents of Grove Road park their cars when they don't have off road parking or garages? The side roads are already congested with cars. Grove Road is narrow in places, so there will not be room for cars and bicycles to be alongside each other on either side of the road at the same time.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
29. R18	HYS	Good	Noted
30. R18	HYS	Firmly AGAINST any implementation of cycle lanes as on Harrison Drive. An utter waste of money, there is a perfectly good cycle Lane along the Wirral waterfront. Cyclists are protected on the main roads as motorists/cyclists must obey the Highway Code. These cycle lanes will and are already causing chaos.	A business case will be required to support the implementation of each route.

31. R18	HYS	I think putting a cycle lane/s on this route will cause chaos. Parking is bad enough as it is by St Mary's College, with teachers parking on the road and parents parking to collect children. Also there are several buses that drop/collect children the need to be considered along with several buses that run through this area. You will cause more parking issues as you will move parked cars into side streets that are already jam packed with cars. You will create a risk that emergency vehicles will not be able to gain access due to additional parked cars. You will kill off businesses as people will not be able to park anywhere in the village. This will generate a lot of resentment towards cyclists, and I do feel road rage and citizen unrest will increase due to an increase in frustration. All this money spent for cyclists who don't use the recent additions of cycle lanes from Harrison Drive along Bayswater Rd. You would be better spending money on additional police to deal with the little darlings riding their bikes in the middle of the road, popping wheelies and mounting the pavements. You will be voted out the next election if this continues.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
32. R18	HYS	I despair at the stupidity and lack of forethought for residents on these proposed cycle lanes. You can't add cycle lanes to a conurbation that is predominantly residential. Parking is already difficult and for the proposed routes on Grove Road and Seaview Road in particular, it will add to the already stressful parking situation. In addition disabled residents will be adversely affected I would wager that the people suggesting these routes would not want one outside their homes. The A41 is a classic example. I cycle this route regularly. The residents in New Ferry park in the cycle lane because they have nowhere else to park. Further along the route, because there are rubber guides to stop cars wondering into the cycle lane it prohibits road cleaners from entering the lane so cycling in this lane is a high risk of puncturing your tyres. Also the cycle lane on Saughall Massie Road is not rideable due to the overgrown hedges. If the council can't even look after the routes they have why add more. The route from Birkenhead to Wallasey down the Promenade past Woodside and Seacombe Ferry is perfectly adequate and I would argue a similar distance to the proposed routes. Waste of money Waste of time Won't increase cycle traffic Will devalue property Will annoy motorists	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
33. R18	HYS	Absolute nonsense, you fail to realise that there are many elderly people in this area who are physically unable to cycle, whether it be on a cycle lane or the road, and are dependent on public transport to get to the shops etc. The idea of floating bus stops is unbelievable, I work with blind people and have disabled friends in wheelchairs, it is difficult enough for them to navigate their way around as it is without the added pressure of trying to cross a cycle lane to get on a bus!!! The entire project is ill thought out and when everyone is struggling it is mind boggling that you can even be considering spending millions on this nonsense, might I suggest it would be better directed at more nursery school places and the heating allowance for pensioners etc. Unable to understand how this hairbrained scheme would improve access to housing and regeneration in the area, what an utter disgrace. Can I also just say that I am most certainly not a supporter of the Conservative party but you are doing a good job of making me change my mind after 60 plus years of being a voter.	The CATN aims to provide benefits for walking and wheeling, not just cycling Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Funding for Active Travel projects cannot be used to fund other services. Funding for Active Travel projects cannot be used to fund other services
34. R18	HYS	Total waste of tax payers money - road tax payers also for that fact You are causing a danger to road users increasing congestion and negatively impacting house prices The useless Bayswater road cycle lane is DANGEROUS turning in and out of Bayswater gardens is DANGEROUS TOTAL WASTE OF MONEY AND WILL NEGATIVELY IMPACT HOME OWNERS CYCLISTS HAVE THE PROM ROUTES LEAVE IT THERE	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
35. R18	HYS	An unnecessary waste of money. It will damage local businesses; cause dangerous bottlenecks; increase street furniture which is distracting and dangerous to drivers, pedestrians and cyclists; it will damage the environment by having to remove trees which are unlikely to be replaced; traffic will be queuing longer resulting in an increase in pollution; the new cycle lanes will not be used (Fender Lane, Harrison Drive etc...); it will cost extra to maintain (although not if they are neglected like Fender Lane). And most importantly the majority of local residents are opposed to the schemes but you are not listening to them and you are not being fully transparent. Why?	A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
36. R18	HYS	not needed	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
37. R18	HYS	We are being invited to comment on the priority for the route, but not whether or not it should go ahead at all. Typical Wirral Council duplicity. The route is idiotic and should be scrapped.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
38. R18	HYS	A Waste of money, when there are cuts to social services and youth services. Invest in people and future generations instead of box ticking. Cycle lanes will cause more problems rather than provide a solution. Where will home owners parks their cars along the proposed routes? Existing cycle lanes are unused. I travel to work and never see anyone cycling along existing cycle routes.	The CATN aims to provide benefits for walking and wheeling, not just cycling

			A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
39. R18	HYS	Pathetic!! Where are we supposed to park our cars? Side roads are full already. What about our elderly neighbours and disabled neighbours who will have to park miles away. What about my partners van that has tools in and needs to be close by in case it gets robbed? Spend the money on making our streets safer? Make the cycle lane on rake lane on the pavement that's so wide anyway, you could narrow the road and take away the grass verges that are NEVER MOWED either. Seriously! What is our council tax money going on??? The flyover at Moreton spurs is empty. Backing up traffic. Slowing down cars creating more pollution off car fumes. Absolutely absurd idea what idiot makes them up??	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. Noted re Fender Lane
40. R18	HYS	It will put added pressure on an already busy area, this area has 5 schools within a small area and the proposed cycle route can only make this more dangerous for road and pedestrian users. Parking is already a major issue with people visiting shops using the side roads.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
41. R18	HYS	1) These proposed cycle routes will cause more traffic delays, some roads are already difficult to navigate without the addition of cycle lanes. 2) access to residential roads will be a nightmare as residents, businesses & visitors on main roads will be affected as they cannot park & side roads are already largely occupied with parked vehicles. 3) Every cycle lane I have seen is rarely used! They use the road or pavement. One cyclist I saw used the cycle lane bollards as a slalom,!!! 4)There are many reasons people will not change to cycling just because there is a designated lane i.e families, elderly & the disabled also workers with no access to secure parking & the increase in armed bike thefts. ,5) We are not Holland where many generations have cycled & the environs have evolved over many decades with cycle parking & wider roads 6) "If we build them people will use them" Rubbish!! Survey done in London showed there was very little increase in cyclists when new routes were introduced. 7) Improve the cycle paths along the coast between West Kirby & Rock Ferry thats were the cyclists are	The CATN aims to provide benefits for walking and wheeling, not just cycling Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
42. R18	HYS	I think this is a waste of time and will cause a huge amount of traffic congestion, difficulties for pedestrians (floating bus stops), and will negatively impact local business and residents due to a lack of parking facilities in an already built up area. As with current cycle lanes such as the one on Harrison Drive, cycling will not increase and it is doubtful that cyclists will even use these lanes, as no one wants them! Cyclists are still using the road on Harrison Drive or even the pavement and this is proof that these lanes are not working. I would like to see any research that has been done on the impact on local businesses, residents, pedestrians and disabled people who will be at risk of being involved in a collision when using any 'floating bus stops'. 74% of Wallasey residents have already objected to these plans. As our elected representatives, please listen to feedback and halt the introduction of these cycle lanes, which will do nothing to promote more cycling and will only have a negative impact on the community.	The CATN aims to provide benefits for walking and wheeling, not just cycling Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
43. R18	HYS	Should not be implemented	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
44. R18	HYS	This is insanely ludicrous. Nobody uses the cycle route from Bidston to Moreton. NOBODY. So why waste even more money on this one that goes through Wallasey Village and along Bayswater Rd. This will kill the businesses in Wallasey Village, which are already struggling for trade. There is simply nowhere else for the cars to park and the businesses will die. I drive along Bayswater Rd several times each day and have seen ONE SINGLE cyclist on the awful new cycle lanes already there, which have been in place for about a year now. What a total waste of money. Please spend this on improving our schools, roads and pavements, libraries, sports facilities and essential services. Give us a direct bus link into Liverpool from Wallasey Village, rather than this nonsense. Are you all mad, or just corrupt?	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.  Noted re Fender Lane

45. R18	HYS	Do not do it at all. Huge inconvenience for the 99% who use the route via car, bus van, truck etc, and this who wish to park to visit businesses, relatives or friends . Existing cycle routes locally are ludicrously underused, irrelevant to altering veh use bar annoying and dangerous to motorists. Stop wasting our money and time do something people vote for. In Wallasey. Do not force this against overwhelming opposition	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
46. R18	HYS	This route should not be allowed as there is already insufficient parking along the route especially on Grove Road where there are two doctor's practices which have disabled parking in front of the and it's already causes congestion because of the amount of cars parking along the route. The side roads are already congested and I can see this causing traffic accidents. The bike lanes that have already been installed in the borough are hardly ever used and the money this will cost could be put tow much better use in these days of hardship	Funding for Active Travel projects cannot be used to fund other services. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
47. R18	HYS	Pointless waste of Public Money	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
48. R18	HYS	This will ruin Wallasey Village. Local businesses will suffer, residents will have nowhere to park, it will cause traffic congestion and make the road more dangerous. Cycle lanes in Fender Lane and Harrison Drive are not used and have caused congestion.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. Noted re Fender Lane
49. R18	HYS	I am totally against any further cycle routes in Wallasey. There is already a perfectly good, but underused, cycle lane linking Birkenhead, Seacombe, New Brighton, Wallasey Village and Moreton via the promenades. Existing routes are not fully utilised and already cause obstructions. The proposed new routes will cause obstruction to traffic and pedestrians, cause severe hardship to local businesses and residents and will be a health and safety issue. The vast majority of Wallasey residents do not want them.	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
50. R18	HYS	I think this is fine until it reaches Wallasey village. Cars currently park on both sides of the road to visit the shops. Where will they park once a cycle lane is introduced? Turning the vacant lot next to the Farmers Arms into a car park would remedy this issue to a degree but I fear that if people can't park then the businesses will close as people turn to supermarkets due to accessibility. Furthermore the only alternative parking will be in side streets. With Schools in close proximity this is likely to affect the safety of children walking to school.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
51. R18	HYS	I am a cyclist and do not agree with the majority of the proposed cycle lanes, they are ill conceived and extremely unpopular with the residents. Perhaps you should consider the views of local residents and tax payers!	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
52. R18	HYS	Terrible idea that no one wants. You should be ashamed.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
53. R18	HYS	Narrowing this road and making cycle lanes on both sides will be an excessive and needless waste of resources and will cause untold disruption and congestion for through traffic as well as make life difficult for residents whose properties front the entirety of this route. I am VEHEMENTLY AGAINST implementing and installing a cycle lane along this stretch of road even though I am a cyclist. It needs to be	The CATN aims to provide benefits for walking and wheeling, not just cycling

		cancelled and serious consideration put into creating cycle corridors along wide major roads in areas that are NOT fronted with many residential properties and business premises. As with many other similar proposals, this scheme amounts to nothing but a desperate and conceited box ticking exercise and will be an expensive white elephant. I THINK THE COUNCIL'S STRATEGIC HIGHWAYS OFFICIALS AND TRANSPORT COMMITTEE CABINET MEMBERS SERIOUSLY NEED TO LISTEN TO THE VOICE OF THE MAJORITY OF THE PUBLIC THEY SERVE BECAUSE IF THEY DO NOT DO THIS AND PLOUGH AHEAD REGARDLESS WITH THEIR UNPOPULAR PROPOSALS THEY WILL LOSE WHAT LITTLE INTEGRITY AND RESPECT THEY STILL HAVE!!!	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
54. R18	HYS	Putting segregated cycle lane down Wallasey Village is dangerous. The already constricted road will become impassable to road traffic, all on road parking will be removed and what retail businesses remain in the village will close.	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
55. R18	HYS	It's ridiculous - this will be hugely expensive when the council surely has far more important priorities, will be enormously disruptive for shops and residents who live along the route and will lose parking spaces outside their own homes (many of which don't have drives - so where do they park). Local shops will clearly suffer hugely as parking outside their shops will be essentially eliminated! It's just bonkers! Also, it will clearly not encourage any more cycling than happens already - the main block to higher cycling in the area is the weather, and I don't think there's anything the council can do about that?	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services
56. R18	HYS	Should upgrade existing prom connections. Cycle wands should not be implemented, they are an eyesore, get damaged and then are a road safety risk to road users. Not sensitive to the local area	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
57. R18	HYS	Cycle lanes through residential areas are dangerous. Vehicles are unable to pull over or park at the road side. Thus restricting emergency vehicles. Any delivery vans would need to block the road in order to carry out deliveries of large items such as furniture. For anyone moving house, again removal vans would need to block the road for long periods of time causing severe congestion. As a result house prices in these areas would decrease. Cycle lanes in residential areas will cause severe parking problems for already congested side roads. These issues are just the start of the problems. I assume that trees will need to be uprooted and disabled bays will be removed. I would like information regarding any public consultations on all of the above issues	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
58. R18	HYS	Having these cycle lanes put in means that residents in the streets cannot park their cars. This will be awful on seaview road! Where do you expect home owners to park? I live in kingsway and it is already a very busy and congested road and a nightmare to park in. Residents on seaview road will start to park in kingsway and other nearby roads and will cause more and more issues for homeowners. I work full time 40hrs a week, i dont want to be coming home and having to park 3 roads away from my house because other residents have been forced out of their parking spaces. Its clearly not thinking about or considering people who live here	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
59. R18	HYS	This route will harm all the businesses along the route , customers won't be able to park, businesses will inevitably close. Where are all the cars supposed to park for the people who live along the route. We are an ageing population so you are just making life more difficult for local elderly people to park near shops. How will disabled people park near to shops or their home if they don't have a driveway. This plan appears to be discriminatory to the elderly and disabled who don't/ can't ride bicycles. Perhaps if cyclists were made to stick to 20mph like all the other vehicles using the road there would be no need for dedicated cycle lanes as cars and bicycles could use the roads together safely. Surely reducing the speed of cars to 20mph has negated the need for dedicated cycle routes everywhere.	A business case will be required to support the implementation of each route. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
60. R18	HYS	It is not required. The money should be spent on services residents actually want / need	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.

61. R18	HYS	Bad idea as there are so few users. Unlike more professional areas like Oxton, West Kirby, Heswall where middle class men cycle to work, this will be used on so few occasions it is a waste of money and dangerous for walkers.	A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users
62. R18	HYS	Unnecessary for the amount of two wheel traffic and parking will be more of an issue.	A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users
63. R18	HYS	It should not go ahead	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
64. R18	HYS	I appreciate that some of this work will be completed from funding received but based on Wirral Council having frozen all "non-essential spend" surely any budget allocated to the Travel Network would be better spent on Social Care as we are an ageing population. If the cycle lane on Fender Lane is an example i have never seen anyone using it and with a single lane for traffic this must be a nightmare for the emergency services and potentially put lives at risk.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users Noted re Fender Lane
65. R18	HYS	This applies to ALL routes. WE DO NOT WANT THESE CYCLE LANES. Previous lanes such as Bayswater Road and Fender lane prove they are not used, unkempt and cause major traffic delays. Cyclists themselves do not support the cycle lanes. Listen to the people. THIS IS NOT WANTED. It will cause so many issues to householders, local businesses and emergency services.	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route.
66. R18	HYS	This route is not needed and will cause more issues and traffic. No evidence that will work.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route.
67. R18	HYS	Lack of street parking for residents and shopping in local shops	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
68. R18	HYS	Totally unrealistic to place cycle lanes along this route. Roads too narrow, residents park outside their homes so no where for them to park if this ridiculous scheme goes ahead! 75% of residents do not agree with these proposals. You have already installed cycle lanes at Harrison drive which do not get used and cause congestion as it is also a bus route. Why are local residents ignored when they oppose these cycle lanes? Surely local residents are meant to be heard, these lanes will not enhance nor alter the environment. Please listen to the majority and cease these plans. The money could go to far better projects.	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route.



			Funding for Active Travel projects cannot be used to fund other services.
69. R18	HYS	This area has shops, housing and doctors surgeries with already limited parking on these roads. Creating a cycle lane will eliminate parking for the small business force cars to park on already busy adjacent residential area, thus creating aggravation for all local residents and businesses. The roads are Victorian infrastructure not akin to this proposed system.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
70. R18	HYS	The inclusion of cycle lanes to grove road and Wallasey are dangerous given the amount of traffic on the roads in them areas and the close proximity of schools. Creating a bottle neck of traffic is more likely to be a cause of danger to road users/pedestrians than the smooth free flow of traffic in them areas.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
71. R18	HYS	In a word, ludicrous. A total waste of money, Hose Side Road in particular far too narrow to take cycle lanes. Obstruction to ambulances, fire engines, floating bus stops dangerous, particularly for disabled, blind, hard of hearing. Nobody uses the cycle lanes that already exist. Problems for Doctor's surgeries and their patients and for residents unable to park their cars or get into their drives. Has anyone in the planning office actually walked along these routes to assess problems?	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
72. R18	HYS	being a Wallasey village resident , this will have a massive impact in Wallasey Village in local businesses with passing trade and unable to have parking facilities for the local businesses. It is fundamental for customers to be able to park in Wallasey Village to attend appointments . This will be a loss of independent businesses in an around Wallace village. I personally have had experience of independent businesses during road resurfacing and the businesses are very impacted in a negative way therefore I absolutely Disagree and see there's no need for bicycle lanes to be part of the Wallasey village infrastructure. In addition Wallace village is a very busy. We have three secondary schools within a mile radius of one another plus various other primary schools not only will it be a traffic hazard? It will further cause Infrastructure issues and I just don't feel it necessary and it's not for the positive of the area I understand bicycle lanes can be advantageous however I failed to see having bicycle lanes in Wallasey Village will have anything but a negative impact on the local businesses. As a cyclist who appreciates cycle lanes in the right environment , I am truly against these cycle lanes . it would be very interesting to be reminded of local independent business which will suffer . Who will be responsible? This is people's livelihood we are talking about and find it completely unnecessary .	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
73. R18	HYS	Absolute waste of public money for two Lycra clad middle aged blokes riding out once a year when they realise they are fat. Why not put the money in to the collapsing education of our kids in the area so they have at least a fighting chance of surviving in this hell hole. Thought you were labour for the people. No one wants these lanes even people who regularly cycle say they are use less as they are full of glass and rubble so why waste all that money	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
74. R18	HYS	All of these cycle lanes are unwelcome and the ones that have been put in place are under-utilised. They haven't encouraged any uptake in active travel, and future cycle lanes will be equally unused. If you want to encourage active travel, use the millions that would be wasted on unwanted cycle lanes and use it to pay for people to clean up the vast quantities of dog faeces on the pavements - people would be far more likely to walk if they weren't surrounded by dog waste.	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. Funding for Active Travel projects cannot be used to fund other services. Funding for Active Travel projects cannot be used to fund other services.
75. R18	HYS	I am concerned about the lack of a safe crossing for pedestrians, especially those with impaired vision and groups of walkers at the junction of Routes 17 and 18 on Harrison Drive/Bayswater Road roundabout. A friend with vision impairment was stranded here as she couldn't cross the road. The cycle lane means she has to stand back from the vehicle traffic and when it's busy, it's very difficult to cross. Especially important on good weather days. This junction needs pedestrian lights. I lead walking groups here too and it is a problem crossing. Another issue is on the Marine Drive, trying to cross back into Wallasey from the prom.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
76. R18	HYS	As a cyclist there is no need for a dedicated cycle lane, the roads are not overly dangerous and there are many alternative quieter roads which won't add up any travel time and will avoid the chaos of no parking along the roads. This will have a huge impact on the traffic and parking for the many primary and secondary schools in the area. Additionally, the local businesses have enough difficulty retaining business, this will make it even harder and there will be no need for a link route because there won't be any amenities to go to. They will have shot down through a lack of business.	The CATN aims to provide benefits for walking and wheeling, not just cycling The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas. A business case will be required to support the implementation of each route.

77. R18	HYS	It will bring chaos to wallasey, cause traffic congestion and air pollution	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
78. R18	HYS	All of your proposals are ridiculous, but seeing as I am only allowed to comment on one proposed route, I'll concentrate on Route 18. As a regular cyclist and walker, I occasionally stray onto parts of the existing cycle routes that look like they're going somewhere but end up nowhere. It's actually quite embarrassing to cycle along what was once a free flowing road for car users but is now a traffic jam for most of the time. Route 18 will go right past the end of the entrance to the estate I live on, we already have huge parking problems during peak hours and especially when St Mary's school starts and finishes. I'm all for making it safer for cyclists, this is not the way. Very few cyclists will use any of the proposed routes. Concentrate on improving the cycle lanes that already existed before this stupidity started, ie the promenade and off road right round the Wirral.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
79. R18	HYS	It is not needed. There is already a widely publicised vote result that 74% are opposed to all these cycles lanes. They are reducing access to pavements and homes for lots of things such as visitors, deliveries, unloading shopping,. They impact ability to plug in car chargers. Cars are bigger these days and you are ducking the width of the roads. You are having to buy and maintain narrower road sweepers to clean the narrower lanes. All this has a cost and a carbon footprint. There is insufficient demand to justify such a project and projections and forecasts are just guesswork all at a cost to the taxpayer whether it be local, national or otherwise....the money has to come from public purse somewhere along the line. The monies would b better spent on other things like schools, hospitals, doctors and dentist surgeries,etc. By proceeding on this scheme when there is already an overwhelming majority of people who are against is is undemocratic. You as public servants are there to serve the will of the public, NOT to force things onto us that we don't want!	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
80. R18	HYS	Replacing the on-road parking on both sides of Wallasey Village between the roundabout and Grove Road with cycle lanes would clearly be hugely detrimental to all residents (including myself and my neighbours, many of whom are elderly and rely on carers) and businesses, as well as the busy St Mary's College area. This is a point so obvious that it defies belief that it has to be spelt out. We do not pay huge amounts of council tax to have the value of our properties massively reduced by our councillors. This proposal will be sresisted by residents by any means necessary.	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
81. R18	Via Email	I would like to object to the proposed additional cycles lanes in general, but more specifically the route from Liscard, Wallasey Rd, Breck Rd, Wallasey Village to join Grove Rd. This has not been considered throughly. This is a main emergency route that will be narrowed by cycle lanes. 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 lanes that in place are not used and often cyclists can be seen on the roador pavement even when a cycle lane is present. It is not a case of build it they will come. There is simply no need for these suggested lanes.  Please do not approve these plans without full consideration of these points.	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
82. R18	Via Email	Hi 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	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas

		<p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p> <p>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.</p>	
83. R18	Via Email	<p>1. 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 cycle lane 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 bicycle lanes or 20 mph limits.</p>	<p>The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.</p>
84. R18	Handwritten	<p>With the implementation of route 19 from Liscard to Wallasey / New Brighton (and a pre existing cycle track the length of the promenade there is NO NEED for routes 18 + 20</p>	<p>The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas</p>
85. R18	Handwritten	<p>We object to the installation of routes 17, 18, 19, 20 on the basis of the objections listed aside as I believe they will have the same effects that we have observed. Also I believe they will also increase traffic congestion along Bayswater Road &amp; Harrison Drive. DON'T BUILD THEM. NOT REQUIRED.</p>	<p>The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.</p>
86. R18	Handwritten	<p>I oppose the implementation of routes 17, 18, 19,&amp; 21</p>	<p>The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is</p>

			the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
87. R18	Handwritten	This is the same problem as route 20 nowhere for residents to park and the impact on local business	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
88. R18	Handwritten	Pointless madness	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
89. R18	Handwritten	Goes past houses with no drives so there will be no parking for owners of vehicles & nowhere to charge their electric vehicles. What will all these house owners & shop owners do. The shops may as well close as no one will be able to park anywhere near them.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
90. R18	Handwritten	The routes appear to take no account of the type of dwellings on the routes with many having no drives. At present the number of cyclists using existing cycle ways Harrison Drive, Bayswater Road and Cleveland Street are very low. Fender Lane is rarely used by cycle traffic and causes major disruption to traffic. I believe that who ever proposed all these routes took little concern for the residents who live on these routes and probably never walked / cycled or drove routes when people were at home.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. Noted re Fender Lane
91. R18	Handwritten	How can I answer above. It all depends surely on all other road plans, a lot of them very essential i.e. uneven pavements. As an aside. Surely pavements need attention. I fell on an uneven pavement a month ago and am still having problems.	Funding for Active Travel projects cannot be used to fund other services. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.

	Source	Responses – Route 19	Officer comment
1. R19	HYS	Not need. Will cause more traffic.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
2. R19	HYS	Grove Road should be served by a regular bus service heading to Asda in Liscard and New Brighton. There is an ageing population in Wallasey who are unable to walk/cycle but would also love to give up driving. Grove Road is not suitable for a cycle path because of the dangers posed from access to side roads, driveways etc.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
3. R19	HYS	Absolute disgrace, not needed, council never listen to the concerns or needs of the local residents, it's a residential area mainly especially on Grove Road. Where will hard working people park their cars as there is no room for driveways. Unfortunately people in this council do not understand that quite a lot of people have to work further afield to better themselves and cannot just hop on a bike. It's so ill thought out and discriminatory to far too many people.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
4. R19	HYS	Impossible to comment on the route without being able to see how it would be implemented, if large swathes of on-street parking is going to be lost on this route then most residents will probably object to the proposed route, however if on-street parking can be maintained by narrowing roads to provision a combined pedestrian/cycleway or by better utilising some of the pre-existing double/triple width pavement spaces it might receive a more favorable response.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
5. R19	HYS	Not sure if cycling routes are in this but I'm looking for better cycling Routes	Noted
6. R19	HYS	This route is totally impractical. In particular Hose Side Road is already a bottle neck near the mini-roundabout. Any new cycle lane or additional narrowing of lanes or further parking restrictions will be dangerous. It would also seriously inconvenience residents for a very marginal if any benefit. In my honest opinion this is a sham consultation where no regard will be taken of views that don't align with decisions already made by a small group of politicians and officials. Prove me wrong. Some of the recent Wirral road management schemes beggar belief and are unsafe. I am an advanced driver and they confuse me. I believe a lot of people are becoming really fed up with the views of a small group being imposed upon them and adversely impacting their	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The

		quality of life and belief in local democracy. I don't expect my views to have any effect on this process as you believe you know better than myself and the majority of Wirral residents. You will of course use this survey to claim that there has been a genuine consultation. Your questions below are loaded as there is no option to oppose the scheme altogether.	design solutions for each proposed route will be determined by site specific constraints and consider all road users.
7. R19	HYS	The scheme generally is a total and utter waste of resource. We have roads in place already to do this? What will happen to on road parking space for residents? This will have a detrimental impact to property prices. Increased risk for pedestrians. Generally unhelpful and backward thinking	A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
8. R19	HYS	Completely unnecessary!	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
9. R19	HYS	Waste of money. Please repair existing pavements instead.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. Funding for Active Travel projects cannot be used to fund other services.
10. R19	HYS	am writing to express my strong opposition to the proposed cycle lane on [Grove Road] which will result in the removal of outside parking for local residents. As a concerned homeowner and member of the community, I believe this proposal will have significant negative impacts on our neighborhood, including the potential depreciation of house prices and increased safety risks for families. Firstly, the removal of outside parking spaces will undeniably reduce the convenience and accessibility of our homes. Many residents, including myself, rely on these parking spaces for our daily activities. The loss of convenient parking is likely to deter potential buyers, leading to a decrease in property values. This is a serious concern for homeowners who have invested in this community with the expectation of stable or appreciating property values. Secondly, the proposed cycle lane introduces a significant safety hazard. Families with young children, elderly residents, and individuals with mobility issues will be forced to cross busy main roads to access their homes. This increases the risk of accidents and poses a danger to our most vulnerable community members. The current parking arrangement provides a buffer zone that enhances safety; removing it will compromise this crucial protection. As part of a broader environmental initiative, many residents have invested in electric vehicles (EVs), encouraged by government policies. The removal of outside parking spaces will hinder the ability to charge these vehicles, as most residents do not have off-street parking. This runs counter to the council's and national government's push towards reducing carbon emissions and promoting electric vehicle usage. In light of these concerns, I strongly urge the council to reconsider the proposed cycle lane and explore alternative solutions that do not adversely affect residents. Possible alternatives could include: 1. Developing off-street parking solutions to compensate for the loss of on-street parking. 2. Implementing a shared space design that accommodates both cyclists and parked cars without compromising safety. 3. Enhancing existing cycle paths in less congested areas to encourage cycling without impacting residential parking. 4.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. Funding for Active Travel projects cannot be used to fund other services. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
11. R19	HYS	Why are we destroying people's property's and affecting businesses by adding a cycle lane when there are already multiple existing cycle lanes. I very rarely see anyone on a bicycle, let alone enough to justify a massive cycle lane. Waste of time and money that could be used for more benefit elsewhere.	A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
12. R19	HYS	I am writing to express my strong opposition to the cycle lane project between Birkenhead and Liscard. While I appreciate efforts to promote cycling and reduce traffic congestion, the current approach is causing significant issues for residents and emergency services. Property Damage: The construction of the cycle lane has resulted in damage to people's properties. This disruption is unacceptable, especially when families rely on their homes for shelter and stability. Parking Challenges: Families often require more cars than they did 20+ years ago. By narrowing the roads and eliminating parking spaces, you are forcing residents to park elsewhere, creating unnecessary inconvenience. Emergency Services Access: The roads were wide enough to accommodate emergency services before the cycle lane was implemented. Now, emergency vehicles face delays due to restricted access. Lives are at stake, and timely response is crucial. I urge you to reconsider the design and impact of this cycle lane. Let's find a solution that balances the needs of cyclists, residents, and emergency services.	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.

13. R19	HYS	Good.	Noted
14. R19	HYS	Ridiculous you are not thinking about residents living along the route.. it will devalue their homes and put them at risk when coming home in the dark having to park roads away.. asking children their opinion is fine but they are children and do not understand the implications of having the roads taken away. Listen to the residents who are affected, knock on doors and be open honest and transparent with the affected addresses... think about older people who rely on their vehicles and to park close to their homes. Check on how many blue badge holders we have in Wirral who have a mobility issue.. u will take away their freedom if they cannot go out without the worry about parking or do u expect them to scoot walk and cycle ... I am wholly AGAINST the cycle route in a residential area. Feel free to contact me with your view. Unfortunately I guess you will go ahead no matter what we say	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
15. R19	HYS	Lack of consideration for local residents and buisness, area is not big enough to have parking, road space, cycle areas and pavements that are fit for purpose. What about access to property and services for local residents, we need cars for work (not everyone can work near their home). Total lack of consideration for residents and business and saying park in side roads is a unrealistic expectation as they are tiny. Cars are not going to disappear Not everyone is able to travel without a car so where do you expect them to go and what about the buisnesses??	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
16. R19	HYS	Route is on main routes for schools/nurseries is it unrealistic to expect everyone to walk to school drop off/pick up it is an unrealistic expectation of parents. By removing parking and changing road layouts these areas will actually be made unsafe as parents will be forced into all the small side roads which are not designed for this. This route is also part of the walking to school routes encouraging parents to park here and walk to school of they cant park here they will be forced to park closer to schools making it actually more dangerous. This route also removes road crossing points which will make it more dangerous to cross not only a road but also cycle lanes - there are numerous crossing points on this route due to the residential nature of the area. It would be better to have decent quality pavements (not uneven, missing flags, damaged) with perhaps traffic calming measures (eg speed bumps) to make the area safer than adding unnecessary cycle lames into a space that can not accommodate them. It is unrealistic to expect that everyone is able to cycle/walk everywhere, as Wallasey has limited employment oppportunities many people work away in hospitals, police, industry and work shift patterns that make cycling/public transport impractical. It states improving access to grove road Station perhaps improving the station would be a good starting point. The railway bridge is only stair accessible to cross without the stairs you have to walk on the main road perhaps this should be reviewed. There was also a traffic counting project undertaken on this route why have the results of this not been made public as part of this review	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
17. R19	HYS	Why not improve the current cycle lanes in new Brighton and surrounding area? They disappear in various spaces and are not exactly shared spaces as a painted line on the pavement isn't a shared space. Why not make these areas better and proper shared spaces as they will link Secombe ferry to new Brighton and Wallasey. This is a waste of public money that comes from tax payers.	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
18. R19	HYS	Just not viable putting a cycle lane along Grove Road, Doctors Surgeries, Pharmacy, drive ways all the way along the road. Utilise/improve cycle path possibly along inside road of New Brighton promenade, link up to Grove Road station already has cycle path in part.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
19. R19	HYS	How will you deal with people parking and driving out of their driveways? Put up signs to advise certain cyclists to use the cyclepaths and not the pedestrian pavement	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
20. R19	HYS	I don't understand where all the parking for residents and businesses in Wallasey Village and Grove Road is going to go. I don't disagree with cycle routes but can't see how they can work in areas which need residential and business parking. The cars will have to be parked somewhere.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
21. R19	HYS	Totally impractical and will make an already busy road worse. As a resident of Seaview road I oppose this as we already have a parking problem which will only get worse. I cannot afford or want to replace my beautiful green wild garden with a concrete car space. Noone uses the lanes so why continue with this folly. Spend the money on improving the area not causing mayhem.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. . A business case will be required to support the implementation of each

			route. Funding for Active Travel projects cannot be used to fund other services.
22. R19	HYS	Totally going against the majority of residents and business preferences in this area. Why are you designing planning and consulting on a FOLLY that WBC have not even applied for funding yet. If only councillors would consider the electorate.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The CATN will remain under review and phasing amended to reflect available funding and resources.
23. R19	HYS	This is an accident waiting to happen, it is also something we're an enormous majority of residents do not want and feel this is a case of spending a budget set aside for this project or lose it. The roads leading onto Grove Road are very narrow as are a lot of roads on other routes. There will be no spaces to park cars down side roads. We have a friend who calls regularly who has mobility issues, how safe is going to be for him or anyone else. Talk about improving environment you can guarantee all the trees that line Grove Road and roads leading to it, will be dug up. I can see cyclists getting hit while coming out of driveway as there is a blind spot That's if cyclists end up using cycle lanes as there doesn't appear to be much evidence of the existing lanes being used I can see cycle bollards being damaged making once a beautiful area look shabby. House prices will be hit and will deter people moving to the area. This will have a massive impact to small local businesses in the area Please think again as NOBODY WANTS IT	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
24. R19	HYS	New Brighton popular place to visit, can be hard to travel and busy. Parking is hard on busy days so having more routes will help for those wanting to visit particularly on hot days.	Noted
25. R19	HYS	Waste of money creating cycle lanes, and they will not be used. Look at other cycle lanes and see how often these are used. Majority people cycle along the promenade from Birken to New Brighton and further. Would be better to spend money on the condition the roads now, and make proper repairs that last longer than a month or so. Already difficult to park in my own street, which is residential parking off Seaview road	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
26. R19	HYS	I live on Seaview Road, it can already be difficult to park nearby your house on this street and the side roads are already full of an evening. We're at work all day and should be able to park at least near our homes. Most of us don't have driveways. There aren't enough cyclists to justify causing this much upset to residents. We're also concerned that the cycle lane will make it difficult to sell our houses. People want to park near their homes.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
27. R19	HYS	Totally against any of the proposals. The lanes that have been implemented already are dangerous. Harrison Drive/ Bayswater Road has numerous cyclists still riding on the road ignoring the lanes. I've even witnessed cyclists riding the wrong way in the cycle lanes. A serious accident will occur soon. Please do not implement any more of these cycle lanes.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
28. R19	HYS	This route and all other are simply not required. You have asked local residents in previous consultations, we have spoken and the message is still clear. Cycling routes are not required on local roads. Housing in Wallasey, discard and New Brighton is generally with vehicular parking provision due to our age and heritage. Residents accept that we make do and park road side, the idea that parking outside our homes should be removed to make way for network of cycling routes without demand is inconceivable. The proposed schedule is also poorly thought through, surely the sensible approach would be to create main arterial network interlinking key town before creating minor routes in built up areas. I would suggest going back to the drawing board on this one, EV charging facilities and residential solar PV contributions to name just two, would be far more beneficial and welcome additions to our community and Wirral sustainable credentials.	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
29. R19	HYS	It's a very flawed route, it does not take into account that Seaview Road is a mixed business at the first half, up to the roundabout into Asda, and from that point on is fully residential. Where are the residents meant to park their vehicles if there is a cycle lane running in front of their properties. Additionally, Hoeside Road with the junction of Seaview Road, is already a bottle-neck with vehicles having to take turns. Has any Labour member of the council actually walked this area. It would be obvious for even the smallest of intelligence that this is beyond stupid.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
30. R19	HYS	There are several GP surgeries on Grove Road and parking is already unbearable in the surrounding roads. The current use of existing cycle routes should be evaluated before anymore public money is wasted. We currently have beautiful and safe roads on this route which would be ruined with the planned cycle chaos lanes	The design solutions for each proposed route will be determined by site specific constraints and consider all road

			users. A business case will be required to support the implementation of each route.
31. R19	HYS	As a resident have noticed that more cyclist use the pavement rather than the lane, it is currently difficult for emergency vehicles to get through and causes back log of traffic which can effect air quality. Will make it difficult for residents to get on and off their drives.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
32. R19	HYS	It's not improved access at all, whoever came up with those bullet points needs to give their heads a wobble. Bikes can ride on the roads with cars. Like they have done for years. Traffic accidents are more likely to happen with the increased congestion this will cause. I also want to point out you'll be decreasing the value of the area. I can guarantee my house price will drop significantly when there's no available parking due to an unused cycle lane taking it up. If these cycle lanes are to be put into place, you must allow for people to park outside their own homes. These houses were built a long time ago and not everyone can afford or have space for a driveway. Don't be idiots and take away the locals accessibility to their own homes.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
33. R19	HYS	A route here will cause heavy disruption for people that live in these areas. Many residents use the road to park their car on, and this will result in them being unable to this, and therefore having to use the already busy side roads. The same goes for companies such as Wallasey golf club, where do you expect some of their golfers to park? They will end up on side roads, disrupting other residents. This whole thing will decrease house prices at a time where money is already ridiculously tight for many families. I am also skeptical that there is a need for a cycle lane here. I rarely see cyclists, as they can and do use the very nearby prom. Cycle lanes such as the one the bidston flyover are rarely ever used, and yet have caused mass disruption in term of traffic. The majority are very unhappy for this. Please listen to the vast majority of the residents and do not place a cycle lane here. Please use our council tax for other things.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. Funding for Active Travel projects cannot be used to fund other services. Noted re Fender Lane
34. R19	HYS	The route is mainly through residential houses that have no option for off road parking. I do not understand where cars would be expected to park. The 2 doctors surgeries on grove rd have cars coming and going all day. Residents in mere lane already struggle to park. We live on Grove Road and already struggle to park outside our house. Are the council going to create extra car parks? There must be a suggestion for where the hundreds of cars will go. If you drive around Wallasey of an evening it is difficult to imagine what will happen to all the residential cars. We are a 3 car family. We all commute for work we can't not have cars as much as I would love to use public transport we are not able to and this goes for the majority of people. I am not sure why people would cycle to Liscard when there is nothing there and nowhere to safely leave your bike if you want to shop.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
35. R19	HYS	It is not feasible, sensible or necessary to create a cycle lane along Grove Road and is a waste of tax payers money. There has been a lack of thought as to where all the residents will be able to park their cars and will be detrimental to users of the two doctors surgeries on the road. Given the proximity of the prom and Coastal Drive, both of which are very safe and accessible for walkers and cyclists, it is not necessary to have a cycle lane here. Other cycle routes such as Fender lane are already underused and given the nearby alternatives available this one is likely to be even more of a curates egg.	A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
36. R19	HYS	Really unnecessary cycle lane. The prom already provides a safe route for cyclists. Grove road is a busy road where parking for residents is already problematic. The 2 doctors surgeries already compounds the parking problem for residents, putting in further restrictions for the cycle lane would increase this problem further. The cycle lanes that have been created Harrison Dr/ Bayswater Rd and Fender Lane are under used and have significantly negatively impacted the traffic flow on these routes.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
37. R19	HYS	The route goes along grove road which is already problematic for local residents for parking with two GP surgeries in the road. There is already a cycle route along the prom that runs parallel with grove road.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
38. R19	HYS	I am concerned about where the cars will park on Grove Rd. It is going to cause congestion due to the bays having to be removed for the two doctor surgeries on Grove Rd. I am concerned that St George's Primary close their road for the drop off and pick up on school days. Making areas along Grove Rd no parking due to the route, will cause further congestion in surrounding roads to the primary school. This is a safety risk for pupils. There will be more cars parked in less roads which will cause blind spots for pupils crossing and could result in accidents involving pupils and families	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
39. R19	HYS	I am appalled. The cycle lanes which have already been implemented have proven to be an unmitigated disaster. The proposed route is largely residential which will make parking an absolute nightmare. The main road is rarely used by cyclists. There are 2 doctors surgeries and a chemist on Grove Road, which will be very difficult for less abled people to attend. The volume of traffic will not lessen as a result of this ridiculous proposal and the pollution will increase due to cars sitting in the inevitable queues	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.



		resulting from the narrowed lanes. The residents have made their feeling known with the majority displaying No to Cycle lanes, when the proposal was first uncovered.	
40. R19	HYS	My comment S Apply to most of the routs proposed. Cycling is not a big activity in Wallasey due to the Age demographic. These Cycle routes will cause major traffic problems creating more greenhouse gasses. How can a council spend this money when it closing other services.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
41. R19	HYS	There is already access. It is called a road. Demarcating with bollards and painting cycles on the floor does not improve access. It just narrows the road for motorists, causes a back up of traffic and reduces parking options in the road. The existing cycle routes are a joke. They are rarely used.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
42. R19	HYS	Nothing, I am aware that I am wasting my time completing this survey as you do not listen. Cycle lanes on Grove Road and Wallasey Village will cause chaos. Residents will not be able to park in the already congested side roads they live in with the parking lost from the main roads and as a final insult you will kill a thriving shopping area that is Wallasey Village if customers can not park. I would like information on how much use the cycle lanes you have already put in place get used?	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route.
43. R19	HYS	74% of respondents in the Ward to your last survey said they did not support this, yet here we are still pushing it.	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
44. R19	HYS	I think the whole plan is a complete waste of our money. It will only cause traffic problems and is not wanted.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route.
45. R19	HYS	Absolutely against this route. No one wants a cycle lane in Grove Road, Wallasey. Parking is already a nightmare for residents and patients using the 2 medical centres on Grove Road. Not wanted by residents at all.	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
46. R19	HYS	Totally unneeded. We already have a cycle route from Bayswater Road to New Brighton. The whole plan is ill conceived and a waste of money.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route
47. R19	HYS	Need to have more safer routes for cycling	Noted

48. R19	HYS	No thought to people living on this route Cycle paths will greatly narrow the roads and as most of this route people need to park on the road if they can't they will have to park in other places causing problems to other residents	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
49. R19	HYS	Routes 17, 18, and 19 are vital for the promotion of active travel and reducing car use in and around Wallasey and Liscard. I use these three routes a lot to get around Wallasey, New Brighton, Liscard, and Birkenhead. They are often the worst experiences of my journey because of driver behaviour and no segregated infrastructure.. To be able to cycle between Wallasey, Liscard and New Brighton safely instead of having to take a massive diversion around the prom would be amazing!! Wallasey and Birkenhead are the key to Wirral's future growth and prosperity. All efforts need to be focused in these areas and done sooner rather than later. The journeys are even more dangerous since the comments of Cllr Jeff Green and his Tory acolytes referring to people who want safe active travel routes as Taliban and terrorists. He is supported by the likes of Ian Lewis and his ward of Wallasey is choking on cars every day.	Noted
50. R19	HYS	there is no need for Wallasey centre, Grove Road through to Liscard for a cycle lane. The number of cyclists is minimal and are for leisure purposes only. There is already an adequate cycle path along the promenade which has been well used for many years. This is a waste of money for council, I am surprised they are choosing to spend needlessly.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
51. R19	HYS	Nobody is listening. Its a complete waste of time and money.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route.
52. R19	HYS	I'm not sure if this is the correct route that includes Harrison Drive and the existing route with bollards and a floating bus stop. Since it's introduction, the bollards are an obstacle when coming out/into Mockbeggar Drive, they create visual confusion and when a bus stops in the road, traffic queues behind it creating a jam. It's an unnecessary eyesore with no uptake of its use by cyclists. Money would be better spent on Coastal Drive where vehicles speed and race past the dips, where people / families congregate, this is a very real and present danger that is ignored despite being raised as an issue.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
53. R19	HYS	I think the proposed cycle lanes will cause travel chaos and severe parking problems	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
54. R19	HYS	If cycle lanes are to proceed, I don't think it should be done in a way that causes motorised traffic problems, or parking problems. I have seen almost zero use by cyclists of the existing lanes.	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
55. R19	HYS	This is a complete waste of money and as a resident do not want this to go ahead.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route.
56. R19	HYS	Utterly ridiculous idea. Statement above says it's designed to improve access but as far as I can see it'll just cause chaos for residents and road users. Having seen the 'floating ' bus stops down Harrison Drive, I can only conclude that these are an	The design solutions for each proposed route will be determined by site specific constraints and consider all road

		'accident waiting to happen' being a danger to all users particularly the disabled and those with sight problems. The whole thing is just ideology driven and gives no thought to the needs of the area and the money to be spent implementing the scheme could be much better used. Also, from the evidence I have observed from the existing lanes down Harrison Drive, many of the cyclists still use the pavements rather than the cycle lanes. In summary, the whole scheme is a complete waste of money and should be abandoned.	users. A business case will be required to support the implementation of each route.
57. R19	HYS	I am a cyclist and use this proposed route regularly. I feel that it is quite adequate as it is and should not have a cycle path. If this goes ahead where will all the cars go to park? They will only use the side roads more and the problem for cyclists will be transferred to other roads. I would like to ask if you have the data how many accidents involving cyclists have occurred over the past few years? As they say if its not broken LEAVE WELL ALONE	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
58. R19	HYS	The proposal to run designated cycle lanes down Grove Road and through HoseSide Road are not practical. Grove Road is presently carrying more traffic than ever as people come that was having left the M53. Bayswater Road, that was a lovely wide, safe road, is now narrowed due to a short length of unused cycle lane. Travelling from the M53 there are regularly tail backs and delays, as those turning left and right are all pushed into one lane. Grove Road is a residential road with some shops and two doctor's practices. The latter, in particular need disabled parking spaces to allow for sick, elderly people or those having physical disabilities to access their surgeries. Many of the houses have only a front path and nowhere to park a car outside. Cycle lanes will mean parking some distance away from where people live. Hoseside Road is also residential on one side, with a large, popular dental practice. It is particularly narrow and frequently has drivers travelling in a single lane down the middle of the road, pulling over to let traffic come from the other direction. Cycle lanes will narrow this space still further. Shared access between cyclists and pedestrians outside Seaview Road Asda sounds dire and an accident waiting to happen. Running lanes down Liscard, past the park, removing large, mature trees seems a really bad plan. Being green an eco friendly means promoting tree planting not destroying natural areas. Cyclists need education to use the lanes already there before building any more! Many still cycle everywhere on pavements and through the pedestrian precinct at speed.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
59. R19	HYS	It's totally unnecessary and will adversely affect the residents and businesses of these streets. le Where are people going to park their cars. The idea that everyone is going to start cycling is illogical and as is evident from the Fender lane example does not work to encourage cycling. It is a waste of money even if it is coming from Central Government. what will happen to the disabled parking/blue badge holders whose mobility is a problem. Please remember that as a council you should represent the majority of your constituents who do not want these cycle lanes that penalise householders on the proposed route for the sake of an occasional cyclist.	A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
60. R19	HYS	Good	Noted
61. R19	HYS	the proposed cycle route is wholly inappropriate, it will destroy many trees and creat a lot of visual and operational chaos it would be better to enhance the prom infrastructure along the river which directly links new brighton with Birkenhead and routes south the proposed junction at warren drive and grove road is badly engineered destroys valuable trees which are an important element of the character of wallasey the redirection of traffic will directly undermine our residential amenity 1) I would like to know how many trees will be affected by all these proposals 2) i would like to see your impact analysis of previous schemes and their effect upon traffic as far as i can see schemes like harrison drive are visually atrocious and are hardly used 3) i would like to know why wallasey residents are not being consulted on this 4) the floating bus stops are clearly dangerous and will need to accidents 5) I would like to know what are the costs of all this i have a bike and I use the prom which seems like the most sensible route back to Birkenhead and the ferries	The CATN aims to provide benefits for walking and wheeling, not just cycling The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
62. R19	HYS	A ridiculous waste of money. The majority of residents don't want this. What are we supposed to do about parking? It's dangerous and irresponsible.	A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
63. R19	HYS	Great idea, the sooner we have proper cycle infrastructure the better it will be. It should improve people's health and fitness and reduce road traffic.	Noted The CATN aims to provide benefits for walking and wheeling, not just cycling
64. R19	HYS	Scrap it!!! The council have already wasted too much money on cycle paths that don't get used and this will just mean less parking spaces for residents and more dangerous roads for everyone	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active

			Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
65. R19	HYS	Route 19, I think would be ill advised especially after the poor utilisation of the fender lane cycle lanes. As a resident off of Grove road our parking is already at a premium with many households having at least 2 cars, this scheme would force the people who live on Grove Road to vacate from in front of their houses to the adjoining streets. This will cause chaos and to be honest the only people who cycle down grove road are the Balaclava Brigade who wouldn't even use cycle lanes if there were any built.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.  Noted re Fender Lane
66. R19	HYS	I feel it unnecessary the route that has already been put in down to the prom is underused & causing congestion as drivers come off the motorway & flyover	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route.
67. R19	HYS	Inappropriate for Bayswater Road as this road is the main road into Wallasey and New Brighton.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
68. R19	HYS	Ok	Noted
69. R19	HYS	Absolute nonsense, you fail to realise that there are many elderly people in this area who are physically unable to cycle, whether it be on a cycle lane or the road, and are dependent on public transport to get to the shops etc. The idea of floating bus stops is unbelievable, I work with blind people and have disabled friends in wheelchairs, it is difficult enough for them to navigate their way around as it is without the added pressure of trying to cross a cycle lane to get on a bus!!! The entire project is ill thought out and when everyone is struggling it is mind boggling that you can even be considering spending millions on this nonsense, might I suggest it would be better directed at more nursery school places and the heating allowance for pensioners etc. Unable to understand how this hairbrained scheme would improve access to housing and regeneration in the area, what an utter disgrace. Can I also just say that I am most certainly not a supporter of the Conservative party but you are doing a good job of making me change my mind after 60 plus years of being a voter. You would do well to listen to the very many disgruntled people who are responding to this, and act upon it. It is called a CONSULTATION after all	The CATN aims to provide benefits for walking and wheeling, not just cycling Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Funding for Active Travel projects cannot be used to fund other services. Funding for Active Travel projects cannot be used to fund other services The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
70. R19	HYS	I do not support this scheme and intrinsically feel that the gain to the community will not be sufficient to have large amounts of expenditure by the council. I think the impact on parking and congestion in the area out weights the benefit. I also think the floating nature of bus stops is intrinsically unsafe.	A business case will be required to support the implementation of each route. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
71. R19	HYS	I do not believe this will encourage any cycling and will make road congestion more prominent. Although I do not live on any of these routes, this scheme will make it difficult for residents to park on and push traffic into side roads. Parking on side roads will be more difficult with cars parked dangerously on pavements blocking safe access for wheel chairs, prams and those members of	The CATN aims to provide benefits for walking and wheeling, not just cycling

		our community with mobility issues, such as the elderly. It will lead to more serious incidents to the public than it would to cyclists.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
72. R19	HYS	Whichever route wherever it is a complete waste of money and a detriment to the property prices of hard working households Removing valuable parking and increasing congestion	A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
73. R19	HYS	An unnecessary waste of money. It will damage local businesses; cause dangerous bottlenecks; increase street furniture which is distracting and dangerous to drivers, pedestrians and cyclists; it will damage the environment by having to remove trees which are unlikely to be replaced; traffic will be queuing longer resulting in an increase in pollution; the new cycle lanes will not be used (Fender Lane, Harrison Drive etc...); it will cost extra to maintain (although not if they are neglected like Fender Lane). And most importantly the majority of local residents are opposed to the schemes but you are not listening to them and you are not being fully transparent. Why?	A business case will be required to support the implementation of each route. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
74. R19	HYS	Not needed	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route
75. R19	HYS	It will not achieve the stated aims but will cause severe congestion on busy routes. There is a perfectly viable route along the promenade, although cyclists mostly avoid it and cycle on the parallel footpath (why?) On Warren Drive, there is an extensive need for on road parking (which is about the only thing that slows down speeding on that road. There is also a large and busy play-school in the road, which sees a need for extensive parking availability at school times. Many houses have "blind" vehicular exits from their properties and there are already many misses with cyclists travelling speed close to or on the public footpath. In short, this scheme is madness.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
76. R19	HYS	I do not see the need for cycle lanes on this route. there is already a cycle track from Bayswater Road to Seacombe Ferry along the promenade which is more than adequate and very much under used. The thought of the chaos it will cause along Grove Rd/Hosside Rd and Seaview RD is intolerable, unsafe and quite frankly madness. Have you ever watched the traffic trying to pass along Hosside Rd past Captains Pit even at quiet times let alone peak travel times? To try to make this road even narrower by adding a cycle lane is the most stupid idea I have ever heard of. Where are people supposed to park near their homes? parking for church services and parents picking up children from local schools? What about people who have electric cars and charge them from home? Grove Rd is a main road, as well as a bus route. It is unsafe for people to cross over the cycle track to access buses which will have to stop in the middle of the road. businesses will suffer because there won't be anywhere for customers to park. I think the whole scheme is utter madness and I am definitely not in favour of it.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
77. R19	HYS	Waste of money	A business case will be required to support the implementation of each route
78. R19	HYS	Please tell us where the residents will park when all on-street parking and access to driveways is removed? this is utter madness.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
79. R19	HYS	Terrible	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is

			the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
80. R19	HYS	If the cycle path is on grove road, where are residents going to park their cars? I live in sandcliffe and parking is difficult already as is all the roads off grove road, this will divide communities and cause an awful lot of stress and anger trying to park especially if more people from grove road can't park !! Please abolish this, no one wants it.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
81. R19	HYS	A waste of money, especially when there are cuts to youth services and social care. Money would be better spent supporting and investing in future generations instead of a box ticking exercise. The introduction of cycle lanes causes more road problems than they solve. Where are residents expected to park their cars? No one uses the existing cycle lanes - I ride to work every day along a cycle route and have never seen anyone on a bike.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
82. R19	HYS	I think the planned route is going to cause a lot of hardship to the residents who live on these roads. The side roads away from the cycling route are already full of cars, not everyone can afford or has the space to create a driveway. Along Grove road there are 2 drs surgeries, where again it can be difficult to park at the best of times. There are shops along these routes which will be affected as well. I drive along beaufort road into Birkenhead everyday, there is a cycling path here, I have maybe seen 2 people cycling along here.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route
83. R19	HYS	Not the most logical road routes chosen as no thought has been given to on street parking. Better roads to choose are those where houses have off street parking.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
84. R19	HYS	An absolute joke, it will cause significant problems for residents who will be unable to park near to their homes and businesses who rely on people being able to park closely to their premise, you will put Wallasey Village on its knees. The existing cycle lanes in Wallasey are hardly used. Some are in terrible condition, they collect debris and can't be cleaned as the road sweeper cannot travel over the bollards that are in place to clean it. The Wirral economy needs to grow, this will have a negative effect.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
85. R19	HYS	1) These proposed cycle routes will cause more traffic delays, some roads are already difficult to navigate without the addition of cycle lanes. 2) access to residential roads will be a nightmare as residents, businesses & visitors on main roads will be affected as they cannot park & side roads are already largely occupied with parked vehicles. 3) Every cycle lane I have seen is rarely used! They use the road or pavement. One cyclist I saw used the cycle lane bollards as a slalom,!!! 4)There are many reasons people will not change to cycling just because there is a designated lane i.e families, elderly & the disabled also workers with no access to secure parking & the increase in armed bike thefts. ,5) We are not Holland where many generations have cycled & the environs have evolved over many decades with cycle parking & wider roads 6) "if we build them people will use them" Rubbish!! 7) Improve the cycle paths along the coast between West Kirby & Rock Ferry that's where the cyclists are	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
86. R19	HYS	I think this is a waste of time and will cause a huge amount of traffic congestion, difficulties for pedestrians (floating bus stops), and will negatively impact local business and residents due to a lack of parking facilities in an already built up area. As with current cycle lanes such as the one on Harrison Drive, cycling will not increase and it is doubtful that cyclists will even use these lanes, as no one wants them! Cyclists are still using the road on Harrison Drive or even the pavement and this is proof that these lanes are not working. I would like to see any research that has been done on the impact on local businesses, residents, pedestrians and disabled people who will be at risk of being involved in a collision when using any 'floating bus stops'. 74% of Wallasey residents have already objected to these plans. As our elected representatives, please listen to feedback and halt the introduction of these cycle lanes, which will do nothing to promote more cycling and will only have a negative impact on the community.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
87. R19	HYS	Should not be implemented	Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first

			part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
88. R19	HYS	This is insanely ludicrous. The route takes you down Grove Road, which has successful and thriving businesses and a doctor's practice that has been nationally recognised - yet you are planning to prevent people from parking by them. In addition, the side roads off this route are already heavily congested, but people who live on the roads where the cycle lanes are planned will have no option but to try and park in these too. There is simply nowhere for the cars to park and the businesses will die. I drive along Bayswater Rd several times each day and have seen ONE SINGLE cyclist on the awful new cycle lanes there, which have been in place for about a year now. What a total waste of money. Please spend this on improving our schools, roads and pavements, libraries, sports facilities and essential services. Give us a direct bus link into Liverpool from Wallasey Village, rather than this nonsense. Are you all mad, or just corrupt?	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
89. R19	HYS	Do not do it at all. Huge inconvenience for the 99% who use the route via car, bus van, truck etc, and those who wish to park to visit businesses, relatives or friends. Existing cycle routes locally are ludicrously underused, irrelevant to altering veh use bar annoying and dangerous to motorists. Stop wasting our money and time do something people vote for. Wallasey is overwhelmingly against this route.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
90. R19	HYS	This route should not be proceeding the money could be put to a much better use as the cycle lanes already installed in the borough are hardly ever used. Grove Road has two doctors practices that already cause traffic congestion in the road and in the side streets and cycle lanes would only make it worse and cause accidents. It is a total waste of our taxpayers money and should be put to a vote of the people of Wirral	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
91. R19	HYS	A waste of time and money. Cycle lanes on the Wirral and elsewhere have shown that your plans for Route 19 and all the other routes will be a colossal waste of time and money. There are no more cyclists than there were before on the routes you have already done (despite overwhelming objection) and there will be no more on Route 19. You will however encumber motorists and pedestrians and cause delays, for no return, other than your own "feelgood" factor. If another 74% of residents object to this, like last time, will you still go ahead?	A business case will be required to support the implementation of each route. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
92. R19	HYS	As a regular cyclist, it is beyond me why any consideration would be taken for cycle lanes when we have great access along the promenade which offers far better views with less air pollution. I would not use cycle lanes through Wallasey. I hear people without drives would need to find alternative places to park, including disabled bays. Grove road has two surgeries both with disabled bays. I don't see any thought into where car owners without drives will be asked to park. No good saying side roads, go and check them out at 6pm, there is no space. Utter chaos in the making. Wirral will be ruined.	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
93. R19	HYS	This route does not improve access between Wallasey centre, Grove Road station and Liscard town centre, nor does it improve access to the centre of New Brighton and rail station. What it will do is make access to the two Doctors Surgeries on Grove Road very dangerous for pedestrians and bus users, most of whom are elderly. It will also make parking for patients impossible. It is a very ill thought-out idea, not just this route, but for most of the area. 1' It has been designed to serve a small minority, at great cost, regardless of the disruption to other road users. Where it has been completed, it is not being used! Question 3 is specifically designed for a 'confirmation' answer – there is no option to say 'It should not be started'!	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route
94. R19	HYS	Pointless waste of Public Money	A business case will be required to support the implementation of each route.
95. R19	HYS	This will increase congestion and will not improve access between Grove Road and Liscard. Residents will have nowhere to park	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
96. R19	HYS	This proposed route will have a detrimental effect on this already crowded area. If we lived in world where everyone's family and work were nearby, this cycle lane might work, but we don't. The majority of residents have family and work spread out not just across the Wirral but across the country and unless the networks are saturated with affordable, reliable public transport, cars will still be needed. And cars need to be parked somewhere. Many houses in Wallasey have been built with no off-road parking, my road included, and these residents already have a battle on their hands to park even near their own home. Human nature being	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.

		what is, no one will care if their car has to be parked in front of some else's house in another street. On the subject of people cycling, if they can, where is the infrastructure at the end of those journeys? Where would I leave my bike? Where would I change if I was sweaty or wet through? The money that is being spent is precious, wherever it's come from, and would be better spent on the cycle lane already in place along the prom with proper segregation for cyclists and pedestrians so both users can use the path and cycle path safely. There is certainly the room to do this.	
97. R19	HYS	Absolute nonsense and sheer madness. The whole plan is seriously flawed. The impact on business's, houses doctors surgeries is huge. Where do you expect people to park their cars? The cycle lanes in Moreton and the pathetic ones on Harrison Drive are NEVER used.. you have the odd cyclist, and they still use the road which causes long queues. The money would be better spent in improving the state of the pavements around Wallasey and New Brighton ! There is also a perfectly adequate cycle route on the promenade from Wallasey to Birkenhead ! Obviously none of you people live on the routes that will be impacted ! This cannot and will not happen people have had enough of you wasting money on nonsensical projects .	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. Noted re Fender Lane
98. R19	HYS	Improved access for the minority (cyclists) who may use the route occasionally. Not improved access for the people who live there and need daily Access to park outside their own homes. This route will create huge parking issues if residents have to park in other roads. This will negatively impact the quality and daily lives of so many more people versus the few who may use the cycle lanes. How are people meant to unload shopping etc if they can't park outside their own home? What about those people with disabilities who can't walk far. We have 2 Doctors surgeries on the road - where will they park. It's going to potentially cause conflict with residents in other roads when displaced people start parking outside their homes. This is a ridiculous idea and panders to a political agenda that MPs voting for this don't have the common sense to say 'No' . It would be interesting to know how many MPs who voted yes live along the proposed route and don't already have a drive on which to park their car.	A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
99. R19	HYS	I am totally against any further cycle routes in Wallasey. There is already a perfectly good, but underused, cycle lane linking Birkenhead, Seacombe, New Brighton, Wallasey Village and Moreton via the promenades. Existing routes are not fully utilised and already cause obstructions. The proposed new routes will cause obstruction to traffic and pedestrians, cause severe hardship to local businesses and residents and will be a health and safety issue. The vast majority of Wallasey residents do not want them.	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas.
100. R19	HYS	I think the whole idea is a waste of resources which should be used towards other public services which would help with the cost of living crisis. In all the time the cycle route has been on bayswater road I've only seen about 5 bikes use it. it is a complete waste of money. It will also cause chaos. Where are the people who live along these routes supposed to park their cars? Do any of the councillors making these decisions live along these proposed routes?? Why are you not holding exhibitions in Wallasey? Is it because 74% of us dispute the implementation of the cycle lanes? You don't care about the environment when it comes to building on greenbelt land but are happy to destroy trees etc to build cycle lanes which won't be used.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
101. R19	HYS	The cost of these bicycle routs is too high, when we have so many other projects that need help. the new cycle lanes at Harrison Drive are useless. What good are they doing. Soon all the posts will be knocked down. As the y have in Bootle. It just looks a mess Spend our money on Lighting, pot holes, nhs, trees need cutting, grass needs cutting, and so much more.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
102. R19	HYS	A ridiculous scheme. Have the councillors who voted in favour actually walked the routes? Obviously not! It will create chaos, because residents in Grove Road will not be able to park their cars. The side roads are already full. Traffic will be backed up along Seaview Road, Hoseside, and Grove Road --the last named being one of the main traffic arteries. The gridlock congestion will then dramatically increase air pollution from vehicle fumes. The Fender Lane failed experiment speaks volumes--virtually no cyclists, but backed up , gridlocked traffic. Why doesn't the Council install cameras on Fender Lane for example to do a daily count of cycle use?? Then the proof that the schemes are useless would be there to see.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. Noted re Fender Lane
103. R19	HYS	Most properties in this route, only have off road parking for vehicles. It is unclear from the plans where these vehicles will be parked once a cycle lane is introduced. It is likely that this traffic will be pushed into side streets, increasing congestion and creating a safety issues for pedestrians as visibility when crossing roads will be limited as they will be force to cross roads between parked cars. This is a particular issue given the number of schools near this route, and the risk of children running out between cars as their view will be obstructed.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
104. R19	HYS	I am concerned about the safety of pedestrians and general chaos if the planned cycle lanes take place. The idea of floating bus stops is extremely worrying, accidents will happen, anyone, either a cyclist can be distracted, particularly in bad weather or	The design solutions for each proposed route will be determined by site specific constraints and consider all road



			someone who is concentrating on getting off a bus may not see a cyclist speeding along . There are 2 Doctors surgeries in and a chemist in Grove Road and parking is already difficult for those who need to be taken to either of the surgeries. It is also difficult to cross the road at any time during the day let alone during busy times when there can currently, be queues up to St Georges Road. Thinking of Liscard Town Centre and the routes around it, cyclists will mount the pavements rather than wait at traffic lights and it is not unknown for electric bikes to undertake/ overtake a car in a 20mph limit. I do not think that the number of cyclists who use the existing cycle lanes warrants spending tax payers money on this and it should be put towards filling in the many pot holes and ruts in the roads and maintaining pedestrian pavements.	users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
105.	R19	HYS	The whole scheme seems to have been dreamed up by imbeciles. Where are residents supposed to park their vehicles? Don't tell me that OAPs are suddenly going to take to two wheels to get to shops and pharmacies. Nobody in their right mind would use a cycle on today's roads. Scrap this hare-brained nonsense and use the cash released to repair and improve the roads. Wallasey is not the Netherlands.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
106.	R19	HYS	This route is completely unnecessary as there are perfectly good cycle. Routes along the promenade which are rarely used and taken in at least 50% of the suggested locations and the congestion to side roads from parked cars trying to park if these ridiculous routes are implemented would be horrendous	The CATN aims to provide benefits for walking and wheeling, not just cycling The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
107.	R19	HYS	Dreadful idea even as a keen cyclist. There are too many shops and businesses that will be impacted detrimentally if cycle lanes are installed. The current cycle lanes actually deter keen cyclists as they cannot be road swept, are likely to cause punctures and are poorly maintained. Why have cyclists not been consulted?	A business case will be required to support the implementation of each route.
108.	R19	HYS	I think you need to crack your heads together who ever planned this and ask the residents who live on these roads what they think, as I am one of them ,I live in The Willows of grove road and grove road is a very busy road and also has lots of cars parked on it all day ,if a cycle lane is put on grove road it means that all of these cars parked on it every day will have to park somewhere else and it doesn't take much thinking where they will park they will have to park in all of the side roads off grove road .With a promanode literally round the corner which is a safer place to put cycle lanes .has there been a survey of how many bikes would use these lanes	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
109.	R19	HYS	Not many cyclists use Grove Road to get to Grove Road Station. I use the train regularly and rarely see bikes being parked up or getting onto trains. Cyclists would normally cycle along the promenade from New Brighton to Wallasey Village. Cyclists from Liscard to Grove Road station would use a less congested route (i.e. through residential side roads Fieldway, Belvidere, Rosclare, Claremount, Gloucester Road). There are many parked cars on Grove Road. Parking on side roads is not an option, as they are already severely restricted by parked cars. Bin lorries often cannot drive downside roads because of cars parked both sides of the road. There are two GP practices, with disabled parking needed. There are shops next to the Nelson Pub on Grove Road, that have delivery vans daily. Along Hoseside, traffic is already very restricted due to parked cars....the road is too narrow for a cycle lane. Wallasey Dental Practice needs parking for staff and patients. Jubilee Church is a large building, and often have functions when large numbers of people in cars visit the property. If there were more buses, people would be less reliant on their cars. It is virtually impossible to reach the main Wirral hospitals via public transport - especially if your mobility is poor. Cycle lanes are a waste of money. The funding would be better spent on public transport i.e. buses. Cyclists are a minority. Buses would cater for more of the population.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial area. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
110.	R19	HYS	Terrible idea that no one wants. You should be ashamed.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
111.	R19	HYS	You don't listen to your constituents You ignore 74% You have not provided any meaningful rational for these crazy ideas. Regardless of how many grants are available they're. not wanted. The disruption chaos and unmanageable consequences of these plans are being ignored. It's either gross incompetence or lunacy be those responsible for these plans. We await a meaningful explanation regarding the displacement of vehicles from parking into side roads which do not have the capacity. Unless you go around with your eyes shut you will have noticed that those cycle lanes already in place are not used. The	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is

			highways sept who have decided on the bus stop routes again beggars belief to see how someone deems this acceptable. Listen to the public.	the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
112.	R19	HYS	THIS PROPOSED TWO-PRONGED CYCLE ROUTE CONNECTING LISCARD WITH WALLASEY AND NEW BRIGHTON SHOULD BE ABANDONED COMPLETELY IF ONLY FOR THE GOOD OF THE ENTIRE COMMUNITIES HERE AND ALSO FOR THE SAKE OF THE (already dubious) REPUTATION OF THIS COUNCIL. It is an absolute no-go - given that ALL OF IT encroaches on residential and shopping premises and will seriously impact the parking arrangements of these businesses and houses. Plus IT WILL DO ABSOLUTELY NOTHING TO ATTRACT MORE CYCLISTS - of which I am one - AND THUS SERVE AS A HUGELY EXPENSIVE AND NEEDLESS FOLLY / WHITE ELEPHANT ON THE SAME LEVEL AS THAT DREADFUL FENDER LANE BY PASS, which has not attracted even a tenth of the number of cyclists that the council arrogantly assumed it would. Bear in mind also that the roads on these two routes are lined with many mature trees and the genuine fear that, in order to accommodate and satiate the council's extreme egotistical arrogance, these trees will all have to be felled thus creating HUGE IRREVERSIBLE DAMAGE to Wallasey's environmental ecosystem, also means that it is imperative that this conceit is strangled at birth before any further consultation is forthcoming. We are STRONGLY AGAINST ANY SUCH CYCLE LANES BEING IMPLEMENTED ON THESE TWO STRETCHES OF ROAD FOR NOT ONLY THE NEXT 5 YEARS BUT FOR THE LONG TERM FUTURE, PERIOD. It is not justifiable to go to the astronomical wastage of creating segregated lanes at the expense of so much else that will be at stake in order to achieve this desultory exercise. Far better to spend the funds allocating redrawing the strategy and repairing what IS broken (like potholes, pavements, street lights, bollards, railings) instead of these utterly pointless wasteful vanity projects just to tick the requisite boxes so that it looks like the council is meeting its spurious net-zero aims for whatever period it is.	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. Noted re Fender Lane
113.	R19	Via Email	My complaint is about the council continuing to adding new cycle lanes 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 cycle lane in fender lane and the totally unused lanes 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 bykes in addition there are already perfectly good cycle routes through seacombe to leasowe The current proposal from liscard via seaview road/hoseside 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 and existing set is totally unnecessary Hoseside 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	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
114.	R19	Via Email	I am writing to formally object to the proposed cycle lane in [specify the area or street if known] that would result in the removal of outside parking spaces currently used by local residents. As a homeowner in this area, I am deeply concerned about the numerous negative consequences this plan will have on our community, both in terms of safety and the financial impact on residents.  Firstly, the removal of parking spaces outside our homes will create significant safety issues for families. Many residents, including those with young children, elderly family members, or individuals with disabilities, will be forced to park on overcrowded side roads, often on the opposite side of a busy main road. This will increase the risk of accidents as families, particularly children, will have to cross potentially dangerous roads to reach their homes. The safety of our community should be the council's top priority, and this plan fails to protect that.  Secondly, the loss of convenient parking will likely have a detrimental effect on local property values. The availability of parking is a key factor for potential buyers, and its removal could lead to a decrease in house prices, adversely affecting the financial well-being of residents who have invested in their homes.  Additionally, many residents have been encouraged to purchase electric vehicles (EVs) as part of the broader push towards greener living. However, without the ability to park near our homes, charging these vehicles will become impractical. The absence of sufficient charging infrastructure in alternative locations exacerbates this problem, leaving residents with no viable	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.

			<p>options to charge their EVs.</p> <p>The proposed cycle lane is also likely to increase traffic congestion in the surrounding area. With fewer available parking spaces, more vehicles will be forced to circulate through local streets in search of parking, leading to greater congestion and increased pollution—outcomes that are counterproductive to the environmental goals the cycle lane is intended to support.</p> <p>Given these concerns, I strongly urge the council to reconsider the current plan. While I fully support the promotion of cycling and greener transportation options, this must not come at the expense of the safety and quality of life of local residents. I suggest the council explore alternative solutions that do not involve the removal of essential parking spaces, such as creating new cycle lanes in less residential areas or improving existing infrastructure to accommodate both cyclists and parked vehicles. Should this proposal proceed without addressing the concerns of local residents, we will have no choice but to explore all available legal avenues to challenge the decision. We are prepared to seek advice on potential claims related to the loss of property value and increased risk to personal safety. Furthermore, we will actively organize a local campaign to protest against this plan, including petitions, community meetings, and media coverage to ensure our voices are heard.</p> <p>I request a prompt response from the council, outlining how these serious concerns will be addressed before any final decision is made.</p> <p>Thank you for your attention to this important matter.</p>	
115.	R19	Via Email	Can you please do something to stop this idiotic cycle lane proposal by the council. Such a waste of money in the current climate .	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route.
116.	R19	HYS	The road is too narrow to permit segregated cycle lanes. Vehicle traffic will be more congested at peak times. This congestion will not be relieved by people switching to cycles at peak commuter/school run times. Based on existing projects at Fender lane/Harrison drive this will be an expensive, little used eyesore this time through a residential area. On road parking will be removed outside people's homes and cars relocated to congest further side roads, restricting access to bin lorries and emergency services. This is a repeat survey of one I answered a year ago but no-one seems to be listening. What planet are you people on! Do you keep consulting regardless of feedback and in parallel to implementation? Residents on the routes are going to be detrimentally affected. To suggest that once in place the population will suddenly take to their cycles is fantasy. I have a bike and use it but it does rain a lot here and for half the year, the lanes will be unused.	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. Noted re Fender Lane
117.	R19	HYS	It's ridiculous - this will be hugely expensive when the council surely has far more important priorities, will be enormously disruptive for shops and residents who live along the route and will lose parking spaces outside their own homes (many of which don't have drives - so where do they park). Local shops will clearly suffer hugely as parking outside their shops will be essentially eliminated! It's just bonkers! Also, it will clearly not encourage any more cycling than happens already - the main block to higher cycling in the area is the weather, and I don't think there's anything the council can do about that?	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route
118.	R19	HYS	Traffic chaos and number of cyclists is negligible	The CATN aims to provide benefits for walking and wheeling, not just cycling Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
119.	R19	HYS	If this is the route that goes along Warren Drive it has not been well thought out. There is a good deal of on road parking and only 2 side streets neither of which are suitable for parking as they are already busy. Ennerdale Road and Zetland Road. There is a busy nursery which has small children and their parents at various times of the day. If someone wants to get to New Brighton from Grove Road they can use the existing cycle path along the promenade. One important point is that until cyclists can leave their bikes outside shops, schools, offices etc without them being robbed we will never become an area that uses a bike for transport. It may be used for exercise but in that case most people prefer to cycle along a scenic route i.e the Promenades not along houses.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.

120.	R19	HYS	This is going to cause terrible traffic congestion, just look around you hardly use the cycle lanes, another Wirral council half-baked idea, you're going to make the roads more dangerous by narrowing down the road to take these cycle lane, be more sense if you went for Electric buses or trolleybuses	The CATN aims to provide benefits for walking and wheeling, not just cycling Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route
121.	R19	HYS	This will destroy Wallasey Village and the community. Small independent businesses will suffer due to the reduction in parking. At school times this will be a nightmare with 3 secondary schools. The local residents many of whom don't have drives and live on narrow dead end roads will struggle to get near their homes. Wallasey Village has no alternative parking to absorb the loss due to this scheme. Why can't the route go along St George's where the road is wider, most homes have offscreen parking etc	A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
122.	R19	HYS	We have a lot of problems with parking outside of my shop at the top of seaview rd I drive around for over 30mins most days trying to park. For some reason the council don't see our few shops as important to the local business as we are always fighting something .If you look at how many time parking issues have been reported to the council and also to Angela eagle then you may think twice about the cycle route. Are businesses suffer now because nobody comes out to look into reported parking issues that stop customers from popping into our shops this will just kill our businesses RIP to seaview rd shops.	A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
123.	R19	HYS	It's a total waste of funds. Try improving antisocial behaviour instead as that needs addressing more.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
124.	R19	HYS	This would restrict parking in Wallasey Village creating major problems fir parents picking up children from Kids' Planet. Also, Hoeside Road is already a bottleneck & would be impossible if there was a cycle lane. Surely cyclists can access Wallasey Village via the prom	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
125.	R19	HYS	This shouldn't go ahead, grove road having cycle lanes will have a massive negative impact on the local businesses in wallasey village. The amount of drives that this route covers will mean there's endless gaps anyway. Barely anyone uses the cycle lanes that are around. It's a waste of money and time when this could be getting spent on other things such as highlighting more clearly the cycle lane on the prom. That would be of more benefit. The wirral has a general older demographic, money should be more spent on supporting the older community or those with learning disabilities, or better council run health facilities, even more regular buses would be a more beneficial way of working towards a net zero goal as well as improving health and wellness, including mental health or local businesses and residents who won't be able to park on their drive and/or outside their own houses. This will also impact emergency services as the bollards create an inability for people to be able to move over in the event of an emergency vehicle behind them.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
126.	R19	HYS	As a resident and owner of a local business I feel that this whole idea is obviously going to cause serious issues to local residents and businesses and have a massive detrimental effect on all in the area, I don't understand why as elected officials of this local community you are not doing what is best for the local people, instead you persist to ignore the general consensus and force actions upon us, you are meant to act in the best interests of the local community however time after time make decisions which go against the wants of the majority ignoring their concerns, if you properly consulted and actually took on board the concerns of the local population you would realise how many people are objected to your ill thought schemes. If you move forward with this ridiculous idea you will make an enemy of the people you should be serving. This scheme will cause complete chaos and if you can't see this you really shouldn't be in the position of power you are (and likely won't be for long). If you go ahead with this you should and will be held fully responsible and shall be subject to the publics disgust you should also be held accountable for your poor judgement and subject to appropriate repercussions	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route.
127.	R19	HYS	I think it's a waste of public money. The council is in deficit and restricting services. This is wrong. There is no choice on this survey to comment on all of the routes. I don't want core network to proceed and I oppose the cycle routes .	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route.
128.	R19	HYS	Cycle lanes through residential areas are dangerous. Vehicles are unable to pull over or park at the road side. Thus restricting emergency vehicles. Any delivery vans would need to block the road in order to carry out deliveries of large items such as furniture. For anyone moving house, again removal vans would need to block the road for long periods of time causing severe congestion. As a result house prices in these areas would decrease. Cycle lanes in residential areas will cause severe parking	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on

			problems for already congested side roads. These issues are just the start of the problems. I assume that trees will need to be uprooted and disabled bays will be removed. I would like information regarding any public consultations on all of the above issues	motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
129.	R19	HYS	I object to the proposed route. There is an existing cycle route along the promenade which could be utilised without significant disruption. It is unnecessary duplication. I rely on a car for all my travel as I have a disability badge. None of the above criteria on improved access are met by using warren drive, that cannot be fulfilled by using an existing and much safer cycle path on the promenade. Wallasey has a number of older properties and I have seen no suggestions for how maintenance vehicles and skips would be accommodated. The wilful ignoring of an existing, safe and useful cycle path and duplication of it on a very similar route with high cost and high disruption and massive safety implications is neither sensible nor sustainable. Duplication because someone else is paying is unsafe and unpleasant. Putting cycle paths in residential roads with lots of crossovers for driveways is too dangerous. The roundabout proposal at the end of warren drive and Grove Road is ludicrous and hose side road would be unusable for either pedestrians or cars.	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
130.	R19	HYS	I disagree with the concept of the entire network. This particular route is going to cause massive disruption to local residents. Do you numpties ever get out and about to consider the consequences of these plans, which have probably been foisted upon you by a higher authority. A walk or drive along Route 19 would indicate its complete folly. You are meant to represent the views of the residents you have been elected to serve, not to treat them with complete contempt.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route.
131.	R19	HYS	I have watched this play out over the last couple of years with interest. I am a cyclist myself, and I cycle to work daily. I have seen no increase in cycling. I have seen cyclists NOT using cycle lanes, reasons include avoiding grids, litter, glass. I have seen plenty of negative impact on traffic, and I can only see this getting worse with the implementation of Phase 2 - Hose Side Road being a particular area of concern. The road already lacks sufficient parking, without the addition of cycle lanes. In general, removal of trees etc is NOT green. The floating bus stops are ridiculous, and dangerous to some users of public transport as well as, potentially, to cyclists. Money and time could be much better utilised within the area. Phase 1 somehow got through, but the evidence shows that it was unnecessary, unwanted, and it is wholly unused. Please, cut your losses and allocate the time and money to a worthy cause	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
132.	R19	HYS	This will cause absolute chaos. Grove Road is a busy thoroughfare and is far too narrow a road to support a cycle lane. It's residential ,has 2 doctors practises on it and a few shops including a busy chemist. Saying residents will have to park elsewhere is shortsighted and ill thought out. The roads off Grove road are also narrow ,residential ,no off road parking so where are people going to park. The route through Wallasey Village is also a ridiculous proposal. There is a busy school which is chaos for parking morning and afternoon for drop off & pick up of children. There are multiple small businesses who are trying to stay afloat & parking for them is limited enough. There is housing with no off street parking. It will kill business which won't benefit a council who is already broke if they shut down. It is pointless to build cycle lanes in inappropriate places just because you will lose the funding. So what the views of council tax paying residents have to count & I do no know of one single person I have been in contact with ,some of whom are cyclists who think this is a good idea. Please show some common sense. We have plenty of open space for people to keep fit & improve there mental well-being. This proposal in not for the majority or even a minority it's box ticking for the council as far as I can see.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
133.	R19	HYS	Wrong choice of route. It is a congested busy main road. Cyclists would be better using the existing route along the prom. Motorists make up the vast majority of road users . You would be making the lives of the majority harder in favour of a small minority. Most people just want to travel to work and shops and do so by car. Making this harder is a foolish use of public money. More people are not going to travel through the Wirral by cycle along dangerous congested roads. Allow them to do so on the existing scenic and safer existing route.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
134.	R19	HYS	I think the proposed plan of a cycle lane through Wallasey Village will kill what few shops and services are there. Whoever thought that using the phrase 'Build it and they will come' has obviously been watching teen movie 'Wayne's Workd' too much and needs to move into the adult world. As for 'Floating' bus stops - I hope they have thought of the elderly people that will have to cross the cycle lane before they get onto a pavement especially if they're using walking aids - and also any school children who will have to cross the cycle lanes.	A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
135.	R19	HYS	Ludicrous.. You are not taking local residents views unto account , you just want to foist something on us that the majority dont want.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is

				the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route.
136.	R19	HYS	I oppose strongly to this. It is unnecessary and will cause congestion and will cause problems with parking which is already a problem. A total waste of money. I have seen cyclists riding on the pavement despite the hideous obstructing dangerous waste of money cycle lane at Harrison drive.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
137.	R19	HYS	a total waste of money improve what is already in place ,it will end up the same as the one on Fender and the one at Harrison Drive, I have yet to see anyone use these lanes , but also it will be dangerous for every road user and pedestrian alike. When will the council listen to the people they serve and pay their wages	A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
138.	R19	HYS	Will cause a lot of problems as there is already limited parking and removing parking spaces will lead to friction among residents. There is already a cycle route along the promenade so why do cyclists need another. This is a waste of money, as cycle routes are not used. As Seaview Road is a major road, narrowing it by creating a cycle path is a very poor idea. A cycle path would also lower house prices of all houses that lose the front area to park. Access to the cemetery will also be restricted causing distress	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas. A business case will be required to support the implementation of each route.
139.	R19	HYS	Absolutely no way can this go ahead, how many cyclists are there on the wirral, none that I've seen on the existing cycle lanes, causes more traffic congestion, more emissions, this is shambolic, an utter waste of money, getting funding for this scheme may feel like a win for wbc, but this is hair brained, think of local businesses which are already struggling and a final nail in the coffin, wbc need to stop procrastinating and do something to help the area to grow and prosper instead of beating them down	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route.
140.	R19	HYS	I am totally against the idea. I can't see any benefit at all apart for a handful of cyclists. They do not encourage more people to cycle .. and half the time the weather is too severe to cycle anyway. It will cause congestion to traffic and no where to park for residents. I think anyone that is involved in this clearly doesn't live locally and more interested in grants than looking after the people of Wirral . Put the money to better use like improved sports and swimming facilities.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
141.	R19	HYS	The existing access is fine. The money could be better doent delivering services that residents actually want / need	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
142.	R19	HYS	I think the proposed route will be fantastic in encouraging cycling between liscard and New Brighton. I would like to cycle but I feel that some roads such as Warren drive are unsafe for cyclists	Noted
143.	R19	HYS	None of these access routes require improvement from a cycle lane, which from observing the existing cycle lanes in Wirral will not be used by cyclists (who still ride on the pavement next to the cycle lane) rather they need improvement by repairing the road surfaces which will benefit both cyclists and motorists. The proposed cycle lanes will cause immense problems for the residents of the area it passes through making parking even more difficult than it is now. Why are decisions made about areas in	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active

			Wallasey being made by Councillors who do not live in the areas and who will not suffer the effect that they will have on the community. The whole WATN has been poorly thought through ,not properly consulted on and is an appalling waste of public money.	Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
144.	R19	HYS	Not wanted or needed. Listen to your residents and stop ignoring them like you have done for many other consultations like 20 mph zones. This will cause excess traffic, parking chaos and will not be used much like Fender Lane, stop your vanity projects and invest it something people actually want. This should not be a priority at all, why is there no option to reject it.	A business case will be required to support the implementation of each route. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
145.	R19	HYS	Bad idea as there are so few users. Unlike more professional areas like Oxton, West Kirby, Heswall where middle class men cycle to work, this will be used on so few occasions it is a waste of money and dangerous for walkers.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route.
146.	R19	HYS	Considering the disruption to everyone for a minority of cyclists I think the whole idea of these networks are ridiculous. The cost of this should go to more important things in the Wirral . I walk a lot in Wirral and hardly ever see these lanes used.It is not going to make people take up cycling to use them , they will not come!!! The borough is struggling as it is and we have been told we have to have these lanes, how ridiculous. It is just going to cause frustration and a total waste of money. I bet the majority of those who propose this never use a bike anyway.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
147.	R19	HYS	Most of the proposed cycle lanes are on busy commuter, shopping, and school traffic routes. Single lane traffic will lead to congestion at traffic lights or if a car signals to turn right. This means that the traffic will be slowed down to start/stop journeys, leading to greater carbon emissions. Cyclists tend to travel mainly for leisure. Workers, shoppers etc will not want to travel distances by cycle in all weathers, arriving at their destination tired and wet. Therefore they will continue to use their cars and the cycle lanes will remain used by only a few cyclists (see Fender Lane and Harrison Drive as examples!) Where will residents park if they have no garage or run-ins? Where will shoppers park eg in Wallasey Village? I think all routes , unless they are used for leisure only, should not include cycle lanes for the above reasons	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
148.	R19	HYS	Unnecessary given amount of two wheel traffic and traffic management will be made worse.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
149.	R19	HYS	Many roads on this route are already lines with residents vehicles as there is already insufficient off street parking E.g. Seaview Road, Hose side road, Grove Road And the side roads are similarly already congested	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
150.	R19	HYS	Good idea as the streets off Seaview Road are too parked up. People need to be given choices for how to travel around the area. I hope that the Wallasey ward members wake up and help officers deliver a cleaner, healthier town rather than expecting their constituents to drive.	Noted
151.	R19	HYS	I think this is a ridiculous idea, the roads ie Grove Rd, Hose Side Rd are congested enough. Cycle lanes are hardly ever used as it is . Where are residents cars supposed to park ? What if ambulances need to park outside a house? Blocking a cycle lane? How are pedestrians supposed to cross a road with the added worry of being hit by a cyclist? Harrison Drive is an example of stupidity - single lane traffic and empty cycle lanes. "Floating"bus stops are dangerous - many elderly people have mobility problems / might need a zimmer frame/shopping trolley/walking sticks /crutches/ wheelchairs it's difficult enough maneuvering on and off buses without having the worry if a cyclist might crash into you. Cyclists can cycle safely on the prom- they don't need special privileges at the cost of pedestrians safety. Our roads were built a long time ago before there were so many vehicles around , this isn't the	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.

			USA where they have wide roads and pavements, we do not want our pavements smaller for the sake of cyclists, some of the pavements are already too narrow.	
152.	R19	HYS	I do not think the plans thoroughly consider the impact on local businesses, residential parking, or members of the community who live with disabilities. The idea of removing parking on roads such as Grove Road will cause significant challenges for residents living locally, who already experience difficulty with residential parking. The disabled bays for use by those attending the Village Medical Centre will be lost, meaning unwell disabled patients will be unable to attend the practice. The idea of removing the already limited parking in these areas will have a detrimental effect for local businesses, who will no doubt lose custom, not to mention face extra challenges around the delivery and distribution of stock. We have some brilliant cycle paths already in the New Brighton and Wallasey areas, but there is much evidence gathered by local residents to support the fact that they are not maintained well enough to be used. An example of this, is the Bayswater Road route, where cyclists choose to use the pavement or road due to the build up of debris in the cycle lane rendering it unsafe. The current routes in the area such as Fender and Bayswater, are causing unnecessary congestion, with motor vehicles contributing more to pollution whilst idling and driving in short bursts. Surely this negates the main reason for bringing in the 20mph zones in the region? The implementation of cycle route 19 seems nonsensical to me, and as a blue badge holder, I worry about the impact this will have on disabled drivers, passengers, and those with disabled children, who cannot simply jump on a bike and get to their destination.	A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. Noted re Fender Lane
153.	R19	HYS	I am totally against this cycle lane and the impact it will have on parking and road access for a project that is focused on a minority of people using it. This has been pushed through for Fender lane as well as bayswater road with little or no usage. Can you explain to me why all these schemes are costing millions yet you as a council complain of no money and increase council fees by 4.9%	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
154.	R19	HYS	It should not go ahead	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
155.	R19	HYS	It's a very positive move longer term. Encouraging active travel will help residents more than we realise.	Noted
156.	R19	HYS	I live in a cul de sac off seaview road, wallasey. Parking is not easy, a lot of houses have multiple cars. In the daytime, weekday, not so bad but as everyone comes from work very busy and never really a "spare space" it has been suggested people affected on the main roads park in the side roads, this will cause a nightmare, just not feasible! Also, local businesses will be massively impacted.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
157.	R19	HYS	This is a terrible idea. The roads and pavement cannot cope already with build up of traffic. This will make it a lot worse	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
158.	R19	HYS	I think it is an absolute disgrace what these councilors are proposing, they are supposed to support the people, so why are they making life hard for people to park and difficult for elderly and disabled to get to drs surgeries with a bike lane in the way, I propose they have a bike lane outside their house, but no they couldn't live with that, these councilors are a disgrace and embarrassment, well I got one will be there when they come to start this ridiculous con, you know the money can go to needy people.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Funding for Active Travel projects cannot be used to fund other services. Funding for Active Travel projects cannot be used to fund other services.
159.	R19	HYS	I appreciate that some of this work will be completed from funding received but based on Wirral Council having frozen all "non-essential spend" surely any budget allocated to the Travel Network would be better spent on Social Care as we are an ageing population. If the cycle lane on Fender Lane is an example i have never seen anyone using it and with a single lane for traffic this must be a nightmare for the emergency services and potentially put lives at risk.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users Noted re Fender Lane
160.	R19	HYS	I'm in favour of improving cycle accessibility, however this route (and others) uses residential streets with no alternative parking, meaning residents will have nowhere to park. This is not fair or practical. I assume disabled residents will be given priority (rightly	The CATN aims to provide benefits for walking and wheeling, not just cycling



			so) but what about families? I have two toddlers, I would struggle with basic daily tasks if I couldn't park near my house. This route will lead to a parking crisis and sour people's attitudes towards green initiatives.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
161.	R19	HYS	This is a terrible idea. This council have made no considerations for the residents of the roads these cycle lanes will be installed on. It will create chaos for homeowners, who will have nowhere to park their cars, forcing them in to side roads. This in turn will create parking disputes between residents, and increase problem parking. Residents will be unable to charge electric cars, and disabled bays will be lost which are key to elderly people being able to park outside doctors surgeries. Local businesses will suffer, as people drive to alternative offerings with parking provisions. This scheme has been dreamed up by people who care not for the impact on their constituents, and likely won't be affected themselves. It's clear that the public do not want this.	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
162.	R19	HYS	This route should be cancelled. It will cause mayhem to parking on the roads.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
163.	R19	HYS	This route is not needed and will cause more traffic in side roads and danger to road users. Where is the evidence this will work or is this part of a wider project for carbon neutral Wirral. People don't cycle that much so therefore don't need them	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion
164.	R19	HYS	this is the most stupid idea that the council has come up with. as a resident and home owner in this area, and a father of two disabled children, having cycle lanes and cause traffic chaos in this area . If a car were to break down, where can it stop. if there is a fire in a building facing the cycle lane or someone needs an ambulance the whole road would have to close. where are all the cars on seaview road going to park because there is no room for the cars in my street and having additional cars from other streets would make it impossible, I have two boys that go to a special school so i find it hard enough parking outside my front door ,if the council do this scheme it would make mine and their lives impossible and reduce the enjoyment of our home. Wirral council have imposed a 20mph speed limit on us and now wish us to tolerate this cycle lane scheme which the most of us don't want. the people of Wallasey just want to live our lives as it is. If the council want to spend money we haven't got, spend it on the education system or on the care system which both need a good overhaul, spend this money on what we need and not on things like this which we don't need.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
165.	R19	HYS	Pedestrians are well catered for and very very few cyclists in evidence on the many occasions I use these roads. The introduction of 20mph zones on many of these roads largely negates further measures	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
166.	R19	HYS	Not needed, route is busy with traffic, cars and buses, narrow roads which will cause disruption	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
167.	R19	HYS	Totally unrealistic to place cycle lanes along this route. Roads too narrow, residents park outside their homes so no where for them to park if this ridiculous scheme goes ahead! 75% of residents do not agree with these proposals. You have already installed cycle lanes at Harrison drive which do not get used and cause congestion as it is also a bus route. Why are local residents ignored when they oppose these cycle lanes? Surely local residents are meant to be heard, these lanes will not enhance nor alter the environment. Please listen to the majority and cease these plans. The money could go to far better projects.	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
168.	R19	HYS	I speak in particular about the Grove Road aspect. Many houses do not have a drive. Side roads are full of those with cars already. There are two Doctor's surgeries along the road and a park. Parking is already squeezed as patients (many elderly ) try to park close to the surgeries. We have seen on days when New Brighton and 'dips' are holding activities that parking is at a premium. Shops rely on access to their services. If you are lucky enough to have a drive they are often shared and access will be endangered	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on

			those in a cycle lane. I would be keen to see the figures of cyclists monitored over this routes to enable council to even consider this a viable option. This is a busy road at the start and end of the day with several schools in the area. Reducing the space for emergency vehicles to pass traffic in smaller spaces could endanger life as it is a direct route to the motorway and the hospital from many parts of the borough. Many elderly residents rely on home deliveries of goods or carrying goods to their homes and rely on vehicles to facilitate both options. There are also several disabled bays which are there for a purpose - for the infirm.	motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
169.	R19	HYS	This is a completely ridiculous idea. Grove Road and Hose side Road, Seaview road - not wide enough for cars and bike lanes. Not to mention the issue if where the hell current car owners are going to park - chaos in surrounding streets. Whoever thought of this either doesn't know these roads or is completely mad!	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
170.	R19	HYS	This route is local to me so I feel more able to comment - The plan does not take into consideration the off road parking of cars for local residents or access to local facilities such as doctors, dentists and shops along the proposed cycle routes. This will result in the decline in house values and the closure of businesses due to reduced access. As a cyclist I have no issues with the current roads as they are and from the cycle lanes already built I see no improvement for cyclists as they are intermittent and inconsistent in form and actually provide more hazards / obstacles to the cyclist.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
171.	R19	HYS	Too much disruption to residential parking, Generally can't see improved access, if anything this will cause traffic chaos . The build it and they will come mentality of the council is very narrow minded, just because you have the money doesn't mean it has to be spent and cause misery for thousands of car users and residents. Also even with the current cycle lanes I still see people riding on the pavement	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route..
172.	R19	HYS	Bad idea, listen to the local residents. Try running it through Heswall and Caldy see how that lands with the locals there!	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
173.	R19	HYS	SEAVIEW ROAD, HOSESIDE ROAD AND GROVE ROAD are not wide enough to take cycle lanes. They are the main through route from Liscard to Wallasey Village. At its junction with Seaview Road round about Hose Side Road is barely 20ft wide. There is no side road parking available to displaced cars. Ellery Park Road has a special needs school. The teaching staff vehicles completely fill the park wall side of the road already. A fleet of minibuses bring the children to and from the school. Absolute parking chaos would ensue.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
174.	R19	HYS	I am resident in Wallasey Village, I strongly object to any cycle route which involves bollards, floating bus stops etc through St Hilary Brow to Wallasey Village Harrison Drive and particularly concerning is Grove Road when there are 13 roads off it all joining traffic onto Grove Road as well the large public house. This plan is downright dangerous. We have a .large promenade with cycle lanes already. Has anyone actually carried out a cycle count to justify such upheaval and chaos? Accidents and fatalities waiting to happen.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
175.	R19	HYS	This is a terrible idea. Seaview Road is a hugely busy road and all the cars you offset from parking there will spill out onto the already overcrowded side streets and this will have a huge negative impact on local residents. Have you even seen the crazy parking on Hoseside Road already? Shoving a cycle lane down there akin to insanity. Local businesses on Seaview Road are going to suffer from lack of parking for customers - if people can't park they'll go elsewhere. These businesses - many of them small, locally owned businesses, are going to have a huge loss of earnings and potentially lose their livelihoods. This is a ridiculous idea that is going to cause misery to hundreds of local residents for the benefit of very few cyclists. Impacting on people's homes and businesses is not going to encourage them to take up cycling either.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route.
176.	R19	HYS	The routes in this section of the network are generally quite narrow. There will be parking difficulties, perhaps resulting in disagreements between residents as parking is already at a premium in several places. What provision is being made about emergency vehicles, wheelchair users access, pelican and puffin crossings. There is no point, in my humble opinion, in arbitrarily imposing cycle routes without fully anticipating the negatives of such a decision. Have cycle users registered and provided their opinions?	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
177.	R19	HYS	As a local resident and a commuting cyclist the route makes no sense. I commute from Elleray Park Road to Seacombe by bicycle every day and I will not be using the new route. Currently it is very easy to commute via the promenade... there is no traffic, it is quick and beautiful. The last route I would use is straight through the middle of town via all the traffic and junctions. The actual roads you are planning on changing are already narrow and busy with heavy demand for on-street parking. Hose-side etc. Adding an un-needed cycle lane down these roads is deeply hostile to local residents and shops... this scheme will be despised. Route 19 is not needed, will make life worse for residents, and will not be used by actual cyclists. I know I certainly won't be using it... have you actually consulted and regular cycle commuters ?	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas

178.	R19	HYS	A ridiculous plan. Wallasey already have a drastic lack of parking for residents. Where are these people expected to park?? As these 'proposed' bike lanes (i believe contractors are already in place even before the date of the survey ends), what good is the right of speech in Wirral?? You say a healthy lifestyle, then for gods sake renew the existing cycle lane lines on the promenade from Wallasey to Seacombe Ferry that have nearly all worn off, and it's downright dangerous to walk in those areas as people have no idea they're straying on to a bike lane. This is such a waste of rate and tax payers money for Wirral people. You can't even look after the borough anymore. It only looks nice in the towns because of volunteers doing all the flowers. Everywhere else there's weeds growing out of everywhere and nothing is looked after by yourselves anymore. It's a disgrace, yet you all choose to use and possible spare money on bike lanes, and worse still, segregated ones. Can you imagine Warren Drive with all their driveways as an example across the lanes. It's just a matter of time before accidents start happening. Can I say finally, if 74% of people have already said NO to bike lanes, it's already a majority....but it's still happening!!!!	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
179.	R19	HYS	I believe All future and past plans are a complete waste of money and disruption. I travel around the area a lot and never see the cycle paths used. the ones the road leading to the prom from Wallasey Village are useless and dangerous. the number of people cycling since the Covid months has reduced greatly and I believe the money could be spent on better things. The cost and eyesore of putting all the signs up and road markings is bad.	. The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The design solutions for each proposed route will be determined by site specific constraints and consider all road users
180.	R19	HYS	The number of cyclists simply do not warrant cycle lanes and the likely costs.. A stupid idea when in all likelihood the width of a cycle lane will be narrower vehicle lands. Like the 20 mph limits, not well thought out	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
181.	R19	HYS	I think the route will cause chaos for all residents who live on or near the route. The parking in the side roads off the route is already a nightmare as they are all small cul-de-sacs and many are for permit holders only. If residents only option will be to park in these side roads, those who live in them will find parking in their own road becomes impossible.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
182.	R19	HYS	Cars which would usually park on Seaview Road would be forced into the side streets . Parking in these side streets is already congested by the residents who live there . I am thinking especially of the Castle roads including Kinnaird, Turret etc. This would cause difficulty for all residents including families and the disabled who may be forced to park far away from where they live.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
183.	R19	HYS	§ Loss of on-street parking with no viable alternative, this will then make it very unsafe, as residents will be forced to park in side streets that are already full. Making it very dangers for the vulnerable and small children. § Removal of disabled parking bays, this would impacted u a lot due to my father being disabled. § Impact of shops and small businesses. § Removal of road safety measures such as pedestrian refuge outside the Nelson pub § Danger from 'shared' spaces near ASDA, Hose Side Road Shops and Harrison Drive § Loss of the Grove Road roundabout § Waste of taxpayers' money. We could do so much more to make Wirral a happier, safer area to live in.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Funding for Active Travel projects cannot be used to fund other services.
184.	R19	HYS	This would cause absolute chaos on the side roads off Seaview Road. I live in Grasmere Drive and this is the first road coming up from Liscard that you don't need a parking permit which means we have local business using the road as a carpark instead of using Asda. For then to add the residents from Seaview to have to park in our side roads in an already small road with not enough spaces for the residents of the roads will cause alot of distress. As resident of this area there have been a few times the year alone were we have not been able to park in our own road due to local business parking in our road . Where are people supposed to park?	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
185.	R19	HYS	an absolutely crazy proposal which will damage local businesses which already suffers from limited parking.	A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
186.	R19	HYS	The proposed route would be an active detriment to the local area. It would harm local businesses and have zero tangible benefits. They new cycle lanes on Bayswater Road are hardly ever used. Councillors have warned that refusing these routes could lead to reduced funding in the future. I'd rather not have the funding if it's only going to be wasted on pointless projects that residents overwhelming reject, such as these cycle paths.	A business case will be required to support the implementation of each route. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first

				part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
187.	R19	HYS	this is disgusting, i live on Grasmere Drive and due to the other tight fisted residents in my small road we are the first road from liscard to not have resident parking and because of the stupid price to set it up it is not possible to do it. These small roads are meant for a car amount from mayeb twenty years ago, our Dirve is filling up just from the residents as they all decide to buy 2 or 3 vehicles, if this cycle ane plan goes ahead then the drive will fill up with even more cars that cannot seem to find a parking place outside their homes. I have seen the effect of the cycle lane on fender drive and to be honest i do not think i have ever seen a bicycle on it since it has been implemented, which means it is not only a massive waste of space but also a massive waste of tax payers money when there are plenty of other things in wallasey that could be improved. i strongly disagree with the implementation of this cycle plan, it is terrible .	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Noted re Fender Lane
188.	R19	HYS	Not required, roads will become narrower and vehicles currently parked outside property's will be forced into already busy side roads creating further congestion. How many cyclists use this route as opposed to vehicles which are now limited to 20mph, it's a total waste of money that will just create more traffic flow issues.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route.
189.	R19	HYS	Cycle lanes are not needed. The existing lanes with bollards in Wallasey are not used sufficiently to justify the disruption to resident parking or access to local shops. The bollards also prevent services such as road sweeping being carried out efficiently making the lanes collect debris. Cyclists are capable of using the existing road infrastructure to get to the popular cycling routes along the promenade. The promenade routes could do with updating- maybe even some bollards adding to stop pedestrians wondering in front of cyclists, something which doesn't tend to happen on the road. Stop creating chaos with these silly, unwanted cycle lanes on major roads. SPEND THE FUNDS MAINTAINING THE EXISTING LEISURE CYCLE ROUTES ON THE COAST AND OTHER PLACES LIKE BIDSTON WHERE THEY HAVE BECOME OVERGROWN AND UNDERMAINTAINED	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. Noted re Fender Lane
190.	R19	HYS	Link to existing prom cycle lane	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
191.	R19	HYS	I believe the council is wanting to put a cycle lane on both sides of Seaview Road are the council are oblivious to the amount of inconvenience this would cause to not only people who have businesses along this road but also the people who live along this road all for the sake of a few cyclists who may or may not use theses lanes from what I've seen driving around the Wirral these cycle lanes are hardly used and a total waste of council tax payers money surely the money could be used better rather than to please a minute few.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
192.	R19	HYS	This will create problems for residents of Grove Road and patients using the two surgeries on that road. Somebody needs to drive up Grove Road and count the number of vehicles parked there, as well as the vehicles parked in the side roads. This cycle lane is not a practical or sensible change to make. Hose Side Road is also unsuitable for a cycle lane. It is too narrow and full with parked vehicles. There is a church there, properties without off street parking and two schools nearby. Teachers and other staff regularly park in Hose Side Road as well as parents and carers dropping off pupils. Any money available for cycle paths should be used to renovate the existing cycle paths on the promenade between Leasowe and New Brighton. These matters are typical when government, both locally and nationally, fail badly. They find the initial "pump priming" funds for the capital projects and fail to plan for future repair and maintenance. These latest cycle lanes, on the road, end up with the small stones and other rubbish flung there by the passing motor vehicles. Are there any plans to sweep these cycle lanes? Cycling for the few may be a means of transport, but for the rest of us it is a leisure and fitness activity. Are you expecting pensioners to cycle to keep warm now that the majority have lost their winter fuel allowance? In response to question 3 where is the option to tick "This should be scrapped"? Question 4 needs to ask "Are there any other routes you think we should EXCLUDE in the Core Active Travel Network?" Frankly this survey is a sham. These unwanted and unnecessary cycle lanes will be imposed on us like the 20MPH speed limits.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
193.	R19	HYS	In a built up area with few drives & on road parking it will be more dangerous for pedestrians cars & cyclists. Trying to create these lanes in a built up residential area is not practical To have narrow lanes Poor visibility coming out of side roads The lane on Bayswater road is not used by cyclists they still seem to use the pavement With 20 mph in place it is now safer for cyclists	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.

194.	R19	HYS	It is unnecessary and will create vehicle and parking chaos to the streets proposed and all adjacent streets. Parking is already at a premium for properties in these areas . In addition the proposal makes no allowance for vehicles servicing those proerties	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
195.	R19	HYS	Many of the roads are unsuitable for cycle lanes- it will cause unnecessary traffic chaos Parking is at a premium in Wallasey and the suggestion that cars should be parked on already crowded side streets is unrealistic . No allowance appears to have been made for disabled parking at Gp surgeries (of which there are 2 on Grove Road) , emergency vehicles will be slowed down considerably as there will be nowhere for cars to move to. Delivery/utility (ie bin collections) will be severely compromised	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
196.	R19	HYS	This is a total waste of money, we rarely have any cyclist going along Seaview Road. A lot of this route has housing and driveways, how are the residents supposed to park?	A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
197.	R19	HYS	Safety Concerns: The removal of parking spaces poses a serious safety risk for families. Residents, including those with young children, elderly relatives, and individuals with disabilities, will be forced to park on crowded side streets. Many will need to cross busy main roads, significantly increasing the risk of accidents, especially for children. The safety and well-being of our community should come first, but this plan puts both in jeopardy. Financial Impact: Removing convenient parking will likely reduce local property values. Parking availability is a key factor for potential homebuyers. Its removal could lead to a drop in property prices, affecting the financial security of homeowners in the area. Electric Vehicle (EV) Charging Challenges: Many residents have embraced electric vehicles (EVs) in support of greener living. Without nearby parking, charging these vehicles will become nearly impossible. The lack of adequate charging infrastructure worsens the situation, leaving residents without practical options to charge their EVs. Increased Traffic Congestion: The proposed cycle lane is likely to worsen traffic congestion in the area. With fewer parking spaces available, more drivers will be circling the neighborhood in search of parking, leading to higher congestion and increased pollution. This outcome contradicts the environmental goals the cycle lane aims to achieve. There are lots of other potential options for cycle lanes that would not effect residual area, such as the dockland area through Seacombe ferry following onto the promenade. Also I would like to comment on the bike lane already in place between Bidston and Moreton (Fender by pass) that causes traffic chaos and for any emergency service makes it virtually impossible it would be interesting to see your data with ref to how often this is used by cyclists, this was very poor planning and not cost effective.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route.  The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas Noted re Fender Lane
198.	R19	HYS	I have significant concerns about the proposed routing the cycle lane will have and the impact it will have on local residents. Many people on this route do not have off-street parking facilities and as such it is not clear how the parking will be catered for. I believe that using the side roads has been suggested but as these are generally at capacity in the evenings it is not clear where I will be able to park. While our household has only one car many have two or more which exacerbates the situation and problem. In addition to this my work requires that I need to load my car up for flower demonstrations on average of at least once or twice a week. It is not clear how I will be able to do this particularly if the posts are installed as per Harrison Drive cycle lane. My husband is a cyclist and regularly cycles around Wallasey currently and finds no problems by using less congested roads. For instance to get to Liscard by using Claremount Road, Rosclare Drive and Belvedere Road. I don't think that the proposals have been adequately thought through.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.  The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
199.	R19	HYS	As a cyclist there is no need for a dedicated cycle lane, the roads are not overly dangerous and there are many alternative quieter roads which won't add up any travel time and will avoid the chaos of no parking along the roads. This will have a huge impact on the traffic and parking for the many primary and secondary schools in the area. Additionally, the local businesses have enough difficulty retaining business, this will make it even harder and there will be no need for a link route because there won't be any amenities to go to. They will have shot down through a lack of business.	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
200.	R19	HYS	this will be dangerous to other road users & pedestrians, as these roads are narrow enough. there are small businesses gp practices and nurseries along this route, which require parking access for local people & residents to visit them	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
201.	R19	HYS	I think this route can only have been suggested by someone who does not know the area, and has never visited the roads included. Seaview Road, Hose Side Road and Grove Road are currently constantly full of parked cars from residents I fail to see where these cars are expected to go if cycle lanes are implemented. The 2 medical centres on Grove Road and Jubilee Church and	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route. The

			the dentist's surgery on Hose Side Road bring extra traffic to these already congested areas, and no provision seems to have been considered for this. Jubilee Church operates as a social hub for many within the local community, providing much needed services. Seaview Road is a main, and very well used, bus route. It would be ill thought out, to say the least, to impact negatively on much needed public transport, which serves a large number of the local population. Hose Side Road currently operates as one lane only, due to the parked vehicles, with traffic having to give way at the junction with Elleray Park Road, or near the Mount Pleasant Road roundabout. Hose Side Road is also heavily impacted by both vehicles and pedestrians at school drop off and collection times. As it is placed very close to both Mount Primary School and Elleray Park School, the footfall via Hose Side Road is substantial. This does not seem to have been considered at all within this scheme, which would make both Hose Side Road and the surrounding areas more dangerous for pedestrians and other road users. The 'knock on' effects to roads, such as Mount Pleasant Road and Elleray Park Road, which are already exceptionally busy, do not seem to have been thought about at all. Simply put, the potential hazards caused by these plans seem to outweigh any benefits. To create an unneeded cycle lane in this area would impact negatively on many within the locality.	design solutions for each proposed route will be determined by site specific constraints and consider all road users.
202.	R19	HYS	This route covers both business and residential areas which will be badly affected by ma This route covers both residential and business areas. The roads are busy at all times of the day and adding cycle routes will make the congestion worse. I live in a road just off Wallasey Village Road and drivers who are shopping there will have to park on and around the side streets. The congestion will lead to chaos and , maybe, accidents. I am against these cycle routes. The one we have now along the promenade is not used a lot now so why spend millions on adding more ?	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
203.	R19	HYS	Appalling! A waste of public money. Traffic is bad enough now at times. Increased pollution, not less. Small percentage of people will use this. Listen to the public! That's why you are here	A business case will be required to support the implementation of each route. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
204.	R19	HYS	Complete waste of time and resources. Cycle lanes should be scrapped and money spent on more important projects!	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
205.	R19	HYS	It is not needed. There is already a widely publicised vote result that 74% are opposed to all these cycles lanes. They are reducing access to pavements and homes for lots of things such as visitors, deliveries, unloading shopping,. They impact ability to plug in car chargers. Cars are bigger these days and you are ducking the width of the roads. You are having to buy and maintain narrower road sweepers to clean the narrower lanes. All this has a cost and a carbon footprint. There is insufficient demand to justify such a project and projections and forecasts are just guesswork all at a cost to the taxpayer whether it be local, national or otherwise....the money has to come from public purse somewhere along the line. The monies would b better spent on other things like schools, hospitals, doctors and dentist surgeries,etc. By proceeding on this scheme when there is already an overwhelming majority of people who are against is is undemocratic. You as public servants are there to serve the will of the public, NOT to force things onto us that we don't want!	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
206.	R19	HYS	Ridiculous plans as a regular cyclist on the whole of this route it is far to busy and unsafe to put cycle paths on any of these roads, Leading to further Traffic chaos and parking issues which is already a massive issue here and will have a detrimental impact on local businesses and services SO PLEASE STOP THE RIDICULOUS PLANS NOW!!	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route.
207.	R19	HYS	I am not a supporter of the cycle route. There are many issues with the proposed route follows: The route from Liscard to Wallasey via Grove Road is essentially part of a wider circular road linking various parts of Wallasey. Reducing the carriageway size will result in heavy traffic potentially resulting a increase in accidents for all road users If segregated cycle lanes are to be implemented such as on Bayswater Road, Wallasey how will they be cleaned? Debris will accumulate resulting in lack of use. Does this mean a further increase in council tax during the 'cost of living crisis' to pay for additional cleaning. Some parts of Grove	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. Active Travel

			<p>Road are narrow. Next to the Nelson pub for instance. Reducing the carrageway will be dangerous to all road users. How will emergency vehicles pass, ambulance, police and fire with pinch points such as this during heavy traffic. Given that some of the sections of Grove Road are narrow would it be safe to have cars driving out of owners driveways over a cyclist lane onto oncoming traffic. A narrow carrageway would create bigger risks of collision during periods of heavy traffic. The pedestrian waiting area in the middle of the road near the Nelson Pub would likely have to go to facilitate these plans due to the narrow road. Is this safe? The road is very busy and I for one regularly use this with my children. What about other pedestrians and vulnerable users who use it. Wallasey Village end of Grove Road has two doctors and a small parade of shops which includes a pharmacy. On street parking is a requirement to access these. Removing on street parking will effect access to these people, some of which will be vulnerable given their age and/or medical conditions who access these services. Can traffic surveys on this route be shared please. I regularly walk this route to Grove Road train station and generally there are approx 30 cars parked on the road from the junction of Harrison drive to Claremount Road. If the road is narrowed for a cycle lane where will these cars go? Bearing in mind my previous concerns above that along this route there are two doctors and a pharmacy used by vulnerable members of society. Some of the routes proposed adjoining Grove Road would be extremely challenging for anyone but advanced cyclists. The heavy incline around the Cheshire Cheese Pub on Breck Road, Wallasey and Warren Drive are examples. Given the close proximity to the prom in parts of this route (Grove Road to the prom via cycle is less then 2 minutes) it would be better to have feeder routes to the prom. The prom is safer and more likely to be used given it does not have road traffic. Clearly updating the current cycle routes is more cost effective. Please share further information on the floating bus stop design. I got one do not want to be getting off a bus with a child and child in a pram to have to dodge cyclists. What about vulnerable persons such as wheelchair users or the elderly? Stats confirm in 2023 40% of all journeys undertaken using a bike were for leisure. See <a href="https://road.cc/content/news/government-urged-quickly-delivercycling-promises-310087">https://road.cc/content/news/government-urged-quickly-delivercycling-promises-310087</a> . This would indicate almost half of all users would likely prefer the promenade as it is a superior route for leisure, it is definitely the safest, flattest and quickest route. Why not create feeder routes to the prom rather than gridlock Wallasey Roads. I am not against the use of cycle lanes. As a previous cyclist (before children) I would cycle the prom and not use the proposed route along Grove Road due to its proximity to a far superior route along the promenade. It therefore seems like a waste of public money to create this route rather than creating feeder routes to the prom. On a final note, less than 4 years ago this route was considered. There was large amounts of public opposition to the scheme. So why has it been brought back when it clearly does not fit the local neighbourhood. I am willing to be contacted further regarding by thoughts to this scheme. I look forward to the responses to the above questions.</p>	<p>is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas</p>
208.	R19	HYS	<p>How will residents be able to park in surrounding areas/ if the can't park outside there own homes? What will the emergency services/ deliveries companies do? The refuge collection will slow down all traffic causing delays. Where do patients park at the two surgeries and pharmacies on Grove Road. Car insurance not covered because you are not parked outside your own home. So, the list goes on. Family and friends won't be able to visit from outside the area with nowhere to park. All this is so ridiculous it beggars belief this whole idea is even being put forward. I would be interested to hear if any council members will be affected by the cycle lanes themselves?</p>	<p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p>
209.	R19	HYS	<p>The idea of encouraging alternative and more active (ie healthier) transport options is laudable but no evidence of thought re:impact on existing environment and eg those with disability, GP surgeries in Wallasey (eg 2 on Grove Rd ) that already struggle with parking etc. Having a pleasant living environment is also beneficial to health, Wallasey is already densely built up, these lanes will aggravate general congestion, with likely minimal benefit and are aesthetically unpleasant For the amount of money and potential disruption, against probable gain, and in these straightened times, this money could be better spent on serving the needs of the local population.</p>	<p>A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.</p>
210.	R19	HYS	<p>I live on Grove Road. I do not want a cycle lane outside my house. Where will residents who don't have driveways park. Will delivery services be able to deliver parcels? Where do the patients park to see their Doctors at the two surgeries...? Where do people park to pick up there prescriptions from the pharmacies in the village and Grove Road, what if there is an emergency and an Ambulance or Fire services have to park on the roads where there are bike lanes. HAS ANYONE ACTUALLY THOUGHT ABOUT THIS ? And how it will affect businesses in the area. It's their livelihoods you are playing with. I pay my COUNCIL TAX and this is a total waste of money which could be spent of pot holes, clearing grids and levelling tarmac pavements which end up being paddling pools during wet weather..</p>	<p>The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.</p>
211.	R19	HYS	<p>Ill conceived plan for a busy and congested area of mixed business/domestic premises. Given the failure and the waste of money already committed to existing routes, surely the council should take a step back and review this plan before any more public money is committed to this. From the very start there has been little or no consultation and what has been carried out seems to ignore the views of we the taxpayers in this area (74% against). The impact on this area will be immense - decrease in parking availability on roads affected leading to increased congestion in side roads/lack of access to business and medical</p>	<p>Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will</p>

			facilities/dangers for disabled people, especially those who are blind or partially sighted - we could go on but we have already raised our concerns. Once again, Wirral Council seems intent on pressing ahead with this scheme - costs of which are still not clear but will no doubt be immense. Given the state of the country at the moment, and the more pressing and obvious problems that need to be addressed both nationally and locally, we think you should be focussing on issues that really matter to us, the taxpayers - and surely unknown amounts of money spent on a facility which has yet to prove beneficial to the few users of the current scheme and caused major disruption to others , is not one of those pressing priorities. Get your priorities right and start actually listening to the taxpayers who have to fund such schemes.	be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
212.	R19	HYS	Unacceptable due to loss of public amenity on Liscard rd adjacent to Central Park, loss of urban trees, loss of parking availability.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
213.	R19	HYS	I think it is a terrible idea - I often cycle to work on Grove Road and enjoy it a lot but I've never wished there were bollards and things there. Narrowing a very busy road which already has a problem with parking seems terribly ill-thought through. There are two doctor's surgeries on Grove Road which frail people with limited mobility need close access to from the road - restricting this seems a very rash thing to do for patient safety and shall discourage people from seeking treatment, since it shall be much more inconvenient. Arguments between people parking up on Grove Road and residents of Coniston and Sandcliffe Road are very frequent because parking is so scarce on Grove Road itself; this cycle lane shall exacerbate that no end. Both surgeries have regular visits from people with big vans or small lorries (confidential waste removal, pathology samples courier, medical supplies) which would bring the road to a standstill each time if the road was narrowed to accommodate bollarded-off cycle lanes. Our surgery has a lot of commonality with customers in the hairdressing salon and pharmacy over the road and I fear that business there shall be decimated by this project.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
214.	R19	HYS	Is there any more detailed information beyond "a cycle route will run down Harrison Drive through Wallasey Village" that available, and can you point me in the right direction to find it?  This is all have been able to find so far:  <a href="https://haveyoursay.wirral.gov.uk/wirral-active-travel-infrastructure-plan">https://haveyoursay.wirral.gov.uk/wirral-active-travel-infrastructure-plan</a>  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.  Furnished with this information, I'll be able to more fully respond to a survey Im	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The CATN will remain under review and phasing amended to reflect available funding and resources.
215.	R19	HYS	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 independent 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 oppose this idea.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
216.	R19	Via Email	Object to proposed cycle lane scheme for Warren Drive & Grove Road Wallasey as it is a waste of council money / resources as current cycle lanes are under users and more cycle lanes not needed.	A business case will be required to support the implementation of each route.



217.	R19	Handwritten	From Grove Road station the cycle route should proceed to Kings Parade and then use the existing cycle route to New Brighton. There is no need to disrupt the lives of local residents. If this counts as an objection to the proposals, then please count is as an objection. Great disruption to the lives of many to no benefit of anyone. Great expenditure to adversely affect the lives of local residents.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
218.	R19	Handwritten	As there is a circular coastal cycle track from Seacombe through New Brighton and Wallasey to the rest of Wirral coast the route of 19 going to Wallasey is redundant	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
219.	R19	Handwritten	I live on Warren Drive. I cycle easily down Warren Drive / Victoria Road. NO issues. Measures will be an eyesore, parking will be blighted. Victoria Road businesses will be finally ruined	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
220.	R19	Handwritten	The rationale for this route is flawed. Access depends on a free flow of vehicles and to compress this in to a single lane makes matters worse not better	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
221.	R19	Handwritten	Grove Road again doctors surgery and chemists & shops	A business case will be required to support the implementation of each route.
222.	R19	Handwritten	Speaking as a keen cyclist, I cannot see how a route through Wallasey Village & Grove Road could possibly work. Businesses in the village are struggling & parking is difficult. 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.	A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
223.	R19	Handwritten	We object to the installation of routes 17, 18, 19, 20 on the basis of the objections listed aside as I believe they will have the same effects that we have observed. Also I believe they will also increase traffic congestion along Bayswater Road & Harrison Drive. DON'T BUILD THEM. NOT REQUIRED.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
224.	R19	Handwritten	I oppose the implementation of routes 17, 18, 19,& 22	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
225.	R19	Handwritten	I live on Grove Road & oppose the cycle lane as there's no car parking & it's not suitable	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
226.	R19	Handwritten	Grove Road is a main route frequently used by the Emergency Services. The restrictions on width that the plan would cause if implemented could delay police, Fire and Ambulance Services getting through. Parking on grove Road is difficult at some times of day. There isn't enough spaces in the side roads for cars that would not be able to park on Grove Road.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
227.	R19	Handwritten	Where will the cars park if you implement this route? Buses along this route will ob stop so bikes etc have to go into the main road to pass them. Stupid idea -	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
228.	R19	Handwritten	This would have clear benefits to pedestrians by improving side roads and access to Wallasey Village	Noted

229.	R19	Handwritten	These routes will create total chaos as all side roads OFF GROVE ROAD are already full of cars so where do you park. There are 2 doctors surgeries in Grove Road + shops and a lot of houses don't have drive ways or no room for problems or a disability. Can they walk up to 500 yards in the rain, snow, ice this will have a big impact on the NHS. Some people who can afford to take trees and bushes out of their gardens and cover the grass with block paving will destroy wild life and natural drainage + the trees bushes collecting carbon. So we will all want a huge rates reduction.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
230.	R19	Handwritten	Should be scrapped. Especially dangerous for the nursery school. Otherwise is a longer route than the existing cycle track along the prom (where cyclists prefer to use the footpath)	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
231.	R19	Handwritten	This route goes past numerous houses with no drive so all these houses will no longer be able to park outside their house and there is already limited parking – if they are to charge their electric vehicle they need to park outside their home. It also goes past a nursery school. Parents will not be able to park anywhere near to take their children in & bike lanes are dangerous to xxxx. Liscard Road shops will be decimated & have no custom at all.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
232.	R19	Handwritten	The routes appear to take no account of the type of dwellings on the routes with many having no drives. At present the number of cyclists using existing cycle ways Harrison Drive, Bayswater Road and Cleveland Street are very low. Fender Lane is rarely used by cycle traffic and causes major disruption to traffic. I believe that who ever proposed all these routes took little concern for the residents who live on these routes and probably never walked / cycled or drove routes when people were at home.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. Noted re Fender Lane
233.	R19	Handwritten	How can I answer above. It all depends surely on all other road plans, a lot of them very essential i.e. uneven pavements. As an aside. Surely pavements need attention. I fell on an uneven pavement a month ago and am still having problems.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Funding for Active Travel projects cannot be used to fund other services.

	Source	Responses – Route 20	Officer comment
1. R20	HYS	I am writing to express my strong opposition to the proposed cycle lane on [Street Name] which will result in the removal of outside parking for local residents. As a concerned homeowner and member of the community, I believe this proposal will have significant negative impacts on our neighborhood, including the potential depreciation of house prices and increased safety risks for families. Firstly, the removal of outside parking spaces will undeniably reduce the convenience and accessibility of our homes. Many residents, including myself, rely on these parking spaces for our daily activities. The loss of convenient parking is likely to deter potential buyers, leading to a decrease in property values. This is a serious concern for homeowners who have invested in this community with the expectation of stable or appreciating property values. Secondly, the proposed cycle lane introduces a significant safety hazard. Families with young children, elderly residents, and individuals with mobility issues will be forced to cross busy main roads to access their homes. This increases the risk of accidents and poses a danger to our most vulnerable community members. The current parking arrangement provides a buffer zone that enhances safety; removing it will compromise this crucial protection. As part of a broader environmental initiative, many residents have invested in electric vehicles (EVs), encouraged by government policies. The removal of outside parking spaces will hinder the ability to charge these vehicles, as most residents do not have off-street parking. This runs counter to the council's and national government's push towards reducing carbon emissions and promoting electric vehicle usage. In light of these concerns, I strongly urge the council to reconsider the proposed cycle lane and explore alternative solutions that do not adversely affect residents. Possible alternatives could include: 1. Developing off-street parking solutions to compensate for the loss of on-street parking. 2. Implementing a shared space design that accommodates both cyclists and parked cars without compromising safety. 3. Enhancing existing cycle paths in less congested areas to encourage cycling without impacting residential parking. 4.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
2. R20	HYS	Why are we destroying people's property's and affecting businesses by adding a cycle lane when there are already multiple existing cycle lanes. I very rarely see anyone on a bicycle, let alone enough to justify a massive cycle lane. Waste of time and money that could be used for more benefit elsewhere.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher

			levels of use. A business case will be required to support the implementation of each route.
3. R20	HYS	I am writing to express my strong opposition to the cycle lane project between Birkenhead and Liscard. While I appreciate efforts to promote cycling and reduce traffic congestion, the current approach is causing significant issues for residents and emergency services. Property Damage: The construction of the cycle lane has resulted in damage to people's properties. This disruption is unacceptable, especially when families rely on their homes for shelter and stability. Parking Challenges: Families often require more cars than they did 20+ years ago. By narrowing the roads and eliminating parking spaces, you are forcing residents to park elsewhere, creating unnecessary inconvenience. Emergency Services Access: The roads were wide enough to accommodate emergency services before the cycle lane was implemented. Now, emergency vehicles face delays due to restricted access. Lives are at stake, and timely response is crucial. I urge you to reconsider the design and impact of this cycle lane. Let's find a solution that balances the needs of cyclists, residents, and emergency services.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
4. R20	HYS	Good	Noted
5. R20	HYS	Lack of consideration for local residents and business, area is not big enough to have parking, road space, cycle areas and pavements that are fit for purpose. Total lack of consideration for residents, not everyone can walk/cycle to work and lack of access to property, where will all the cars go. Not everyone is able to travel without a car so where do you expect them to go and what about the businesses??	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
6. R20	HYS	Why not improve the current cycle lanes in new Brighton and surrounding area? They disappear in various spaces and are not exactly shared spaces as a painted line on the pavement isn't a shared space. Why not make these areas better and proper shared spaces as they will link Seacombe ferry to new Brighton and Wallasey. This is a waste of public money that comes from taxpayers.	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
7. R20	HYS	This route and all other are simply not required. You have asked local residents in previous consultations, we have spoken and the message is still clear. Cycling routes are not required on local roads. Housing in Wallasey, discard and new Brighton is generally with vehicular parking provision due to our age and heritage. Residents accept that we make do and park roadside, the idea that parking outside our homes should be removed to make way for network of cycling routes without demand is inconceivable. The proposed schedule is also poorly thought through, surely the sensible approach would be to create main arterial network interlinking key town before creating minor routes in built up areas. I would suggest going back to the drawing board on this one, EV charging facilities and residential solar PV contributions to name just two, would be far more beneficial and welcome additions to our community and Wirral sustainable credentials.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
8. R20	HYS	Just another useless route which will not be used by cyclists but cause local residents to have to find alternative parking in already built up areas	Noted The CATN aims to provide benefits for walking and wheeling, not just cycling
9. R20	HYS	Residential main Road with limited off street parking for residents. This will cause problems for disabled people who need their own transport and are unable to make use of cycle lanes, or walk distances to their homes. It is going to cause inequality and disadvantage and take away any remaining independence – for example to continue to work. It will also remove parking for the small independent businesses and will force people to shop out of town. The residents and traders opinions must be heard. Existing cycle ways are unused in the Borough.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
10. R20	HYS	I am definitely in favour of this proposed route but as someone who cycles this way a lot, i'd suggest reviewing using St James Road for the last stretch to New Brighton Station. I understand why it's been done as it's the quickest route to the station. However it is narrow and heavily residential with lots of cars parked both on the road and pavements. Have you considered using St George's Park and then through the alleyway onto Atherton Street? Still not ideal but often feels safer to ride.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
11. R20	HYS	This is a complete waste of money and as a resident do not want this to go ahead.	A business case will be required to support the implementation of each route.
12. R20	HYS	The cycle lanes that will be introduced will affect traffic and pedestrians on an already overcrowded route. The cycle lane at Harrison drive is already a nightmare. Hardly any cyclists use these lanes and the "floating bus stop" seems like a massive hazard for bus passengers. Additionally, when a few cyclists who do use the lanes, they are cycling the wrong way, and we as drivers have to be extra cautious and look both ways before crossing over the cycle lane. The poles by Harrison drive are so confusing especially when trying to turn into Mockbeggar drive.	The CATN aims to provide benefits for walking and wheeling, not just cycling Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for

			each proposed route will be determined by site specific constraints and consider all road users.
13. R20	HYS	Good	Noted
14. R20	HYS	Ok	Noted
15. R20	HYS	total waste of money, how often are the existing cycle lanes used? Not very often, cyclists use not only the road but the pavements as well. There is a very large older population in this area and more consideration should be given to them, the majority of whom are unable to a) afford a bike and b) more importantly physically unable to use one. This scheme and all the others will in no way improve access to housing, regenerate the area or improve access for the many. Public transport is another area of improvement, and as for the floating bus stops, what utter nonsense, how can the virtually impaired and wheelchair users negotiate across a cycle lane to get on a bus, life is difficult enough without adding a further impediment. There are far better and fairer uses for the millions you want to waste on this, looking after the welfare of the under privileged of all ages, affordable accommodation for young folk starting out and for the many many older people in the area, affordable sheltered housing etc. so, NO, NO, NO.....	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
16. R20	HYS	I do not believe this will encourage any cycling and will make road congestion more prominent. Although I do not live on any of these routes, this scheme will make it difficult for residents to park on and push traffic into side roads. Parking on side roads will be more difficult with cars parked dangerously on pavements blocking safe access for wheel chairs, prams and those members of our community with mobility issues, such as the elderly. It will lead to more serious incidents to the public than it would to cyclists.	The CATN aims to provide benefits for walking and wheeling, not just cycling Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
17. R20	HYS	An unnecessary waste of money. It will damage local businesses; cause dangerous bottlenecks; increase street furniture which is distracting and dangerous to drivers, pedestrians and cyclists; it will damage the environment by having to remove trees which are unlikely to be replaced; traffic will be queuing longer resulting in an increase in pollution; the new cycle lanes will not be used (Fender Lane, Harrison Drive etc...); it will cost extra to maintain (although not if they are neglected like Fender Lane). And most importantly the majority of local residents are opposed to the schemes but you are not listening to them and you are not being fully transparent. Why?	A business case will be required to support the implementation of each route. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. Noted re Fender Lane
18. R20	HYS	Absolute waste of time and money. There is a prom which could do with resurfacing and being looked after rather than wasting our money on this rubbish. Cyclists still use the roads and the floating bus stops are dangerous.	A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
19. R20	HYS	Not needed	A business case will be required to support the implementation of each route. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
20. R20	HYS	1) These proposed cycle routes will cause more traffic delays, some roads are already difficult to navigate without the addition of cycle lanes. 2) access to residential roads will be a nightmare as residents, businesses & visitors on main roads will be affected as they cannot park & side roads are already largely occupied with parked vehicles. 3) Every cycle lane I have seen is rarely used! They use the road or pavement. One cyclist I saw used the cycle lane bollards as a slalom,!!! 4)There are many reasons people will not change to cycling just because there is a designated lane i.e families, elderly & the disabled also workers with no access to secure parking & the increase in armed bike thefts. ,5) We are not Holland where many generations have cycled & the environs have evolved over many decades with cycle parking & wider roads 6) "if we build them people will use them" Rubbish!! 7) Improve the cycle paths along the coast between West Kirby & Rock Ferry that's where the cyclists are	The CATN aims to provide benefits for walking and wheeling, not just cycling Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The CATN

			will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
21. R20	HYS	I think this is a waste of time and will cause a huge amount of traffic congestion, difficulties for pedestrians (floating bus stops), and will negatively impact local business and residents due to a lack of parking facilities in an already built up area. As with current cycle lanes such as the one on Harrison Drive, cycling will not increase and it is doubtful that cyclists will even use these lanes, as no one wants them! Cyclists are still using the road on Harrison Drive or even the pavement and this is proof that these lanes are not working. I would like to see any research that has been done on the impact on local businesses, residents, pedestrians and disabled people who will be at risk of being involved in a collision when using any 'floating bus stops'. 74% of Wallasey residents have already objected to these plans. As our elected representatives, please listen to feedback and halt the introduction of these cycle lanes, which will do nothing to promote more cycling and will only have a negative impact on the community.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
22. R20	HYS	Should not be implemented	Noted
23. R20	HYS	This will not improve access to New Brighton Station and will adversely impact on businesses and home owners. It will create congestion when there is little call for more cycle lanes	A business case will be required to support the implementation of each route. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
24. R20	HYS	I am totally against any further cycle routes in Wallasey. There is already a perfectly good, but underused, cycle lane linking Birkenhead, Seacombe, New Brighton, Wallasey Village and Moreton via the promenades. Existing routes are not fully utilised and already cause obstructions. The proposed new routes will cause obstruction to traffic and pedestrians, cause severe hardship to local businesses and residents and will be a health and safety issue. The vast majority of Wallasey residents do not want them.	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use A business case will be required to support the implementation of each route. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
25. R20	HYS	Terrible idea that no one wants. You should be ashamed.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
26. R20	HYS	Rake Lane is another road that does not need a pointless cycle lane - IT REALLY DOES NOT NEED ONE! The road is perfectly acceptable and usable (even safe) as it stands. It is wide enough for one thing. Cycles tend to use it with very few problems, even the most 'dangerous' section - the bend by the cemetery adjacent to the motorbike place - so to add cycle lanes at great expense along this part, and causing untold disruption and inconvenience to residents and business premises between Longland Road and Mount Pleasant Road is a completely wasteful and futile exercise. Along with the fact that the other route 19 (Seaview Road to Hose Side Road) is also a completely unnecessary undertaking. Serious attention should instead be diverted to providing these segregated cycle lanes along roads with NO residential or business frontages that are very busy and dangerous elsewhere in the borough, but Rake Lane, Seaview, Seabank, Hose Side, Grove Roads, as well as Warren Drive should be left alone.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
27. R20	HYS	It's ridiculous - this will be hugely expensive when the council surely has far more important priorities, will be enormously disruptive for shops and residents who live along the route and will lose parking spaces outside their own homes (many of which don't have drives - so where do they park). Local shops will clearly suffer hugely as parking outside their shops will be essentially eliminated! It's just bonkers! Also, it will clearly not encourage any more cycling than happens already - the main block to higher cycling in the area is the weather, and I don't think there's anything the council can do about that?	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route

28. R20	HYS	It will create traffic chaos and the number of cyclists is negligible	The CATN aims to provide benefits for walking and wheeling, not just cycling Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
29. R20	HYS	If this is the route that goes along Warren Drive it has not been well thought out. There is a good deal of on road parking and only 2 side streets neither of which are suitable for parking as they are already busy. Ennerdale Road and Zetland Road. There is a busy nursery which has small children and their parents at various times of the day. If someone wants to get to New Brighton from Grove Road they can use the existing cycle path along the promenade. One important point is that until cyclists can leave their bikes outside shops, schools, offices etc without them being robbed we will never become an area that uses a bike for transport. It may be used for exercise but in that case most people prefer to cycle along a scenic route i.e the Promenades not along houses.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
30. R20	HYS	Cycle lanes through residential areas are dangerous. Vehicles are unable to pull over or park at the road side. Thus restricting emergency vehicles. Any delivery vans would need to block the road in order to carry out deliveries of large items such as furniture. For anyone moving house, again removal vans would need to block the road for long periods of time causing severe congestion. As a result house prices in these areas would decrease. Cycle lanes in residential areas will cause severe parking problems for already congested side roads. These issues are just the start of the problems. I assume that trees will need to be uprooted and disabled bays will be removed. I would like information regarding any public consultations on all of the above issues	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
31. R20	HYS	As a self employed gas engineer, my van needs to be outside my house. My tools are often left inside my van for ease so my whole life is in that one basket. Where do you propose I park my van if I can't park outside my own house? Where do my family park their cars when they pay extortionate car tax rates already? Where does my disabled neighbour park her car? Where are the buses going to stop? As rake lane is a main bus route? This has not been thought out at all. The roads aren't wide enough for such infrastructure. Can't you put the cycle lanes on the pavement on rake lane where the UNCUT grass verges are? The pavement is wider than the road in places. It's just ridiculous. What about small businesses that are going to suffer? Not a single person I've spoken to thinks this is a good idea! The Facebook pages all object to it. Who on earth is thinking this is a good idea at all???	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
32. R20	HYS	Route 20 is part of the bus route for the 433, 1 of only 2 buses that run from Liverpool city centre to New Brighton via Liscard and linking Liscard/Poulton residents to the national railway system at Liverpool Lime Street station. My main concern is how the cycle-lane infrastructure will interact with the bus stop use by pedestrians. I do not favour the 'traffic-islandisation' of bus-stops as has occurred in the city centre of London, as this encourages cyclists to zoom along at 20mph+ and endangers pedestrians trying to cross from pavement to bus-stop without the benefit of zebra-crossings or traffic lights, especially as modern cycles don't seem to have bells on them as they were legally obliged to have at one point.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
33. R20	HYS	It is not required. The money should be spent on services that residents actually want or need	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
34. R20	HYS	Bad idea as there are so few users. Unlike more professional areas like Oxton, West Kirby, Heswall where middle class men cycle to work, this will be used on so few occasions it is a waste of money and dangerous for walkers.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
35. R20	HYS	It should not go ahead	Noted
36. R20	HYS	I appreciate that some of this work will be completed from funding received but based on Wirral Council having frozen all "non-essential spend" surely any budget allocated to the Travel Network would be better spent on Social Care as we are an ageing population. If the cycle lane on Fender Lane is an example I have never seen anyone using it and with a single lane for traffic this must be a nightmare for the emergency services and potentially put lives at risk.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users

			Noted re Fender Lane
37. R20	HYS	Totally unrealistic to place cycle lanes along this route. Roads too narrow, residents park outside their homes so no where for them to park if this ridiculous scheme goes ahead! 75% of residents do not agree with these proposals. You have already installed cycle lanes at Harrison drive which do not get used and cause congestion as it is also a bus route. Why are local residents ignored when they oppose these cycle lanes? Surely local residents are meant to be heard, these lanes will not enhance nor alter the environment. Please listen to the majority and cease these plans. The money could go to far better projects.	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
38. R20	HYS	Utter waste of time and money and should be scrapped with immediate effect. Designed to inconvenience residents and road users. Ideology driven with no thought to the practicalities of the scheme.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use A business case will be required to support the implementation of each route.
39. R20	HYS	The extent of the cycle lane implementation does not reflect the desire or usage in the area. Victoria Road and the seafront sees heavy visitation at the weekend which is excellent for local businesses and the profile of the area. Investment must be relative to the local demographic and activity in the area. The existing use of cycle lanes is poor, and is generating continued resentment from residents against the council. Parking facilities, EV charging, incentives for local independent businesses to move to the area would have long term benefit. The Floral Pavilion is a missed opportunity. The installation of the cycle lanes is a direct result of corruption at Wirral Council, with third parties benefiting from this misappropriation of public funds.	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
40. R20	HYS	It's a waste of money and will hinder other vehicles	A business case will be required to support the implementation of each route. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
41. R20	HYS	Unecessary. Link to existing prom cycle lane	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
42. R20	HYS	As a cyclist there is no need for a dedicated cycle lane, the roads are not overly dangerous and there are many alternative quieter roads which won't add up any travel time and will avoid the chaos of no parking along the roads. This will have a huge impact on the traffic and parking for the many primary and secondary schools in the area. Additionally, the local businesses have enough difficulty retaining business, this will make it even harder and there will be no need for a link route because there won't be any amenities to go to. They will have shot down through a lack of business.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
43. R20	HYS	It is not needed. There is already a widely publicised vote result that 74% are opposed to all these cycles lanes. They are reducing access to pavements and homes for lots of things such as visitors, deliveries, unloading shopping,. They impact ability to plug in car chargers. Cars are bigger these days and you are ducking the width of the roads. You are having to buy and maintain narrower road sweepers to clean the narrower lanes. All this has a cost and a carbon footprint. There is insufficient demand to justify such a project and projections and forecasts are just guesswork all at a cost to the taxpayer whether it be local, national or otherwise....the money has to come from public purse somewhere along the line. The monies would b better spent on	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The

		other things like schools, hospitals, doctors and dentist surgeries,etc By proceeding on this scheme when there is already an overwhelming majority of people who are against is is undemocratic. You as public servants are there to serve the will of the public, NOT to force things onto us that we dont want!	design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
44. R20	Handwritten	With the implementation of route 19 from Liscard to Wallasey / New Brighton (and a pre existing cycle track the length of the promenade there is NO NEED for routes 18 + 20	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
45. R20	Handwritten	There is no real point to this route as it will only massively disrupt traffic and inconvenience all the properties along the route. None of its stated objectives makes sense	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
46. R20	Handwritten	Doctors surgery Earslton Road ,where parking in Earslton Road is already a nightmare with patients having to park on Rake Lane , Carringtons Pharmacy as well as shops towards Stroudes Corner.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
47. R20	Handwritten	This could work well, but maybe could drop down to the River Mersey at some point and along an existing good cycleway to New Brighton	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
48. R20	Handwritten	We object to the installation of routes 17, 18, 19, 20 on the basis of the objections listed aside as I believe they will have the same effects that we have observed. Also I believe they will also increase traffic congestion along Bayswater Road & Harrison Drive. DON'T BUILD THEM. NOT REQUIRED.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
49. R20	Handwritten	I oppose the implementation of routes 17, 18, 19,& 23	Noted
50. R20	Handwritten	I oppose the cycle lane - there's a good safe one on the prom & I'm a cyclist	Noted
51. R20	Handwritten	Another poor idea – way too busy now. Are you trying to stop buses? Are you aiming for less people to use the buses so its in decline & is stopped – very difficult for people	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
52. R20	Handwritten	This would have clear benefits to pedestrians by improving side roads and access to Wallasey Village	Noted
53. R20	Handwritten	These routes will create total chaos as all side roads OFF GROVE ROAD are already full of cars so where do you park. There are 2 doctors surgeries in Grove Road + shops and a lot of houses don't have drive ways or no room for problems or a disability. Can they walk up to 500 yards in the rain, snow, ice this will have a big impact on the NHS. Some people who can afford to take trees and bushes out of their gardens and cover the grass with block paving will destroy wild life and natural drainage + the trees bushes collecting carbon. So we will all want a huge rates reduction.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
54. R20	Handwritten	This would interfere with people living on those roads as there would be nowhere for them to park their cars. If you narrow the road with it being the tunnel bus route you could end up with more RTA's	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
55. R20	Handwritten	Utter and complete folly. Pointless	A business case will be required to support the implementation of each route. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
56. R20	Handwritten	The routes appear to take no account of the type of dwellings on the routes with many having no drives. At present the number of cyclists using existing cycle ways Harrison Drive, Bayswater Road and Cleveland Street are very low. Fender Lane is rarely used by	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on



		cycle traffic and causes major disruption to traffic. I believe that who ever proposed all these routes took little concern for the residents who live on these routes and probably never walked / cycled or drove routes when people were at home.	motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. Noted re Fender Lane
57. R20	Handwritten		The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.

	Source	Responses – Route 21	Officer comment
1. R21	HYS	This route is needed to reduce traffic to and from the retail park	Noted
2. R21	HYS	I agree. There are lots of new housing developments with planning permission in around the edges of Wirral International Business Park in Bromborough. Workers and new residents (young and old) will be more encouraged to travel by foot and bike with these improvements.	Noted
3. R21	HYS	Ok	Noted
4. R21	HYS	Not needed	A business case will be required to support the implementation of each route. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
5. R21	HYS	I appreciate that some of this work will be completed from funding received but based on Wirral Council having frozen all "non-essential spend" surely any budget allocated to the Travel Network would be better spent on Social Care as we are an ageing population. If the cycle lane on Fender Lane is an example i have never seen anyone using it and with a single lane for traffic this must be a nightmare for the emergency services and potentially put lives at risk.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users Noted re Fender Lane
6. R21	HYS	Would be quite handy and there is quite a lot of space along here, with quite fast traffic which can feel unsafe. Links to the Wirral Way nicely, but agree that it's not a big priority (though that might change with proposed housing in the area)	Noted
7. R21	HYS	It is not needed. There is already a widely publicised vote result that 74% are opposed to all these cycles lanes. They are reducing access to pavements and homes for lots of things such as visitors, deliveries, unloading shopping,. They impact ability to plug in car chargers. Cars are bigger these days and you are ducking the width of the roads. You are having to buy and maintain narrower road sweepers to clean the narrower lanes. All this has a cost and a carbon footprint. There is insufficient demand to justify such a project and projections and forecasts are just guesswork all at a cost to the taxpayer whether it be local, national or otherwise....the money has to come from public purse somewhere along the line. The monies would b better spent on other things like schools, hospitals, doctors and dentist surgeries,etc By proceeding on this scheme when there is already an overwhelming majority of people who are against is is undemocratic. You as public servants are there to serve the will of the public, NOT to force things onto us that we dont want!	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.

	Source	Responses – Route 22	Officer comment
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1. R22	HYS	A large chunk of this route already exists with a wonderful cycling route from behind the Gladstone Theatre to Sptial Dam. All that is really required here are a series of better access points to the existing routes to allow entrance and exit further down closer to the Croft.	Noted
2. R22	HYS	Routes to the Croft should be of priority and will improve access to the area. I also think this could include leisure opportunities which exist in Bromborough e.g. gyms, gymnastics etc.	The CATN will remain under review and phasing amended to reflect available funding and resources.
3. R22	HYS	Route 22 is a little confusing in that there is already a path alongside Bromborough Road (between Bebington and Bromborough). Does this route seek to replace that? The existing path is quite a good route to the Croft retail park but is, of course, dark and with minimal natural surveillance. The big benefit is that it is separated from traffic. Would it be more useful to improve that existing path instead of trying to build something new in this instance?	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
4. R22	HYS	I think it won't work especially along Bromborough Road. There are lots of people that live along this road and park there and will need access to their vehicles and to park on the road. I disagree entirely with the core network plan altogether and especially in this area. This will impact local residents getting to work, going shopping and commuting. I'm absolutely disgusted to be honest.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
5. R22	HYS	It is needed	Noted
6. R22	HYS	I frequently cycle on the Port Sunlight walkway and cycle path. It's a beautiful hidden gem that could be more clearly signposted. Extending this route at both ends would be excellent. I see some people cycling to and from work in Bromborough business park and I'm sure more would cycle if the cycling routes were improved. The path in Port Sunlight goes over cobbled stones which is not good for anyone using wheels and should be replaced with a smoother path.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
7. R22	HYS	Ok	Noted
8. R22	HYS	Not needed	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route.
9. R22	HYS	There is an existing cycle path from Port Sunlight station down to Bromborough Croft, so as much use of that should be made as possible, for example creating extra access points to and from the existing path.	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
10. R22	HYS	I appreciate that some of this work will be completed from funding received but based on Wirral Council having frozen all "non-essential spend" surely any budget allocated to the Travel Network would be better spent on Social Care as we are an ageing population. If the cycle lane on Fender Lane is an example i have never seen anyone using it and with a single lane for traffic this must be a nightmare for the emergency services and potentially put lives at risk.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users Noted re Fender Lane
11. R22	HYS	I'm not sure how feasible this one is. There is a parallel route along the old rail line from Port Sunlight. Could some work be done to link this? Or improve this rural route to be better in the winter months (lighting needed). Perhaps a ramp up to the A41 at some point would be handy!	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
12. R22	HYS	It is not needed. There is already a widely publicised vote result that 74% are opposed to all these cycles lanes. They are reducing access to pavements and homes for lots of things such as visitors, deliveries, unloading shopping,. They impact ability to plug in car chargers. Cars are bigger these days and you are ducking the width of the roads. You are having to buy and maintain narrower road sweepers to clean the narrower lanes. All this has a cost and a carbon footprint. There is insufficient demand to justify such a project and projections and forecasts are just guesswork all at a cost to the taxpayer whether it be local, national or otherwise....the money has to come from public purse somewhere along the line. The monies would b better spent on other things	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active

		like schools, hospitals, doctors and dentist surgeries,etc By proceeding on this scheme when there is already an overwhelming majority of people who are against is is undemocratic. You as public servants are there to serve the will of the public, NOT to force things onto us that we dont want!	Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
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	Source	Responses – Route 23	Officer comment
1. R23	HYS	Access to Clatterbridge hospital is desperately needed especially from a public transport point of view	Noted
2. R23	HYS	It is needed as many people working at Clatterbridge hospital live in Bromborough and would cycle to work f there were adequate routes in place	Noted
3. R23	HYS	Think it should be implemented sooner than 10-15years	The CATN will remain under review and phasing amended to reflect available funding and resources.
4. R23	HYS	I support all these proposed improvements for every route. The CATN map is shockingly thin. There should be a much richer and extensive network of walking, cycling and wheeling routes on the Wirral. The health and environmental benefits are huge - including children more able to walk and play outdoors, longer life expectancy, reduced pollution and congestion - and less people killed and seriously injured on our roads.	The CATN will remain under review and phasing amended to reflect available funding and resources. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
5. R23	HYS	Ok	Noted
6. R23	HYS	Not needed	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
7. R23	HYS	I appreciate that some of this work will be completed from funding received but based on Wirral Council having frozen all "non-essential spend" surely any budget allocated to the Travel Network would be better spent on Social Care as we are an ageing population. If the cycle lane on Fender Lane is an example i have never seen anyone using it and with a single lane for traffic this must be a nightmare for the emergency services and potentially put lives at risk.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users Noted re Fender Lane
8. R23	HYS	The short section up Mill Road (past Heather Dene) could be made safer, but Magazine Road is already fine (it has a shared use path and the road is traffic calmed as well). The barriers near Stadium Road could be removed to make it more accessible at that end. Replace with a bollard.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
9. R23	HYS	It is not needed. There is already a widely publicised vote result that 74% are opposed to all these cycles lanes. They are reducing access to pavements and homes for lots of things such as visitors, deliveries, unloading shopping,. They impact ability to plug in car chargers. Cars are bigger these days and you are ducking the width of the roads. You are having to buy and maintain narrower road sweepers to clean the narrower lanes. All this has a cost and a carbon footprint. There is insufficient demand to justify such a project and projections and forecasts are just guesswork all at a cost to the taxpayer whether it be local, national or otherwise....the money has to come from public purse somewhere along the line. The monies would be better spent on other things like schools, hospitals, doctors and dentist surgeries,etc By proceeding on this scheme when there is already an overwhelming majority of people who are against is is undemocratic. You as public servants are there to serve the will of the public, NOT to force things onto us that we dont want!	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.

	Source	Responses – Route 24	Officer comment
1. R24	HYS	Leave it alone. Stop wasting our tax payers money on vanity projects. Use the money towards pensioners winter payments.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. Funding for Active Travel projects cannot be used to fund other services.
2. R24	HYS	A real bottleneck, particularly in rush hour	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
3. R24	HYS	This is not a route to the hospital I would take from Irby, where I live. This is the bus route and this route conflicts with the volume of traffic going to j3 of the Motorway or towards Birkenhead. For patients using the hospital active travel options are really not feasible, especially if you are having treatment. If you are aiming at the workforce- I am not sure if active travel is a safe option for shift workers. You need to lobby Merseytravel to improve bus access and support this with an enforceable travel plan at the hospital.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas. Funding for Active Travel projects cannot be used to fund other services.
4. R24	HYS	This route already has a properly defined cycle lane which has been in existence for a number of years and as such does not need an over engineered one like Fender Lane costing the council tax payers too much.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. Noted re Fender Lane
5. R24	HYS	Also improves access to Arrowe Park leisure	Noted
6. R24	HYS	Not needed	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
7. R24	HYS	This route is a cycle path will this be widened, get it to link to cycle paths. This could be extended down Thingwall Road	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
8. R24	HYS	I appreciate that some of this work will be completed from funding received but based on Wirral Council having frozen all "non-essential spend" surely any budget allocated to the Travel Network would be better spent on Social Care as we are an ageing population. If the cycle lane on Fender Lane is an example i have never seen anyone using it and with a single lane for traffic this must be a nightmare for the emergency services and potentially put lives at risk.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users Noted re Fender Lane
9. R24	HYS	Big, wide road. Lots of space to play with! Could be very easy to do. Crack on with this one asap!	A business case will be required to support the implementation of each route. The CATN will remain under review and phasing amended to reflect available funding and resources.
10. R24	HYS	Waste of taxpayer money, so much more to be sorted. The cycle lane on fender way flyover is hardly used and caused traffic and holds up emergency vehicles. The council is corrupt	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active

			Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. Noted re Fender Lane
11. R24	HYS	The junction with route 26 is used by horse riders to travel from Landican to Arrowe Park and Limbo Lane (BR46). Account also needs to be taken of horse drawn vehicles (hearses) which use Arrowe Park Road to get to Landican Cemetery	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
12. R24	HYS	It is not needed. There is already a widely publicised vote result that 74% are opposed to all these cycles lanes. They are reducing access to pavements and homes for lots of things such as visitors, deliveries, unloading shopping,. They impact ability to plug in car chargers. Cars are bigger these days and you are ducking the width of the roads. You are having to buy and maintain narrower road sweepers to clean the narrower lanes. All this has a cost and a carbon footprint. There is insufficient demand to justify such a project and projections and forecasts are just guesswork all at a cost to the taxpayer whether it be local, national or otherwise...the money has to come from public purse somewhere along the line. The monies would b better spent on other things like schools, hospitals, doctors and dentist surgeries,etc By proceeding on this scheme when there is already an overwhelming majority of people who are against is is undemocratic. You as public servants are there to serve the will of the public, NOT to force things onto us that we dont want!	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.

	Source	Responses – Route 25	Officer comment
1. R25	HYS	The cycle / walking links across the motorway between the east side of the Wirral towards the Merseyrail network are very limited. I understand road space is limited and it will take land purchase to complete - Improvements to the existing path from Irby to Spital (Roman Road) would help	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
2. R25	HYS	Quite possibly the dumbest idea since the creation of the sick joke that is Wirral Borough Council in 1974! This is a main arterial route for a huge number of people from Heswall and surrounding areas and now you're planning to screw it up even further. Whoever came up with this idea needs to be publicly executed!	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
3. R25	HYS	There is currently no East-West cycle route across the Wirral (other than the Wirral Way. Developing this is absolutely crucial for accessibility for work and leisure. A perfect route across the centre of the Wirral already exists from Clatterbridge across the Leverhulme estates using the Leverhulme tracks. The Council should push for Leverhulme Estates to open these tracks to the public as walking/cycling routes. They would also provide direct access to Brimstage Court and boost leisure activities here too. This route should be a much higher priority, as no infrastructure is currently in place unlike other routes that currently have alternatives or partial provision.	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areasThe CATN will remain under review and phasing amended to reflect available funding and resources.
4. R25	HYS	The priority on this route is far too low. There are no frequent public transport options across the Wirral from Heswall to the Bromborough side of the Wirral for access to the electrified train line onwards to Chester or Liverpool. The road route is incredibly unsafe for cycling and walking. Versus the other options being put forward in Birkenhead where there are already substantial public transport networks, this should have a much higher priority as it will actually provide different business travel and leisure routes to the public.	The CATN will remain under review and phasing amended to reflect available funding and resources.
5. R25	HYS	I think this is an important route but it should be extended to join up with the Wirral Way. It will then provide a safe cycle route from West Kirby, Caldly and Parkgate over to Bebington and Bromborough.	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
6. R25	HYS	Ok	Noted
7. R25	HYS	There is no direct public transport route between Gayton/Heswall and Clatterbridge Hospital - there used to be and this should be reinstated. Brimstage Road is unsafe for cyclists and pedestrians wishing to get to Clatterbridge Hospital, hence also for motorists, espec for goods vehicle drivers Clatterbridge roundabout is very hazardous for cyclists	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.

8. R25	HYS	Not needed	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
9. R25	HYS	Ridiculous	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
10. R25	HYS	This is a really ambitious route, but a great idea as east-west non-car links are sub par on the Wirral. It would be great if this was a fully off road / grade separated scheme for cyclists / walkers / runners.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
11. R25	HYS	I appreciate that some of this work will be completed from funding received but based on Wirral Council having frozen all "non-essential spend" surely any budget allocated to the Travel Network would be better spent on Social Care as we are an ageing population. If the cycle lane on Fender Lane is an example i have never seen anyone using it and with a single lane for traffic this must be a nightmare for the emergency services and potentially put lives at risk.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users Noted re Fender Lane
12. R25	HYS	Very supportive of this. Could be a vital east/west route from people living near Bebington, Spital, etc. Would like this one delivered quicker if possible. Myself and our family would make good use of it. Also could connect people to Heswall Station which should/could be better utilised as part of an improved Merseyrail network.	The CATN will remain under review and phasing amended to reflect available funding and resources.
13. R25	HYS	East-West connectivity is very important, but I will only be effective if the route connects cyclists to safe roads over the motorway. Currently the route appears to stop at junction 4, and I can't see cyclists tackling the roundabout safely. What about alternative route of Barnston lane, Storeton Lane and Station road, which takes traffic over a bridge to Bebington?	The CATN will remain under review and phasing amended to reflect available funding and resources. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
14. R25	HYS	Currently there is no direct bus route from Heswall to Clatterbridge via Heswall railway station. Travelling along Brimstage Road by cycle is precarious due to the road configuration (several sharp bends) and the road being available to HGVs. Walking is also very difficult due to the encroachment onto the footpath of brambles and other hedgerow plants. Work to address this was carried out a couple of years ago but nothing has been done since. Plants grow and regular maintenance is needed. There are also plans to increase the frequency of the Borderlands rail service but this still does not improve the connectivity to/from Heswall station. This route needs greater priority.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The CATN will remain under review and phasing amended to reflect available funding and resources.
15. R25	HYS	Great but not soon enough	The CATN will remain under review and phasing amended to reflect available funding and resources.
16. R25	HYS	A large number of horses are kept along Brimstage Road and surrounding area between Clatterbridge and Gayton. The plans need to take this into account.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
17. R25	HYS	It is not needed. There is already a widely publicised vote result that 74% are opposed to all these cycles lanes. They are reducing access to pavements and homes for lots of things such as visitors, deliveries, unloading shopping,. They impact ability to plug in car chargers. Cars are bigger these days and you are ducking the width of the roads. You are having to buy and maintain narrower road sweepers to clean the narrower lanes. All this has a cost and a carbon footprint. There is insufficient demand to justify such a project and projections and forecasts are just guesswork all at a cost to the taxpayer whether it be local, national or otherwise....the money has to come from public purse somewhere along the line. The monies would b better spent on other things like schools, hospitals, doctors and dentist surgeries,etc By proceeding on this scheme when there is already an overwhelming majority of people who are against is is undemocratic. You as public servants are there to serve the will of the public, NOT to force things onto us that we dont want!	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the

			implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
	Source	Responses – Route 26	Officer comment
1. R26	HYS	It's already walkable with reasonable pavements for wheeling (except where there is some hedge overgrowth on the hill from Downham road to Belmont drive) and has bus routes. I'm therefore not sure what more is needed and why it would take >15yrs to deliver. However, I am supportive of the proposals if they do not reduce pavement width, parking or carriageway width	The CATN will remain under review and phasing amended to reflect available funding and resources. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
2. R26	HYS	Another stupid idiot! this is a main arterial route, all you are planning on doing, is making life difficult for people who have to work for a living! The fact that question 3 has no option for "this is such a stupid idea, it should never be implemented" speaks volumes	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
3. R26	HYS	Why are we destroying people's property's and affecting businesses by adding a cycle lane when there are already multiple existing cycle lanes. I very rarely see anyone on a bicycle, let alone enough to justify a massive cycle lane. Waste of time and money that could be used for more benefit elsewhere.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
4. R26	HYS	It's very difficult to comment on this idea without knowing details of what you're planning on doing. All you've said is that this is a proposed route but what will change on this route to bring benefits to the local population. Have you actually carried out a cost/benefit analysis? If so, what did that indicate?	A business case will be required to support the implementation of each route.
5. R26	HYS	There are sections of the route which have bike lanes. It would be good if this was extended to the full route. 20mph limit along the majority of the route with no bike lanes, which would also be a factor to encourage cycling.	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
6. R26	HYS	I feel roads of main routes should stay at 30mph and only roads which are off the main. roads could go to 20mph	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
7. R26	HYS	there is no direct route between Birkenhead and Heswall! Arrowe Park is a connecting route between these areas so facilities to change public transport needs to be in this debate!	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
8. R26	HYS	Opportunity to increase walking and cycling from the residential areas surrounding the route to Thingwall Primary School, Pensby Road Shops, Pensby High School, Pensby Old Library.	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
9. R26	HYS	Ok	Noted
10. R26	HYS	Not needed	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
11. R26	HYS	I appreciate that some of this work will be completed from funding received but based on Wirral Council having frozen all "non-essential spend" surely any budget allocated to the Travel Network would be better spent on Social Care as we are an ageing population. If the cycle lane on Fender Lane is an example i have never seen anyone using it and with a single lane for traffic this must be a nightmare for the emergency services and potentially put lives at risk.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The

			design solutions for each proposed route will be determined by site specific constraints and consider all road users Noted re Fender Lane
12. R26	HYS	Existing connectivity sufficient. No cycle routes required	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
13. R26	HYS	Lots of housing at the Heswall end, with big employment site (Arrow Park Hospital) at the other. Could relieve traffic and parking issues at the hospital. Very supportive of this one.	Noted
14. R26	HYS	Great but not soon enough	The CATN will remain under review and phasing amended to reflect available funding and resources.
15. R26	HYS	It is not needed. There is already a widely publicised vote result that 74% are opposed to all these cycles lanes. They are reducing access to pavements and homes for lots of things such as visitors, deliveries, unloading shopping,. They impact ability to plug in car chargers. Cars are bigger these days and you are ducking the width of the roads. You are having to buy and maintain narrower road sweepers to clean the narrower lanes. All this has a cost and a carbon footprint. There is insufficient demand to justify such a project and projections and forecasts are just guesswork all at a cost to the taxpayer whether it be local, national or otherwise....the money has to come from public purse somewhere along the line. The monies would b better spent on other things like schools, hospitals, doctors and dentist surgeries,etc By proceeding on this scheme when there is already an overwhelming majority of people who are against is is undemocratic. You as public servants are there to serve the will of the public, NOT to force things onto us that we dont want!	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.

	Source	Responses – Route 27	Officer comment
1. R27	HYS	It's the most obvious route between WK and Greasby. Most of it is quite cyclable except through Frankby village which is narrow and dangerous	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
2. R27	HYS	Welcome the inclusion of West Kirby in the route but question why it's priority 5. WK is an endpoint for a lot of local residents on the Wirral and is well served by bus, rail and car links. None of which are environmentally friendly or promote an active lifestyle. It would be helpful to increase the prioritisation of this route to ensure WK is linked to the rest of the Wirral in the next few years.	The CATN will remain under review and phasing amended to reflect available funding and resources.
3. R27	HYS	It looks like it is just the existing road. As it is, it is too dangerous for most people to cycle as you pass through Frankby and past the schools. The 50mph stretch is also dangerous. Dedicated cycle paths need to be made. This would enable children to get to school, and me to make my frequent journeys to West Kirby without the car.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
4. R27	HYS	Does the safety of cyclists in West Wirral not count? How come all the funding goes towards Birkenhead & Wallasey. There are many more cyclists in West / South Wirral. There's no safe route to cycle from Greasby to Irby, other than using an unrestricted road, with cars overtaking at 60mph	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas. The CATN will remain under review and phasing amended to reflect available funding and resources.
5. R27	HYS	Waste of money. It rains 80% of the time- this is the U.K. not southern Italy! People are cold and battered by winds and storms- not the weather conducive for cycling and walking! Put people first- repair our roads and fix the dis functional bus service that pensioners and vulnerable people rely on. Stop the fanatical war on the motorist and help people!	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
6. R27	HYS	There is a very limited amount that can be done in this area due to Caldly Hill/Grange Hill. A limited number of people will be able to travel a significant distance over the hill on foot or bicycle. Your maps don't seem to show the existing, barely used cycle path alongside Frankby Road in Greasby that in part shares the service road, but past the library and either side of Well Lane is just for	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on



		cyclists. The document misses the point that most of the places with high car ownership are the areas with the worst public transport - what about sorting out public transport instead? That would actually be useful. You talk about getting rid of the remaining flyovers in Birkenhead, but surely the flyovers were built to separate pedestrians and vehicles. They were built as part of the same regeneration that resulted in the Grange Road area becoming the pedestrianised Grange Precinct. There are still going to be lots of motor vehicles, but their motors will be powered by electricity and hydrogen - what about doing something about the infrastructure for those. Finally, you talk about pedestrians, cyclists and cars, what about other vehicles such as motorcycles, buses and lorries?	motor vehicles for short distance travel, not replace all driving. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
7. R27	HYS	Waste of time, effort and scarce resources.	A business case will be required to support the implementation of each route.
8. R27	HYS	This is a vital route that will add a safe route for people who wish to cycle between the two areas. The road between Newton and Frankby is a 50 unlit road at the moment. Unless you are a competent cyclist, this route is a dangerous and unsafe route. Blind bends on a 50mph road with cars overtaking on solid white lines. Frankby is narrow and encourages close passes.	Noted
9. R27	HYS	The route looks appropriate but a timescale of 15 plus years is just not credible. The whole plan to establish a core network needs to be accelerated and completed within 5 years maximum to have the impact needed.	The CATN will remain under review and phasing amended to reflect available funding and resources.
10. R27	HYS	This should be the main priority. This route provides access to Wirral Country Parks and beaches from the North East and Central Wirral. The route from Greasby into Frankby is dangerous for cyclists, horse riders and walkers. Instead of focus on the Brienhead area, focus should be on getting people out of Birkenhead to the more natural areas of the Wirral. Make a super safe bike route from Birkenhead to West Kirby.	The CATN will remain under review and phasing amended to reflect available funding and resources.
11. R27	HYS	The only improvement that is needed is streetlighting on the 50mph stretch of Frankby Road. Anything else would be to the detriment of some or many users of the route without improving it for any other users	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
12. R27	HYS	I think that promoting active travel around Wirral is essential for the future. Makes it safer for people to walk and cycle. Decrease congestion, parking issues pollution. The roads between West kirby and Greasby, slaughall Massey are very dangerous to navigate on foot as people drive fast and the are no footpaths in many parts	Noted
13. R27	HYS	It looks like the route goes up and down the hill on Grange Road in West Kirby which is very steep for a lot of cyclists. I think it would be better to have the route go via Darmond's Green and Lang Lane, passing through the cemetery, then down Blackhorse Hill to reach Frankby Road. In reverse (ie heading towards West Kirby) turning left on to Woodland Road by St Michaels then right on to Ennisdale Road could cut out some of Blackhorse Hill if this is considered too steep.	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
14. R27	HYS	Ok	Noted
15. R27	HYS	Ok	Noted
16. R27	HYS	Not needed	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PpP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use
17. R27	HYS	I think this should move up in priority not just because it is in the area which I live BUT the present road (apart from Frankby Village) consists of quite wide pavement and road thus enabling a cycle/walking path to be inserted relatively cheaply? Also there is very heavy commuter traffic (to and from the M53)on this route which is a danger to cyclists and puts off potential new ones. There are 3 junior schools either on or near the route (Greasby Infants and Juniors and Black Horse School AND 3 Senior Schools - Hilbre, Calday Grammar and West Kirby Grammar). My observations are that it is chaotic for road traffic both at school drop off in the morning (with parents and pupils cars and pick up later). FROM MY DETAILED OBSERVATIONS OVER THE LAST 10 years and evidenced by non use of the bike sheds approx 10 pupils per senior school use bikes to commute to and from school. I have noticed that teachers instruct young people on bike usage but it is difficult to see that they would use them on the busy roads in the Greasby/West Kirby area	The CATN will remain under review and phasing amended to reflect available funding and resources.
18. R27	HYS	I appreciate that some of this work will be completed from funding received but based on Wirral Council having frozen all "non-essential spend" surely any budget allocated to the Travel Network would be better spent on Social Care as we are an ageing	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council

		population. If the cycle lane on Fender Lane is an example i have never seen anyone using it and with a single lane for traffic this must be a nightmare for the emergency services and potentially put lives at risk.	adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users Noted re Fender Lane
19. R27	HYS	A big improvement on a key road, one of only four main routes to the north of the peninsular	Noted
20. R27	HYS	Overall good	Noted
21. R27	HYS	This would be really helpful in crossing the Wirral without having to go to the coast	Noted
22. R27	HYS	With limited alternative routes and footpaths being overgrown this should be a priority.	The CATN will remain under review and phasing amended to reflect available funding and resources.
23. R27	HYS	I think 15+ years is not soon enough. I've been cycling from Greasby to West Kirby for years. Route 27 is probably the second least safe route for that journey; Route 28 being the safest but both are not as direct as Upton to West Kirby. Route 27 currently includes single carriage 50mph roads outside Frankby village, much of it dark and tree-lined with no kerb on one side. There needs to be space for cars to pass safely. Some parts have pavement only on one side of the road and even where there is pavement on both sides, it is too poor to cycle on without damaging tyres and wheels.	The CATN will remain under review and phasing amended to reflect available funding and resources. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
24. R27	HYS	The 20 mph restriction change to a distance by school and no parking by school	Noted
25. R27	HYS	Great but not soon enough	The CATN will remain under review and phasing amended to reflect available funding and resources.
26. R27	HYS	This route goes through an area with a very high horse population especially between Greasby Road and Saughall Massie Road. Riders use Frankby Road to travel to and from Royden Park. Consideration needs to be given to the fact that the road through Frankby Village is already considered dangerous by all who live or do business there. Cars travel too fast through the village and do not allow sufficient room when passing horses and cyclists. This needs taking into account when designing the route. Consideration also needs to be given to access to the businesses along the narrower sections of the road.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.

	Source	Responses – Route 28	Officer comment
1. R28	HYS	It appears to be just the existing road which is very busy. There is ample room for a cycle path along the Meols Stretch. But cycling along Birkenhead Road, then Market Street, is too dangerous for me.	Noted
2. R28	HYS	Excellent idea - as soon as possible	The CATN will remain under review and phasing amended to reflect available funding and resources.
3. R28	HYS	No not needed, waste of money and will cause congestion whilst not being used	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route.
4. R28	HYS	Creating better opportunities to get into the centre easily and safer.	Noted
5. R28	HYS	The beachfront walkway is not a designated cycle route. We very much need a fit for purpose cycle route to Hoylake and beyond. We are at the mercy of speeding, too close, vehicles around Moreton, Greasy, Hoylake and West Kirby. It is impossible to cycle along any lanes around Pump Lane, Saughall Road etc. Terrifying!	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
6. R28	HYS	I really don't understand the need to alter the roads when there are not a lot of bikes on the road unless you count the ones who like to ride in the middle of the road doing wheelies. The fly over by bidston is never used maybe someone should count how many bikes use the route before any money is spent on doing any changes to roads	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. Noted re Fender Lane
7. R28	HYS	I think it will make me want to move away from Moreton and by the look of all these routes the Wirral in general. The cycle lane has added to journey time already. It's turning into 20mph everywhere and now more even more cycle lanes. We need better	The design solutions for each proposed route will be determined by site specific constraints and consider all road

		facilities for kids. More spent on cleaning up rubbish and car parks and making the area a welcoming place not somewhere to dread coming.	users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. Noted re Fender Lane
8. R28	HYS	There is a perfectly good cycle route in existence long the coastal path, which is safer, more pleasant for the cyclists and less intrusive to the rest of the community and road network through Moreton cross and surrounding residential route between Moreton and hoylake. The addition of a bollarded cycle lane will bring Moreton to a standstill at peak hours causing congestion and additional pollution not to mention irritation of the road users who actually pay road tax.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. Noted re Fender Lane
9. R28	HYS	I regularly commute by bicycle from Hoylake to Liverpool and also Hoylake to Clatterbridge Health Park. From Moreton onwards most of my route is on a cycle path and it would be very welcome to see more protected cycle lanes on West Wirral. This route is a wide road with a 40 speed limit and I am usually given space by passing traffic. I know people who are anxious of cycling it without a protected cycle way and if we are serious about more people on bikes then implementing an active travel corridor is essential.	Noted Noted re Fender Lane
10. R28	HYS	AS with the Fender Lane farce this proposal takes lunacy to a new level. Have any of you been around Moreton cross at rush hour, or even at all? The first time I drove down Fender Lane because of a diversion I was shocked & mystified why spend £200+K on a project that can never be cost efficient. I have been observing politicians for 60 years & I cannot recall such poor quality in national & local politicians like we have to suffer from today. It is a mystery how reasonably normal people morph into dolts once they are elected, devoid of even basic common sense, not to mention the waste of money in these tough times, when you should be SAVING cash not wasting it on airy-fairy personal projects. Why can we not have face to face meetings with the dullards in charge???	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. Noted re Fender Lane
11. R28	HYS	Make it easier and safer to cycle. Safer for children to stay active. Open up shopping opportunities between hoylake and Moreton as well as decrease parking problems. Make the environment less polluted and noisy.	Noted Noted re Fender Lane
12. R28	HYS	I think it is daft that this route doesn't continue beyond Holyoke to join up to West Kirby. Why on earth would you stop it in Holyoke? West Kirby and Holyoke are two of the largest settlements in West Wirral and yet they won't be connected by the network.	The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
13. R28	HYS	Traffic is bad enough as it is at Moreton Cross. It will affect all users negatively in this busy town including bus users and pedestrians or people wanting to use public transport as these will be delayed to Birkenhead and liverpool. The cycle lanes on fender lane have caused huge traffic jams and buses have been cancelled due to there late running.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. Noted re Fender Lane
14. R28	HYS	Looking at these planned cycle routes, I feel they are not needed. There is already a cycle route on Pasture Road. Adding them to Hoylake Road and Upton Road would be problematic and cause even more traffic chaos than the senseless one we have in Fender Lane. Not to mention the cost.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route. Noted re Fender Lane
15. R28	HYS	Cycle lanes cause chaos. Look at fender lane. There is a pedestrian lane on the left heading from Moreton to Hoylake that could be used as a cycle lane. Not on the road. Leave them as they are	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
16. R28	HYS	Given the cycle lane on Fender Lane is grossly underused I do not agree to any extension. Moreton Cross and Hoylake Rd are very crowded with cars parked on both sides of the road. To narrow the road for cars etc is, quite frankly idiotic. This is not needed in my opinion.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
17. R28	HYS	This is not thought out at all, the volume of traffic & parked cars on both sides of the road, I cannot see where the cycle lane will be placed without increasing congestion. The Fender lane route is not used; full of rubbish. As well an aging population cannot ride bikes safely. Fixing pot holes & clearing the vegetation in kerbs should be more of a priority.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific

			constraints and consider all road users. Funding for Active Travel projects cannot be used to fund other services. Noted re Fender Lane
18. R28	HYS	It's ridiculous that the council would even consider this in Moreton given the chaos that the Fender Bypass has created. This will inevitably cause gridlock around Moreton, which is already a busy through route to other towns. Traffic currently free flows, but adding this will impact that. Please don't implement this in Moreton.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.  Noted re Fender Lane
19. R28	HYS	Once again Wirral Council is making a mess. This is a waste of money and time. There are far more important things that council should be spending money on, such as public services that are used or need more money. The cycle lanes that already exist are not used enough to warrant more. You need evidence that people in the locality need them, but I don't think you have that, and pointing to a vague notice that people should be more active does not justify creating pointless cycle lanes so you can congratulate yourselves on how proactive you're being. There is no universal demand or need so let's think again.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
20. R28	HYS	Ok	Noted
21. R28	HYS	This is a further example of the idiocy which is taking place across Wirral. By creating cycle lanes on residential roads, it forces residents and visitors to park somewhere other than outside their own homes, forcing traffic into side roads. We moved from Wallasey village to avoid the chaos that was being proposed in Grove Road, and it has now followed us to Moreton. Parking in our cul de sac is already a nightmare, particularly at school times, with inconsiderate drivers parking dangerously. This stupid scheme will make everything worse, and lead to residents taking the law in to their own hands. Has the council not learned from its mistake by creating the cycle lane along the bypass towards Bidston. In the 2 years I have lived in Moreton, I have only seen a handful of cyclists riding along the bypass. In contrast, I have seen many incidents of dangerous driving, as motorists try to negotiate the traffic lights by Aldi. Wait in the right hand lane and you are stuck behind people turning into Aldi. Wait in the left hand lane, and you are forced to cut into the traffic entering the bypass. The road sign indicating the reduction to one lane, is covered by a bush at the moment, so makes it even more difficult. Any traffic management scheme should be prioritising buses rather than bicycles. This would benefit far more people, and would get more cars off the road. Do any of the council members who support this scheme, actually live anywhere near the proposed routes, or do they live in their high towers, and not have to worry about the same issues as the rest of us?	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route. Noted re Fender Lane
22. R28	HYS	not needed it's all a waste of money and current cycle lanes are not being used	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route.
23. R28	HYS	Any cycle lane that leads to Moreton cross roundabout will cause traffic chaos and road blockages which will impact on the residents of Moreton, reduce air quality because of standing traffic and stop emergency service vehicles from getting through. This road is the only main road running through Moreton and will lead to more accident on an already busy roundabout. There are already pedestrian crossings off each exit of this roundabout that back the traffic up. Any other restrictions will cause more traffic to be backed up.	The CATN aims to provide benefits for walking and wheeling, not just cycling Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users Noted re Fender Lane
24. R28	HYS	I feel this is a total waste of our money. As you have not included costings we can only imagine this will be high. There will certainly be no advantage to walkers, cyclists or drivers. The potential for problems around peak travels times will increase accidents and	A business case will be required to support the implementation of each route. Active Travel is proposed to help reduce reliance on motor vehicles for short distance

		injuries not to mention frustration. Also there is no return on investment. In fact the potential for additional problems because of issues created by the changes to the road layout, are hugh.	travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
25. R28	HYS	Any cycle lanes on Upton Road, Moreton Road, and Hoylake Road is crazy. Traffic is extremely busy in these areas, and it would be a hazard for cyclists, as well as creating even more congestion. Existing cycle lanes are hardly used like the one to Bidston, and New Brighton. There so little used, that one cycle lane on just one side of the road would serve two ways, but no they have to be on both sides of the road, how stupid! Motorists have to cope with speed bumps, and 20 MPH limits in the most ridiculous places, where there not necessary. I have no doubt that the waste of rate payers money will continue to be wasted, and I don't look forward to another increase in rates next year.	The CATN aims to provide benefits for walking and wheeling, not just cycling Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. Funding for Active Travel projects cannot be used to fund other services. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
26. R28	HYS	Waste of money the cycle lane on fender valley causes chaos never seen a cyclist on it	A business case will be required to support the implementation of each route. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.  Noted re Fender Lane
27. R28	HYS	The road is too narrow presently to sustain a cycle lane. I use a cycle and use the coastal path to cycle from Moreton to Hoylake.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas Noted re Fender Lane
28. R28	HYS	You can cycle down the prom a lot safer than main roads, better things to spend money on	A business case will be required to support the implementation of each route. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas
29. R28	HYS	It will cause more traffic issues on an already busy route	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users
30. R28	HYS	Another monumental waste of money which should be strangled at birth. In fact the ONLY STRETCH OF THIS ROUTE which does merit some improvement and a cycle lane put in for the safety of us cyclists is the short half mile stretch between Carr Lane and Heron Lane (where Hoylake Road noticeably narrows as it runs past semi-rural surroundings by the Carr Farm Garden Centre) as the road bends right towards Meols station. THAT IS THE ONLY STRETCH that is crying out for a cycle lane, as it has ample wide grass verges either side and does not involve removing too much of the existing right of way, much less the felling of any trees (which MUST BE AVOIDED AT ALL COSTS ANYWAY). This could be achieved at very minimal cost and disruption and even residential properties along the north side of Hoylake Road would not be unduly affected. WHY CAN THIS MUSHC SIMPLER AND CHEAPER OPTION NOT BE EVALUATED INSTEAD OF DESTROYING THE ENTIRE HOYLAKA ROAD CORRIDOR, FROM MORETON CROSS TO HOYLAKA HIGH STREET, JUST TO SATISFY SOME TRENDY BOX-TICKING WHIM AS WITH MANY OTHER LOCATIONS?	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route. Noted re Fender Lane
31. R28	HYS	This should not go ahead ,a full risk assessment must be carried out on Moreton Roundabout ,on a daily basis there are near misses and accidents with cyclist on this junction as they filter into traffic on inside of cars ,drivers are not aware of cyclist as looking to right at oncoming traffic ,also with introduction of electric bikes, which are capable of doing over 30mph without wearing safety helmets, training or Insurance needs to be sorted before any cycle lane introduced.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.

			Noted re Fender Lane
32. R28	HYS	Dangerous route passing too many residential and business properties. Hoylake Road in Moreton is horrendous as it is andvtgevroye through Hoylake would create even more hold ups and danger to cyclists, pedestrians and drivers	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. Noted re Fender Lane
33. R28	HYS	With the cycle path on fender lane having such small volume of cyclists. Closing one lane at moreton cross roundabout would be diabolical. It would cause excessive pollution from traffic queuing. This is moreton cross not central London. There is a very small number of cyclists. Better ways to spend money and stop fucking the roads up for motorists.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services  Noted re Fender Lane
34. R28	HYS	Closing a lane at each junction if Moreton cross roundabout for cycle paths would cause long traffic delays and excessive amounts of pollution. Fender lane cycle is hardly used. And a waste of time. Council could find better ways to spend there money. This us Moreton corss, not a city centre	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services Noted re Fender Lane
35. R28	HYS	Cycle lanes through residential areas are dangerous. Vehicles are unable to pull over or park at the road side. Thus restricting emergency vehicles. Any delivery vans would need to block the road in order to carry out deliveries of large items such as furniture. For anyone moving house, again removal vans would need to block the road for long periods of time causing severe congestion. As a result house prices in these areas would decrease. Cycle lanes in residential areas will cause severe parking problems for already congested side roads. These issues are just the start of the problems. I assume that trees will need to be uprooted and disabled bays will be removed. I would like information regarding any public consultations on all of the above issues	The CATN aims to provide benefits for walking and wheeling, not just cycling  The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route.
36. R28	HYS	If Fender Lane is any example then this new proposal will be a total waste of taxpayers money and will cause undoubted congestion. The money would be far better spent on fixing potholes etc.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.  Note re Fender Lane
37. R28	HYS	The already underused vanity project of the cycle lane on fender lane proves shoehorning cycle lanes into infrastructure in this way does not work. I do believe in safe routes but do not believe harvesting from existing insufficient infrastructure is the way forward. If the best route suggested by a designer is this then, again like on many projects we have already been robbed. I say we because it is our money you are choosing to spend in extreme amounts on a project with no full consultation.	A business case will be required to support the implementation of each route. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use The design

			<p>solutions for each proposed route will be determined by site specific constraints and consider all road users</p> <p>Noted re Fender Lane</p>
38. R28	HYS	It is not necessary. It is not a route used often by cyclists except at weekends by groups of serious cyclists who do not appear to have any problems with traffic	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
39. R28	HYS	A complete waste of time and money. The existing one is hardly used but creates travel chaos	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
40. R28	HYS	Stupid and not needed	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route.
41. R28	HYS	Absolutely ridiculous, traffic toward the cross is manic at the best of times to add a cycle lane would cause too much disruption during the construction. Cause build up at peak times, and the route already at Fender lane is hardly ever used so why cause disruption to a busy part of the town. Who makes these decisions? Do you work/ live in the town to see what chaos this would cause. Spend your money on something worth while this is a waste of funds	<p>Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route.</p> <p>Noted re Fender Lane</p>
42. R28	HYS	Absolutely ridiculous . I live along that route and park on the main road as well as access to my property . THIS IS GOING TO CAUSE CHAOS and major parking issues for us residents. EVEN Bidston bypass is hardly used in comparison to the thousands that cost to put in place!!!! I am totally against this!!	<p>Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.</p> <p>Noted re Fender Lane</p>
43. R28	HYS	This is absolute ridiculous. I am a long term resident who lives along that route and am requested to park on the main road as well as needing guaranteed access access to my property 24 hours a day, 7 days a week. THIS IS GOING TO CAUSE CHAOS and major parking issues for us residents. EVEN Bidston bypass is hardly used in comparison to the thousands that cost to put in place!!! I am totally against this!!	<p>Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.</p> <p>Noted re Fender Lane</p>

44. R28	HYS	Not necessary as we all ready have cycle route running around the Wirral peninsula, this will cause major problems due to residence not have parking outside there property's and will cause them to park in side streets adding to there existing problems and access for emergency services, I am not steady on my legs anymore and need to park close to my home for easy access this feels like another attack on the elderly again ie (winter fuel allowance, stopping use of log burners) we pay more than enough in Council tax and road tax I have been a Labour supporter all my life but sorry this is the last straw you have lost my vote if this goes ahead Enough is enough	The CATN aims to provide benefits for walking and wheeling, not just cycling  Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
45. R28	HYS	What a waste of money, you don't listen to the residents about the cycle lanes , they only have a small hand full of people use them I have seen people NOT using the lanes but ride on the roads.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
46. R28	HYS	The existing cycle lanes are already underused and cause traffic congestion on main roads. There is no reason to spend more money on these - and the expense could be better used to provide (real) affordable housing or update schools for Wirral residents.	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.
47. R28	HYS	Cycle lane on Fender Way already causes gridlock, cars at a standstill, pollution from cars running on idle and stress to people trying to get to and home from work. Another cycle route would have the same effect continuing right through Moreton Cross!	The CATN aims to provide benefits for walking and wheeling, not just cycling Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route.  Noted re Fender Lane
48. R28	HYS	I appreciate that some of this work will be completed from funding received but based on Wirral Council having frozen all "non-essential spend" surely any budget allocated to the Travel Network would be better spent on Social Care as we are an ageing population. If the cycle lane on Fender Lane is an example i have never seen anyone using it and with a single lane for traffic this must be a nightmare for	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the



		the emergency services and potentially put lives at risk.	first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users  Noted re Fender Lane
49. R28	HYS	No cycle route should be made	The CATN aims to provide benefits for walking and wheeling, not just cycling  The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
50. R28	HYS	Moreton is bad enough without you adding cycle lanes at roundabout. All for a handful of cyclists	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. Noted re Fender Lane
51. R28	HYS	A big improvement to safe cycling in the north of the Borough	Noted
52. R28	HYS	Totally unnecessary. There are plenty of opportunities for cyclists to use side roads which are also a safer and quicker route. Cycle lanes would have a negative impact on necessary parking and traffic flow to allow this area attract visitors. This will result in shop closures and returning to rows of closed shops. I can not see any positive impact this scheme can provide. Fender Road cycle lane has been a failure and rarely seen a cyclist using it. This scheme is totally unnecessary and money would be better spent on a coastal cycle path to encourage leisure activity whilst also assisting cyclists.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Noted re Fender Lane
53. R28	HYS	Absolute madness. You have already destroyed the links from Moreton to Birkenhead by creating bike lanes that are almost NEVER used (have you found that missing survey yet? Thought not) and now you want to destroy links from Moreton in every other direction. Bike users are few and far between. Creating bike lanes causes far more pollution because there is no longer free moving traffic.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion  Noted re Fender Lane
54. R28	HYS	Having experienced the chaos of the Fender Lane cycle lane introduction I cannot bear to think of the impact this will have on an already busy Moreton Cross area. I use this route frequently and can honestly say I have only ever seen 5 cyclists using this route!! The traffic lights outside Lidl just before the flyover need to get changed to Right hand turn only with the other lane being left hand turn / straight ahead because there are always issues trying to get 2 lanes of traffic into 1 lane in such a short space! The barriers	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific

		reflect car headlights so strongly it is difficult to see the central reservation especially when the street lights are turned off too! I can't understand why you didn't judge create one cycle lane to be used both ways, the width of them would certainly support it?	constraints and consider all road users. A business case will be required to support the implementation of each route.  Noted re Fender Lane
55. R28	HYS	I would expect this route to benefit both active and passive users, unlike the new route between Moreton and Bidston which impacts on passive transport creating traffic flow issues which are not welcome. The new route should be created off the main roads, there is sufficient land for a new route which would avoid the poor practice of making the current highways more narrow	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
56. R28	HYS	I am concerned that the road is too narrow in places to safely accommodate a cycle lane. Also, there is currently lots of parking on Hoylake Road, what will happen to this?	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
57. R28	HYS	Whilst I understand the need to encourage all to use our cars less, I don't think this should be primarily done by constructing more cycle lanes, as these would only benefit a section of the community (i.e. those with the necessary physical ability/fitness to ride a bicycle) and would exclude a substantial section of the population. Also I am aware that the cycle lanes on Fender Lane / Bidston Bypass have not been without issues. On one occasion I actually saw an ambulance on blue lights stuck behind a line of traffic. In my estimation, the money would be far better invested in the provision of more public transport, which would potentially benefit everyone.	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. Noted re Fender Lane
58. R28	HYS	Moreton traffic is already horrendous. To narrow it down to single lanes with the other for cyclists is a stupid and dangerous. For the amount of people using the cycle lane leading to main tescos it is unnecessary and not suitable for emergency vehicles. Also having had conversations with cyclists the lanes are unusable because of rubbish , glass and debris that is never cleaned by the council , on all the cycle lanes across the Wirral . I think moreton and saughall massive look like forgotten towns as the weeds and grass are never mowed ( unless the golf open is on ) the pavements are full of weeds, hedges not cut back . They are relying on locals to cut it all back , when there are a lot of elderly living in the area who can only manage their own , and not everywhere else . A lot of money is wasted on the Wirral . Council should be ashamed of themselves .	The CATN aims to provide benefits for walking and wheeling, not just cycling Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route. Noted re Fender Lane
59. R28	HYS	A cycle lane has already been put down in fender lane and it had made the traffic at rush hour terrible. Moreton roundabout it exceedingly busy even when it isn't rush hour. Putting cycle lanes on the roundabout is just inviting trouble. It will cause a back log if traffic, which is hardly enviromentally friendly, and it will increase the odds of an accident. Just as the fender lane cycle lane, i've not spoken to a single resident of Moreton who actually wants it.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.  Noted re Fender Lane
60. R28	HYS	Have some consideration for both shops and local residents. A cycle route here will stop people shopping and /or will force shoppers to park in residential roads - there are enough people doing this already - residents find it hard enough to park in their own roads already! Cyclists are perfectly capable of cycling along the coastal route.	The CATN aims to provide benefits for walking and wheeling, not just cycling The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route.
61. R28	HYS	Not needed, complete waste of money	A business case will be required to support the implementation of each route. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first

			part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
62. R28	HYS	No need for it. Fender Lane already a disaster. Already a cycle path on the coast.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The CATN will be supplemented by Local Area Networks, providing connectivity through local residential and commercial areas  Noted re Fender Lane
63. R28	HYS	I think its a huge mistake. We already get stuck in traffic from the bypass. Extending it is only going to make it worse.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.  Noted re Fender Lane
64. R28	HYS	This is not a good idea. Traffic is already extremely heavy along this route and narrowing it down will create further havoc. I travel regularly between Moreton and Tesco in Bidston and the cycle lane is very seldom used, but the traffic at peak times is horrendous with the cycle lanes completely empty. I cannot see the sense in this. Now you want to clog up our roads even more? The end result of this is a couple of happy cyclists and thousands of angry motorists sitting in traffic, using petrol we can ill afford and getting more and more frustrated at delays in getting where we need to be.	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.  Noted re Fender Lane
65. R28	HYS	Absolute joke! Moreton has enough traffic as it is and putting a cycle lane in is an idiotic idea!!!! stop using the money given for these stupid schemes and give it back! The cycle lane on the flyover to bidston is rarely used as it is so the purpose to get people more active is not working and just causing journeys to be longer. Roads are built for traffic to flow well and these schemes are taking this away! No idea why I object this as even on the 20mph schemes the objection % was over 90% and you went ahead with it anyway DISGRACE	The CATN aims to provide benefits for walking and wheeling, not just cycling Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. Funding for Active Travel projects cannot be used to fund other services. Funding for Active Travel projects cannot be used to fund other services.  Noted re Fender Lane
66. R28	HYS	Do any council members actually use Fender bypass if so have they seen the congestion it causes? We are supposed to be cutting emissions but all it is doing is creating huge traffic jams. Not just on the way in to Moreton but also out as people don't know what lane to get in as they get to the lights and just change lanes at the last minute. I live on the corner and all I hear from my house is constant beeping as drivers get more irate. The whole light system needs rethinking. It won't be long before there is a crash. The amount of people using the bike lanes doesn't warrant one either side, just have one going away from Moreton and allow the traffic to run freely towards Moreton. What will happen at the already chaotic Moreton Cross roundabout it's the worst in the borough and you are probably going to make it even moreso. Instead of just taking the money from whatever fund it comes from actually think about what the people want and what is best for where we live I would like a reply to this if it gets read but as most people believe and is probably true this has already been given the go ahead	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.  Noted re Fender Lane
67. R28	HYS	Stop with all the cycle lanes. Fender lane is completely unusable. Multiple times I have seen emergency vehicles trapped in traffic on blue lights unable to get past, motorists unable to give way due to the stupidity of these cycle lanes. The design is ridiculous and completely unnecessary. It's never used and is just a mess of leaves and litter. The occasional cyclist that does use it is going the wrong way and these lanes will cause more problems than they solve. You have actually created congestion with these modifications. STOP	Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving, helping to reduce local congestion.  Noted re Fender Lane
68. R28	HYS	There is no need for this. There is already a route along the seafront using the Wirral circular trail for Bikes. In fact there is no need for any of what you propose while the council's finances are in such a poor state. What the borough needs are core services that meet the everyday needs of all residents - such as potholes fixed; streets cleaned - rather than projects such as this which address	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active

		a need that doesn't exist, or only benefits a very small proportion of the residents. You are elected and tasked to spend public money - our money - appropriately so please take note of what the public tell you	Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
69. R28	HYS	Great but not soon enough	The CATN will remain under review and phasing amended to reflect available funding and resources.
70. R28	HYS	This is a much needed route and should not be delayed for 15 years. It's needed now. I was involved in an accident (hit by car) at corner of Digg Lane and Hoylake Road. This is recorded in the statistics. There are two unrecorded incidents on the roundabout at Moreton Cross. A cyclist will die on the roundabout eventually.	The CATN will remain under review and phasing amended to reflect available funding and resources.
71. R28	HYS	I am really hopeful that this will go through, as cycling through Moreton is difficult even when there are existing nearby lane (such as along the seafront, and over the bridge towards bidston roundabout), as the main roads split the town into 4 around the roundabout and the congested roads and dangerous use of the roundabout make cycling outside of your 'quadrant' difficult and dangerous. Cycling for practical everyday reasons like shopping is unappealing because of this, and I believe improved cycle networks through the town will decrease congestion as people opt against driving for short journeys to the town centre. The stretch between Meols and the start of the 40mph zone outside of Moreton is, in my opinions, less of a priority, so while I would still love to see it happen, my answer to questions 3 regarding the plan being delivered sooner refers mostly to the stretch of the route within Moreton centre.	The CATN will remain under review and phasing amended to reflect available funding and resources.  Noted re Fender Lane
72. R28	HYS	Significant numbers of horses are kept in the area between Moreton and Hoylake. Birkenhead Road and Hoylake Road are used by riders travelling to the beach. This is a busy commuter route with a number of junctions, such as that at Heron Road, which can be very busy at peak times. Consideration needs to be given to how these can be safely negotiated by those using the Active Travel route when crossing such junctions.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. Noted re Fender Lane
73. R28	HYS	It is not needed. There is already a widely publicised vote result that 74% are opposed to all these cycles lanes. They are reducing access to pavements and homes for lots of things such as visitors, deliveries, unloading shopping,. They impact ability to plug in car chargers. Cars are bigger these days and you are ducking the width of the roads. You are having to buy and maintain narrower road sweepers to clean the narrower lanes. All this has a cost and a carbon footprint. There is insufficient demand to justify such a project and projections and forecasts are just guesswork all at a cost to the taxpayer whether it be local, national or otherwise....the money has to come from public purse somewhere along the line. The monies would b better spent on other things like schools, hospitals, doctors and dentist surgeries. By proceeding on this scheme when there is already an overwhelming majority of people who are against is undemocratic. You as public servants are there to serve the will of the public, NOT to force things onto us that we don't want!	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.

	Source	Q60 – Route Suggestions	Officer comment
1. RS	HYS	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.	Gills Lane was not identified as part of the draft strategic network through process followed in line with DfT LCWIP guidance. and therefore not considered as part of the prioritisation exercise. Barnston Road was considered within prioritisation, however Pensby Rd scored higher likely due to greater amount of dwellings connected and key attractions/destinations increasing the level of demand. Recognised that Gills Lane lacks footways for part of the length however was not considered suitable to form part of a strategic network (local connection)
2. RS	HYS	As above, full Wirral cycle loop	The Promenade/Wirral Way will be included as part of the wider supporting strategic network.

3. RS	HYS	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	Plans in process to establish at least part of this route between Conway Street in Birkenhead and Green Lane with connections to Turbine Road'
4. RS	HYS	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.	Noted and this will be reviewed as part of the Local Area Network development for this area as well as ongoing maintenance
5. RS	HYS	More radial connections, not just routes into Birkenhead.	Radial connections are currently less direct and more leisure focussed routes so unlikely to deliver the levels of day to day use than the CATN proposes. Prioritisation scoring exercise focused on Birkenhead due to amount of housing, development and regeneration, increasing the level of demand. Areas of higher deprivation and lower car ownership also increased sores of routes within areas around Birkenhead.
6. RS	HYS	Liscard to Bidston/Birkenhead North	Noted and covered by CATN and future LANs Noted re Fender Lane
7. RS	HYS	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 cycle routes you and take across the Wirral. Currently, there are some cycle lanes, 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	Noted and this will be reviewed as part of the Local Area Network development for this area. The CATN will be regularly reviewed to ensure routes are the most effective.
8. RS	HYS	A. Greasby, Pump Lane/Greasby Road roundabout B, Meols along the back lanes. 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 Lanes End roundabout. You could start by putting a path from Three Lanes End to Pump Lane roundabout. Lots of us would use this.	Do not include within CATN- Whilst this provides a good connection between Greasby and Meols, and provides connectivity to Meols station from Greasby the Mott Macdonald technical appraisal indicates lower levels of potential use than adjacent CATN routes, and would be better considered within local area networks. The technical work did not indicate a strong enough score to consider this route as additional to the CATN. There are also deliverability issues with this route such as the consideration for third party land.
9. RS	HYS	Heswall to Neston	Wirral Circular Trail provides a leisure route from Heswall to Neston. Routes around Heswall and Neston scored low in prioritisation due to less demand from housing, education, development and regeneration.
10. RS	HYS	Greasby to Irby	Direct route from Greasby to Irby not identified in CATN for consideration within scoring through process followed in line with DfT LCWIP guidance. Routes around Greasby and Irby scored low in prioritisation with overall scores between 6 and 20 (out of 79). However, there is potential for route if was to be considered at later stage by Wirral as the CATN develops further.
11. RS	HYS	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.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the

			first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
12. RS	HYS	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	Noted a direct connection would be beneficial however, would require significant extents of third party land between Brimstage Lane to M53 Junction 4. Not identified as part of core network. do we need to add on a "however could be considered should opportunities arise" type comment?
13. RS	HYS	I think routes which connect leisure centres to people in places would be a mutual benefit.	Noted and this will be reviewed as part of the Local Area Network development
14. RS	HYS	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.	Park Rd North and Duke Street are already included within CATN and schemes already under development. Park Rd East not included and noted benefits re proximity to Birkenhead Park. However similar routes identified along Exmouth Street and Conway Street to provide connectivity into Birkenhead.
15. RS	HYS	New Brighton to west Kirby via Moreton	Proposed CATN provides connections from New Brighton to Moreton. Proposed route from Moreton to West Kirby via Hoylake is most feasible due to land constraints associated with a more direct route between Moreton and West Kirkby. Proposed route picks up greater level of demand . Noted re Fender Lane
16. RS	HYS	Seacombe ferry to New Brighthon via a dedicated SMOOTH lane that can also be used by othe wheeled users ie disabled and skaters	Proposed network offers route from Seacombe to New Brighton via Liscard. Promenade also offers direct leisure route as alternative but noted re maintenance issues
17. RS	HYS	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.	Direct route identified from Moreton to Promenade via Pasture Rd. The type and nature of route would be determined at later stage trough further design and feasibility.
18. RS	HYS	Holmlands estate to Upton station	Do not include within CATN- Whilst this route scores relatively well within the prioritisation scoring exercise, it is deemed to be more a local connection and therefore not recommended for inclusion within the CATN. The route does provide local residents with access to Upton station, however the station is served by low frequency services.
19. RS	HYS	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 DOESN'T WORK! The definition of madness- do the same thing over and over and expect a different result.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
20. RS	HYS	Again I sent the council emails explain where they should put cycling paths, with the same email subjects same date I sent them as well Thes are the email address I sent the cycling design to - regenerationenquiries@Wirral.gov.uk CC: : Birkenheadtoliscard@Wirral.gov.uk <a href="mailto:info@placed.org.uk">info@placed.org.uk</a>	Noted and covered by CATN and future LANs These details will be reviewed as CATN progresses to detailed design and LANs are also identified. Suggestions would need t be assessed by the same level of technical details as the CATN to support business case development.
21. RS	HYS	More access to Clatterbridge hospital to serve any areas of higher public footfall such as bromborough retail park or New Ferry	This will be covered by routes 22, 23 and 25 and associated local area networks.
22. RS	HYS	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.	The proposed route (14) is a continuous route along the A552 from Birkenhead to Arrowe Park but would be delivered in two phases. The nature of the route would be determined at a later stage through further design and feasibility.
23. RS	HYS	Why are all the cycle/walking routes in liscard /wallasey/Birkenhead - what about the other half of Wirral??	The CATN is focussed initially on those areas of the borough likely to deliver the most active travel and to support the

			regeneration programme. The CATN will be regularly reviewed and routes added as the network progresses.
24. RS	HYS	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.	Route 12 and 22 already provide a route through Bebington to Rock Ferry, there are further off road routes adjacent to Bromborough Rd between Port Sunlight and Croft Retail Park.
25. RS	HYS	Upgrade the route along promenade Seacombe to New Brighton/Harrison Drive	The Promenade will be included as part of the wider supporting network.
26. RS	HYS	Seacombe to Harrison Drive upgrade	The Promenade will be included as part of the wider supporting network.
27. RS	HYS	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.	Disused railway wasn't included as part of the draft strategic network through process followed in line with DfT LCWIP guidance. Likely to have significant deliverability constraints such as land acquisition and not an existing PROW. However, opportunities could be explored in the future to provide more direct connections into Cheshire West and Chester. The emerging Mersey Dee Alliance strategy will also identify cross boundary links and will be integrated with the CATN.
28. RS	HYS	There is a need for a cross border route between Eastham Ferry and the boat museum at Elsmere port	Disused railway wasn't included as part of the draft strategic network through process followed in line with DfT LCWIP guidance. Likely to have significant deliverability constraints such as land acquisition and not an existing PROW. However, opportunities could be explored in the future to provide more direct connections into Cheshire West and Chester.
29. RS	HYS	A: Poulton Road / Breck Road Junction B: Hilary Row / Breck Road Roundabout (and on to Wallasey Village) C: Via Weatherhead High School	Include within CATN as additional route-this route scores high within the technical work and provides access to retail in Bidston and provides access to Weatherhead High School. Recommended as additional rather than alternative as adjacent routes score equally high. Small section of Breck Rd scores fairly low on deliverability likely due to issues associated with on street parking, however similar issues likely to be experienced on adjacent route already proposed within the CATN.
30. RS	HYS	Liscard to New Brighton and passes through Grove Road	Noted and included in route 19
31. RS	HYS	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.	Noted but public transport is outside the scope of the CATN.
32. RS	HYS	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.	Noted and this will be reviewed as part of LAN development
33. RS	Via Email	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.	Direct route from Greasby to Irby was not identified in draft strategic network for consideration within scoring. Routes around Greasby and Irby scored low in prioritisation with overall scores between 6 and 20 (out of 79) due to lower levels of demand. However, there are potential for further to be added across the borough as and when further funding becomes available.
34. RS	HYS	Seacombe Ferry Terminal along the promenade to New Brighton.	The Promenade will be included as part of the wider supporting network.
35. RS	HYS	bebington to Arrowe Park via Prenton Hall Road	Route 14 provides a similar connection via Woodchurch Road. If developed as a route, measures would be implemented to increase the safety and attractiveness for

			peds and cyclists. Prenton Hall Road was not considered within the draft strategic network for scoring and is a local residential street. Traffic calming measures could be explored by Wirral Council in this area to make safer for peds and cyclists.
36. RS	HYS	The Highway to Hell!	Noted
37. RS	HYS	Liscard to New Brighton No to part of route that goes through Liscard pedestrian area. But definitely needs to connect to New Brighton	Noted
38. RS	HYS	no proposal as yet	Noted
39. RS	HYS	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 lanes which are now heavily trafficked.	Do not include within CATN-This route scored fairly low within the technical work and is not recommended to form part of the CATN, However, the route does provide a good link for people in Irby to existing CATN routes and surrounding facilities and should therefore be considered as a local connection.
40. RS	HYS	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 a few hairy sections where I end up holding up traffic at rush hour (Thurstaston hill) or getting close passed at 60 mph.	Noted that the Wirral Way is more suitable as a leisure cycling route. A route from West Kirby to Heswall has not been identified as part of the initial CATN due to lower levels of demand. Potential route has a prioritisation score of 20 or less out of 79.
41. RS	HYS	Clatterbridge to Bromborough . Crucial to the safe movement between the two areas which is why it needs implementation sooner	Routes 23 and 22 in the proposed network will provide this connection. In our prioritisation process, this route scored as a medium priority – hence the longer term for implementation.
42. RS	HYS	One particularly dangerous stretch of road is the hill between Caldys Rugby Club and the Cottage Loaf pub at Thurston. 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 Thurston. 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 Thurston 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 Thurston and Heswall.	This is a known local problem for cyclists travelling uphill, but is mainly used by recreational cyclists, and hence has scored low on the prioritisation process. An alternate route does exist via the Wirral circular trail and Thurston. Upgrade of the footpath in question involves multiple landowners and would therefore be very long term scheme.
43. RS	HYS	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). <a href="https://felt.com/map/Wirral-Active-Travel-Network-From-Scratchcf9AZrKiReWF7NuJs39AtdC?">https://felt.com/map/Wirral-Active-Travel-Network-From-Scratchcf9AZrKiReWF7NuJs39AtdC?</a>	Unable to access map. Refer to technical appendix for further details on how the network has been developed.
44. RS	HYS	How about one outside the homes of where the people/person who came up with this nonsense lives?	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.



45. RS	HYS	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	Include within CATN as extension to existing route-The technical work indicates a strong level of demand for routes between West Kirby and Hoylake, which was supported within the consultation responses. It is therefore recommended that this route is included within CATN as an extension to Route 28.
46. RS	HYS	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.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
47. RS	HYS	Shrewsbury Road to Hamilton Square	Upton Road, Park Road North and Conway Street are included within the active travel strategy and will give the link between Shrewsbury Road and Hamilton Square.
48. RS	HYS	West Kirby to slaughall Massey. B5192	The B5192 is a narrow rural road for most of its length with no footways. Its upgrade to a suitable active travel corridor would involve land take from multiple landowners – and hence would have a very long delivery timescale. Within the strategy the alternate route is via Greasby (routes 27, 15 and 16) which passes through greater number of dwellings to increase potential demand.
49. RS	HYS	Birkenhead Road (Seacombe Ferry) to Birkenhead Road (Dock Road	Included as CATN Route 2
50. RS	HYS	Argyle St (Hamilton Square ) to Argyle St (Conway St)	Included as CATN Route 3
51. RS	HYS	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.	Include within CATN as additional route-this route scores high within the technical work and provides access to retail in Bidston and provides access to Weatherhead High School. Recommended as additional rather than alternative as adjacent routes score equally high. Small section of Breck Rd scores fairly low on deliverability likely due to issues associated with on street parking, however similar issues likely to be experienced on adjacent route already proposed within the CATN. Noted re Fender Lane
52. RS	HYS	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	Do not include within CATN- Whilst this route scores relatively well within the prioritisation scoring exercise, it is deemed to be more a local connection and therefore not recommended for inclusion within the CATN. The route does provide local residents with access to Upton station, however the station is served by low frequency services.
53. RS	HYS	Fender Way segregated cycle lane from A Upton train station to B Fender Lane	This route was identified during the initial sifting process, but scored low in a priority as a strategic active travel route – hence, was not included in the overall strategy. Noted re Fender Lane
54. RS	HYS	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	The route from Prenton to Clatterbridge is proposed to be via the parallel road of Borough Road, Kings Road and past Claremont Farm.

55. RS	HYS	A route from claremont farm to the Wirral way. Currently I have to cycle on Clatterbridge road until I get to raby road, This isn't a great experience.	This route was identified in the initial sifting for the active travel strategy, but scored very low in the prioritisation as a strategic route – hence has not been included in the current strategy.
56. RS	HYS	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	Include within CATN as extension to existing route-The technical work does not indicate sufficient demand for additional CATN routes along the A540 through Heswall. However, the suggested link does provide a connection to Heswall town centre from Gayton and is therefore recommended as a slight extension to routes already proposed within the CATN.
57. RS	HYS	Route 1) I would like to see a cycle lane 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 cycle lane 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.	Borough Road is part of the proposed strategy. Tollemarche Road has not been identified within the initial sifting as a strategic route. Vyner Rd South and Upton Rd identified within initial startegic network. Upton Rd identified through scoring and selected for inclusion within the CATN as proides the most direct route to B'head.
58. RS	HYS	Heswall to Birkenhead via Storeton Lane or Barnston Road.	The Heswall to Birkenhead route via Storeton was identified in the route selection sifting, but was later discounted due to scoring low in terms of priority. An alternative route is proposed via Pensby and Prenton.
59. RS	HYS	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.	The Promenade will be included as part of the wider supporting network.
60. RS	HYS	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.	The Promenade will be included as part of the wider supporting network. This will be supported by the development of Local Area Networks linking the CATN and other local links, such as the promenade.
61. RS	HYS	Coastal cycle paths all around the Wirral peninsula. Including those that already exist along Seacombe promenade to New Brighton, through to West Kirby.	The Promenade and Wirral Way will be included as part of the wider supporting network.
62. RS	HYS	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 slippy 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.	Route proposed along New Chester Rd due to high score within prioritisation and opportunity to build on new and existing infrastructure. Noted re New Chester Road
63. RS	HYS	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.	Opportunities to connect to recreational routes across the River Dibbin to be considered and integrated within future iterations of the CATN. Noted re New Chester Road
64. RS	HYS	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.	Unfortunately, this consultation relates to a proposed strategic active travel network for Wirral. The comments that are made are very valid, and further consideration will be given to more local connections within alterative studies. Any specific issues can be sent to Wirral Highways at: <a href="https://www.wirral.gov.uk/parking-roads-and-travel/roads-and-pavements">https://www.wirral.gov.uk/parking-roads-and-travel/roads-and-pavements</a>
65. RS	HYS	All of this is just rubbish & anti car & buses	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is

			the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. Active Travel is proposed to help reduce reliance on motor vehicles for short distance travel, not replace all driving
66. RS	HYS	Every road should have a cycle lane even if it involves splitting a wide pavement.	The CATN aims to provide benefits for walking and wheeling, not just cycling This will be picked up in Local Area Networks, although it is unlikely that every road will need specific cycle infrastructure due to traffic or other site specific conditions
67. RS	HYS	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.	Borough Road, Woodchurch Road and Arrowe Park Road all form part of the proposed active travel network for Wirral.
68. RS	HYS	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	Borough Road, Woodchurch Road and Arrowe Park Road all form part of the proposed active travel network for Wirral. This will mean that it will not just include improvements for cyclists but also for pedestrians which should hopefully address all items raised.
69. RS	HYS	Irby to Arrow Park Road Thingwall	Do not include within CATN-This route scored fairly low within the technical work and is not recommended to form part of the CATN, However, the route does provide a good link for people in Irby to existing CATN routes and surrounding facilities and should therefore be considered as a local connection.
70. RS	HYS	Irby Road junction with Pensby Road past Pensby High School to junction with Thingwall Road (and the residential area/shops of Irby)	Do not include within CATN- This route scored medium within the technical work, however this route as addition to the CATN without the connection on Thingwall Road would provide a strategic link that forms part of a connected network of routes.
71. RS	HYS	The existing cycle lanes on prom with perhaps more signage and enforcement of vehicles using prom would achieve same results with a saving of millions	The Promenade will be included as part of the wider supporting network.
72. RS	HYS	All routes!	Noted
73. RS	HYS	See my answer for 2 above.	Noted
74. RS	HYS	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	One of the selection criteria for a proposed route is that it needs to be direct as possible between key destinations. Also, to pick up key destinations such as schools and retail to ensure there would be sufficient demand. The alignment of route 19 achieves all of these objectives.
75. RS	HYS	From the existing cycle path starting by WKGS 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.	This consultation is primarily about strategic active travel routes, rather than leisure. However, Wirral Council does have aspirations to upgrade the full extent of the Coastal trail between Hoylake and New Brighton to be suitable for shared pedestrian / cycle usage.

76. RS	HYS	All of the routes are a waste of money. So few people will use them	The CATN aims to provide benefits for walking and wheeling, not just cycling A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
77. RS	HYS	Wallasey Village and Grove Road	Noted and covered by CATN Routes 18 and 19
78. RS	HYS	Liscard to Grove road	Noted and covered by CATN Route 19
79. RS	HYS	Route 20	Noted
80. RS	HYS	All cycle lanes should be removed !	The CATN aims to provide benefits for walking and wheeling, not just cycling The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PfP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use. A business case will be required to support the implementation of each route.
81. RS	HYS	A. West Kirby A540 Column road through to B. Chester C. A540 Telegraph Road/Chester high road	For the sections of the suggestion within Wirral, this route was identified during initial optioneering. But, was later discounted in the route prioritisation process due to its low strategic value.
82. RS	HYS	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.	The Promenade/Wirral Way will be included as part of the wider supporting network.
83. RS	HYS	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	The Promenade/Wirral Way will be included as part of the wider supporting network.
84. RS	HYS	Wallasey Road, Wallasey Village, Harrison Drive, Bayswater Road. Seaview Road, Hose Side Road, Grove Road, Warren Drive.	Noted and covered by CATN Routes 18, 19 and 20
85. RS	HYS	A route in a wider road such as from Barnston to Heswall and maybe down the Wirral part of the Chester High Road	Route 26 through Pensby is more direct and also picks up more land-uses. The alternate route along Barnston scored low in the final prioritisation of routes.
86. RS	HYS	A: Liscard B: Birkenhead North Station C: Mill Lane	This route is already included in the proposed active travel network.
87. RS	HYS	The cycle route along the prom should be improved instead	The Promenade will be included as part of the wider supporting network.
88. RS	HYS	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 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 CYCLE LANE 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!!!	Dock road from duke street/Gorse Lane junction to Poulton Road included within proposed CATN. Wallasey bridge road also included within proposed CATN
89. RS	Via Email	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).	This consultation is to help develop a strategic active travel for Wirral. Heathbank Avenue is primarily a local residential access road. Improvements would therefore be considered when looking at local neighbourhood networks. If you think it is being used as a by-pass for Irby, please contact Wirral

		<p>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 Lanes End roundabout tend to ignore the reduction to 30mph &amp; 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 &amp; Greasby Rd, Saughall Massie Rd, <i>so including Pump Lane would not be setting a precedent.</i></p> <p>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 &amp; welfare of cyclists &amp; pedestrians on West Wirral is secondary to the rest of the Borough.</p>	Highways at: <a href="https://www.wirral.gov.uk/parking-roads-and-travel/roads-and-pavements">https://www.wirral.gov.uk/parking-roads-and-travel/roads-and-pavements</a> . Similarly for the issues you have raised for Pump Lane and Mill Hill Road.
90. RS	HYS	All 40mph+ routes.	No requirement for a 40mph road to have a segregated cycle route. But, if there is, the buffer segregation needs to be increased in width.
91. RS	HYS	Upgrade existing prom links	The Promenade will be included as part of the wider supporting network.
92. RS	HYS	I'd love to see more active travel routes throughout Wirral but it's a great start!	Noted
93. RS	HYS	For Wallasey. Use the existing cycle path on the prom Harrison Drive, starting there and leading to Woodside that's it.	The Promenade will be included as part of the wider supporting network.
94. RS	HYS	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	Noted
95. RS	HYS	The original phase 1 Wallasey rd, Harrison drive should be removed.	The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
96. RS	HYS	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.	Cross Lane, Heath Lane and Teeheey Lane form part of the proposed network. Town Lane to near to the Leisure Centre is traffic calmed. Old Chester Road also forms part of the proposed network.
97. RS	HYS	Starting at Harrison Drive and proceeding along the promenade through New Brighton to Seaforth	The Promenade will be included as part of the wider supporting network.
98. RS	HYS	Liscard to New Brighton Grove Road/ Warren Drive	Included as CATN Routes 1 and 19
99. RS	HYS	Already mentioned	Noted
100. RS	HYS	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.	Include within CATN as additional route-this route scores high within the technical work and provides access to retail in Bidston and provides access to Weatherhead High School. recommended as additional rather than alternative as adjacent routes score equally high. Small section of Breck Rd scores fairly low on deliverability likely due to issues associated with on street parking, however similar issues likely to be experienced on adjacent route already proposed within the CATN.
101. RS	HYS	All the A roads need protected cycle lanes along them, that should be the network.	No requirement for this. However, if an active travel route is to be considered on >30mph road, an increased buffer width is required.

102.		HYS	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?	Leasowe Road is included in the proposed active travel network as Route 17. To be eligible for funding the active travel measures need to be designed to a certain standard.
103.	RS	HYS	The network should be expanded across the Wirral if the proposed network is successful.	Noted and the CATN will be regularly kept under review.
104.	RS	HYS	Routes alongside railway lines - in particular the Bidston to Wrexham line. The best cycle routes keep well away from cars.	The purpose of the proposed active travel network is to pick up strategic links between where people live and where they work or go to education etc. Unfortunately, the rail line would not provide direct connections between people and places. Noted re Fender Lane
105.	RS	HYS	Moreton Bebington for 6am. Then again for 2.30pm. Then reverse no routes or times available to me	Noted and covered by CATN Routes 9 and 12/13
106.	RS	HYS	All major thoroughfares should have protected active travel infrastructure	There is no requirement for all roads to have protected active travel infrastructure, but where it is proposed it will need to be designed to meet latest guidance which will include segregation from motorised traffic.
107.	RS	HYS	There is already a cycle route along the promenade	The Promenade will be included as part of the wider supporting network.
108.	RS	HYS	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 cycle lane, 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.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. A business case will be required to support the implementation of each route. Noted re Fender Lane
109.	RS	HYS	I think solely residential streets should be avoided unless they are wide enough to accommodate cycle lanes 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.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
110.	RS	HYS	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.	Birkenhead to Arrowe Park is included in the proposed active travel network (Route 14).
111.	RS	HYS	Use New Brighton Promenade	New Brighton Promenade already forms part of the Wirral Circular Trail and is recognised as a key asset for leisure and recreational cycling.
112.	RS	HYS	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	This consultation is for a strategic active travel network for Wirral, and is therefore targeted at establishing routes between residential areas and places people visit on a day to day basis, rather than recreational routes.
113.	RS	HYS	Ideally I would like to see all main arterial roads upgraded with safe designated cycling lanes.	Some of the main arterial routes in Wirral are included in the proposed active travel network. However, there is no requirement for all arterial roads to be similarly upgraded. Further opportunities to expand the CATN to more arterial routes can be explored as further funding is identified within the future.
114.	RS	HYS	Route starts in Gayton, finishes is Bebington going through Barnston	Route 26 selected as alternative due to higher priority and greater level of demand.
115.	RS	HYS	West Kirby to Heswall	Route between West Kirby and Heswall scored low within the prioritisation exercise when considered as a strategic route to connect people to key destinations.

116.	RS	HYS	A serious rethink of all routes should be implemented, and the money put to better use for the Wirral.	A business case will be required to support the implementation of each route. Funding for Active Travel projects cannot be used to fund other services.
117.	RS	HYS	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 Promenade and Wirral Way will be included as part of the wider supporting network.
118.	RS	HYS	The wide promenade's which circumnavigate our area.	The Promenade will be included as part of the wider supporting network.
119.	RS	HYS	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 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 cycle lane; with one car lane controlled at each end by traffic light with motion sensor to deal with traffic flow and peaks. Thanks for reading.	Upton to West Kirby via B5192 scored similar to selected route from Greasby to West Kirby via B5139 (Route 15 & 27.) Route 15 & 27 selected as more suitable alternative due to higher demand.
120.	RS	HYS	Wide unpopulated roads that are suited to this type is system.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
121.	RS	HYS	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.	A551 and A553 included within proposed CATN. Route through Royden Country Park not identified within drat strategic network. Specific issues around schools access will be considered when considering local/ neighbourhood networks.
122.	RS	HYS	*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 cycle routes to get to school, work and retail/leisure.	Na- Wirral to advise re funding
123.	RS	HYS	All area with 20 mph	Noted and likley to be covered by LANs
124.	RS	HYS	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 these is little demand or desire.	Prioritisation exercise considered proximity to schools and therefore routes that are in close proximity to schools scored higher in this criteria.
125.	RS	HYS	Stop now before you make our peninsula an eyesore	The design solutions for each proposed route will be determined by site specific constraints and consider all road users. The Council adopted its Places for People strategy in January 2024 following declaration of a Climate Emergency in 2019. The PFP requires an infrastructure delivery plan. The CATN is the first part of this plan, to provide a comprehensive Active Travel network and encourage higher levels of use.
126.	RS	HYS	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 cycle lane. 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	Waterpark Road was not identified within the draft strategic network through process followed in line with DfT LCWIP guidance and is considered a local neighbourhood route. Prenton Road was not identified within the draft strategic network and is considered a local neighbourhood route.

				Alternative route provided along A552 as most direct strategic route to connect to destinations.
127.	RS	HYS	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 Promenade will be included as part of the wider supporting network.
128.	RS	HYS	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.	Include within CATN as additional route-this route scores high within the technical work and provides access to retail in Bidston and provides access to Weatherhead High School. recommended as additional rather than alternative as adjacent routes score equally high. Small section of Breck Rd scores fairly low on deliverability likely due to issues associated with on street parking, however similar issues likely to be experienced on adjacent route already proposed within the CATN.
129.	RS	HYS	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.	Route 17 routed along A554 to the North to avoid Leasowe Rd/A554 junction which would need significant improvement to make suitable for peds and cycles.
130.	RS	HYS	Wirral Coastal path improvements along Marine Drive to allow pedestrians, on busy days to cross back into Harrison Drive and Sandcliffe Road.	The Promenade will be included as part of the wider supporting network.
131.	RS	HYS	(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	Do not include within CATN- The technical works indicated sufficient demand for this route due to its location in Birkenhead and proximity to key facilities and opportunities. However, there are likely deliverability issues associated with the route which does not make it a better alternative to routes already proposed. The link could form part of a more local network with measures that take into account the route through the country park.
132.	RS	HYS	Liscard through Urmston Road, Manor Lane past zmariners Home to prom	Urmston Road and Manor Road not identified as part of draft strategic network through process followed in line with DfT LCWIP guidance and not considered within prioritisation scoring.
133.	RS	HYS	Tarran Industrial estate routes generally. Close to 500 workers but no safe cycle route except the Birket path with lists of pedestrians.	Route 17 proposed provides direct access to Tarran Industrial estate
134.	RS	HYS	Improve the coastal routes we already have & cycle training across the board	The Promenade and Wirral Way will be included as part of the wider supporting network.
135.	RS	HYS	All roads should have demarcated cycle lanes. People may complain initially, but they can't use them if they are not available.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
136.	RS	HYS	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	Cyclists will be able to use newly constructed Grange Road to be able to connect to Conway Street.
137.	RS	HYS	Scrap all rout as they are clearly very dangerous, particularly for the elderly and disabled.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
138.	RS	HYS	I ticked this option as I would support cycle lanes as a permanent feature in planning all urban roads.	Noted and to be considered as part of LAN and future development planning design
139.	RS	HYS	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).	Do not include within CATN- This route scored well in terms of priority however scored low in terms of deliverability likely as a result of on street parking. This link would be better considered as a local route.
140.	RS	HYS	ALL ROUTES	Noted



141.	RS	HYS	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 countryside	Do not include within CATN- Whilst this provides a good connection between Greasby and Meols, the technical appraisal indicates lower levels of potential use than adjacent CATN routes, and would be better considered within local area networks. The technical work did not indicate a strong enough score to consider this route as additional to the CATN. There are also considerable deliverability issues with this route such as the consideration for third party land. Do not include within CATN- This route scored medium within the technical work, however this route as addition to the CATN without the connection on Thingwall Road would provide a strategic link that forms part of a connected network of routes.
142.	RS	HYS	All of them.	Noted
143.	RS	HYS	Dock Road area and any that don't involve replacing huge swathes of vital residents' parking with cycle lanes.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
144.	RS	HYS	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.	Do not include within CATN- This route scored well in terms of priority however scored low in terms of deliverability likely as a result of on street parking. This link would be better considered as a local route.
145.	RS	HYS	Dock rd ,and Wallasey Village Routes	Include within CATN as additional route-this route scores high within the technical work and provides access to retail in Bidston and provides access to Weatherhead High School. recommended as additional rather than alternative as adjacent routes score equally high. Small section of Breck Rd scores fairly low on deliverability likely sue to issues associated with on street parking, however similar issues likely to be experienced on adjacent route already proposed within the CATN.
146.	RS	HYS	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)	The Promenade and Wirral Way will be included as part of the wider supporting network.
147.	RS	Via Email	<p>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 cycle lanes are physically separated from traffic or they are just painted on the road</p> <p>Cycle lanes on busy roads can a help, but I would rather cycle on a route avoiding busy roads. The cycle lane on Column road in West Kirby past Calday school is usually parked on, which makes the cycle lane useless.</p> <p>However I am puzzled that there are quite few of the existing cycle 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 cycle lanes on the Beechwood estate.</p>	<p>Landican Lane not identified as part of draft strategic network. Connections via A552 and Arrowe Park Road included as more suitable as a strategic route and provides opportunity to connect to schemes already in development. Further opportunity would be explored when developing this route to ensure improved safety for peds and cycles.</p> <p>Noted re Fender Lane.</p>

		<p>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</p> <p>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.</p>		
148.	RS	Via Email	<p>CATN Consultation</p> <p>The Core Active travel Network is a welcome strategic step forward by the Council towards the provision of better facilities for cycling. It initially concentrates its investments on areas of low car ownership, which may well be a proxy for low incomes (with populations which can ill-afford high bus fares).. A downside of the proposals is that for some Wirral areas the investment time-scales will be 15 years or more.</p> <p>Local Networks</p> <p>It is very disappointing that at this stage no reference is made to the principles of Local Networks. A holistic approach to cycling investment might be expected. Studies in this country and abroad suggest that the most popular cycle trips are short, and it may be argued that equal efforts should be made in parallel to develop local cycling networks.</p> <p>Many new cyclists may well avoid busy roads, even after cycling infrastructure has been installed. Designs for main roads and local networks should go hand in hand. Some local networks might be provided in advance of major infrastructure. More local cycling will encourage the Council and residents to invest further and faster.</p> <p>Cycle Parking</p> <p>An essential component in promoting cycle use is the provision of appropriate parking facilities both at home and at destinations. This needs to be embraced in any strategy.</p> <p>Some General Comments</p> <ol style="list-style-type: none"> <li>1. The absence from the existing core network of the Coastal Promenade routes, the Wirral Way, and the Wirral Circular Trail is mystifying.</li> <li>2. The existing Clatterbridge Hospital route used to run to Port Sunlight Station; has it been truncated? Needs a bit of fettling at the Hospital end.</li> <li>3. The proposed route 24 surely needs to be extended to Arrowe Park Hospital.</li> <li>4. Some proposed routes incorporate steep gradients eg Balls Road East, Thermopylae Pass (Ford Hill) and Greasby Road into Upton Village.</li> <li>5. The strategy should indicate in principle liaison with Cheshire West &amp; Chester.</li> <li>6. The introduction of Electric bikes will enhance cycle usage.</li> <li>7. Can future consultation documents be placed in Libraries where larger scale plans can then be examined while sitting down? (West Kirby Sports Centre not suitable).</li> </ol>	<ol style="list-style-type: none"> <li>1. Wirral Way is not considered suitable for every day use and is included in the network as a leisure/recreational route and therefore does not form part of the core network.</li> <li>2. Connection provides to Clatterbridge – specific issues would be explored during further design and feasibility work.</li> <li>3. Route 24 and 14 provide connection to Arrowe Park hospital</li> <li>4. Gradient was considered within scoring exercise however alongside other key criteria which may have made routes high priority. Exact routing and further investigation into deliverability would be explored during further design and feasibility work</li> <li>5. Liaison with CW&amp;C would occur as CATN develops</li> <li>6. Noted</li> <li>7. Exhibition boards and surveys were placed within number of libraries across the borough. Space for exhibitions was balanced with space available at libraries, given the range of services provided at libraries.</li> </ol>
149.	RS	Via Email	<p>MCC response to Consultation: Wirral Core Active Travel Network</p> <p>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.</p> <p>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.</p>	<p>The CATN is intended to be a framework which promotes short distance journeys via key corridors, supported by Local Area Networks (LAN). The CATN is likely to require higher specification design interventions whilst LANs are likely to be lower level interventions. Both together will provide a permeable network in local areas to help promote walking, wheeling and cycling.</p> <p>The detail of design will be agreed taking into account all users and site specific requirements. Some of this process has begun with many residential/quiet roads in Wirral being subject to 20mph speed limits and traffic calming measures.</p>

	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>We have had advice from Simon Munk, 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 Councillor Clyde Loakes, a deputy leader of the council, over a long period.</p>	<p>Therefore, the CATN does not stand alone as a strategy and will be integrated by other community focussed initiatives..</p> <p>The suggestion that the CATN proceeds via focussing on a town centre, similar to the approach in parts of London is noted and understood. The final CATN and delivery priorities will focus on highest likely levels of use to support future business case work. This is linked to existing demand and the need to support regeneration programmes. Alongside this the delivery priorities will consider likely funding and deliverability.</p> <p>Whilst the CATN does not focus specifically on cycling, the need to design for inexperienced users is noted. This is the design standard promoted in current scheme designs and will continue in the CATN delivery stages.</p> <p>Reference to off-road and non-core routes is noted, The overall active travel network will include these routes but, at this stage, the CATN is considered to be the main framework, taking into account delivering a network that is available 24 hours a day, 7 days a week to all users. Some non-core routes may have limitations on use due to site specific issues (e.g. surfacing or lighting constraints) and the CATN takes into account all aspects of safety and security in identifying routes.</p> <p>Ongoing liaison with MCC is welcomed and the Council looks forward to working collaboratively with MCC.</p>
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150.	RS	Handwritten	<p>A Wallasey Grove Road Station B New Brighton C Kings Parade</p> <p>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.</p>	The Promenade will be included in the wider supporting network. The form any active travel infrastructure may take will be determined by detailed design and consultation and will take into account the needs of all road users.
151.	RS	Handwritten	<p>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</p>	The Promenade and Wirral Way will be included as part of the wider supporting network. Noted re Fender Lane

152.	RS	Handwritten	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.	Belvidere Rd/ Rolleston Drive not identified as part of draft strategic network through process followed in line with DfT LCWIP guidance.
153.	RS	Handwritten	Utilise the National Cycling Routes already in existence and possibly extend them.	NCN considered when developing CATN to provide connection to/from it. However, CATN aims to provide strategic connections to key destinations. NCN does not connect people to places within Wirral and is more of a leisure/recreational route.
154.	RS	Handwritten	Utilise wide pavement as dual purpose for both cyclists and pedestrians.	The design solutions for each proposed route will be determined by site specific constraints and consider all road users.
155.	RS	Handwritten	Route 8 Use Forrest Road, Grosvenor Road and linking in to Grange Road West	Route via Shrewsbury picks up more locations/ key attractions whilst still providing a route into Birkenhead. Additional routes along Forest Rd could be considered in the future, or as part of local network initiatives.
156.	RS	Handwritten	In some parts of this route (Wheatland Lane) is very narrow now. if you put in cycle lanes 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	The Promenade will be included in the wider supporting network. The form any active travel infrastructure may take will be determined by detailed design and consultation and will take into account the needs of all road users.
157.	RS	Handwritten	You have made this survey as inaccessible and tortuous to complete as you possibly could, doubtless in the knowledge that almost all of the community are opposed to this insane plan	The consultation process and survey is in accordance with the Council's usual consultation procedures.
158.	RS	Handwritten	Use promenade & quieter roads away from shops and main thoroughfare. All these routes are well supplied by the prom and existing cycle paths.	The Promenade and Local Area Networks will support the main CATN
159.	RS	Handwritten	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.	Route 17 looks to provide a route away from Seafront to connect Wallasey to Leasowe, Moreton and onward to Hoylake . The Promenade will support the main CATN.
<b>160.</b>		<b>Via Email</b>	Suggestions for Active Travel Routes in South Wallasey Received via Marked Up Map (see next page)	Suggestions welcomed and noted. Routes suggested will be considered as part of the LAN development alongside the CATN implementation in the area shown. Some of the roads shown are already subject to 20mph speed limits so the overlap between active travel infrastructure and road safety has already commenced.

Merseyside  
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### POTENTIAL CYCLE DISTRIBUTORS IN SOUTH WALLASEY WEST OF NASCENT CYCLEWAY LEADING TO LISCARD CENTRE



