

Action Requested by Wirral Pedestrians

Survey carried out October / November 2009
by Wirral & Chester Branch of Living Streets

<http://www.livingstreetswirralchester.org.uk>

Summary

This is a report of a survey of the actions that Wirral pedestrians would like to see taken by Wirral Council, Wirral Police and others. It follows on from the online survey of Wirral pedestrians' concerns carried out June 2009.

People known to have an interest in the subject were emailed with a link to the survey website, and were also asked to forward the email to anyone who walks frequently on Wirral's streets who might be interested. A paper version was produced and offered to those interested. Responses were collected from 30 September 2009 to 21 November 2009.

There was a total of 138 responses - 87 to the online questionnaire and 51 to the paper version.

There was support for all the actions included in the survey, with greatest support for

- Strict enforcement of parking regulations around schools
- Better maintenance of pavements by Wirral Council
- Stronger action by Wirral Police against people cycling fast on pavements
- Company vans to stop parking on pavements
- Wirral Police to treat narrowing of pavements to less than 1.8 metres (by parked vehicles etc.) as obstruction of the highway
- Wirral Council to supply "Pavements are for People" windscreen stickers
- Generally better enforcement of parking regulations by the Police and Council
- A reduction in the standard speed limit on residential roads from 30 mph to 20 mph

Other actions suggested by respondents included: Stricter enforcement of speed limits, Wheelie bins should be put back in an orderly fashion after being emptied, Overgrown hedges should be cut back; More routes for safe cycling.

Responses came from across Wirral postcodes, with a concentration (about one half) from CH48 (West Kirby).

Over half of respondents (75) asked to be informed of the results of the survey and be kept informed of the activities of the Living Streets group.

The full report including the appendices is available for download from
<http://www.livingstreetswirralchester.org.uk>

December 2009

RESPONSES TO INDIVIDUAL QUESTIONS

The survey form can be viewed at <http://www.surveymonkey.com/s/XJ2RLJN>

There were 8 questions. The questions and a summary of the responses follow.

Q1. What is your opinion on the following actions?

Twelve possible actions were given. They were based on the June 2009 survey of pedestrians' concerns¹ and on measures that have been adopted or proposed in other parts of the UK.

Options given for each action were:

Strongly against / Against / No strong opinion / In favour / Strongly in favour

The possible actions were given in a different random order for each participant in the online survey, and were printed in two different random orders for the paper version.

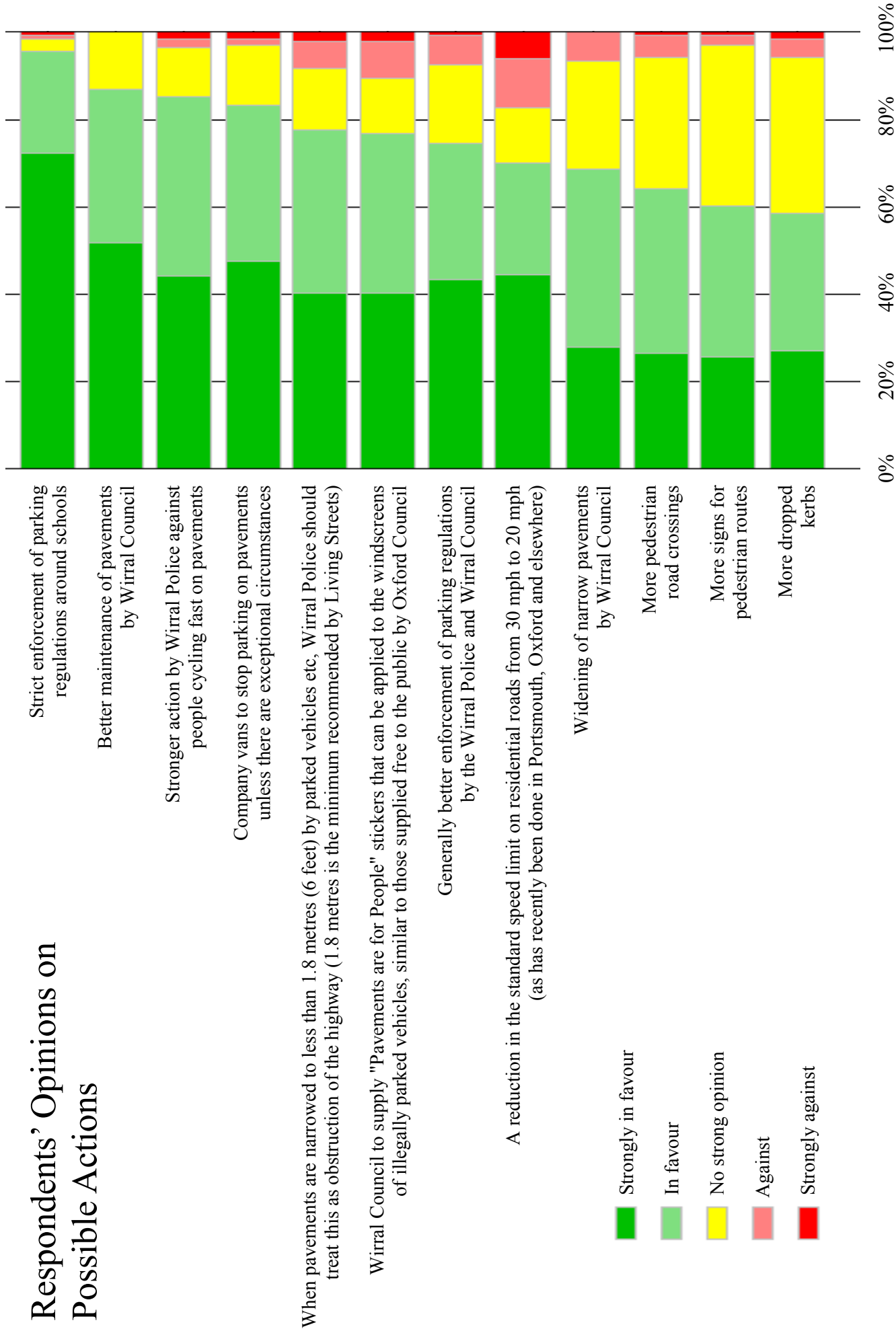
The responses are shown in the bar chart and the actual numbers are given in Appendix 1.

There was a majority in favour of all the suggested actions. In outline, there was greatest support for

- Strict enforcement of parking regulations around schools
- Better maintenance of pavements by Wirral Council
- Stronger action by Wirral Police against people cycling fast on pavements
- Company vans to stop parking on pavements
- Wirral Police to treat narrowing of pavements to less than 1.8 metres (by parked vehicles etc.) as obstruction of the highway
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1. www.livingstreetswirralchester.org.uk/files/Wirral-Pedestrians-Concerns-June-09.pdf

Respondents' Opinions on Possible Actions



Q2. If there are other actions that you feel the authorities or others should take, please enter them here.

There were 65 responses, which are given in full in Appendix 2.

Actions mentioned by at least two people were on the following themes

- Stricter enforcement of speed limits (7 people)
- Wheelie bins should be put back in an orderly fashion after emptying (5)
- Overgrown hedges should be cut back (5)
- More routes for safe cycling (5)
- no cycling on pavements at all by anyone over 10 (whether fast or slow) (4)
- Action on misuse of the Blue Badge system or facilities (2)
- Greater use of chicanes to slow traffic [rather than speed bumps] (2)
- Better control of the space taken by pavement cafes (2)
- Control of fast cycling on the Wirral Way (2)
- Proceeding with pedestrianisation of the Crescent, West Kirby (2)

Q3. What is your postcode (just give the first part if you prefer, e.g. CH48)?

	<i>Online Response</i>	<i>Paper Response</i>	<i>Total</i>
CH1	1		1
CH2	1		1
CH40		1	1
CH41	6		6
CH42	4		4
CH43	5	3	8
CH45	2		2
CH46	1	1	2
CH47	10		10
CH48	38	33	71
CH49	4	6	10
CH60	7	1	8
CH61	2		2
CH62	1		1
CH63	2		2
CH64		1	1
No answer	3	5	8
Total	87	51	138

Comment: Half of the responders have a CH48 (West Kirby) postcode. We will aim for a wider spread of respondents in future surveys.

Two respondents live outside the Wirral (CH1 and CH2). We included these responses since the survey was of those walking frequently on Wirral's streets.

Q4. Your name? (optional)

Names were given by 74 respondents.

Q5. Please tick as appropriate: I would like to be informed of the results of this survey and to be kept informed of the activities of the group.

Ticked by 75 people

Q5(b). I would like to contribute the Wirral pedestrian campaigns by assisting in the organisation and/or publicity of them (no experience necessary!)

Ticked by 11 people

Q6. If yes to the above, please enter your email address (or telephone number).

Email addresses were given by 56 people and telephone numbers by 6 people.

Q7. Please give any comments about the design of this questionnaire.

There were 36 comments, which are given in full in Appendix 3.

There were 22 positive comments such as 'good' or 'well done'.

There were 3 comments that the questionnaire was biased or one-sided.

One comment on a paper form was that it needed clarity on who produced the form and that it should have contact details (which were both obvious on the online version). We will address this in future surveys.

Q8. Any other comments?

There were 29 comments, which are given in full in Appendix 4.

Some themes were that further surveys are needed for

- (1) wheelchair users and others with disabilities
- (2) pedestrians as a repeat exercise
- (3) cyclists.

We hope to perform, collaborate in, or facilitate such surveys.

Appendix 1:

Numbers and percentages of responses to question 1: What is your opinion on the following actions ?

	Strongly against	Against	No strong opinion	In favour	Strongly in favour
Strict enforcement of parking regulations around schools	1% (1)	1% (1)	3% (4)	23% (31)	73% (99)
Better maintenance of pavements by Wirral Council	0	0	13% (18)	35% (47)	52% (71)
Stronger action by Wirral Police against people cycling fast on pavements	1% (2)	2% (3)	11% (15)	41% (55)	44% (60)
Company vans to stop parking on pavements unless there are exceptional circumstances	1% (2)	1% (2)	14% (19)	35% (48)	48% (65)
When pavements are narrowed to less than 1.8 metres (6 feet) by parked vehicles etc, Wirral Police should treat this as obstruction of the highway (1.8 metres is the minimum recommended by Living Streets).	2% (3)	6% (8)	14% (19)	37% (49)	41% (54)
Wirral Council to supply 'Pavements are for People' stickers that can be applied to the windscreens of illegally parked vehicles, similar to those supplied free to the public by Oxford Council.	2% (3)	8% (11)	13% (17)	36% (48)	41% (54)
Generally better enforcement of parking regulations by the Wirral Police and Wirral Council	1% (1)	7% (9)	18% (24)	31% (41)	44% (58)
A reduction in the standard speed limit on residential roads from 30 mph to 20 mph (as has recently been done in Portsmouth, Oxford and elsewhere)	6% (8)	11% (15)	13% (17)	25% (33)	45% (59)
Widening of narrow pavements by Wirral Council	0	7% (9)	25% (34)	40% (55)	28% (38)
More pedestrian road crossings	1% (1)	5% (7)	30% (41)	38% (51)	26% (36)
More signs for pedestrian routes	1% (1)	2% (3)	37% (49)	34% (45)	26% (34)
More dropped kerbs	1% (1)	4% (6)	36% (49)	31% (42)	27% (37)

Total responses varied between 133 and 137

Appendix 2:

The full text of the 65 responses to question 2: If there are other actions that you feel the authorities or others should take, please enter them here.

- Pavement width and evenness are very important not just for able-bodied people. For the less abled, sight, sound and walking problems, it is vital in the real sense of that word that pavements are unrestricted by street furniture, cafe chairs and table (a recent West Kirby phenomenon) and that they do not have holes and ridges. Some of our pavements are provided with gullies to carry rain-water from downspouts to gutters. An admirable proposition. But there are some pavements where these are hazardously deep. On The Crescent, Church Road pavements, for example, they are difficult and painful to negotiate riding a mobility scooter; how wheelchairs and pushchairs manage I cannot imagine.

- Make West Kirby's Dee Lane Car Park free to reduce illegal parking and over parking on surrounding streets Introduce Residents parking in West Kirby

- Reducing the speed limit to 20mph would mean cars and lorries crawling through some areas and polluting more and longer. Reduction may(?) result in fewer deaths but any pedestrians would suffer higher levels of inhalation of fumes and the consequences - which can also be extremely unpleasant rising to dangerous.

- When dustbins have been emptied the staff should make some attempt to return them in an orderly fashion on the pavement. It is like competing in a slalom getting round the bins, how anybody in a wheelchair manages I do not know, and its not much fun for Mum's with prams either.

- I live in a narrow cul-de-sac and people park their vehicles all day while they attend their workplace. This prevents residents and visitors -including health visitors- and deliveries from gaining access. I have discovered recently that up to 5 of the cars parked in our close were employees of Horden House. Apart from anything else they are normally illegally parked with wheels on the pavement. I dont expect anything to me done about this as the council must have known the repercussions of getting rid of the Disc parking system. I have no respect whatsoever of this council.

- Where I live , behind the shops in Hoylake, many businesses keep their bins on the pavements outside their back gates. It does obstruct the pavements totally. The business owners don't mind as they don't live here - maybe there is no where else for them to leave their bins. I'm actually a lot lot lot more concerned about cyclists on the pavements - definitely a lot more in recent weeks than ever.

- More routes for safe cycling - Very wide pavements should contain a section especially for cyclists

- There is too much money wasted on making dropped and raised pavements. Money would be better spent on repairing existing pavements

- My main concerns are overgrown hedges restricting the width of pavements, and obstructions of pavements by vehicles and wheelie bins. My wife is disabled and uses a wheelchair and electric scooter. We live in Upton, and use Ford Road regularly. The worst things in Oxton are :- Lazy parents who park outside Prenton Prep. up on the pavements both sides of Mount Pleasant, damaging the pavements. Double parking

along Rose Mount towards village causing big difficulties for 90 bus to get through - when public transport ought to be helped not hindered.

- As a pedestrian, crossing endless small side roads into infill housing is a pain, especially as many of them don't have good visibility at the junction (e.g. because a 6 foot fence or a hedge round a property backing on comes up to the curb line and there isn't a pavement on one side of the side road) - pedestrians can't see drivers coming from the side road, and drivers in the road can't see pedestrians about to cross. These are relatively new roads - so planning should be checking development plans for this kind of thing.

- Please get on with the trial pedestrianization of The Crescent in West Kirby as soon as possible. I know the shop-keepers are worried about business going elsewhere, but that is the whole point of a trial. If people prove to be so fickle then put it back with only one side of parking (reduce the carriageway suitably). My main concern is to improve the quality of the area for everyone wanting to shop and to do so without having to worry about cars.

- Tackling Blue Badge misuse & irresponsible & potentially dangerous parking on, for example, double yellow lines.

- Think 20 mph zones in residential areas would be a great idea. Also think that pedestrians and cyclist both get a raw deal from the local highway authority and there should be some joint campaigning - cyclists are not the enemy, and they usually only ride on the pavements if roads are unsafe - so safer roads would benefit both groups.

- Any heavier enforcement of parking regulations would not be welcome; a better spread of enforcement might help, looking at more suburban areas instead of the 'easy pickings' to be had in town centres. The last one, many pavements are not as much as 6' wide anyway, and there is no opportunity for widening. It would be impossible to enforce. Stick to existing rules on obstruction of highway and try to enforce those, don't impose an extra burden. Where more than adequate pavement space is available e.g. in Greasby I do not agree with charging for display and boards outside stores (though this may not be relevant to this survey!)

- maintain footpaths which are not near roads so it is safe to take an alternative route. ensure routes are maintained during building works.

- Pelican, Puffin and Toucan crossings have been installed where there have been complaints that it is difficult for people to cross a road. However, where they have been installed, if the lights do not change quickly, their effect is that people take risks and try and cross the road. Therefore all standalone crossings with lights must change within one minute of the button being pressed once the lights have been returned to green. If the lights are there to benefit pedestrians then they should change quickly to enable pedestrians to cross the road relatively quickly and safely. (Example by station in West Kirby). You should never have to wait more than 1 minute.

- More vigorous attempts to get householders to cut obstructing trees and bushes and to ensure that the council cuts those for which it is responsible

- Better enforcement of 30 mph speed limits on wide roads in built up areas

- the police should take more action against cars and vans parking on the pavements

and residents should be given the power to fine car owners for parking on a pavement or blocking their driveway with the car or van.

- I would like to see more cycling lanes and lowering of speed that is enforced
- Better enforcement of all Council Laws and Byelaws.
- Remove every speed bump in the world. Speed bumps hurt disabled people, whatever speed you go over them. Replace them with chicanes.
- Not really within the power of WBC, but I would love to see legal limits on the size of supermarket lorries allowed on local roads. Anything to reduce the number of cars in West Kirby centre! It might seem a contradiction, but perhaps the under-used car park on Bridge Road could be replaced by spaces at the Ashton Park end of Banks Road, or a shuttle bus service instituted to discourage the volume of through traffic, especially at weekends, and encourage trade. More attention to street furniture - and controlling the space taken up by 'pavement advertising', defining the space available for use on pavements by cafes, etc.
- In West Kirby where HSBC & Weatherspoons front the pavements there is always large amounts of bird dropping from the roof area where birds roost/sit. The two companies should be forced to provide anti bird equipment to their roofs/gutters to stop this. The Council should be forced to move the bus stop out side the Weatherspoons Pub is West Kirby away from the current position of right outside the door of the Pub. It is an obstruction to pedestrians, Blind People, Mothers with push chairs and Wheelchairs have great difficulty passing this area. When offloading is taking place at the Pub & Off license the buses are restricted in stopping also.
- Look again at pedestrianising the Crescent. Re. the "Sail" project, take the hotel out of the equation and see how Carpenters react. The loss of the present car-park would result in far more illegal parking with the consequent problems for residents and pedestrians. Improve park-and-ride facilities at Wirral stations to encourage motorists to leave cars.
- Introduction of more traffic calming measures such as speed bumps, road narrowing etc.
- Personalised transport is here until someone comes up with something better, which seems unlikely, smaller more manoeverable cars are the obvious improvement. More disabled parking spaces could be provided in Dee Lane by altering the bay markings. More could be done to ease traffic flow with better road markings eg, Grange Road/ Westbourne Road junction. I see no point in making life even more difficult for tradesmen/ deliveries etc with pavement parking restrictions. The 20mph signs are a waste of money the only people who drive like maniacs in West Kirby are maniacs and signs won't stop them. Concerns about safe driving could be met by more traffic police and Institute of Advanced Motorist driving courses. Demography indicates an ageing and less mobile population generally, more could be done to encourage this group out of private cars and into taxis. A major factor is quite simply the weather, West Kirby is windy, wet and inclement most of the year. I am a female, pensioner with restricted mobility, my
- 1] If we are to discourage fast cycling on pavements yet still wish to foster cycling, then any campaign for pedestrians mst, of necessity, ALSO lobby for more safe and

designated cycling routes and ensure that when changes in road layout are contemplated - as for instance in the construction of the new roundabout at Thurston, then generous provision for cyclists is incorporated from the start. A white painted line designating a 'cycle way' along a main road scarcely provides security to a cyclist. 2] the proliferation of 'smoking areas' and on pavement eating facilities is in some cases encroaching on pavements and often forcing pedestrians to pass very close to kerbs. It would be useful to find out what is the cash payment per square metre made by restaurants etc. to the council for the use of pavement space. This money should be ringfenced for pavement improvement elsewhere. 3] Pavement width. A recent development in Hoylake, Market Street, [site of the former Wirral Arcade]has produced a pinch p

- The pavements are in terrible state in many streets, and quite dangerous, I've witnessed several people tripping with some injuries this last year. One such bad place is the pavement by the crossing by West Kirby station, where there have been several bad accidents with pedestrians. Swimming Pools, All swimming pools should NOW phase out use of Chlorine in the water of the pools and start looking at the use of a more healthy system-such as used at Lancaster University swimming pool, where water is treated using UV light, and the osmosis system, it's clean and the public don't have to put up with this terrible polluting skin irritant. SHORT TERM INSTALLATION IS MORE EXPENSIVE-LONG TERM 100% REDUCTION IN THE POLLUTING OF OUR RIVERS AND SEA WATER WITH THIS TERRIBLE CANCER CAUSING CHEMICAL-CHLORINE-which is also affecting the sea creatures.

- Where pavements are in a poor state of repair, I don't think it's the council's fault. So many big heavy lorries think they can use the pavement and then the flagstones are broken, ready for a pedestrian to come and trip over. A good example is United Utilities working in Moreton at the moment.

- Police need to monitor car speeds on Price Street (near square) which are regularly 50mph+ and also on Kelvin Road, Wallasey (15.00 to 16.00 each weekday) which are 70mph+. Excessive speed kills, not parking.

- the mention of wheely bin on pavements has not been mentioned the ruling was to put your bin at the top or bottom of the entry and take your bin in after the collection. what is the ruling on this ...

- With regard to 'Stronger action by Wirral Police against people cycling fast on pavements', this would not be a problem if the Wirral had sufficient cycle lanes and cycle paths.

- A crackdown on vehicles which cause noise nuisance. These have become a real pain lately, and the council/Police appear to be totally ignoring the issue. Monitoring of traffic speeds on the stretch of Claughton Rd, between Charing Cross and Birkenhead Park, as it has become a race track.

- need consider cars as well for the less mobile, those with babies &c. Also strict parking bans damage local business- people shop out of town or in supermarket

- Mass enforcement blitzes, including towing away, naming and shaming, in known blackspots such as Oxtan Village.

- All cyclists should have bells (Wirral way a problem) and should never cycle on pavements. Stop drivers from parking on pavements. Council vehicles do this and set a bad example. Fine drivers who obstruct pavements so that buggies, wheelchairs and people who need an arm can't get past. Get the police to take it seriously instead of making us feel as if we are the ones in the wrong if we complain.

- Not just cycling FAST on pavements - there's no excuse for anyone over the age of about ten cycling on a pavement at all. They create a huge problem for the elderly and vulnerable. Cycling one way up one-way streets too. There's also the issue of driving cars down pavements - those who park on them merrily drive towards pedestrians. Some even drive on the pavement on Westbourne Road rather than wait for other drivers to pass in the other direction.

- Parking too close to a junction eg McDona Drive - impossible to see traffic without pulling out - then in danger of cars coming over the bridge.

- Hedges should be cut back - who do you complain to when you are obstructed by a hedge or tree?

- Could anything be done about the bins blocking the pavements on bin days?

- Dust bins blocking the pavement can make getting past with a buggy very difficult.

- Lower kerbs.

- 1. There should be NO cycling allowed on pavements by adults & teenagers. 2. If a house has a path wide enough to park a car it should be enforced.

- Congestion and blind entrances in Westbourne Rd in West Kirby. Weaving in & out of traffic that double parks on both sides of road. Speed of cars on Hilbre Rd/ South Parade. 20mph on Westbourne Rd / Hilbre Rd. [also stronger action by Wirral Police against people cycling slowly on pavements added to q1]

- Cycles, horses etc to be kept off designated footpaths. Strict enforcement of double yellow lines.

- Replace notices of restrictions by larger, more prominent ones. Not use enforcement methods of dubious legality eg smart car.

- More speed control.

- School parking restricted near junctions, especially 4x4 vehicles.

- 1. Overhanging branches & hanging baskets (visually impaired people) 2. Street furniture - bollards etc difficult to negotiate especially in the dark. Perhaps paint with orange or fluorescent paint? Uneven paving slabs - also loose slabs- these are extremely dangerous to pedestrians

- We would like some action to be taken against residents whose hedges overhang the pavements sometimes up to 2 ft. Also trees that overhang and can catch a person's eyes. Maybe just a request to cut them.

- Stickers good idea but shouldn't be spending priority
- Community police should be disciplined for cycling on pavements
- Think all covered here
 - parking in disabled bays by non blue badge holders people riding cycles on pavements cycles without lights at night
 - Enforce existing limit on Meols Drive. Rather than blanket 20mph in residential areas what was wrong with play streets?
- 1. We live on promenade West Kirby. Please, please stop cyclists on prom (sometimes 4 abreast) cycling V. FAST. We have been hit (me & husband) frightened to walk. 2. Need 20mph speed limit on promenade. Cars race along and MANY NEAR MISSES! 3. lamp post at bottom of Church Rd/Prom has been renewed but no KEEP LEFT sign replaced many vehicles turn right & nearly crash.
- Cleaner pavements, especially in the Wallasey area
 - Pedestrian road crossings are urgently needed on some wide town streets with Bidston Road a prime example. Cars speed along it especially at night. Many elderly people who live in the vicinity are not good at judging the speed of oncoming vehicles. Even on the junction at the top of Townfield Lane, the traffic lights have no Green-man to assist slow-movers. The frequent appearance of memorial flowers at or near pedestrian crossings are stark reminders of the perils of jay-walking, especially for school-age children. Many Wirral adults set the young an appalling example. Before minor traffic problems are tackled, wiser surely to punitive penalties for jay-walkers and, equally so, for drivers who fail to give way to pedestrians on crossings.
 - To stop cars parking on corners and end of roads, as it obstructs view of driver trying to cross or enter new road.
 - It should be an offence for a motor vehicle to injure a pedestrian on any road - pedestrians to have freedom to cross roads in urban areas even where there is not a designated crossing; vehicles should give way. Cyclists too should have these rights, but only after pedestrians.
 - I feel strongly that councils throughout the UK should be more more pro-active on the subject of greening and tree-planting... particularly in urban areas, but also in outlying rural areas. Not only does a well-maintained tree stock enhance the visual effect of our local environments...help to reduce traffic noise on busy thoroughfares...provides shade during the summer months etc, it is a very important and positive contributor to combating the effects of CO2. I strongly believe that every new planning/building application submitted to Wirral Council must have an element of landscaping/greening (no matter how small) to enhance the local environment. Developers must sign up to this before their plans can receive approval.
- Cycle lanes should be provided
- Stronger action by Wirral Police against people cycling fast on Wirral Way [this was annotated to q1]

Appendix 3:

The full text of the 35 responses to question 7: Please give any comments about the design of this questionnaire.

- Good.
- Excellent
- Re: 20mph question - not sure what constitutes a residential road in point 11 of Q1 - If it includes bus routed & main roads then I would be opposed - if side roads I have no strong opinion.
- no comments. It's fine.
- seems fine
- Needs clarity on who produced the form and should have contact details.
- Very nicely presented & very clear & informative.
- Very good & worthwhile exercise.
- Easy to use, thank you.
- clean and pertinent
- very good
- There is no opportunity to state that I am ambivalent over the desirability of some actions ie I can see points for & against. I have tended to enter 'no strong opinion' for these.
- Not always clear regarding for/against (several people have asked me which end they should be ticking).
- Loaded but wonderful!
- I was very impressed by it. However, I'd like to hear more of how you would fund some of these proposals.
- Very good and clear, but took me longer than 5 minutes!
- Quite good
- A good, clear, well constructed questionnaire with adequate room for the respondent's own comments.
- Fine, simple and to the point.
- All the questions are "black and white" - nothing the least bit controversial.

- Questionnaire is a bit too one-sided, i.e. it should really explore those areas where there is conflict between pedestrians, cyclists and motorists!
- Easy to answer - just wonder how many pavements are less than 6 foot before they are encroached by parking vehicles.
- Very good.
- good
- the questionnaire is a very good one
- Clear, uncomplicated, quick and easy to answer.
- easy to complete
- seems to be written by the council so they can up their income through parking fines!!! what about questions about designing in safe pedestrian routes, maintaining safe routes away from roads?
- Easy to use.
- It does feel a little biased to get the result that was first thought of - if it is to be taken seriously, it probably needs looking over by a marketing professional.
- Fine
- Well done!
- Good - easy and to the point. Good points that are very relevant to Hoylake streets.
- I have given my email address because it has changed since the last questionnaire. I do not believe my concerns (Q.2) will be addressed but since we are not kept in the know via the free publications (Birkenhead News, The Globe) I would like to kept informed via Living Streets. This should have been typed in box 8. I'm not re-typing.
- I only want to know the results of this survey, not to be kept informed of the activities of the group - and there wasn't a choice for this.
- No problems. Easily navigated.

Appendix 4

The full text of the 29 responses to question 8: Any other comments?

- A most valuable initiative I have friends not on email who may wish to help the campaign.
- Lack of enforcement of cyclist rules means non compliance. Please please more police enforcement before somebody gets killed. Cyclists also now on wall surrounding marina causing havoc.
- No but interested to hear outcome!
- With regard to the new petrol station behind the Concourse West Kirby - The road will become more busy - pedestrian refuge / light etc requested here - in view of Elliot House & Lear Hse in close proximity. I wish motorists would please refrain from parking across ramps (up on to pavements) can traffic wardens pursue this?
- Keep up the good work! (Please)
- thanks to all who are taking part in this survey
- More seating in side roads as elderly people need to take brief rests. Where do I return my questionnaire to?
- Tomorrow, wednesday is Our lady of Pity Church, Greasby toddler group. Crossing Mill Lande to go, and later come away, with a child in a buggy and one holding on walking is a scary experience everytime because of the way the road bends limiting sight. A safe crossing place, please!
- Wirral Council appears to have adopted a blind eye policy, to some of these issues that annoy pedestrians. It's very comforting to see someone actually taking an active interest. Good luck!
- No place for children to play safely in hamilton square area.
- Its a good idea,if rescources allow the Council could be approached this way on other important topics,but I am sure you already have this in mind. The council; need to be strongly lobbied about their continuing flouting of planning regulations,and stop giving over precious green areas to these greedy developers.The Council have total lack of regard for our historic buildings even listed ones,its amazing how easy they can get demolition orders granted on our heritage. Seems Civic Society are not effective.
- One user group missing from this type of consulation is the electric wheelchair/mobility scooter user. They are safer on the pavements but do pose some problems.
- Some streets are very narrow, dangerous for both for cars and pedestrians (eg Bridge Road West Kirby) and without spending a fortune(for new bridge) nothing can be done.
- Why do I get the feeling that no one actually wants to organise a community around the normal human beings who want to be able to shop, visit the doctor, etc.? Instead we have a "demonise the motorist" attitude, it is not helpful!

- How about a Wirral Cyclists Actions Survey?
- I walk a lot, I am also a driver, I am a senior citizen.
 - Problem of access into own drive on Sunday mornings with parents of children obstructing when watching their children doing rugby training. Pikes Hey Road is narrow - driveways narrower still and the whole width of the road is needed to gain access.
- Good luck.
- Keep Campaigning.
 - the police should not focus on cars and vans obstructing the pavement and should give local residents the power to fine cars and vans for parking on the pavement and police and residents can work together to tackle a problem that has gone on for years and years.
 - Prevention of parking outside and very near to school entrances, especially primaries, should have a high priority to allow pupils clear visibility of the road when crossing. Children should be encouraged to walk to school wherever possible, or at least part of the way. Could the "walking bus" idea be resurrected. Greater provision of safe cycle lanes would be welcomed
- Maintenance is spelt maintenance (question 5). I'm a grumpy old man.
- I would like to see this exercise done regularly.
- I would be concerned about what constitutes an "illegally parked vehicle" for the purposes of a sticker
- Has it occurred to anyone that 20 mph limits would increase fuel consumption and pollution considerably due to having to travel in lower gears. It would also mean that more cars are on the roads at any one time. In theory there would be 50% more cars on the roads at any one time.
- I have forwarded to my wife who is a wheelchair user. Perhaps you could also target disabled groups?
- Strict enforcement around schools should include not parking across local residents driveways or blocking tops of cul de sacs whilst they walk their children across the road. Dog fouling needs to be addressed more seriously in a lot of areas, some pavements have to be negotiated and in the dark this is often impossible to do. Irresponsible owners need to be given larger fines, although I'm not sure how this can be implemented.
- It is very laudable to try and reclaim the footpaths for pedestrians. It makes me furious to see so many vehicles parked on the pavements which are in a disgraceful state. However, I no longer have any faith whatsoever in Wirral Council or in achieving anything through them. Sorry to be so pessimistic.
- Please ask questions relevant to the less-able. As someone recently pronounced Disabled and the rider of a mobility scooter, I have noticed many problems with our pavements.