



# Liverpool City Region Combined Authority

Local Cycling and  
Walking Infrastructure  
Plan (LCWIP)



**LIVERPOOL  
CITY REGION**  
COMBINED AUTHORITY

**METROMAYOR**  
LIVERPOOL CITY REGION



# Contents

<b>Foreword.....</b>	<b>4</b>	<b>3 Network planning for cycling .....</b>	<b>22</b>
<b>Introduction .....</b>	<b>6</b>	<b>4 Network planning for walking .....</b>	<b>28</b>
<b>0.2 LCWIP purpose and process.....</b>	<b>8</b>	<b>5 Prioritising improvements .....</b>	<b>32</b>
<b>1 Determining scope.....</b>	<b>12</b>	<b>5.1 Prioritising factors.....</b>	<b>32</b>
<b>1.1 LCWIP Objectives.....</b>	<b>12</b>	<b>5.2 Prioritised routes .....</b>	<b>33</b>
<b>1.2 Governance .....</b>	<b>13</b>	<b>5.3 Funding and delivering the LCWIP phases.....</b>	<b>34</b>
<b>1.3 Delivering the plan.....</b>	<b>14</b>	<b>5.4 Wider implementation principles .....</b>	<b>36</b>
<b>1.4 Strategic network .....</b>	<b>14</b>	<b>6 Integration and Application.....</b>	<b>40</b>
<b>2 Gathering information .....</b>	<b>16</b>	<b>6.1 Policy integration .....</b>	<b>41</b>
<b>2.1 Development.....</b>	<b>16</b>	<b>6.2 Monitoring and Evaluation .....</b>	<b>43</b>
<b>2.2 Gathering information: Evidence based.....</b>	<b>16</b>		
<b>2.3 Stakeholder engagement .....</b>	<b>20</b>		

# Foreword

In May 2019 the Liverpool City Region Combined Authority declared a Climate Emergency. We did this because we understand the pressing threat of Climate Change and the urgent need to act. Enabling people to get out of their cars, to walk and cycle more, is an important step to improving our air quality and leaving a cleaner city region for future generations.

Cycling levels peaked here in the 1930s. The Queensway tunnel opened in 1934 and by the end of its first year, over 900 bikes per day travelled through the tunnel. However people cycling and walking to work is not a thing of the past. It must be part of our shared future too. After all – it's good for our health, for our air quality and for our environment; but also for the local economy, our high streets and for making our communities more pleasant places to live and breathe.

People living in the city region understand this. Our own research shows that 71% of residents support the creation of safe, separated cycling and walking routes to encourage more people to ditch their cars, particularly for shorter journeys.

Progress is being made. Since 2015 the City Region has brought in new, high quality cycling and walking infrastructure schemes, increased coverage of areas with 20mph speed limits and we have introduced a range of supporting programmes to get people on their bikes and walking more. This has led to a year on year increase in trips – producing considerable economic, health and environmental benefits for everyone.

But there is still a long way to go. Despite an increase in the number of trips by bike and foot, these still only count for 2% of overall journeys made in the city region. And only 30% of residents think that cycling and walking safety is currently good. That's why we're investing in a new 600km cycling and walking network – linked to our transport system – that will make it easier than ever for people to get around, without jumping in their vehicles.

It's time for us all to work together to realise the role that cycling and walking can play in our city region. We know the answers, the public is supportive and we have seen cities like London, Seville and Oslo implement changes quickly with fantastic results.

All partners must work together to invest and deliver space for bikes and walkers and unlock the potential for an active travel revolution in the city region.

In the late 19th century, Liverpool was widely regarded as being as the forefront of the new wave of cycling sweeping the country. Established in 1869, the Liverpool Velocipede Club was the first cycling club to be formed in Britain.

150 years later, it's time to make history again and that is why we are building this ambitious network.



**Steve Rotheram,**  
Liverpool City Region Metro Mayor

**Simon O'Brien,**  
Liverpool City Region Cycling  
and Walking Commissioner

# Introduction

The Liverpool City Region Combined Authority (LCRCA) Local Cycling and Walking Infrastructure Plan (LCWIP) is a strategic approach to developing a cohesive network of high standard active travel routes across the region. We want people to be able to walk and cycle for short journeys and multi-modal journeys using public transport – but for this people need suitable routes. Across the region, we want to improve our roads, footways and cycleways so that people can walk and cycle from where they live to where they want to go. This is not just about people

who already walk and cycle, but those people who would and could do so if there were more suitable roads, footways and cycleways. Walking and cycling has so many benefits (Figure 0.3) – not just to mental and physical wellbeing, but also to improved air quality and reduced congestion, if we help to get more cars off the road in the process.

Throughout our initial engagement with people across the region, the key message that we are hearing is that people want safer, protected routes where they can cycle and

walk. It is this message that is at the heart of this plan; to build a network of routes that people will feel safer using and will get them to where they want to go using high quality infrastructure. This is how we can truly transform the Liverpool City Region into somewhere that active travel is a genuine transport choice for everyday journeys. At the same time, by making our communities more pleasant to walk and cycle in, we can help to create vibrant places for people to live, work and visit.

The LCRCA Local Journeys Strategy (LJS, 2017) set out an approved vision for sustainable travel in the region. This LCWIP is the supporting implementation plan and sets out the next steps of delivering our plan for a region-wide high quality cycling and walking network through a programme of prioritised investment. The LCWIP identifies 31 origin – destination links, from which the roads and routes for cycleways will be defined. Walking networks also identify high demand walking locations to be reviewed for improvements. Some of the roads on these links will already have cycling and walking infrastructure that is fit for purpose and some will have existing infrastructure in need of an upgrade. Other locations will require entirely new infrastructure for the route. With the inclusion of additional links to nearby amenities including rail stations and ferry terminals, the eventual LCWIP Network is expected to encompass up to 600km of cycling and walking routes.

Delivering the LCWIP will help us deliver on our aspirations for active travel choices, bringing together activity through a co-ordinated approach to local journeys across the LCR. The vast majority of journeys undertaken in the LCR are short. In fact two thirds of all journeys in the region are less than 5km, yet half of these short journeys are made by car. This provides a real opportunity to help more people to walk and cycle with the right conditions.

**Figure 0.1: Separated cycleway, Park Lane, Liverpool**



**Figure 0.2: Walking environment, The Strand, Liverpool**



## 0.2 LCWIP purpose and process

Cycling and walking for transport has many benefits and there is a wealth of evidence demonstrating the ways in which people can benefit from improved cycling and walking environments. The LCRCA Local Journeys Strategy (2017) sets out the drivers and evidence base for increasing sustainable travel in the LCR. This LCWIP demonstrates an implementation plan to support this strategy. The purpose of this LCWIP is to demonstrate the LCR plan to build a network of cycling and walking routes with the aim of making it more feasible and desirable for people to walk or cycle journeys instead of using unsustainable modes. This document details how the plan has been developed and sets out a prioritised programme for its delivery.

**0.2.2** The LCWIP will help to deliver the strategic objectives set out in the **LCRCA Transport Plan (June 2019)**, most specifically with regards to Priority 3.6: Developing and Delivering a Comprehensive New Cycling and Walking Network. Further objectives within the Transport Plan that are supported by this LCWIP include Priority Action 4.3: The Importance of Quality of Place and Placemaking and Priority Action 1.1: Supporting a Clean, Inclusive Economy.

**0.2.3** A steering group comprised of representatives from each of the LCRCA Partners have developed the strategy. Engagement with stakeholders including active travel groups is helping to inform the development of the network. A City Region wide online survey on cycling and walking was undertaken as part of the engagement activities. The LCRCA LCWIP is developed in line with the Department for Transport (DfT) **Cycling and Walking Investment Strategy (CWIS) (2015)** and the DfT's supporting technical guidance document, **LCWIP Technical Guidance for Local Authorities (2017)**. The six stage process in Figure 0.4 is defined in the technical guidance, and has been used by the LCRCA Active Travel steering group to develop the strategy. This plan demonstrates how the LCR LCWIP has been developed in accordance with the guidance and expands on the methods used and the resulting networks and programme.



**Figure 0.3: Some of the benefits of walking and cycling**

### Addressing the Climate Emergency

Enabling mode shift from cars to active modes is a vital way to help address the Climate Emergency and to improve air quality locally. Whilst other sectors such as power and industry have reduced emissions in the last 5 years, transport emissions have continued to increase (2019: Progress Report to Parliament, Committee on Climate Change).

### Healthy People

Walking or cycling for transport is an excellent way to build exercise into a daily routine. Research shows regular moderate exercise (30mins 5 times a week) can significantly reduce risks of heart disease, diabetes, obesity and other long term health problems (*Cycling and walking for individual and population health benefits, Public Health England, 2018*).

### Local Economy Boost

Making areas more pleasant places to be is shown to have a beneficial economic effect on local businesses. For well-designed projects, sales can increase by 30 per cent or more when footfall is boosted (The Pedestrian Pound, Living Streets 2018). In New York City research found businesses on streets with separated bike lanes grew more quickly than those without (*The Economic Benefits of Sustainable Streets, NYC DoT 2013*).

### Person Focused Streets

Street capacity in terms of the number of people the road can convey rather than the number of vehicles can usually be increased by cycling and walking schemes. Two weeks after opening, a cycle superhighway corridor in London was moving 5% more people per hour than without cycle lanes (*TfL, 2016*).

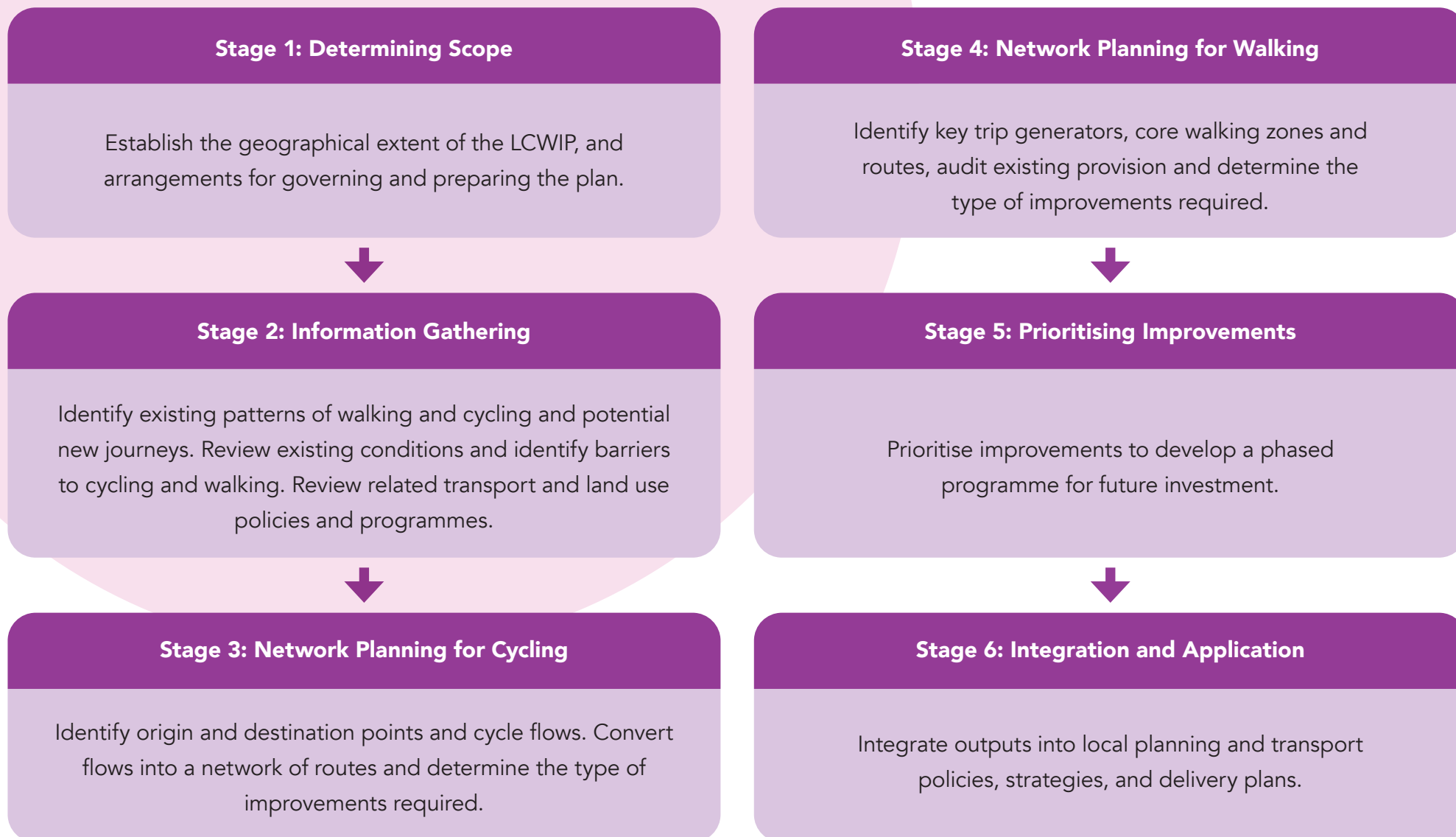
### Low Cost Travel

Walking is the most affordable form of transport. Cycling costs are lower than other transport modes, making it affordable to most income groups.

### Accessible Travel

Cycling and walking modes widen people's access to a greater variety of locations, especially where other modes are unavailable.

**Figure 0.4: DfT LCWIP Process**





# 1 Determining scope

**1.0.1** The LCR LCWIP is an opportunity to improve roads for active travel strategically across the whole region. People in this region live, work, access education and health centres, shop and take part in leisure activities across all six of the City Region authorities. This plan takes into account the fact that many trips will cross local boundaries (and the City Region boundary) and looks at origins and destinations across the whole region and how they can be linked through well-designed, safe and user-friendly infrastructure.

**1.0.1** The LCWIP covers both cycling and walking in the City Region. These elements share many aspects and do merit consideration together, but it is held in mind that cycling and walking require different infrastructure and consideration is given separately to the two modes under the network planning sections of the plan.

**1.0.3** This LCWIP concerns infrastructure and specifically the development of a strategic network. Activities that support cycling and walking such as road safety and cycling education and training play a vital role but are not included within the scope of this document.

**1.0.4** All of the LCR Local Authorities continue to make improvements within local neighbourhoods. Implementing local cycling and walking provision is essential for supporting short utility journeys such as taking children to school and for access to strategic routes. These local improvements are not included within the scope of the LCWIP, however, it is acknowledged that they play a vital part of improving cycling and walking provision across the region and help to make active travel journeys possible.

## 1.1 LCWIP Objectives

- Gather information to understand existing patterns of walking and cycling in the LCR and engage with Stakeholders to understand their requirements for the LCR walking and cycling network
- Develop a walking and cycling network for the LCR that will increase the uptake in active travel by providing routes that are safer, accessible, comfortable, direct, coherent and adaptable.
- Ensure integration of the network with transport and land use planning policies and programmes of the LCRCA and the six Local Authorities
- Prioritise routes for delivery
- Develop an implementation plan for delivery of the network

## 1.2 Governance

1.2.1 The LCRCA Active Travel Steering Group is responsible for developing the LCWIP. The group comprises officers from the organisations listed below, and it is these Local Authority areas that are included within the LCWIP.

- Halton Borough Council
- Knowsley Metropolitan Borough Council
- Liverpool City Council
- Merseytravel/ LCRCA
- Sefton Metropolitan Borough Council
- St Helens Metropolitan Borough Council
- Wirral Metropolitan Borough Council

1.2.2 Figure 1.1 opposite demonstrates the governance arrangements supporting development of the LCWIP.

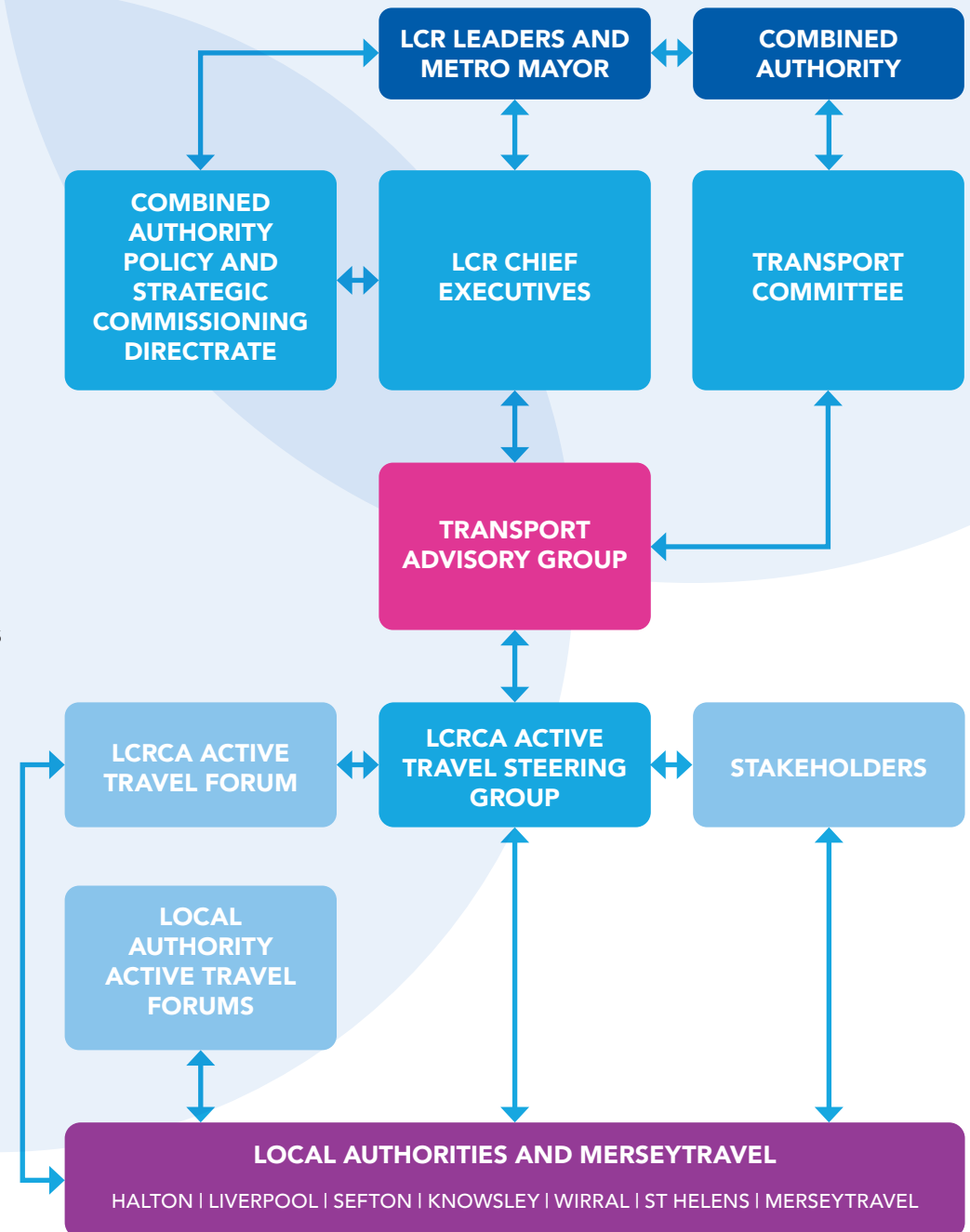


Figure 1.1 LCRCA LCWIP Governance (opposite)

## 1.3 Delivering the Plan

**1.3.1** There is significant amount of work to be done to implement this network and therefore this is a long-term plan for its development. This LCWIP covers a period of 10 years (2019 – 2029) throughout which routes proposed for the network are planned to be rolled out for design and implementation, with the network beginning to take shape over the decade. Funding opportunities will continue to be identified to develop and deliver the routes throughout this time. The pace at which the network can be developed will unavoidably be dependent on the potential to access funding pots with which routes can be built. Delivery mechanisms for designing and building routes will continue to be reviewed and findings will inform delivery of future schemes.

**1.3.2** Maintenance requirements of new and improved infrastructure will be taken into consideration at business case development stage to ensure that appropriate general maintenance regimes can be put into place to keep the infrastructure in an ongoing standard suitable for continued use.

## 1.4 Strategic Network

**1.4.1** The LCWIP network described in this document is made up of routes comprising a City Region strategic network. These will be complemented by a web of local cycling and walking routes, including quieter residential streets and routes through green spaces which together make many journeys suitable for travel by foot or by bike. Whilst these local routes are not included within the scope of this document, but this does not detract from their merit for walking and cycling journeys.

Where LCWIP corridor routes are created, the local routes will be vital links to the corridor from homes and to education, employment, healthcare, retail and leisure that people are accessing.

**1.4.2** Where the LCR borders wider regions, attention will be given to how routes can link into adjoining networks, working with neighbouring authorities to ensure the most appropriate connections.



# 2 Gathering information

## 2.1 Development

2.1.1 Key trip generators identified through the Local Journeys Strategy are;

- City Centre
- Town Centres
- Out of town leisure destinations
- Growing employment and mixed use locations
- Stable residential communities
- New housing developments
- Educational facilities
- Healthcare

2.1.2 Linking cycling and walking routes to public transport nodes is also important, to support multi-modal active travel for the start or end of a longer public transport journey (the 'last-mile' connection).

## 2.2 Gathering Information: Evidence Base

2.2.1 The information and tools listed below are from a number of national and local sources and have been used to identify existing patterns of walking and cycling and potential new journeys and information that will be used to inform designs. Engagement with people forms an important basis for the development of the LCWIP. Understanding existing patterns and barriers can help to optimise the suitability of the proposed network for uptake of walking and cycling.

### 2.2.2 Cycling and Walking Tools and Data Sources

- **Engagement** with active travel forums, local groups and the general public including LCR survey.
- **Propensity to Cycle Tool (PCT)** – this includes Census 2011 cycling figures and future estimates derived from scenarios including the Government Target scenario for cycling propensity to double by 2025, as well as more optimistic scenarios such as 'Go Dutch' replicating the high uptake experienced in the Netherlands.
- **Walking Networks** – mapping of high demand walking locations developed by University College London and Living Streets in conjunction with DfT.
- **Route Selection Tool (RST)** – a DfT tool that uses a range of criteria to assess existing provision and potential improvements for a cycling route.



- **Walking Route Audit Tool (WRAT)** – a DfT tool that uses a range of criteria to assess existing provision and potential improvements for a walking route.
- **Walking Audit Methodology for Liverpool City Region (developed with WSP)** – A tool similar to the WRAT (above) developed for the LCR.
- **Active Mode Appraisal Tool (AMAT)** – developed by DfT to appraise interventions based on WebTAG guidance
- **Mapping** – existing cycling infrastructure, origin and destinations (key trip generators), Walking Networks, Public Rights of Way, other modes including the Key Route Network of strategic roads.
- Land use mapping – showing e.g. significant new developments and Local Plan designated sites.
- Public transport mapping – bus, rail and ferry potential links.
- Public transport proposals – e.g. proposals for improved access at rail stations.
- **Liverpool City Region (LCR) Household Travel Survey 2018 (and 2013)** – Survey of travel choices information from sample of households across the Region.
- **Modal Choice into LCR Centres 2018 (district centre cordon counts)** – counts and analysis of modes of transport (including walking and cycling) as people enter eight LCR Centres – Birkenhead, Bootle, Huyton, Liverpool, Runcorn, Southport, St Helens and Widnes.
- **Merseyside Cycle Monitoring Report 2017/18** – automatic and manual cycle count data indicating existing cycling levels.
- **Merseyside Cycle and Short Trips Evidence Study 2010** – The study was commissioned to identify the location of short journeys (under 5 miles) that would be most suitable to be targeted as new cycling trips. The study set also out to identify the location of population types that would be more likely to be interested in cycling. Together this provided valuable information to help prioritise investment in local cycle infrastructure and promotion.
- **A Step Change in Cycling in Liverpool Final Report 2009** – To secure a shared vision where cycling is a key element in the success of the LCR.
- **Intervention case studies** – data from previous walking and cycling schemes in the LCR and examples from other locations.
- **Transport and land use policies and programmes** – for the LCR and each of the six Local Authorities including scheme proposals.
- **LCRCA Active Travel Steering Group** – the knowledge and experience that the steering group members and their colleagues have across their own local authority areas.
- **National Travel Survey** – travel survey data.
- **Road safety collision data STATS19 / Crashmap/ Collideoscope/ MAST** – including those involving people walking or cycling.
- **Flood risk data** – to identify locations of historic or potential flooding.
- **Speed limit information** – impacts suitability for route selection and type.
- **Footway condition data** – indicates condition of footway surfaces.
- **Carriageway condition data** – indicates condition of road surfaces.
- **National Highways & Transport Survey** – survey of public attitudes to transport issues

2.2.3 Figure 0.3 at the beginning of this document highlights some of the benefits that a walking and cycling network can bring. The following list serves as a sample of the body of evidence on the impacts of cycling and walking;

- **The Role of Walking and Cycling in Reducing Congestion, Flow 2016**
- **The Role of Walking and Cycling in Solving the UK's Air Quality Crisis, Sustrans 2017**
- **Cycling and walking for individual and population health benefits; A rapid evidence review for health and care system decision-makers, Public Health England 2018**
- **The Economic Benefits of Sustainable Streets, New York City Department of Transportation 2013**
- **Planning for Cycling, CIHT 2014**
- **The Case for Active Travel: How walking and cycling can support more vibrant urban economies, Urban Transport Group 2016**

### **Potential for change**

2.2.4 The potential target market for sustainable local journeys in the LCR is huge. The vast majority of journeys are short journeys: 66% of all trips are less than 5km in length. Around 50% of these are undertaken by car, despite the fact that many of these trips will easily fit within comfortable walking or cycling distance for most mobile individuals. Only 2% of these journeys are cycled and around 30% walked, and these figures have remained static for a number of years (LCR Household Travel Survey 2018 and 2013). The option to walk some of these short journeys is available to all mobile individuals, so there is certainly scope for increase here.

2.2.5 For cycling, analysis of the PCT also shows that the opportunity for change is evident. The PCT shows that there are many parts of the LCR that are relatively flat and close to major employment destinations, yet currently still only have very low numbers of people cycling. Variations in the proportion of cycling also indicate there is potential for higher levels in the Region – in one area of Liverpool the proportion of people who cycle their commute is shown from the PCT data to be as high as 7%. The 'Government Target' scenario, which assumes a doubling of cycling levels between 2013 and 2025, in the PCT highlights the potential for more cycling in the LCR and indicates that full implementation of the Government's CWIS would deliver more change in the LCR than it would on average nationally. The evidence base for the LCWIP identifies the potential for more walking and cycling trips within the LCR and the proposals are planned to help to turn this potential into real trips.



## 2.3 Stakeholder Engagement

**2.3.1** The people who will ultimately be the prospective users of the cycling and walking measures hold insight that is fundamental to its development. Understanding the barriers to walking and cycling is essential to developing the best possible LCWIP network for the LCR. Engagement is therefore integral to the development of the network, and the knowledge, experience and opinions of local active travel groups as well as feedback from the wider public is being used to inform the programme. The key message coming through is that people want protected routes where they can cycle and walk safely.

It is this message that is at the heart of this plan, to build a network of infrastructure that people will feel safe using and will get them to where they want to go. The network will be not only for people who currently cycle and walk for utility purposes, but also for those who could and would under the right conditions.

**2.3.2** A Stakeholder Engagement and Communications Plan will be developed for each route as the business case for that route is developed. This will include consideration of the key stakeholders and the level and suitable type of engagement.

**2.3.3** The Arrive Happy website has been created to support engagement in the development of the LCR LCWIP. It has case studies of people who walk and cycle and their experiences. The LCWIP Network proposals are detailed on the website. There is an ongoing opportunity for comments regarding walking and cycling in the LCR to be made through the site. It can be found at the following link: <https://www.arrivehappy.org/>

**2.3.4 An online survey** to gather information and opinions around walking and cycling in the LCR was undertaken over a six week period ending 31 January 2019, and will be used to help inform the development of the LCWIP. The response rate was good, with a total 1722 people completing the survey, showing that people in the region really do want to have their say on this important matter. The findings of the survey can be read at the following link: <https://www.arrivehappy.org/our-cycling-and-walking-infrastructure-plan>

**2.3.5** The survey results indicated that for people who cycle, the most important measures to them are the availability of 'safe, well-lit and well maintained cycle paths' (80% - very important) and the availability of 'traffic free cycle routes away from roads through parks or along canals and former railway paths' (73% very important). Of less importance is the provision of 'on road cycle lanes separated from traffic with a painted white line' (54% very important). Comments provided by respondents suggest that there is a preference for segregated cycle paths from traffic that form a continuous network.

**2.3.6** With regard to walking measures, three quarters (75%) of respondents indicate that it is 'very important' to provide 'safe, well-lit and well maintained footways', with a further 72% indicating it is 'very important' to ensure 'safe crossing points are available on roads and at junctions'.

**2.3.7** The LCR is now one of the 14 cities and city regions involved in the Sustrans Bike Life project. Bike Life is a report produced every two years showing assessment of city cycling development, including infrastructure, travel behaviour, satisfaction, the impact of cycling and new initiatives. An independent survey of 1100 individuals is undertaken for this to gather a snapshot of wider public opinion and experience. Previous Bike Life evidence suggests that local populations are very supportive, leading to informed policy decisions, justifying investment and encouraging/enabling more ambitious strategies and action plans for cycling. The first Liverpool City Region Bike Life report is expected to be published in March 2020.

# 3 Network planning for cycling

**3.1.1** Using the tools and information sources listed in Section 2.2 (Gathering Information: Evidence Base) the LCRC Active Travel Steering Group has identified 31 origin-destination links across the LCR, as shown in Figure 3.2 opposite. The 31 routes along with existing cycling and walking infrastructure within the LCR will create an extensive network. The routes that will be utilised for those links will be further defined through the design process, as each corridor is developed to outline design, then detailed design. Some of the roads on these links will already have cycling and walking infrastructure that

is fit for purpose and some will have existing infrastructure in need of improvement. Other locations or sections of the routes will require entirely new infrastructure.

**3.1.2** In certain places along the routes, there will be improvements on additional road sections that will link nearby amenities to the main route. With the inclusion of such additions, with the full network of 31 corridors realised, the eventual LCWIP Network is expected to encompass up to 600km of cycling and walking routes. As the routes become further defined through the process,

it is natural that one route may cater for more than one of the 31 indicative routes shown below. The network will naturally be refined throughout the process. The final LCWIP Network is not expected to look exactly like Figure 3.2 – this plan is a representation of the origin-destination requirements from which the network will develop.

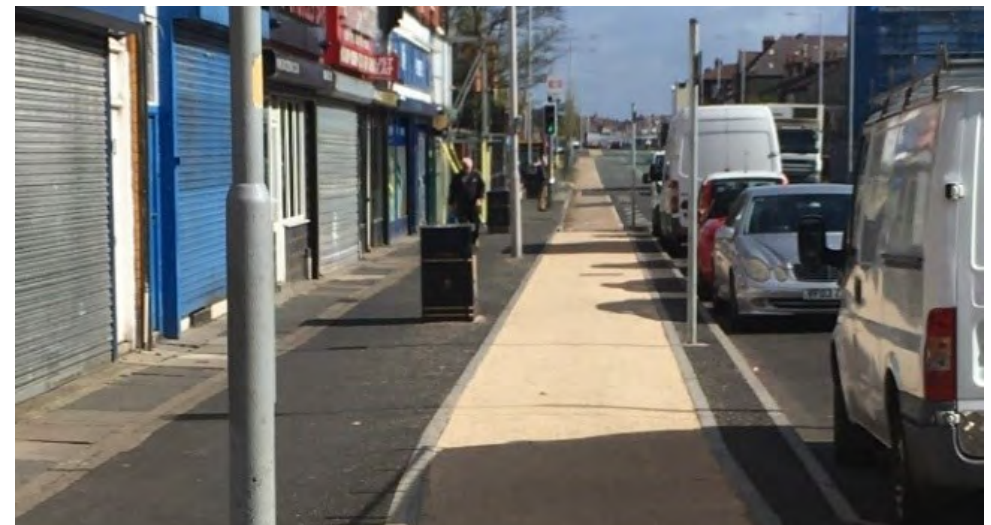
**3.1.3** The LCR LCWIP is a strategic approach, with a focus on consistency of high standard, safer routes to cycle and walk right across the City Region. Engagement activities undertaken thus far have indicated that people across the region want safe, protected cycleways. The LCR Steering group is working to the **London Cycling Design Standards (LCDS)**, which has been agreed by each of the authorities in the LCR to be used as guidance for cycling measures. Separated cycleways as advocated in the guidance will be perfect for some locations, but in others will not be suitable due to the constraints or conditions of the road location. A range of measures will be utilised to introduce the most appropriate measures for each specific site. Some of the measures being considered for the routes include:

- Protected cycleways separated with kerbs
- Protected cycleways separated with posts or 'armadillos'
- Off-road cycleways on footway
- Signalised junction improvements such as single phasing
- Toucan crossings
- Zebra crossings
- Tiger crossings (parallel crossing for people on cycles and on foot)
- Signage/ wayfinding for cycling and walking
- Lighting improvements
- Cycle parking
- Cycle storage hubs
- Two stage right turn
- Advance filtered left turn

**Figure 3.1: Off-road cycleway on footway, Leeds Street, Liverpool**



**Figure 3.2: Separated cycleway with floating parking bays, Duke Street, Birkenhead**



**Figure 3.3: Separated cycleway with floating bus stop, Park Lane, Liverpool**



**Figure 3.4: Cycleway separated with wands, London Road, Liverpool**



3.1.4 The following principles are used in the LCDS guidance to help design high quality environments, and these will be utilised in the LCR along with the more detailed guidance on infrastructure design.

- Cycling and walking environments that are not only safe to use but also feel safe
- Accessible streets to support all people walking and cycling
- Comfortable riding and walking surfaces that are fit for purpose, smooth, well-constructed and maintained
- Direct and easy to use routes that meet users' needs
- Coherent street layouts that are legible, consistent, joined-up and inclusive
- Adaptable roads designed to accommodate all users' needs

3.1.5 The LCR will use the same design standards to ensure consistency in the visual impact and quality of the measures. Other guidance will be applied in addition to LCDS including Wheels for Wellbeing inclusive cycling guide (2019).

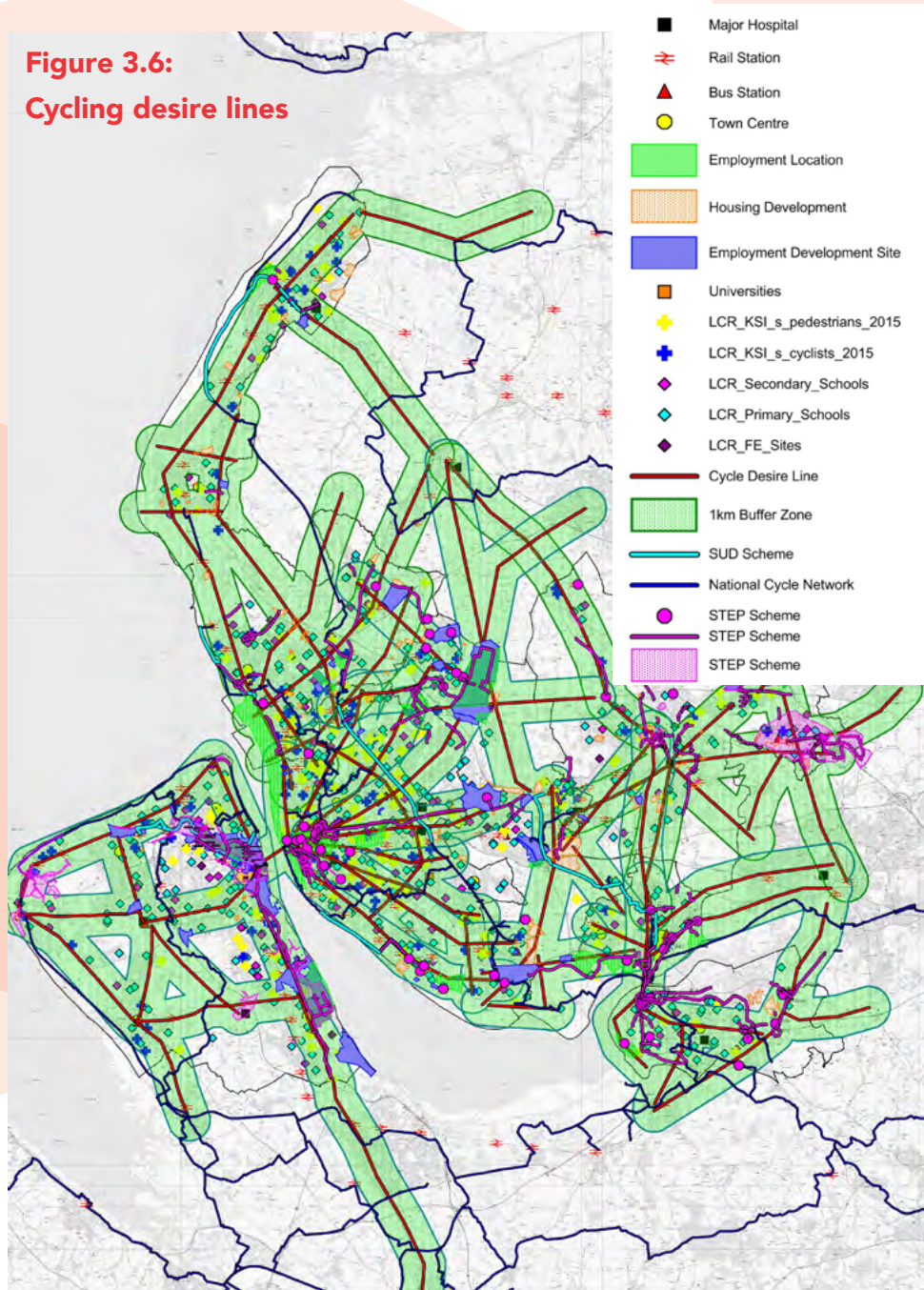
3.1.6 Site visits are undertaken in the development of routes and include audit of existing provision as well as potential for improvements. The Route Selection Tool provided by DfT is used to make comparisons between the existing environment and potential infrastructure improvements that could be introduced at the location.



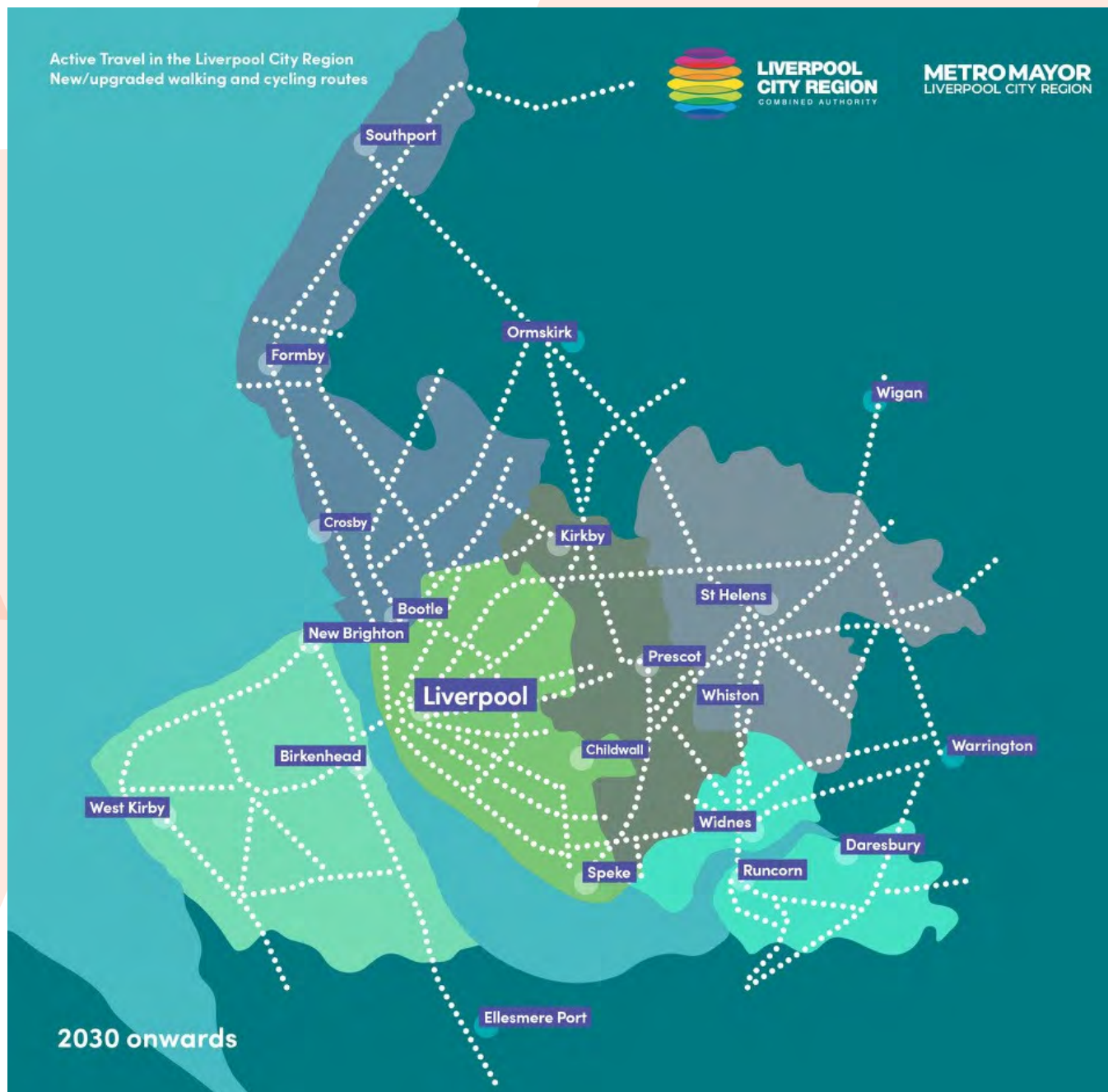
**Figure 3.5: Toucan crossing, Leeds Street, Liverpool**



**Figure 3.6:**  
Cycling desire lines



**Figure 3.7:**  
**LCR LCWIP proposed cycling and walking network (31 corridors)**



# 4 Network planning for walking

## 4.1 Walking Networks

**4.1.1** The Liverpool City Region is a pilot area for a Walkability Tool being developed by University College London (UCL) and Living Streets in conjunction with the Department for Transport (DfT). The tool is designed specifically to develop walking networks to help in the development of LCWIP programmes.

**4.1.2** The Walkability Tool identifies locations of high demand for walking, using a set of modelling approaches and methods developed to estimate the relative likely intensity of walking for transport purposes taking place in any given location within a given analysis area. The approach does not judge the quality of the walking environment, just the demand. The outputs from this are helping to determine areas

that are important walking locations, which can then be assessed for their suitability for improvement works to affect change. Figures 4.5, 4.6 and 4.7 demonstrate outputs of the model. Figure 4.1 shows high demand walking locations in each local authority area. Figures 4.2 and 4.3 highlight high demand walking locations in red, with shading through yellow and to blue for lower walking demand areas.

**4.1.3** A walking audit methodology developed for the LCR with consultants WSP is being used to assess the suitability of existing provision at locations expected to have high demand for walking, and consider where improvements can be made to create an environment which makes walking more attractive, both from the point of view of improved road safety and for better 'placemaking'. The audits will reflect on the existing provision and how the walking environment could be improved with measures such as lighting and surfacing, wider footways and dropped crossings and other considerations to accessibility, as well as safe crossing points and reduced traffic speeds to make a safer environment for people on foot. Measures such as benches and signage will improve convenience for walking, and consideration to the attractiveness of the environment will add to the appeal of walking. This concerns the quality and individuality of materials, cleanliness of the area and items such as planters. By identifying potential improvements, usage of these routes can be optimised, helping to ensure that these 'high demand' streets are suitable and appealing for walking. Funding opportunities will continue to be sought throughout the LCWIP period to enact walking measures identified.

4.1.4 The areas identified by the walking improvements maps are largely focused around City, Town and District centres and public transport hubs. The corridors shown in Figure 3.6 and Figure 5.1 will be designed for people on cycles and for people walking. Designs will look to improve both the walking and cycling environment. As an example, junction improvements as part of these schemes will look to enhance safety and suitability for people walking as well as those using the cycleways.

**Figure 4.1: Wayfinding, Baltic Quarter, Liverpool**



**Figure 4.2: Walking environment, Pier Head, Liverpool**



**Figure 4.3: Wayfinding, Baltic Quarter, Liverpool**



**Figure 4.4: Footway crossing cycleway, Park Lane, Liverpool**



## 4.2 Linking to other walking and public realm proposals

4.2.1 There are a number of high profile public realm schemes planned in the LCR which link into LCWIP objectives. Many walking trips are to, or within, town or district centres, and there is currently an LCR scheme to fund improvements in ten LCR Centres which will improve walking environments. Those interventions include masterplan strategies, public realm improvements, physical and digital infrastructure, business support, town centre management and events and marketing activities. The ten town/district centres identified for investment are:

BOOTLE

COUNTY ROAD

EARLESTOWN

HALTON LEA

ST HELENS

HUYTON

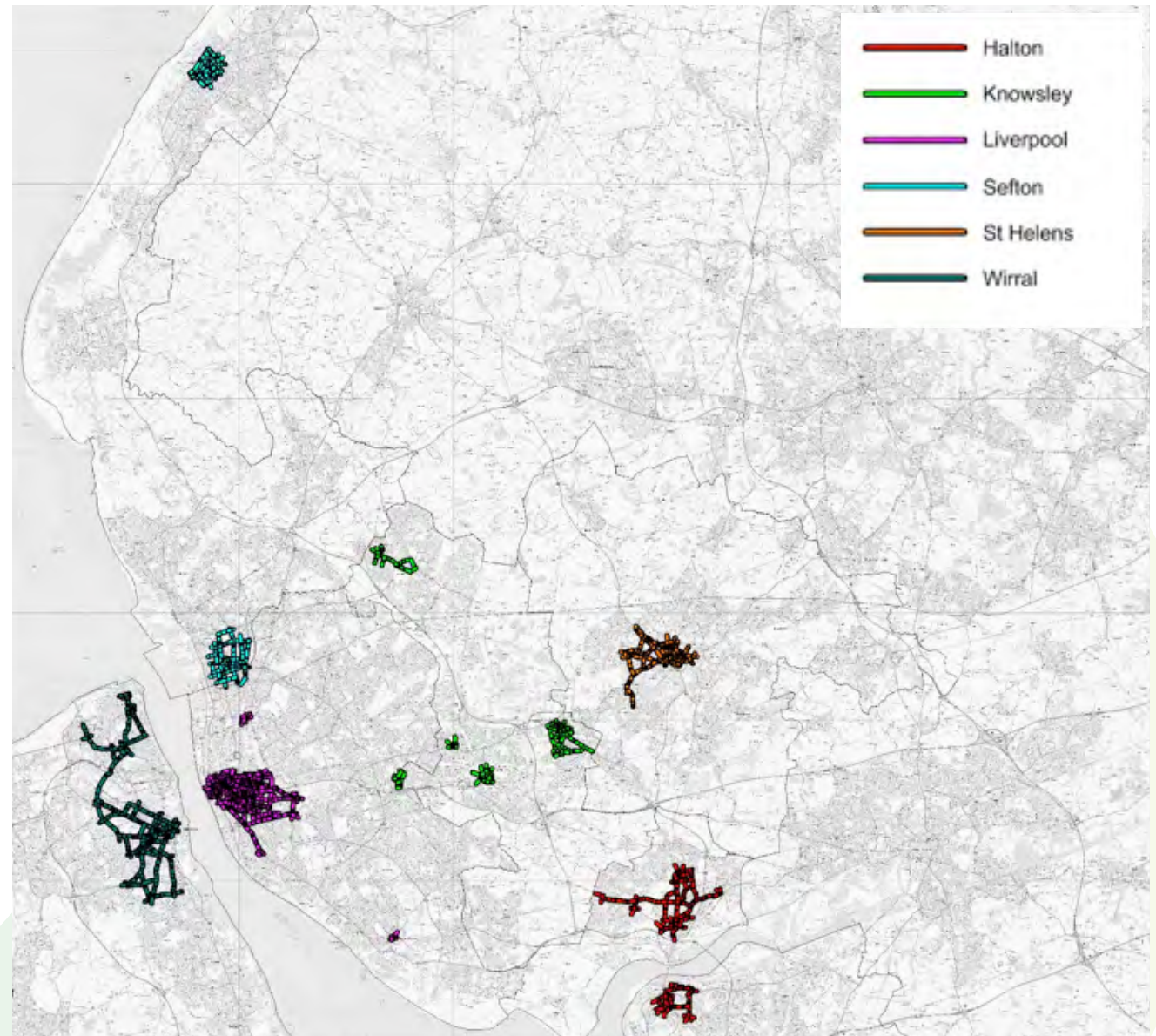
LISCARD

NEW FERRY

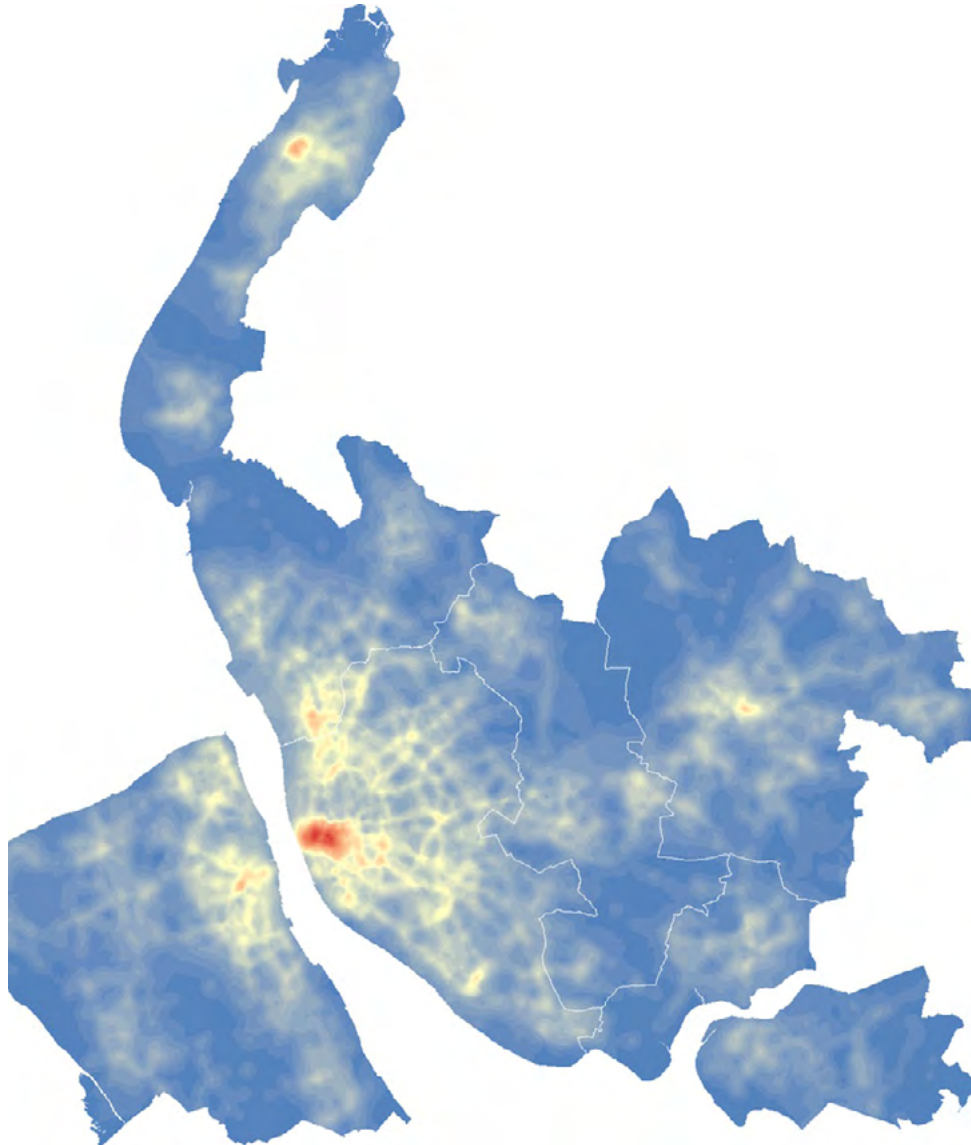
PRESCOT

SOUTHPORT

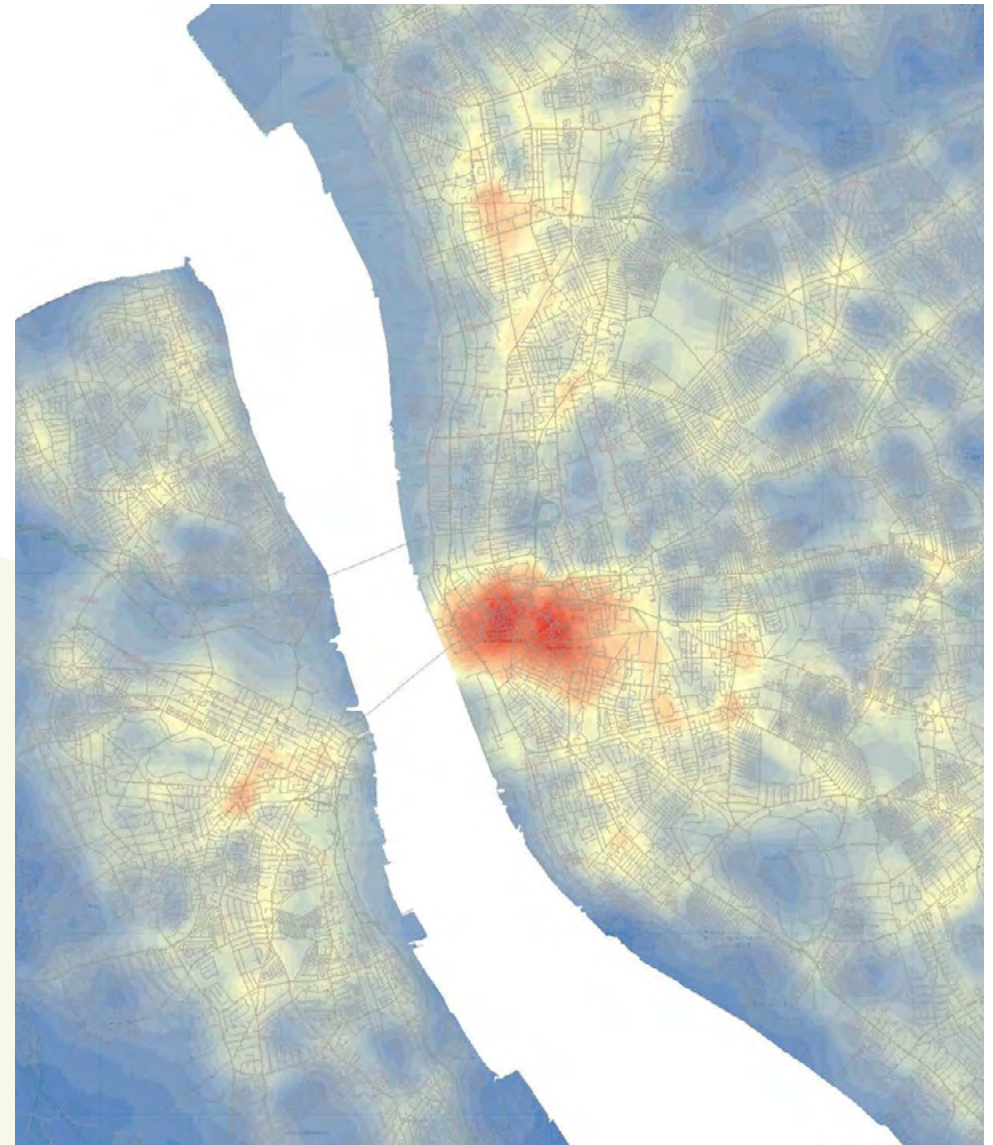
Figure 4.5: Walking routes identified by Walkability Tool developed by University College London (UCL) and Living Streets in conjunction with DfT



**Figure 4.6: Walking routes identified by Walkability Tool developed by University College London (UCL) and Living Streets in conjunction with DfT**



**Figure 4.7: Walking routes identified by Walkability Tool developed by University College London (UCL) and Living Streets in conjunction with DfT**



# 5 Prioritising improvements

## 5.1 Prioritisation factors

**5.1.1** Phase 1 routes were developed with a corridor focus linking housing and employment locations. This first phase includes routes through green spaces and focuses on habitat improvements to those green spaces along the route.

**5.1.2** For developing routes for Phase 2 onwards, the 31 origin – destination links were established from sources listed in Gathering Data Section 2.2. The Active Travel Steering Group has prioritised nine routes for development (Figures 5.3 and 5.5), taking into account the information gathered and assessment of the criteria and key considerations shown in Figures 5.1 and 5.2 that follows.

**Figure 5.1: Key considerations for prioritisation**

### **PROPENSITY FOR WALKING AND CYCLING**

Do people want to walk and cycle between these places?  
Does it link the places people live with the places people want to go?

### **LINKING THE LCR**

Working towards building a network of routes across the LCR

### **LCR STRATEGIC PROPOSALS**

How do the routes link with wider LCR strategies, proposals and aspirations

### **PROPENSITY FOR WALKING AND CYCLING**

The LCWIP is strategic, but practicalities cannot be ignored. The steering group therefore assessed where new measures are likely to be able to be built, taking into account how they fit in with other plans and programmes across the LCR.



Figure 5.2: Route prioritisation criteria



Figure 5.3: Priority LCWIP locations



## 5.2.1 LCWIP Routes

### LCWIP Phase 1 (yellow)

- Liverpool City Centre – Speke upgraded cycleway (6.8km upgraded cycleway)
- Seaforth – Southport (15km new and upgraded cycleway)
- Prescot – Runcorn (7.4km new and upgraded off-road cycleway)
- Liverpool Loop Line (6km upgraded cycleway)
- St Helens (6.3km new and upgraded cycleway)
- Leasowe – Seacombe Ferry Terminal (3.7km new cycleway)
- Runcorn Links (new and upgraded cycleway)

### LCWIP Phase 2 (red)

- New Brighton – Birkenhead
- Runcorn – Daresbury

### LCWIP Phase 2a (orange)

- East Lancashire Road (Haydock to Liverpool)

### LCWIP Phase 3 (purple)

- Liverpool City Centre to Childwall
- Knowsley Cycle Route (Kirkby to Speke)
- Birkenhead to Eastham
- Bootle to Liverpool City Centre
- St Helens to Widnes (including links with Lea Green)
- Runcorn Busway

5.1.3 Figure 5.3 shows the LCWIP Prioritised Programme for delivery, with the routes detailed above included within the 10 year programme, and the remaining routes that will be added to the network in future. The schemes indicated above have been developed to the following level of detail.

- Phase 1 routes are in delivery stage, for completion in 2021
- Phase 2 routes are at outline design stage and are being developed to a level of detail appropriate for Business Case development for submission for Transforming Cities Funding (TCF). Expected scheme completion will be March 2023

- Phase 2a is also at outline design stage and being developed to a level of detail appropriate for Business Case development
- Phase 3 routes are at outline design stage, with a view to prioritising the six once the outlines are complete.

## 5.3 Funding and delivering the LCWIP phases

### 5.3.1 Phase 1

- Phase 1 funding of £16.7m is successfully secured for the total project costs. This comprised of £8.35m of European Regional Development Funding (ERDF) Sustainable Urban Development (SUD), £4.8m LCR Transforming Cities Funding plus £3.5m Local Authority match funding.
- The 7 routes are being delivered concurrently.
- A consortium of partners with a programme manager is in place to oversee delivery.
- Phase 1 includes 55km new and upgraded cycling and walking routes with new green infrastructure and biodiversity improvements.

- The project will also trial innovative methods of data collection and a journey planning app with Liverpool John Moores University.

5.3.2 The Phase 1 routes involve an integrated package of projects, which focus on sustainable mobility and green infrastructure. The project consists of separate work packages, with a series of cycling and walking upgrades on key corridors linking key housing sites in the region with employment and training opportunities. These key corridors will utilise off-road and segregated routes where possible to encourage increased uptake in cycling and walking in the region. A key priority of the funding is to upgrade significant areas of the region's key biodiversity sites and create new areas for wildflowers and woodland. Other green infrastructure enhancements include the planting of street trees and management of natural habitats and woodland.

**5.3.3** The Phase 2 routes are being developed for submission for LCR Transforming Cities Funding (TCF), which has a focus on sustainable transport modes. Bids are being developed for submission at the end of 2019 with a view to securing funding early in 2020. The business case for Phase 2a is being developed to enable funding submission should further funding opportunities arise.

**5.3.4** Completion of the 10 year proposals (Phases 1, 2, 2a and 3) is expected to cost in excess of £250m. Funding opportunities will continue to be sought to forward the development of these LCWIP routes. As well as specific sustainable transport funds, this will include working to identify where measures can be introduced as part of other highway schemes including highway maintenance and public realm schemes.

**5.3.5** The business case for individual routes will be compiled following their design and costing. Outline designs will take into account the level and type of infrastructure that is needed to improve each section and what is possible within the constraints of the location. Stakeholder engagement is part of this process. Both cycling and walking improvements will be included within the proposals for the routes. The designs will be used to provide a cost estimate for the route, undertaken through the use of quantity surveyors' workings based on the designs. This process is being undertaken within 2019/20 for three of the routes (see below), with six further routes being developed to outline design. Figure 5.4 sets out the prioritised programme for the LCWIP.

**5.3.6** The Active Mode Appraisal Tool (AMAT) is recommended by the Department for Transport (DfT) for appraisal of walking and cycling schemes. This is being used, along with guidance provided in TAG Unit A5.1 Active Mode Appraisal and other DfT TAG guidance to calculate the expected benefits of building each route (including TAG Units A1.1, A1.2, A5.1, A5.4. TAG Databook, WHO research, TEMPRO background growth).

## **5.4 Wider implementation principles**

**5.4.1** Infrastructure design will be built for resilience to the impacts of Climate Change. The Phase 1 routes include habitat and biodiversity improvements. Infrastructure designs will take into account flood risk and will be designed to be resilient to flooding and other extreme weather events. Ongoing maintenance measures will be planned at business case stage to help preserve the infrastructure's resilience.

**5.4.2** Road safety is a key consideration, and engagement and research has indicated that it is a particular concern for many people who do not currently cycle, but would cycle in safer environments. This is a key reason that the LCWIP focuses on high quality infrastructure and looks to introduce separated and off-road cycleways where possible and appropriate. Safety audits in the design process are key to assessing the location to ensure high quality designs that will improve the safety of people on cycles and on foot.

**5.4.3** The LCRCAs Transport Plan details the digital and dig once proposals for a LCR-wide fibre network. Costing for LCWIP Phase 2 corridors includes costs for ducting that will enable fibre networks to utilise the routes.

### Figure 5.4: Prioritised LCWIP Programme

(\*please note that all timescales are subject to gaining access to funding through bidding processes with the exception of LCWIP Phase 1, for which funding has been secured)

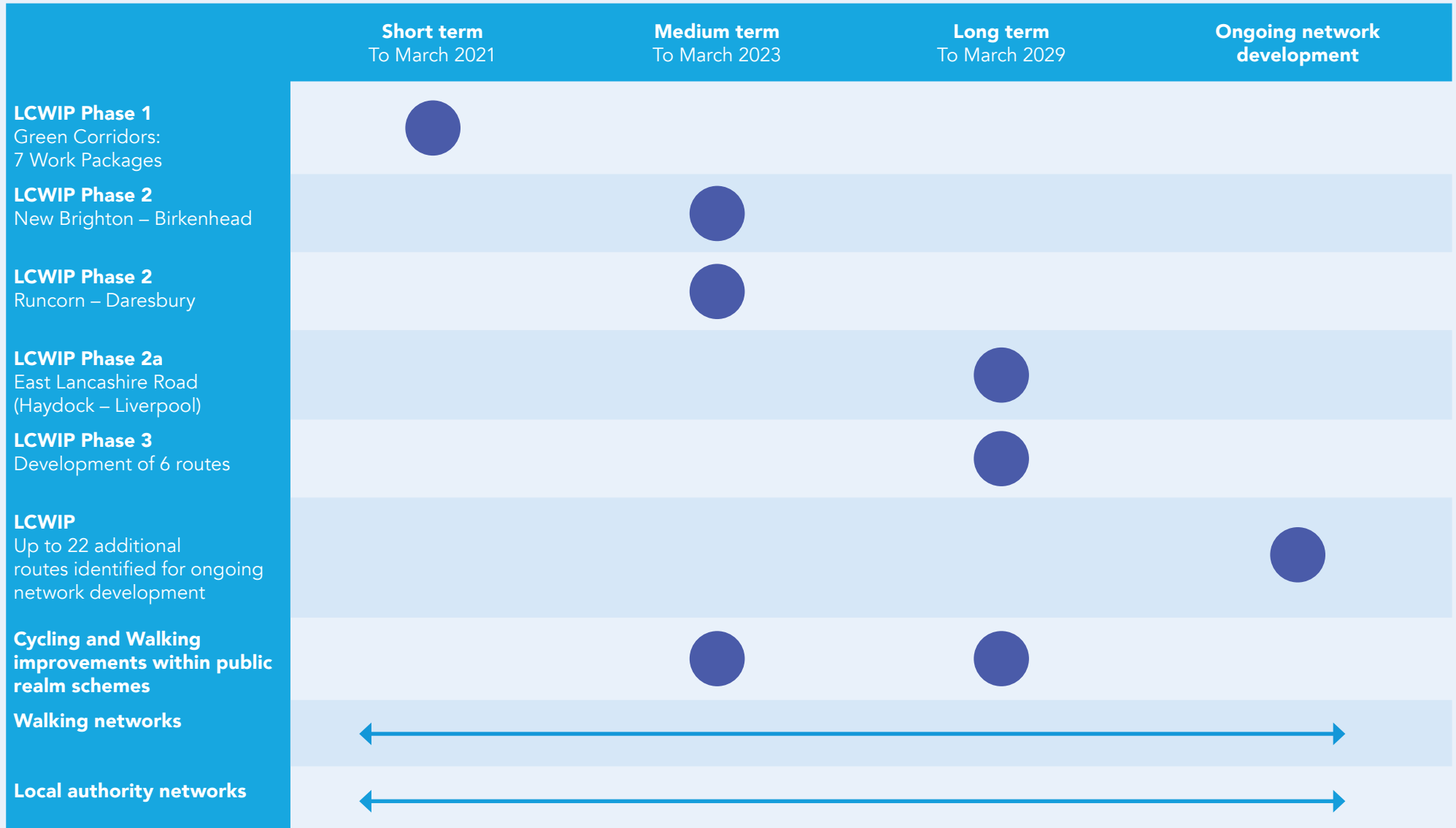
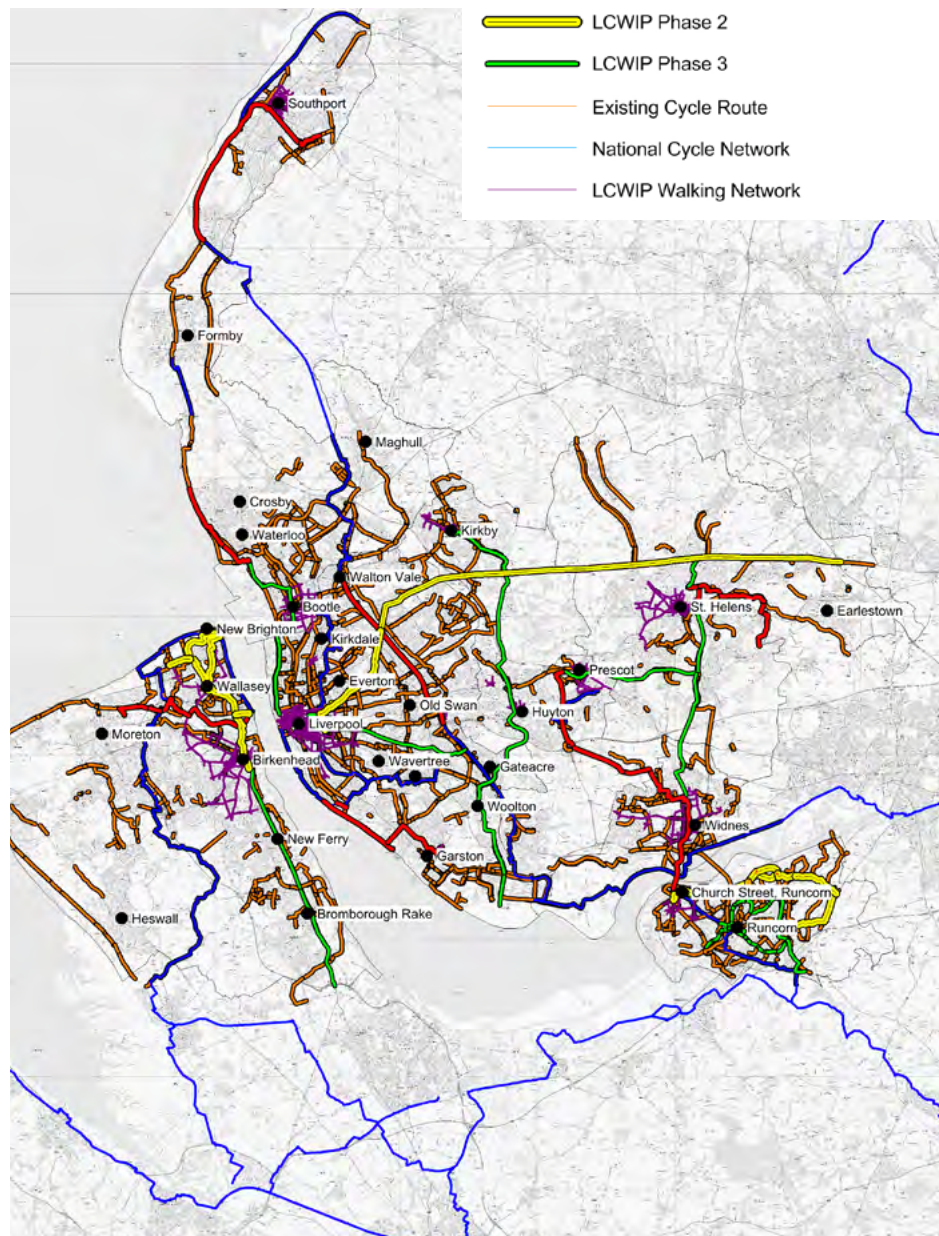


Figure 5.5: Priority LCWIP locations shown with existing infrastructure



5.4.4 Figure 5.5 demonstrates how the LCWIP routes complement existing infrastructure.





# 6 Integration and application

## 6.1 Policy Integration

6.1.1 Development of the LCWIP Network aligns with LCRCA policies and strategies. Local and national policies that impact the LCWIP are shown in Figure 6.1 that follows.

**Figure 6.1: Key local and national policy drivers and the LCWIP Development**

### **LCRCA Transport Plan (2019)**

- Articulates the LCRCA vision for transport
- Provides a single source of information on adopted transport policy, based on current plans and priorities, updated in light of the Metro Mayor's vision and the Combined Authority's investment priorities
- Links closely with the city region's Transforming Cities Funding programme which is part of the Strategic Investment Fund
- Replaces the Combined Authority's Transport Plan for Growth
- Provides a non-statutory, updated statement of current priorities and provides a bridge between our statutory plans and the development of a new, statutory Transport Plan for the city region
- Focuses on delivery over the short term

### **LCR Local Journeys Strategy (2017)**

- Aims to facilitate an increase in more sustainable local journeys, as part of a planned programme of investment
- The LCWIP in an implementation plan of strategy set out in the Local Journeys Strategy



## **DfT Cycling and Walking Investment Strategy (2017)**

- National ambition in England by 2040 to make Cycling and Walking the natural choice for shorter journeys or as part of a longer journey
- Aims for Better Streets, Better Mobility and Better Safety
- LCWIPs are the delivery plans for cycling and walking infrastructure

## **LCR Corporate Plan (2018)**

- Guided by the LCR's objectives to deliver sustainable growth that benefits all in the City Region
- Priorities are to put the City Region first, act with respect and be action focused
- The Corporate Plan recognises that the role of walking and cycling is critical and identifies that it will invest in the enhancement of these networks to remove barriers and encourage a shift from car trips to more active modes in the Local Journeys Strategy

## **LCR Strategic Investment Fund Strategy (2018)**

- The LCWIP will play an important role in delivering several of the SIF Strategy priorities, specifically around:
- Developing an integrated multi-modal transport system to deliver economic growth whilst reducing the City Region's carbon footprint
- Identify and maximise new spaces and places of potential economic opportunity
- Promote Health and Wellbeing across the City Region

## **LCR Rights of Way Improvement Plan (2018)**

- Details how improvements made to the public rights of way network can provide a better experience for walkers, people cycling and all users of public rights of way
- Based on the needs of both local people and visitors, it provides a structured approach to improving alternative routes for avoiding busy roads, helping people travel through or around heavily developed areas, and walking to work, the shops, and railway stations,
- Aligned with the vision and objectives of the Local Journeys Strategy and the LCWIP

## **LCR Road Safety Strategy (2017)**

- Aims to reduce the number of people killed and seriously injured in the LCR
- Outlines the methods and measures that will be necessary to promote safer local journeys, many of which will be by people walking and cycling
- The LCRCA is an integral partner of the Road Safety Partnership which operates across the LCR to reduce road casualties through engineering, education and enforcement

## **LCR Spatial Development Strategy (in development)**

- As part of its 2015 Devolution Deal, the LCRCA is to prepare a statutory Spatial Development Strategy (SDS). This SDS will be the first of its kind for the Liverpool City Region.
- It will set out the Mayoral Combined Authority's strategy for spatial development on a city region-wide scale through a range of planning policies concerning development and land-use. The SDS will also have regard to other LCRCA policies or proposals that have spatial development considerations; including those relating to transport.
- The detailed scope of the policies to be contained in the SDS has yet to be established at this stage. The SDS is to undergo stages of public engagement, formal consultation and examination in public before it is published. When published, the SDS will form part of the development plan for the Liverpool City Region authorities meaning it will be considered in the determination of planning applications.

## **LCR Long Term Rail Strategy (2018)**

- Update of Rail Strategy reflects changing circumstances, including constraints on the network as a result of forecast growth in Liverpool City Centre, notably at Liverpool Central Station

## Mersey Ferries Strategy (2016)

- Resets to role of the ferries as a leisure asset, and to seek to put them on a more sustainable footing
- Highlights need for new vessels, and challenges the need for each of the existing terminals

## LCR Bus Strategy (2016)

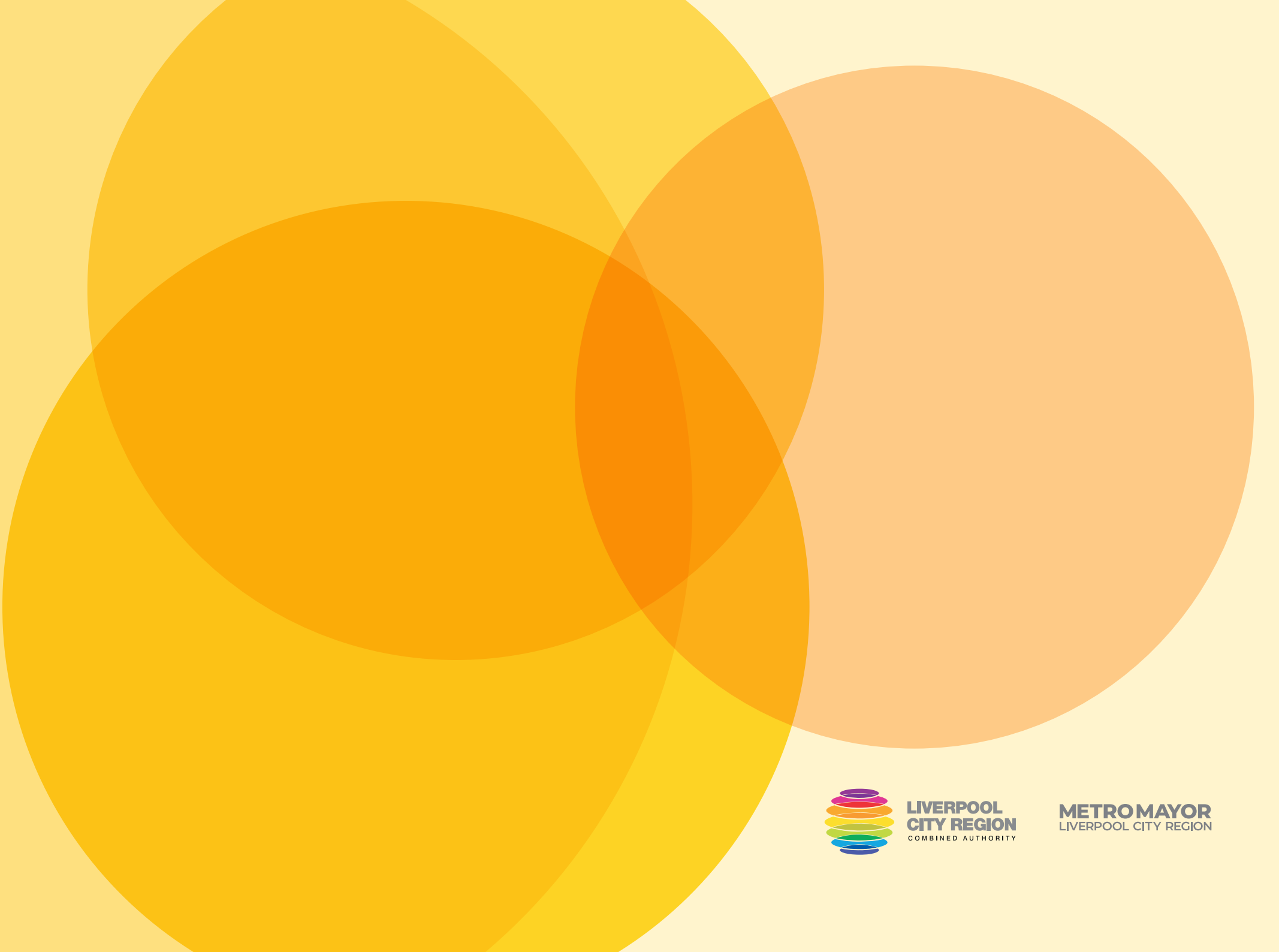
- To grow bus patronage as a flexible and sustainable transport mode, and improve its quality and reliability, currently through a Bus Alliance (Merseytravel, bus operators and local authorities working together in partnership)

## 6.2 Monitoring and Evaluation

6.2.1 Monitoring and evaluation will be integral as the LCWIP business cases are developed for each route. The monitoring and evaluation plan will be developed for each route as it is progressed. For a route the plan will set out the following information:

- data requirements for collection
- how data will be collected
- when data will be collected
- sample size requirements
- outputs for the scheme
- key outcomes for the scheme
- lessons learned for improving future schemes

6.2.2 Logic maps setting out this data will inform analysis of the outcomes of delivery. As routes begin to develop into a network, monitoring and evaluation plans will build in analysis of the potential benefits of a network approach. Evaluation findings will inform designs of future routes being developed.



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