

Arrive Happy

Local Cycling and Walking Infrastructure Plan

LTP Development Team, Merseytravel



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Why Invest in Walking & Cycling?

Boosting the high street and local town centres:

walking and cycling improvements can increase retail spend by up to 30%.

Reducing absences and increasing productivity:

People who are physically active take 27% fewer sick days each year than their colleagues.

Attracting employees and businesses:

Businesses see walking and cycling as key to attracting and retaining the staff the need to thrive

Keeping the city moving for business:

New cycle lanes in London have helped some streets carry up to 5% more people at the busiest times.

Wider Economic Benefits:

Investing in walking and cycling and can prevent billions of pounds worth of health and environmental damage.

Helping everyone share the benefits:

Active travel is accessible and inclusive. Making it easier to walk and cycle means that more Londoners can enjoy the benefits



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Cycling Improvements within the region

- **Local Sustainable Transport Fund:- Circa £25m secured**
- - to build strong local economies and address climate change including cycle schemes to improve access to employment, education and leisure facilities
- **Sustainable Transport Enhancement Package (STEP):- £41.4m secured**
- - 64 schemes (including cycling) funded via Local Growth Fund
- **Cycling and Walking to Work Fund Pilot:- Circa £1m secured**
- - a package of 12 schemes delivered e.g. access to skills/jobs in the transport sector, behaviour change, journey planning, cycle maps, travel tickets/Citybike for job seekers and walking/cycling training hubs



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Cycling & Walking Investment Strategy & Local Cycling and Walking Infrastructure Plan (LCWIP)

The Infrastructure Act 2015 placed a duty on the Secretary of State to set Cycling and Walking Investment Strategies

The first **Cycling and Walking Investment Strategy** was published in April 2017



What are Local Cycling and Walking Infrastructure Plans?

A Local Cycling and Walking Infrastructure Plan (LCWIP) is a long-term approach to developing comprehensive local cycling and walking networks, ideally over a 10 year period.

A network plan for walking and cycling which identifies preferred routes and core zones for further development



A prioritised programme of infrastructure improvements for future investment



A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements



Ambition for cycling and walking to be the natural choice for shorter journeys, or as part of a longer journey



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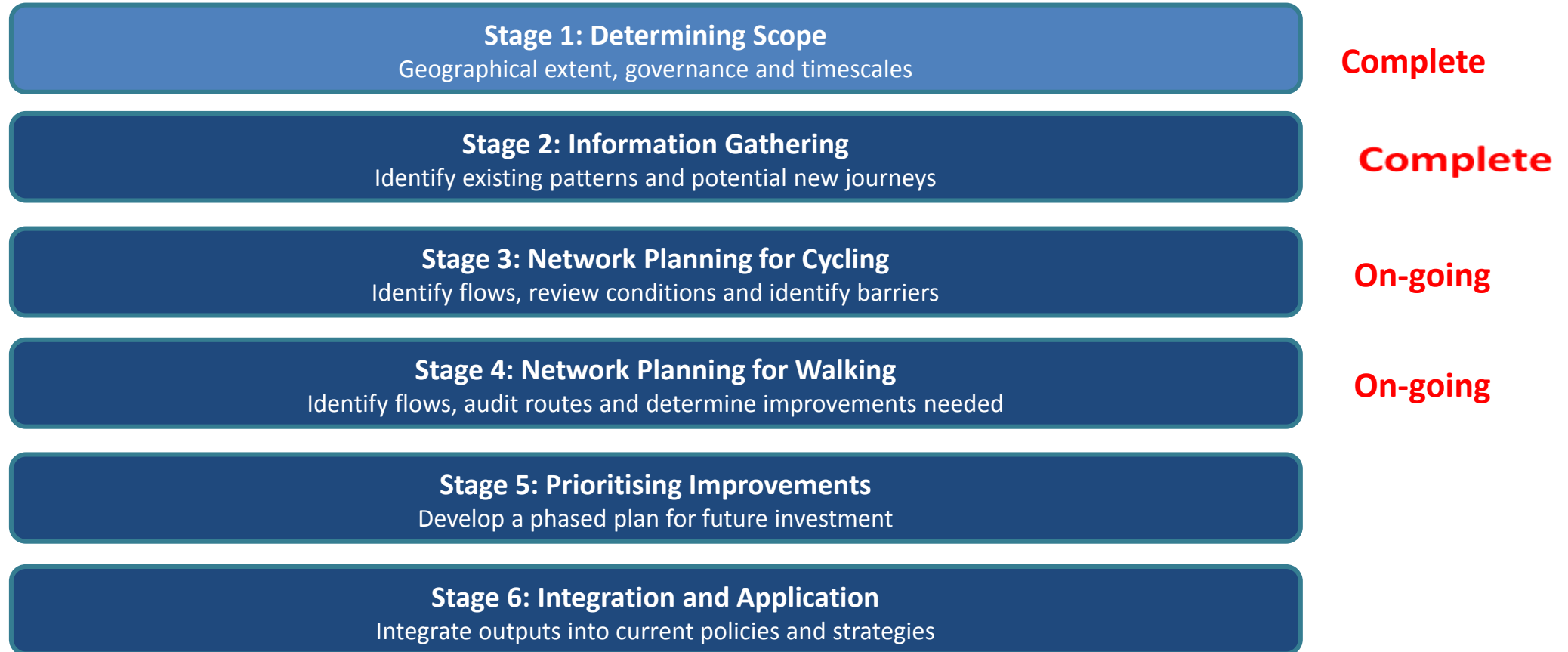


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Progress



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LCWIP Scope

- Working with partners (districts, Living Streets, UCL) to develop a Strategic Route Network via a phased approach
- Main trip generators identified through Local Journeys Strategy
 - City Centre
 - Town Centres
 - Out of town leisure destinations
 - Growing employment and mixed use locations
 - Stable residential communities
 - New housing developments
 - Educational facilities
 - Public transport nodes



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1st Phase - SUD (Sustainable Urban Development) Strategy

- Green Sustainable Travel Corridors project has been approved by MHCLG
- Now awaiting the final version of the GFA which we hope to receive very soon
- Successfully secured £8.35m (£16.7m total project) of ERDF to deliver new and upgraded cycling and walking routes with new green infrastructure and biodiversity improvements
- Project will also trial innovative methods of data collection and a journey planning app



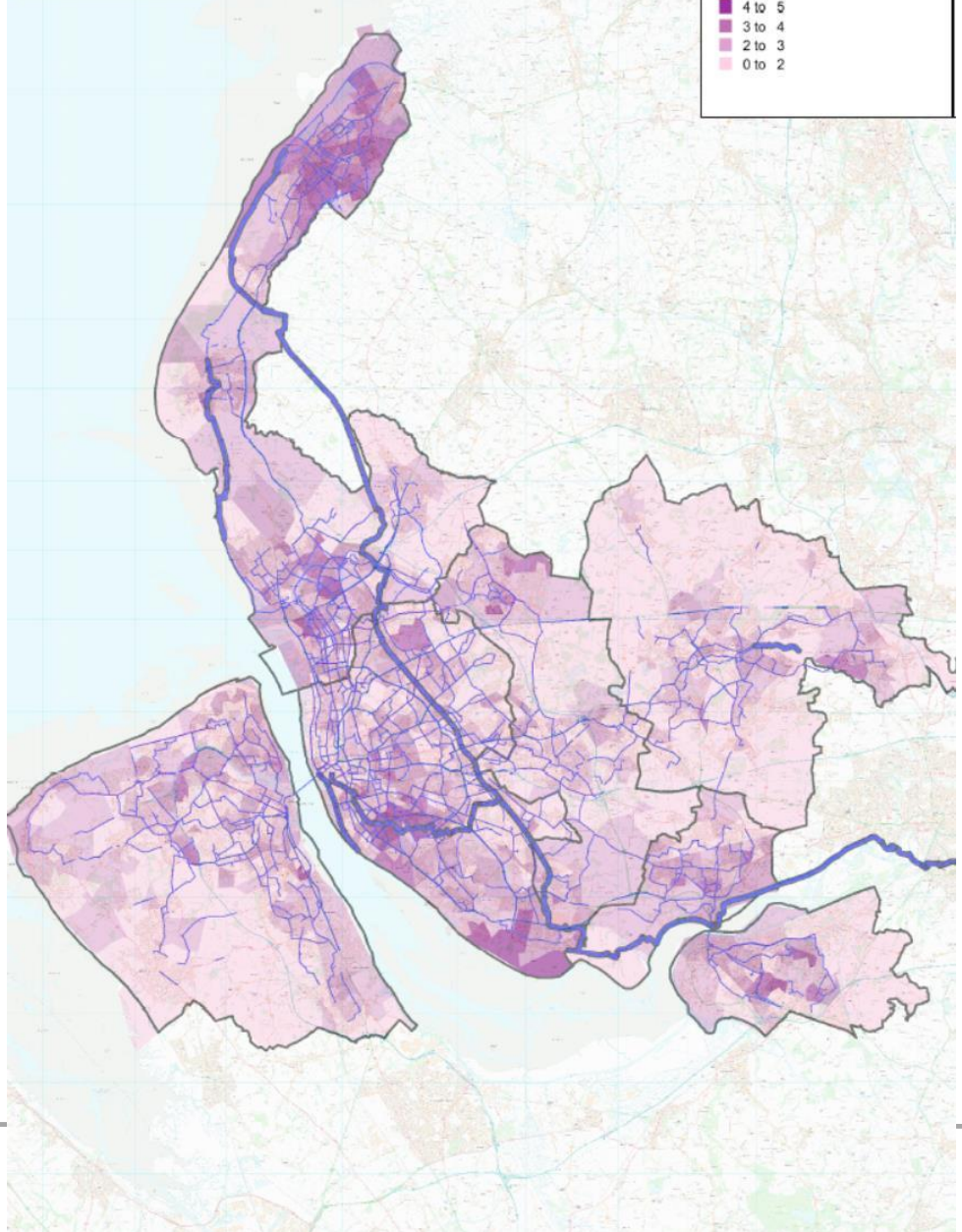
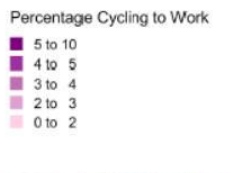
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- Project consortium led by Merseytravel. Partners include the six district councils and LJMU
- Project will be delivered in conjunction with Sustrans and The Eden Project (for biodiversity improvements)
- Project will run until September 2021
- Up to 55km of new and upgraded cycle/walking paths introduced
- Total of 49 hectares of natural habitat will be introduced or improved
- Cycling and walking interventions are phase 1 of the emerging strategic LCR Network being developed through LCWIP process
- Some match funding from Transforming Cities Fund (TCF)

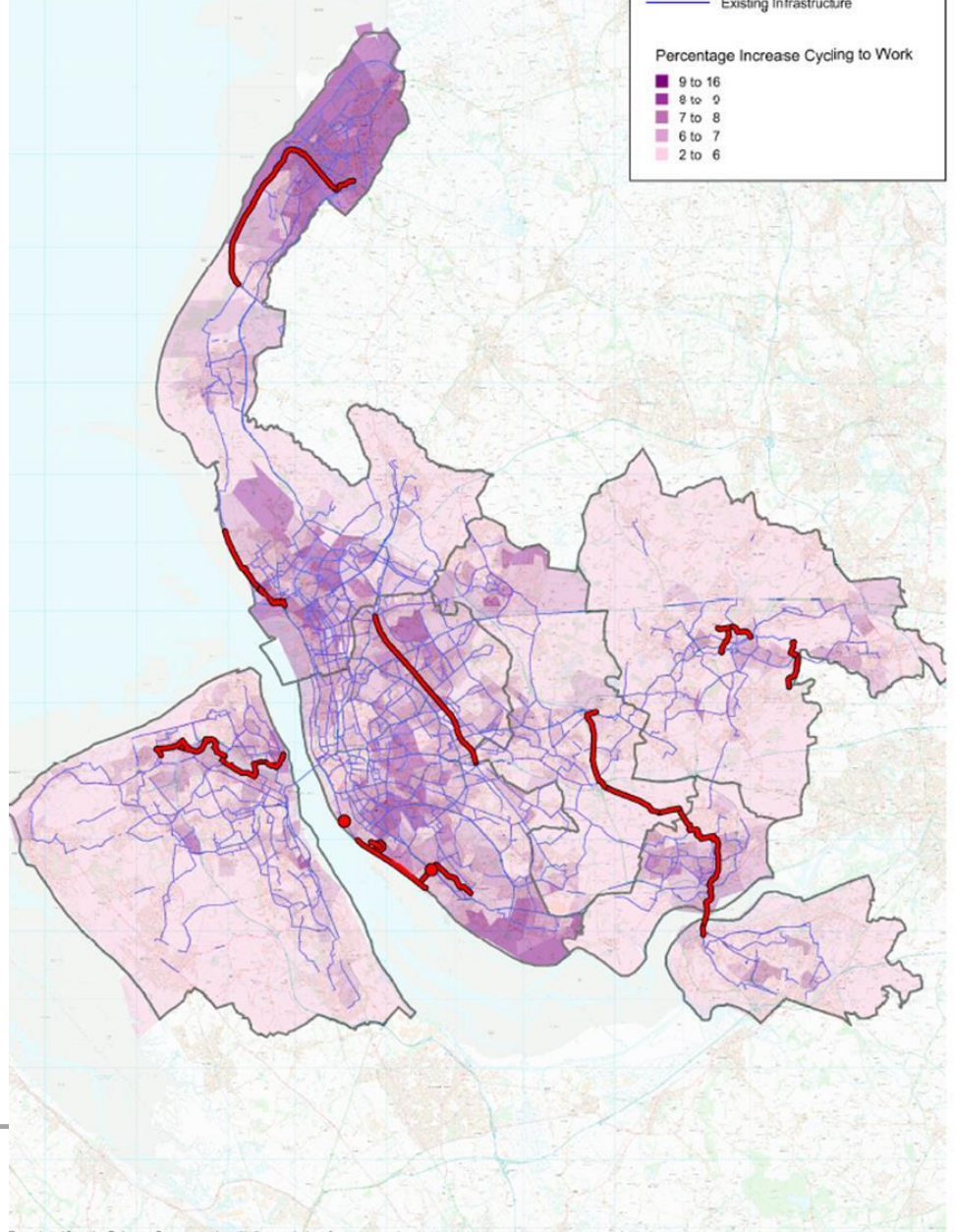
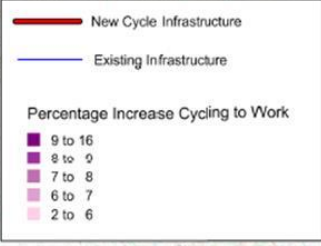
- **WP1 Liverpool City Centre – Speke**
 - 6.8km of upgraded off-road cycle and walking facilities
 - 6ha of ecologically appropriate biodiverse grassland and verges developed
- **WP2 Seaforth – Southport**
 - 15km of new and upgraded off-road cycle and walking facilities
 - 15ha of habitat improvements and tree and wildflower planting
- **WP3 Prescot – Runcorn**
 - 7.4km of new and upgraded cycling and walking facilities
 - 9 ha of woodland management
- **WP4 Liverpool Loop Line**
 - 2km of upgraded route and access improvements
 - 5ha of grassland and woodland management
- **WP5 St Helens**
 - 6.3km of upgraded and new cycle and walking facilities
 - 8ha of woodland/habitat management
- **WP6 Leasowe – Seacombe Ferry Terminal**
 - 3.7km of new and upgraded cycle and walking facilities

Liverpool City Region Strategic Cycle Network Existing Infrastructure



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Liverpool City Region Strategic Cycle Network LCR Cycle Network - Phase 1



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2nd Phase Activity

- 31 Cycle corridors identified in total over the lifetime of the LCWIP
 - Links between origin and destination points
 - Currently do not link directly to existing roads or pathways
 - Based on a clear evidence base in line with LCWIP guidance
 - Propensity to Cycle Toolkit - www.pct.bike
 - Cycle Infrastructure Prioritisation Toolkit
 - Walkability Tool
 - DfT technical support available to support plan development
- Prioritisation
 - Methodology previously developed and agreed by Transport Partners
 - Nine corridors to be developed in greater detail
 - Delivery in the first four years of the plan
 - Successful Bid to TCF Development Fund for design costs



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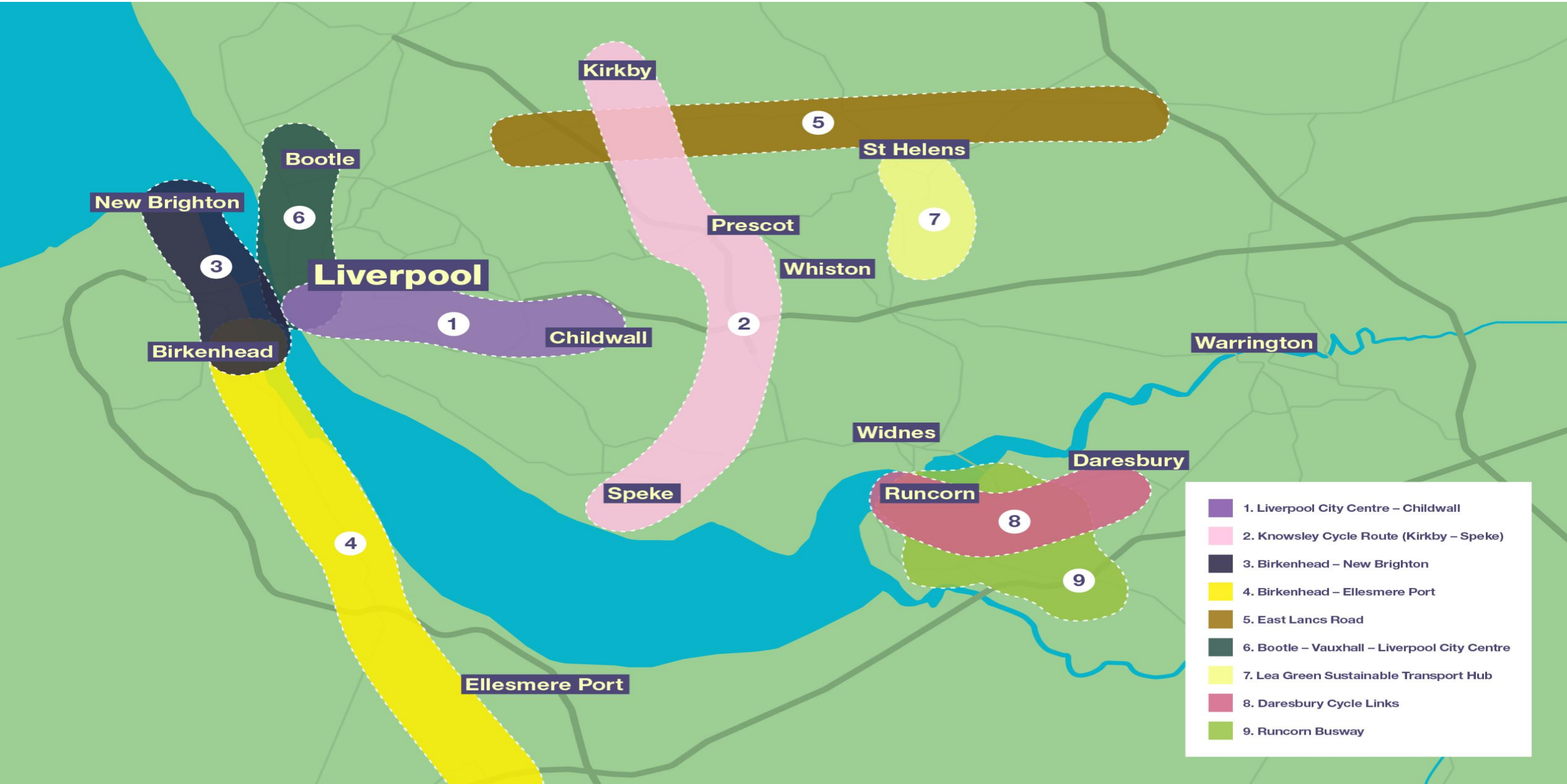
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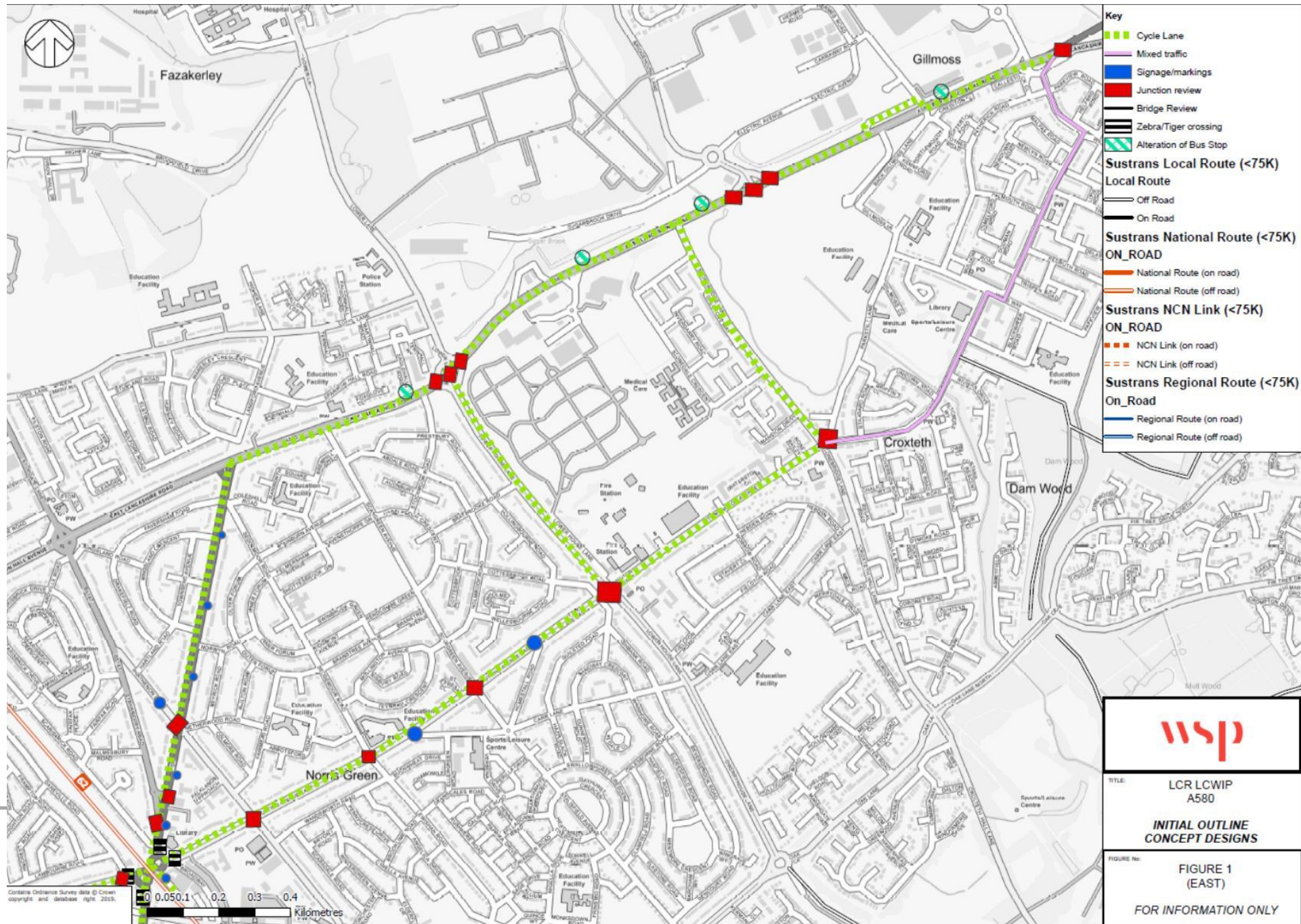
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■ LCWIP – Cycle and Walking Corridors





- 1. Liverpool City Centre – Childwall
- 2. Knowsley Cycle Route (Kirkby – Speke)
- 3. Birkenhead – New Brighton
- 4. Birkenhead – Ellesmere Port
- 5. East Lancs Road
- 6. Bootle – Vauxhall – Liverpool City Centre
- 7. Lea Green Sustainable Transport Hub
- 8. Daresbury Cycle Links
- 9. Runcorn Busway



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TITLE: LCR LCWIP A580

INITIAL OUTLINE CONCEPT DESIGNS

FIGURE No: FIGURE 1 (EAST)

FOR INFORMATION ONLY

LCWIP – Survey Headlines

- On-line survey ran from 17th December 2018 – 31st January 2019
- 1722 individuals completed a survey
- In terms of measures that are important to encourage people to cycle more often:
 - 93% think “Safe, well-lit and well maintained cycle paths” are important.
- Thinking about the safety of roads and pavements in the local area:
 - 89% feel safe walking on the pavement during daylight hours,
 - drops to 60% during hours of darkness.
 - Just 30% feel safe riding a bike on the road during daylight hours,
 - drops to 10% during hours of darkness.



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Best Practice

- LCR looking to utilise national best practice
- Initially considered Sustrans Design guide
- Decided upon TfL's
 'London Cycling Design Standards'



<http://content.tfl.gov.uk/lcds-chapter1-designrequirements.pdf>

Each Chapter deals with a different issue



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LCR Local Cycling and Walking Strategic Route Network

- Guiding principles
 - **Safe** cycling and walking environments that are safe to use and feel safe
 - **Accessible** streets to support all pedestrians and cyclists
 - **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** infrastructure that is legible, consistent, joined-up and inclusive
 - **Adaptable** infrastructure designed to accommodate all users needs



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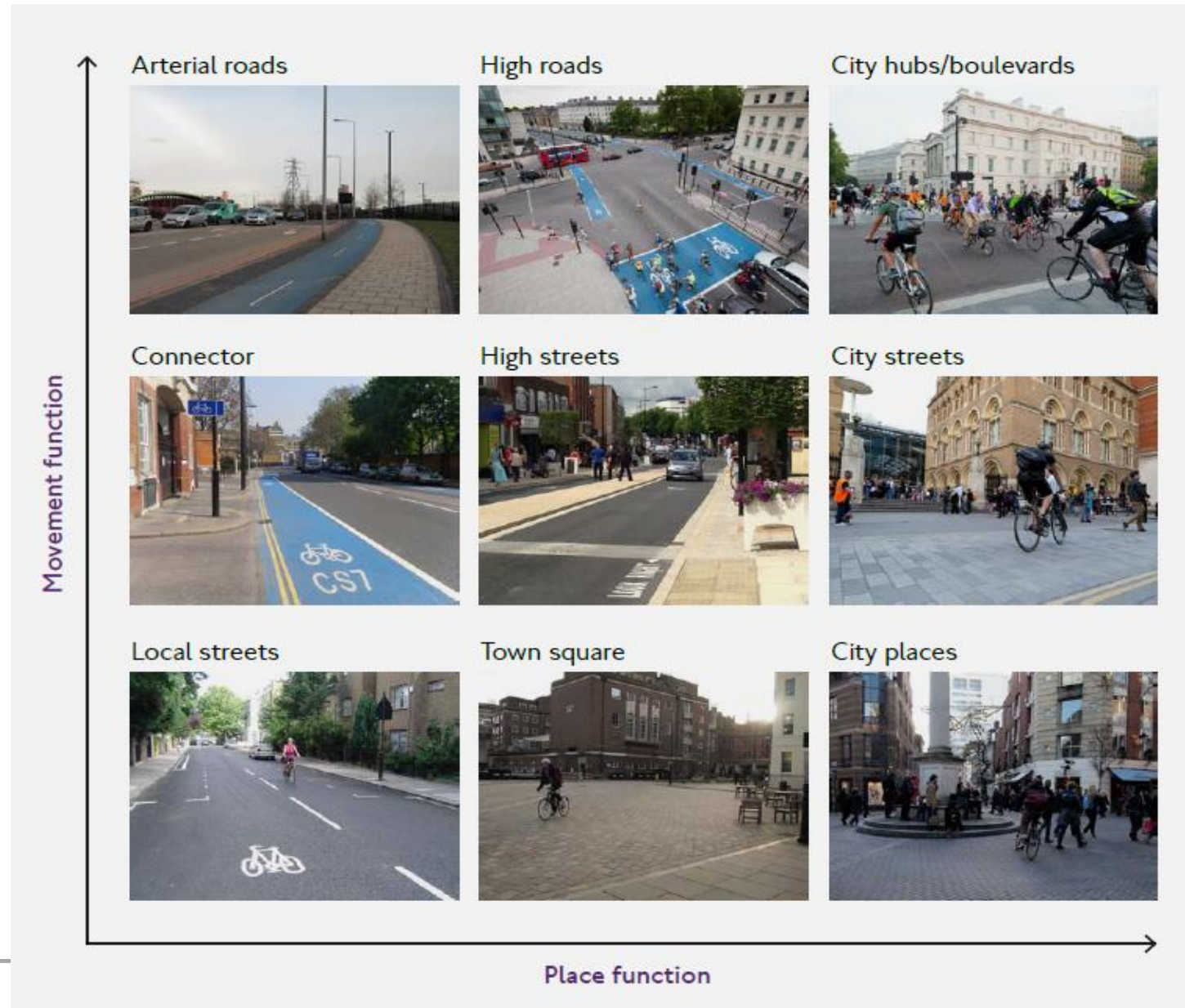


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The Vision for Cycling and walking is based on the quality of the infrastructure to be delivered. This should be informed by the context and with thoughtfulness to end users' and potential end users'



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Examples



Widening of advisory cycle lanes adjacent to inset parking bays, with cycle symbol placed well away from the kerbside



Advisory lanes on two-way streets with no centre-line – wide (left) or buffered (right) to account for parked cars



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Bike Life – LCR Partnership with Sustrans

- Based on the Copenhagen Bicycle Account, a collaboration between Sustrans and 14 UK cities to create the UK's biggest assessment of cycling
- Largest attitudinal survey on cycling in UK
- Reports every two years on:
 - cycle infrastructure provision
 - travel habits
 - attitudes towards cycling
 - the impact of people riding bikes



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Bike Life LCR

- First LCR Survey Spring 2019
- First LCR report due in 2020

<https://www.sustrans.org.uk/bikelife>

Results from previous Bike Life Reports

-  **69%** say their city would be a **better place to live and work** if more people cycled
-  **75%** of people would like to see **more money spent** on cycling
-  **64%** of people would find **protected roadside cycle lanes very useful** to help them cycle more
-  **78%** of residents **support building more protected roadside cycle lanes**, even when this could mean **less space** for other road traffic



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Bike Life Impact



Next Steps

- Bike Life Steering Groups - ongoing
- Start to deliver SUD routes
- LCWIP Consultation and Review Process with colleagues in each district
- Agree detailed routes and options
- Further Stakeholder Engagement
- Design Routes
- Develop Bid for Transforming Cities Fund