Liverpool City Region Liveable Neighbourhoods Program

Bebington

Members Briefing Wednesday 4th August 2021

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Agenda

1. Introductions
2. Aims of the program and area selection
3. Community engagement approach
4. Working with schools
5. Potential design interventions
6. Questions

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Our mission

We make it easier for people to walk and cycle

We have two strategic priorities

Liveable cities and towns for everyone

National Cycle Network: paths for everyone

We believe that a liveable city or town for everyone should…

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1 Put social connection at its heart

3 Be distinct and celebrate its unique character

5 Have clean air and green space for all to live and play in

2 Give people the ability to meet their daily needs locally

4 Make it possible for everyone to move around healthily

6 Be shaped by the people who live and spend time there

But the benefits of our work are not accrued equitably

Making it easier for people to walk and cycle leads to healthier places and happier lives, but not currently **for everyone**.

Some people are more likely to experience the negative impact of others' travel choices, and/or face greater barriers to walking, cycling, wheeling and accessing pleasant, healthy places.

Aims

The program is working towards achieving the principles of Liverpool City Region Combined Authority, Wirral Council, Sustrans and Freshfield's agreed definition of a liveable neighbourhood:

Enable people to take more journeys on foot, bike or other active transport modes, reducing their carbon footprint

Create high-quality public spaces that prioritise people over cars

Create low traffic areas and remove rat running

Provide opportunities for better social connections, thriving local economies and more sustainable living

Give people a say in the design of their streets and foster more active and empowered communities

Selecting the project area

- Wirral Council identified 13 potential areas that could benefit from the Liveable Neighbourhoods program.

- Using Sustrans' selection and prioritisation criteria and data mapping using GIS, each of the areas were investigated for suitability and impact

- Through a process of elimination using Wirral Council officer knowledge, 4 final areas each of which were given further analysis to look at community support, school suitability and the types of business located in the area.

- Final area selected by Wirral Council following review of scoping reports and knowledge of the local area

Population density and land use	Internal road network	Boundary road viability
Considers population density within the area as well as it's relation to and ease of access of local facilities and services.	Considers permeability within the identified area and the likelihood of rat running.	It is important that the identified boundary roads can handle the potential (albeit limited) increases in traffic which may occur.
Deprivation	**Percentage of households without a car**	**Killed or Seriously Injured and road incidents**
Key project aims to deliver benefits for more deprived areas to address transport equity. High levels of multiple deprivation are likely to be reflected by poor health and living environment.	Essential to identify if the project is to deliver greater transport equity and reduce car dependency/poverty.	Reflection on notable issues around road safety that the project can address.

Additional considerations

- Known political support
- Known / anticipated local support
- School suitability
- Business types (loading and occupancy requirements etc.)
- Previous consultations & existing safety interventions (20mph zones, traffic calming etc.)
- Pipeline capital funding

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Selecting the project area

- Known long running localised rat-running issues

- Very large number of schools within and adjacent to the project area

- Good mix of land use including retail and leisure

Programme Overview

School Neighbourhoods

Tackle the congestion, poor air quality and road safety problems faced by many schools. Working with children, parents and teachers to design and deliver well targeted infrastructure improvements.

Liveable Neighbourhoods

Enabling communities to take an active role in developing their own ideas for how they want their neighbourhoods to look and feel, Sustrans' Street Design projects empower local people to make improvements to their local area. This also has the benefit of helping people play a more active role in their community.

Governance

Project governance

- Wirral Council, LCRCA and Sustrans colleagues make up the project team

- Stakeholder Management Group formed of representatives from across the community to review and advise on project delivery plans

Funding

Funding restrictions
- Revenue programme funded by Freshfield Foundation

Capital funding potential
- Sustrans working with LCRCA and Wirral Council to identify capital funding

Grassroots community approach

Grassroots community engagement is key to delivering solutions that meet the needs of local communities.

We involve local people throughout; together we build momentum, consensus and support for community-driven schemes, giving projects the best possible chance of uptake and success.

Our approach is to ensure that the whole community is involved in each stage of project development, including:

- Stakeholder & Partner Engagement & Data Gathering
- Co-Discovery (finding the problems and being issue led)
- Co-Development (working together to look at assets and possibilities)
- Co-Design (designing solutions, that work for people)
- Project trials (test, refine and celebrate before implementation)

Methodology: Scoping and Data Gathering

Reviewing what relevant existing data and evidence is readily available and gathering on-site information, such as:

- Traffic counts
- Parking and loading occupancy
- Issues for pedestrians and cyclists (local knowledge)
- Public transport operations
- Health and deprivation levels

We also commission telemetric data for the area.

Methodology: Stakeholder mapping

Stakeholders need to be at the forefront of the decision-making process.

We do this by:

- Co-creating stakeholder maps, highlighting the key people/groups we need to engage early in the process.
- Keeping communication flowing to ensure that people feel comfortable and understand how the project will develop.
- Bringing stakeholders along on the journey so they are part of the decision-making process and ensure the scheme is grounded in the local community.

Methodology: Co-discovery

Workshops and events to gather the community visions and raise aspirations

- Sense check and explore the barriers and opportunities available locally with the wider community.
- Map community assets
- Prioritise opportunities and/or issues that Sustrans and the community can address.

Methodology: Co-Development

- Identify and develop solutions to the issues raised in the discovery phase
- Continue to identify and engage key community stakeholders to support implementation
- Drawing in specific expertise and community advocates to accelerate local understanding
- Refining opportunities and constraints

Methodology: Co-Design

- Community design workshops (practical workshops to design solutions)
- Produce design visions in easily understandable formats
- Outcomes of the workshops, are presented back to the community for further refinement.

Methodology: Trial, Test and Celebrate

To garner further public support we recognise the need to draw communities together to test and celebrate community-driven ideas.

Example activities include:

- Real trialling of designs and project activities
- Community-led activities (e.g. events to celebrate and refine community driven solutions)
- 'You said - We did': communicating how we have responded to public opinion and consultation

Methodology: Design Options and Implementation

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Sustrans provide:

- A feasibility study including summary of community engagement and design process
- Simple maps and visualisations that represent proposals developed through community engagement
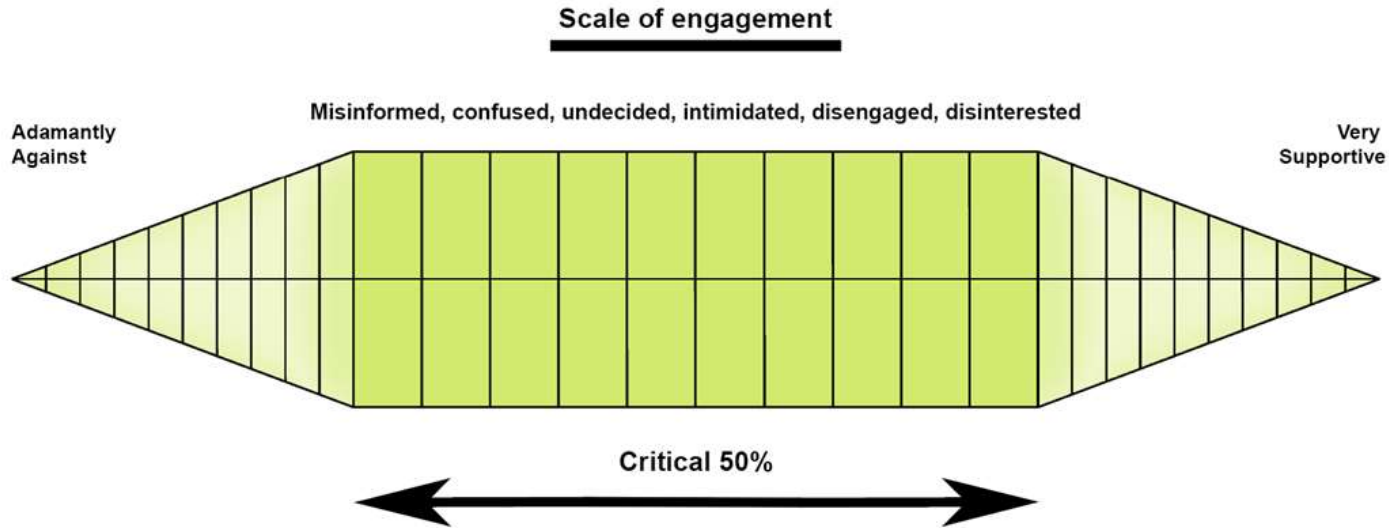- High-level costing of proposed infrastructure

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Engagement

Monitoring

Behaviour change

sus**trans**

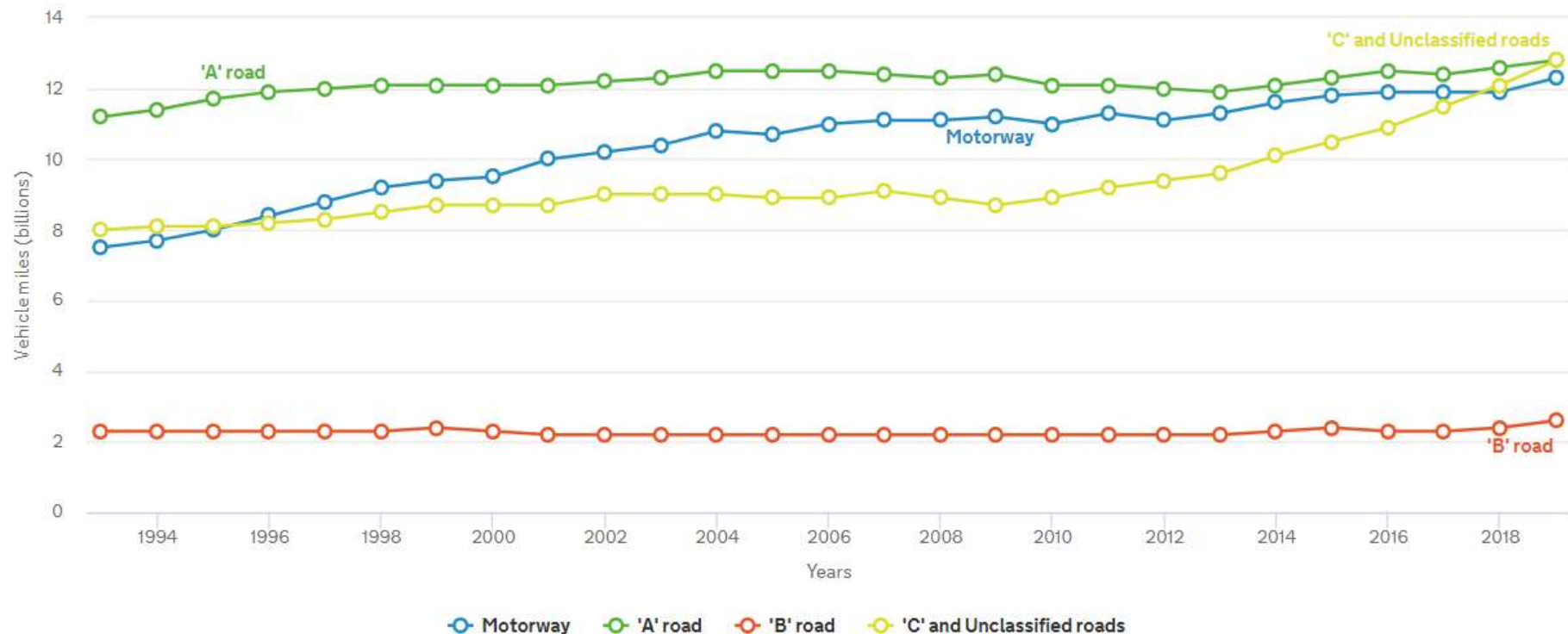An amazing design $\neq$ success

Comms

Political support

Trials

Who are we talking to?

Annual traffic by road type in North West

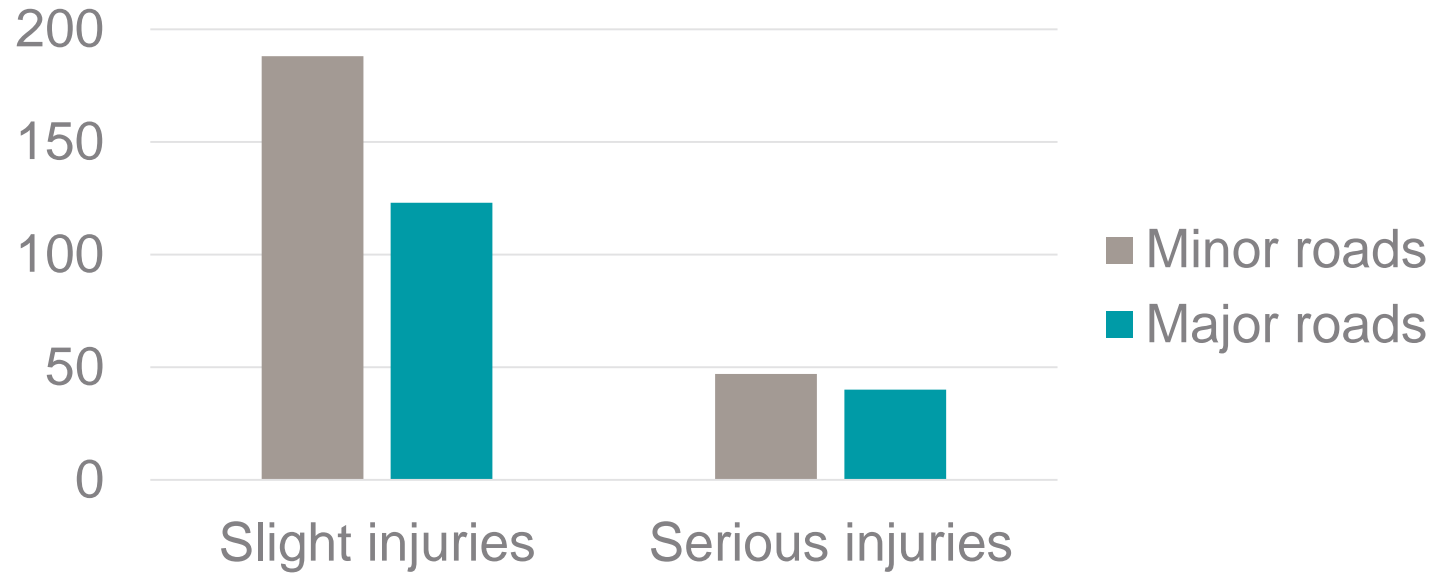Traffic in Great Britain from 1993 to 2019 by road type in vehicle miles (billions)
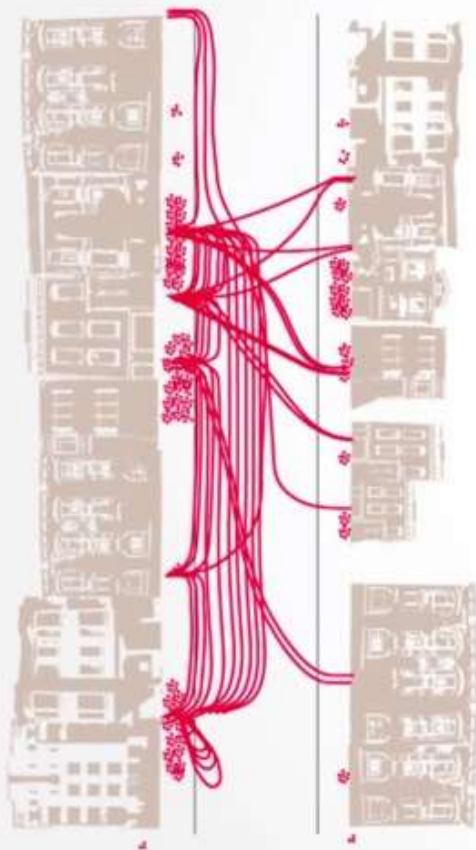
2009-2019   +3%   +18%   +47%

https://roadtraffic.dft.gov.uk/regions/5

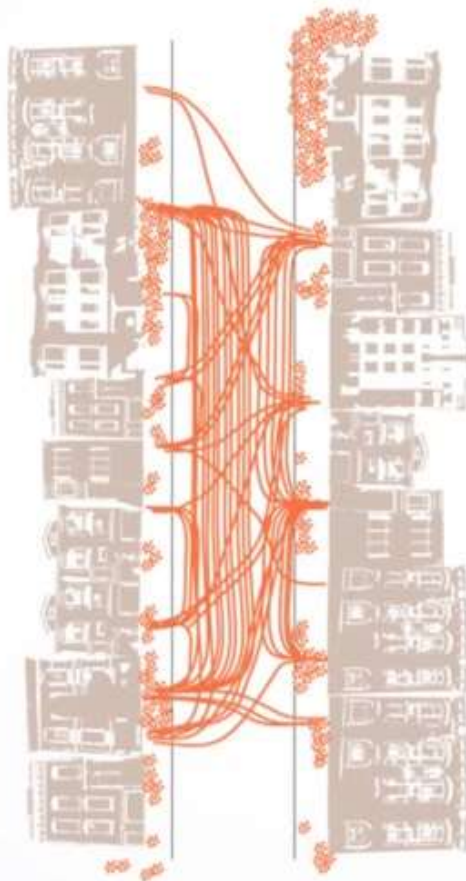Killed or Seriously Injured per billion vehicle miles

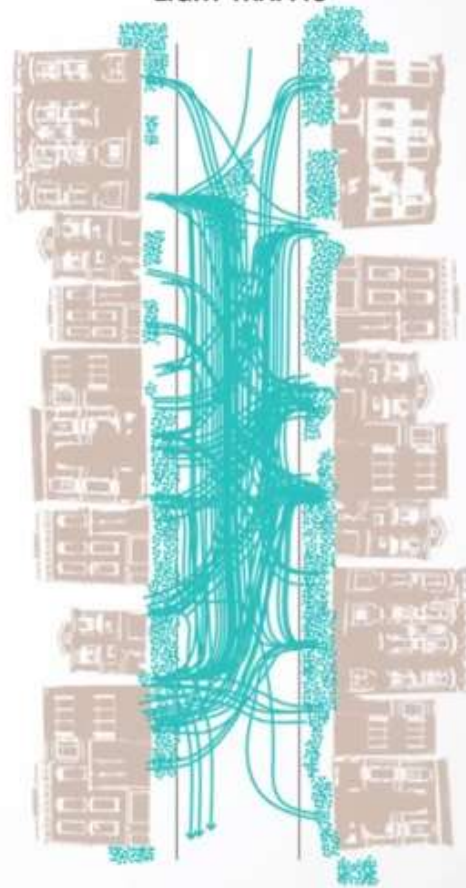# Social Interactions on Three Streets - Neighboring and Visiting

HEAVY TRAFFIC

MODERATE TRAFFIC

LIGHT TRAFFIC

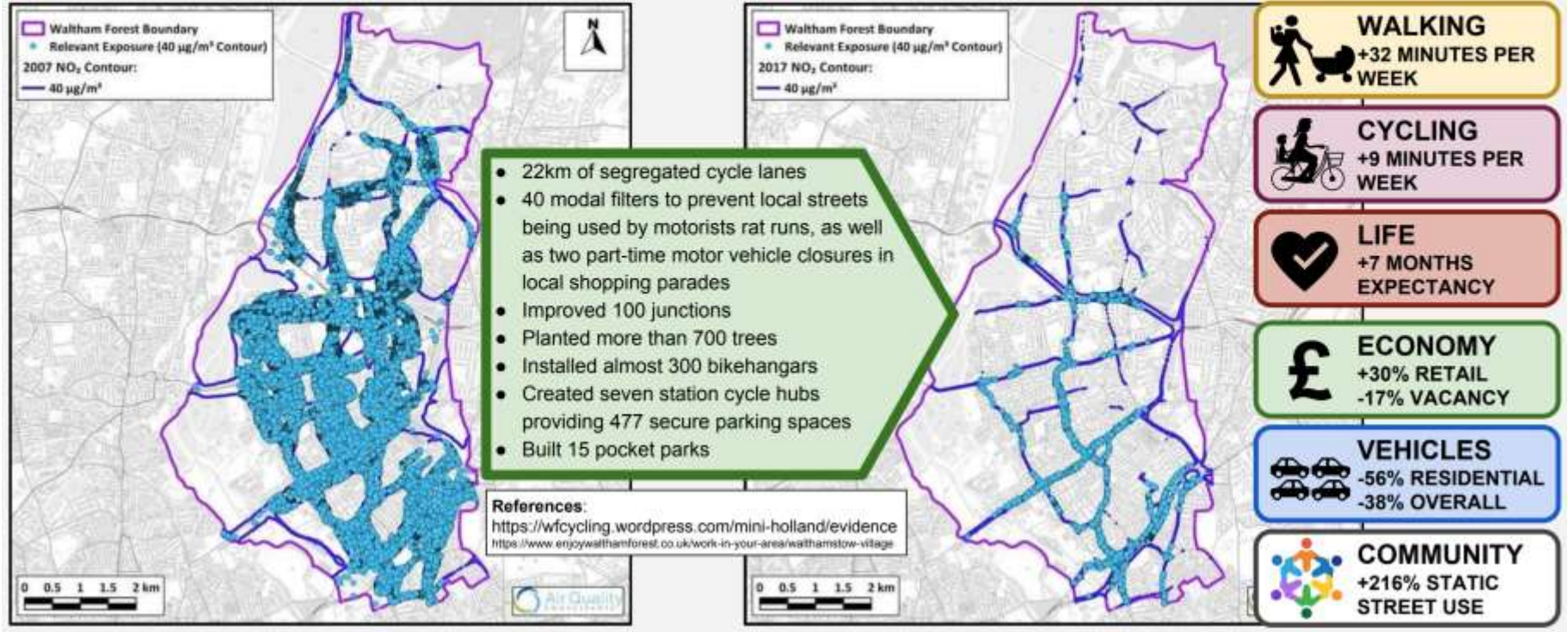Where people have friends

Where people gather

Everyone feels welcome

Easy to cross

Shade and shelter

Places to stop and rest

Not too noisy

People choose to walk and cycle

People feel safe

Things to see and do

People feel relaxed

Clean air

ACTIVE (LOW TRAFFIC) NEIGHBOURHOODS

ENABLING RESIDENTS TO WALK AND CYCLE TACKLING CLIMATE CHANGE, CAR DEPENDENCY, CONGESTION, AND AIR POLLUTION

- 22km of segregated cycle lanes
- 40 modal filters to prevent local streets being used by motorists rat runs, as well as two part-time motor vehicle closures in local shopping parades
- Improved 100 junctions
- Planted more than 700 trees
- Installed almost 300 bikehangars
- Created seven station cycle hubs providing 477 secure parking spaces
- Built 15 pocket parks

References:
https://wfcycling.wordpress.com/mini-holland/evidence
https://www.enjoywalthamforest.co.uk/work-in-your-area/walthamstow-village

WALKING +32 MINUTES PER WEEK

CYCLING +9 MINUTES PER WEEK

LIFE +7 MONTHS EXPECTANCY

ECONOMY +30% RETAIL -17% VACANCY

VEHICLES -56% RESIDENTIAL -38% OVERALL

COMMUNITY +216% STATIC STREET USE

+32mins walking = 270,000 people at park run every week for 3 years

Co-designing with local schools

Working WITH the school community

Adaptable and flexible approach

Big Street survey – developing a manifesto for change

Designs for street improvements developed with pupils, parents, staff and local residents

Year long programme of active travel activities to support and enable behaviour change

School community involved in co-designing the neighbourhood scheme

Schools engagement in Bebington

- – Town Lane Infant School
- – Bebington High Sports College
- – Brackenwood Infant School
- – Brackenwood Junior School
- – St. Andrews Church of England Primary School
- – St. Johns Roman Catholic Junior School
- – St. Johns Roman Catholic Infant School
- – St. Johns Plessington Roman Catholic College
- – Wirral Grammar School for Girls
- – Wirral Grammar School for Boys

Co-designing with local residents

What kind of interventions could be included in the neighbourhood designs?

- Low traffic neighbourhoods – removing through traffic using "modal filters"

- Footway improvements – crossings and junction narrowing, continuous footways

- Seating

- Tree planting, communal planters, pocket parks, parklets

- Bike parking and bike hangers

- Signage and waymarking

- School streets

Co-designing with local residents

Modal filters: prevent traffic cutting through residential streets but allow walking and wheeling through.

Access still possible to all properties for residents, visitors, emergency vehicles and refuse collection vehicles

Co-designing with local residents

Greening- street trees and planting

Co-designing with local residents

Parklets and pocket parks

Co-designing with local residents

Street art

Co-designing with local residents

Cycle parking - safe and convenient cycle storage makes cycle journeys use more attractive.

Co-designing with local residents

Crossings – for people who walk and cycle

Co-designing with local residents

Narrowing wide junctions

Co-designing with local residents

Footpath improvements

Lighting improvements

What streets can be

Next Steps

Timeline

Sept 2021
Economy, Regeneration and Development Committee recommended to agree participation in LCR
Liveable Neighbourhoods Programme.
Councillor briefings
Stakeholder mapping and Stakeholder Management Group
Baseline surveys and traffic analysis
Initial school engagement and Big Street surveys

Oct 2021 – April 2022
Community engagement and neighbourhood design

April 2022 – June 2022
Continued community and school engagement
Celebration / demonstration events
Wirral Council design handover (feasibility study)
Business case

Post June 2022
Wirral Council implementation support

Questions?

– **What questions do you have at this stage?**

– **What opportunities do you see to link in with previous or existing projects or plans?**

Bike Life – Liverpool City Regions 2019

74%
of people aged 66+ walk at least twice a week

18%
of people aged 66+ don't cycle but would like to

63%
of people aged 66+ use public transport at least once a week
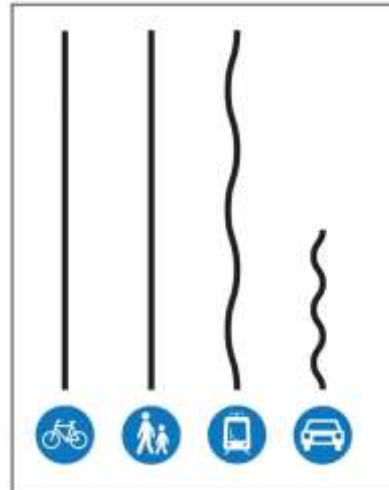
compared to 44% of those aged 16-65
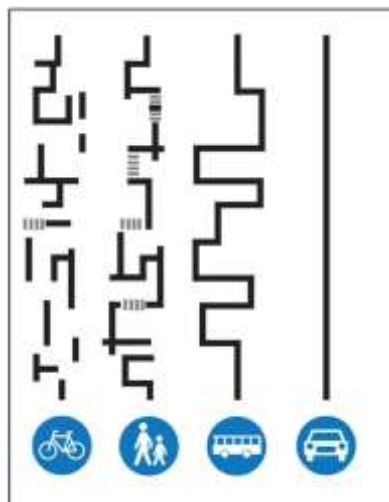
Concern about safety

is the most common reason people aged 66+ are not cycling
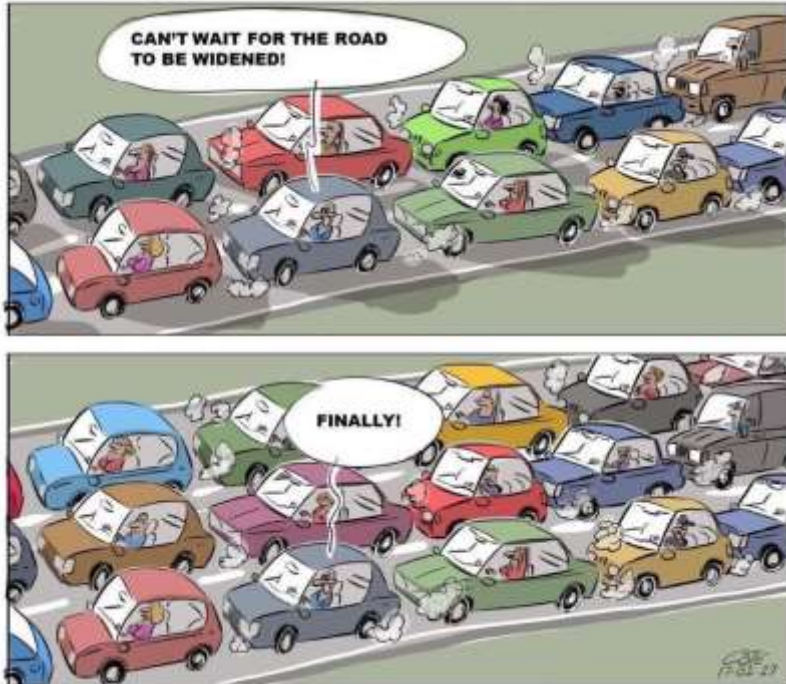
(39%)

What are streets for?

1920

1950 - present

Induced Demand

Arterial roads

High roads

City hubs/boulevards

Connector

High streets

City streets

CS7

Local streets

Town square

City places

Movement function

Place function