



ECONOMY REGENERATION AND HOUSING COMMITTEE

Wednesday, 13 June 2022

REPORT TITLE:	LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP) – BIRKENHEAD TO NEW BRIGHTON
REPORT OF:	DIRECTOR OF REGENERATION AND PLACE

REPORT SUMMARY

This report provides Members with an update regarding the work undertaken to progress the Liverpool City Region Combined Authority (LCRCA) Birkenhead to New Brighton Local Cycling Walking Infrastructure Plan (LCWIP) project.

The report seeks approval to continue to work with the LCRCA to undertake the development of the LCWIP project in two phases;

- LCWIP Phase 1 – Birkenhead to Liscard
- LCWIP Phase 2 – Liscard to New Brighton

and seeks approval for Wirral Council to undertake consultation and engagement regarding LCWIP Phase 1 in line with the proposed LCWIP Public Consultation and Engagement Strategy.

This report seeks approval to undertake further development work and consultation for LCWIP only, and further reports would be brought back to this Committee for approval prior to the implementation of Phase 1 and Phase 2 of the LCWIP scheme. Other active travel schemes will be subject to separate reporting to this Committee.

The LCRCA Birkenhead to New Brighton LCWIP will support all five themes of the Wirral Plan 2021-26: Inclusive Economy, Safe & Pleasant Communities, Sustainable Environment, Brighter Futures and Active & Healthy Lives.

This matter affects the wards of Birkenhead and Tranmere, Bidston and St James, Seacombe, Liscard, Wallasey and New Brighton.

This matter is a Key Decision as it is significant in terms of its effect on communities living or working in an area comprising two or more wards.

RECOMMENDATIONS

The Economy, Regeneration and Housing Committee is requested to:

- (1) Authorise the Director of Regeneration and Place to;
 - (a) undertake the further development and consultation of the Birkenhead to New Brighton Local Cycling Walking Infrastructure Plan (“LCWIP”) as 2 separate phases – Phase 1 Birkenhead to Liscard and Phase 2 Liscard to New Brighton (as set out in Appendix 3 to this report); and,

- (b) agree, in consultation with the Liverpool City Region Combined Authority and the Chair and Spokespersons of the Economy, Regeneration and Housing Committee and the Environment, Transport and Climate Change Committee, the alignment and design of the Phase 1 Birkenhead to Liscard route, subject to appropriate stakeholder and public consultation;
- (2) Approve the LCWIP Engagement Strategy (as set out in Appendix 5 of this report);
- (3) Authorise the Director of Regeneration and Place to amend the content or timescales of the LCWIP Engagement Strategy prior to implementation if required, in consultation with the Chair and Spokespersons of the Economy, Regeneration and Housing Committee and Chair and Spokespersons of the Environment, Climate Emergency and Transport Committee; and
- (4) Authorise the Director of Regeneration and Place to implement the LCWIP Engagement Strategy for LCWIP Phase 1 (Birkenhead to Liscard).

SUPPORTING INFORMATION

1.0 REASONS FOR RECOMMENDATIONS

- 1.1 The Local Cycling and Walking Infrastructure Plan (LCWIP) is a Liverpool City Region wide plan to develop a comprehensive cycling and walking network. Development of an LCWIP is a requirement of the Infrastructure Act 2015.
- 1.2 The Birkenhead to New Brighton LCWIP route will deliver high quality active travel infrastructure and support the Council and the LCR to address climate change and work towards net zero. Improvements to active travel infrastructure will support the sustainable regeneration of the Borough as identified in the emerging Local Plan and the Birkenhead 2040 Framework. The proposed route will increase the use of active sustainable travel modes, therefore reducing the reliance on the private car.
- 1.3 Undertaking the development of the Birkenhead to New Brighton LCWIP in 2 separate phases will enable each phase to be subject to its own timeline for consultation and decision-making processes.
- 1.4 The scheme length is significant, approximately 6 miles, and therefore undertaking the development of the project, and the consultation and engagement in 2 phases will ensure this is undertaken in an effective, informative, and targeted way.
- 1.5 The Government has recently established Active Travel England (ATE) who are the overseeing executive agency for active travel and will be responsible for funding and providing advice and guidance regarding walking and cycling schemes. ATE will be reviewing the Birkenhead to New Brighton LCWIP project design and therefore undertaking this project in 2 phases will be a more manageable approach to this process.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 The Council could decide not to progress with the development of the Birkenhead to New Brighton LCWIP. This is not considered to be appropriate as delivery of active travel projects is part of the wider transport strategy to support sustainable regeneration and successful delivery of the Birkenhead 2040 Framework and the emerging Local Plan.
- 2.2 The Council could decide not to progress with the development of the Birkenhead to New Brighton LCWIP. This is not considered an appropriate option as failure to deliver improved walking and cycling infrastructure could result in reputational issues for the Council in terms of its commitment to active travel and achieving net zero which could result in future funding allocations being reduced against wider transport, regeneration and environment programmes.
- 2.3 The Council could decide to progress a different route connecting different areas of the Borough. This is not considered an option as the route has been identified using tools provided by the DfT ('Propensity to Cycle' and 'Route Selection Tool') to assess existing provision and potential improvements for a cycling route and has been designed in accordance with DfT's policy and guidance.

- 2.4 The Council could continue to progress the Birkenhead to New Brighton LCWIP as one scheme and not split into phases. This is not considered appropriate as progressing as 2 phases will enable the project to be managed more effectively with each having its own timeline for consultation and decision-making processes.

3.0 BACKGROUND INFORMATION

LCRCA LCWIP

- 3.1 The LCRCA LCWIP is a strategic approach to developing a cohesive network of high standard active travel routes across the region. Two thirds of all journeys in the region are less than 3 miles, yet half of these short journeys are made by car. The LCWIP provides a real opportunity to help more people to walk and cycle more often.
- 3.2 The LCRCA Local Journeys Strategy adopted in 2017 set out an approved vision for sustainable travel in the region. The LCWIP is the supporting implementation plan and sets out the next steps of delivering the LCRCA plan for a region-wide high-quality cycling and walking network through a programme of prioritised investment. The LCWIP identifies 31 origin to destination links across the LCR, from which the roads and routes for cycleways will be defined. These routes will be complemented by a network of local cycling and walking routes, including residential streets and routes through green spaces which will help make active travel more attractive. An indicative programme up to March 2029 is set out in Appendix 1.
- 3.3 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.
- 3.4 The LCRCA LCWIP has been developed in line with the DfT Cycling and Walking Investment Strategy (2015) and the DfT's supporting technical guidance document, 'LCWIP Technical Guidance for Local Authorities' (2017) as set out in Appendix 2.

Birkenhead to New Brighton LCWIP

- 3.5 The Birkenhead to New Brighton LCWIP route ('the route') is one part of the LCWIP strategy to promote Active Travel across the city region and respond to the need for action in relation to the improving health outcomes, supporting climate change, boosting the economy and addressing inequalities.
- 3.6 The LCWIP route is proposed as a segregated off-road active travel route between Birkenhead and New Brighton/Wallasey via Liscard and has been identified in accordance with the DfT LCWIP Technical Guidance. This guidance considers trip generators such as schools, health care facilities and housing developers and uses tools such provided by the DfT (Propensity to Cycle Tool and Route Selection Tool) to assess existing provision and potential improvements for a cycling route.
- 3.7 The LCRCA appointed consultants Project Centre to support the development of the LCWIP route and initial stakeholder consultation and some limited public

consultation on the route proposals took place in Summer 2020. Since then, officers have been working with the LCRCA to review the proposed design in line with the issues raised in the consultation and through feedback from Members. In addition, in July 2021 the Government published new guidance on Cycle Infrastructure Design (Local Transport Note 1/20) and therefore the original design has been reviewed to take this guidance into account. Since the original route was developed there has also been significant progress with several Neighbourhood Frameworks and masterplans in the area to support the delivery of Birkenhead 2040 Framework and the emerging Local Plan and therefore work is also being undertaken to ensure the Birkenhead to New Brighton LCWIP is fully aligned.

3.8 In summary, the following work is currently underway;

- A full design review of the route, looking at consultation feedback, Local Transport Note 1/20 design details and other potential links to key destinations
- Further co-ordination with other developing projects (e.g. Liscard Town Centre Masterplan, Seacombe Ferry Terminal/Eureka project and Wirral Mass Transit);
- Review of Parking study along the whole route – looking at demand and capacity of on street parking;
- Traffic Counts along the whole route to determine vehicle flows, types and speeds; and
- Development of a public and stakeholder engagement strategy (to be led by Wirral Council).

3.9 Based on the scale of the above ongoing work it is proposed that the project will be progressed in two phases as set out in Appendix 3:

- Phase 1 – Birkenhead to Liscard Town Centre; and
- Phase 2 – Liscard Town Centre to New Brighton.

Undertaking the development in 2 phases will enable each phase to be subject to its own consultation process and allow each to progress at its own pace subject to separate decision making. The scheme length is approximately 6 miles and therefore undertaking the development and consultation of the route in 2 phases will ensure this is undertaken in an effective, informative, and targeted way. The Government has recently established Active Travel England (ATE), an overseeing executive agency for active travel, who will be responsible for funding and providing advice and guidance. ATE will be reviewing the Birkenhead to New Brighton LCWIP project design and to undertake this work in phases will be a more manageable approach to this process.

Phase 1- Birkenhead to Liscard Town Centre

3.10 Phase 1 of the route connects with Hamilton Square Station, Woodside Ferry, Wirral Waters, Seacombe Ferry/Eureka and Liscard Town Centre. Officers have been working with the master planners and designers for Liscard Town Centre, Wirral Waters, Northside, Scotts Quay, Birkenhead Road and Mass Transit to ensure co-ordination across projects.

3.11 A design review of the route has been completed which has been supported with the data collected from the parking surveys and traffic counts. The original route design

proposals consulted on in Summer 2020 have also been reviewed to reflect the new technical guidance LTN1/20.

3.12 Some minor alignment/design changes to Phase 1 are being reviewed as part of the post-consultation design review as follows:

- Routing via Egerton Wharf and Taylor Street in Birkenhead to provide a more lightly trafficked and direct route to the town centre;
- Design at the southern end of Liscard Road to Wheatland Lane to address concerns regarding displaced parking in Mainwaring Road as well as ensuring a safe, direct and convenient LCWIP route, taking into account local school safety concerns;
- Addressing design 'gaps' in the original design at Liscard Road and Wheatland Lane;
- Updating design for the LCWIP section past the Wirral Waters development between Dock Road and Tower Wharf;
- In addition, the LCWIP route through Liscard Town Centre is subject to confirmation and ongoing design review alongside work currently underway to determine the Wirral Mass Transit route and the Liscard Town Centre Masterplan, both of which are likely to have a significant bearing on the future of both Liscard Way and Liscard Gyratory.

3.13 Ward Member engagement sessions have taken place in March 2022 to discuss the review that has been undertaken and to seek members' views on the key issues and changes highlighted for Phase 1. Further Ward Member sessions are planned for June 2022 when the Director of Regeneration and Place will consult with the Chair and Spokespersons of the Economy, Regeneration and Housing Committee and Chair and Spokespersons of the Environment, Climate Change and Transport Committee prior to agreeing the alignment and design of the Phase 1 route to be the subject of stakeholder and public consultation. Further detail on the Phase 1 Design Review is set out at Appendix 4.

Phase 2 – Liscard Town Centre to New Brighton

3.14 Phase 2 of the route links Liscard to New Brighton with a connection to Wallasey. Further, more detailed work is required on Phase 2 to address concerns arising from the initial consultation and to reflect the technical guidance set out in LTN1/20. This work is primarily focussed on reviewing impacts on parking but also includes other design matters, ensuring alignment with Neighbourhood Frameworks and masterplans for Liscard and New Brighton. This detailed work will be undertaken over the coming months in advance of engaging Phase 2 Ward Members in Summer 2022 and undertaking consultation on Phase 2 in Autumn 2022. This requires more time to complete than Phase 1 due to the on-street parking displacement issues raised.

Co-ordination with Regeneration Programmes

3.15 In addition to the LCWIP specific work, officers have been working closely within Wirral and LCRCA to ensure that numerous overlapping projects being delivered across the wider Left Bank are co-ordinated. This is a considerable amount of work and therefore also supports the proposed split into a two-phased approach.

Examples of overlapping projects are Liscard Town Centre and New Brighton masterplans, Wirral Waters, Mass Transit and Eureka,

Public and Stakeholder Engagement for Phase 1

- 3.16 Officers have been working with the LCRCA to develop the most effective and informative public and stakeholder engagement method, however the LCWIP consultation will be led and managed by the Council. Feedback from recent consultations undertaken for Birkenhead 2040 Framework have highlighted the importance of being able to visualise the area post scheme delivery and therefore more concept/computer-generated type images will be used to support the traditional engineering plans. In advance of the LCWIP consultation the Council are also running a wider campaign to support the promotion of active travel and behaviour change.
- 3.17 The following methods summarise the methodology for Phase 1 consultation which is detailed in Appendix 5 of this report:
- Ongoing engagement with Ward Members and Chairs and Spokespersons of the Economy, Regeneration and Housing Committee and environment, Transport and Climate Change Committee to informally discuss issues arising and seeking members input into the design of the detailed public engagement material;
 - A meeting of the Members Active Travel Working Group to present the design review undertake for Phase 1 and set out the approach to consultation;
 - The Wirral Active Travel Forum will be engaged and provided with an update of the work undertaken to date and views of the forum members will be sought on the proposals;
 - The Council's 'Behaviour Change' campaign will support the 'Active Travel' awareness 'lead in' to the LCWIP consultation;
 - Use of the Council's 'Have Your Say' portal for publishing contextual information on 'Active Travel' and detail on the specific LCWIP phase;
 - Ensure the emerging LCWIP proposals are included in other Policy, Active Travel project or Masterplan consultations being prepared within the Borough where possible;
 - Ensuring that the Active Travel and Road Safety initiatives are co-ordinated and, where relevant, refer to the emerging LCWIP proposals;
 - Preparing consultation material on the LCWIP proposals that allows hard copy and online access to 'easy to use' information and graphic material; and
 - Utilising video or virtual presentation material to demonstrate how the LCWIP affected roads will look and operate.
- 3.18 A similar strategy is envisaged for Phase 2 but with some of the 'Active Travel' contextual information and 'Have Your Say' hub already set up, this element of the lead-in will not require as much work. However, the outcome of the Phase 1 consultation will provide clarity on whether the form of the detailed consultation and engagement was fit for purpose as well as the amount of resource required to respond to the Phase 1 consultation and, therefore, clarity on the start date for the Phase 2 consultation.

- 3.19 For clarification, it is not proposed to proceed with any public or stakeholder consultation on Phase 1 without prior engagement with Ward Members and Chairs and Spokespersons of Economy, Regeneration and Housing Committee and Environment, Transport and Climate Change Committee. The consultation and engagement will be led by the council.
- 3.20 Further reports regarding the outcome of Phase 1 will be brought to a future meeting of this committee for consideration and approval. Assuming at that stage that approval is given, subject to outcomes of consultation, scheme design amendments and successful business case development, construction of LCWIP Phase 1 is expected to commence in early 2024.
- 3.21 A further report regarding the design review and proposed consultation approach for Phase 2 will be brought to a further meeting of this committee for consideration and approval. Other non-LCWIP active travel schemes will be subject to separate reporting and approval arrangements.

4.0 FINANCIAL IMPLICATIONS

- 4.1 Under the LCWIP proposals the council has the potential to receive significant investment to support the delivery of active travel infrastructure in the Borough. The original scheme estimate is in the region of £10-14million but any capital funding package to deliver the project will be agreed with the LCRCA and subject to separate business case approval with the funding profile to be agreed with the LCRCA. The total scheme cost is currently estimated at £14 million as an outline figure for the whole route.
- 4.2 The LCRCA through the DfT Active Travel Revenue Funding have provided £151,785 funding to support the 12-month appointment of a dedicated officer to support the development of the project and a further £76,125 to support the undertaking of the parking surveys and further the design review and development.
- 4.3 LCRCA LCWIP proposals are included in the LCR prospectus to Government to support the City Region Sustainable Transport Settlement (CRSTS) and the allocation of the £710m of LCR transport funding across the city region over the next 5 years. CRSTS has a requirement for a minimum of a 15% local contribution so there may be a requirement on the Council's capital programme to fund all or part of the local contribution. The Council will work with the Combined Authority to identify alternative capital funding to support this local contribution. Should this be required from the Council, the cost of borrowing will impact on the Council's revenue budget and will depend on interest rates and length of the borrowing required. It is estimated that the revenue costs associated with the borrowing could be up to £107,100 per annum which is unfunded and officers will look to identify how that revenue commitment, should it occur, could be met by the Department of Regeneration and Place.
- 4.4 Future maintenance costs will be met from the Highway Maintenance Revenue Budget. No new highway will be created by the proposals, but carriageway space will be re-allocated for footways and cycle tracks. Officers are in discussion with the

LCRCA regarding the increasing pressures on maintenance budgets and if CRSTS could be utilised further to support maintenance for active travel schemes.

- 4.5 Active Travel England will be undertaking an overseeing and guidance role for the New Brighton to Birkenhead LCWIP scheme (as well as other Active Travel projects in Wirral). It is important to note that national policy (as set out in 'Gear Change – A bold vision for cycling and walking') states that this role will also include assessing Wirral's performance with regard to 'sustainable transport outcomes'. This will directly influence future local transport scheme funding.

5.0 LEGAL IMPLICATIONS

- 5.1 The Council has statutory duties as defined by the Highways Act 1980, Road Traffic Regulations Act 1984, Road Traffic Act 1988, Local Government Act 1972 and the Traffic Management Act 2004.
- 5.2 The scheme will require new or amended Traffic Regulation Orders (TRO) on the route to help manage on street waiting and loading. There may also be a need for other TRO elements, such as speed limit changes.
- 5.3 If successful in securing funding for the construction of the LCWIP route, the Council will be required to enter into a grant funding agreement with the LCRCA who would be the accountable body for any funding allocated for the implementation of the scheme and following scheme delivery the Section 151 Officer will be required to sign a declaration confirming that the funding was defrayed in accordance with the grant conditions.
- 5.4 The report is being brought to this Committee as it is charged with responsibility for (amongst other matters) formulation and delivery of the Council's strategic development objectives for planning sustainability and transportation.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 6.1 Existing staff resources in the Regeneration and Neighbourhoods Directorates and Communication and Marketing Team will support the development and consultation of LCWIP, supplemented by external specialist support where required. Progress will be reported to the LCRCA Programme Management Office as the accountable body. The progress of the scheme will also be monitored through the Regeneration and Place Directorate Programme Management Office.
- 6.2 Future maintenance and cleansing will be undertaken by the arrangements in place through Neighbourhood Services. No new highway will be created by the proposals, but carriageway space will be re-allocated for footways and cycle tracks. Officers are in discussion with the LCRCA regarding the increasing pressures on maintenance budgets and if CRSTS could be utilised further to support maintenance for active travel schemes.
- 6.3 There are no ICT implications.

7.0 RELEVANT RISKS

- 7.1 The Council recognises that risk management is essential in good decision making and is a critical element of good governance. The Council continually develops its risk management processes to manage risk proactively and effectively. The Council has recently established a dedicated Project Management Office to support the Regeneration and Place Directorate. The PMO will have oversight of the LCWIP programme and will ensure that it is aligned with the Council's corporate policy to managing risk. A programme Risk Register has been developed. This will be updated throughout the programme lifecycle in order to assist the Council in identifying, controlling and managing risk.
- 7.2 The project risk register at this preliminary design stage has identified the following key risks:
- Design review work is not completed in time to meet the engagement timescale set out in this report;
 - Consultation material is unable to be prepared in time to meet the engagement timescale set out in this report;
 - Distribution of consultation material is not satisfactory and the consultation timescale set out in this report has to be extended or revised significantly;
 - The response to the consultation is so significant that the timescale for post-consultation progress cannot be met;
 - The response to the consultation raises design issues that cannot be mitigated or accommodated and a further decision is required on whether to proceed with the LCWIP route; and
 - Other projects or strategies do not include LCWIP and there is potential conflict between consultations/priorities for different projects.
- 7.3 There is a risk that the Council will not be able to afford the up to 15% contribution from the Council budget and this will need to be reviewed as part of the economic case which will be required as part of the business case development stage of the project which will follow the completion of the design stages.
- 7.4 Other risks may be identified as the project proceeds through consultation towards implementation. The project risk register set outs actions to mitigate the key risks, and the risks and proposed mitigation measures will be actively monitored by the Regeneration and Place Programme Management Office and reported as appropriate.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 Wirral Council has a statutory consultation process that is required for the undertaking of work on the adopted highway which will require public consultation.
- 8.2 Consultations will be undertaken in accordance with the following guiding principles:
- It should be at a time when proposals are at a formative stage;
 - Must include sufficient reasons for particular proposals to allow those consulted to give intelligent consideration and an intelligent response;
 - Those consulted should be made aware of the factors that are of decisive relevance to the decision;
 - Adequate time should be given for consideration and response; and

- The product of the consultation should be conscientiously considered by the decision makers in finalising their statutory proposals/ when the ultimate decision is taken.

- 8.3 The previous LCWIP consultation in 2020 included the wider public and businesses in this area of the Wirral as well as a range of stakeholders however some feedback was raised regarding the scope and effectiveness of the consultation process. The proposals contained in this report aim to address concerns raised following the previous consultation and adhere to the principles set out in paragraph 8.2 of this report.
- 8.4 Paragraph 3.15 and Appendix 5 of this report contain the details of the proposed Engagement Strategy. Ward Members and Chairs and Spokespersons of both Economy, Regeneration and Development Committee and Environment, Climate Change and Transport Committee will be consulted regarding the detailed content of materials.
- 8.5 It is anticipated that the LCWIP consultation will be supported by the Behaviour Change campaign and will also make use of the 'Have Your Say?' online resource as well as providing specific plan or visualisation material to directly affected properties and stakeholders.
- 8.6 The Wirral Active Travel Forum is a formally constituted group which meets quarterly with interested public and private organisations and individuals, to support active travel as a simple, low cost and effective way for people to access life opportunities whilst increasing levels of physical activity in their day-to-day life. Membership of this group is open to all and the forum will continue to be engaged as the LCWIP project develops.
- 8.7 On 4th March 2021, the Economy Regeneration and Development Committee resolved to establish a Members Active Travel Working Group to support the work of Economy, Regeneration and Development Committee. Members of that group will be engaged as the LCWIP project develops and a meeting of that group will take place prior to the consultation taking place on Phase 1.
- 8.8 Other non-LCWIP active travel schemes will be subject to separate consultation and engagement arrangements.

9.0 EQUALITY IMPLICATIONS

- 9.1 The Council has an obligation under the Equality Act 2010 and the Public Sector Equality duty (Sect 149 2011) to show due regard to the duty and show due regard to mitigate any negative impacts that may affect people with protected characteristics under the Act.
- 9.2 Wirral Council has a legal requirement to make sure its policies, and the way it carries out its work, do not discriminate against anyone. An Equality Impact Assessment is a tool to help council services identify steps they can take to ensure equality for anyone who might be affected by a particular policy, decision or activity.

- 9.3 Whilst there are no equality implications arising directly from this report, the associated actions arising from the consultation methodology, design review and public engagement may need to assess any equality issues and mitigate any negative impact that may emerge. For example, the consultation will need to be in an accessible format and the LCWIP design will need to comply with highway standards with regards to designing for people with mobility issues or visual impairment. An Equality Impact Assessment will be completed, reviewed, and published prior to the commencement of the Phase 1 consultation and at further appropriate stages of the project.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

- 10.1 Delivery of the LCWIP project will enable increased numbers of journeys to be undertaken by sustainable modes, especially for local journeys, therefore reducing resident's reliance on the private car and reducing carbon emissions. Increasing cycling and walking will help combat climate change. By encouraging and enabling people to travel more on foot and by cycle instead of private car harmful emissions will be reduced. Promoting active travel can result in reduced emissions of Nitrogen Dioxide, particulate matter and Carbon Dioxide helping to tackle climate change and improve air quality.
- 10.2 Gear Change Cycling Strategy produced by Government in Summer 2020 identifies that mode shift to active transport is one of the most cost-effective ways of reducing transport emissions and that meeting the targets to double cycling and increasing walking would lead to savings of £567million annually from air quality alone and prevent 8,300 premature deaths each year in England and provide opportunity to improve green spaces and biodiversity.

11.0 COMMUNITY WEALTH IMPLICATIONS

- 11.1 LCWIP will help promote more active travel and less use of the private car so will help provide equality of accessibility for local residents and businesses, help reduce local congestion and improve safety for vulnerable roads users as well health and air quality.
- 11.2 Sustainable travel is at the heart of the Birkenhead 2040 Framework and emerging Local Plan. In this context that LCWIP it is part of a wider regeneration programme to deliver a prosperous, inclusive economy to benefit local residents.
- 11.3 The project supports the reduction in energy consumption as it will support the Cool 2 target of 'a complete transition to fossil fuel free local travel by around 2030' and helps fulfil the actions within the Climate and Emergency Action Plan.
- 11.4 The project will contribute to the LCR Pathway to Net Zero Carbon. Building 600km of new and upgraded cycling and walking routes across the LCR over the next few years to support modal shift is identified as part of the Pathway the LCR needs to follow to achieve net zero. Two-thirds of LCR journeys are less than 3 miles, currently half of those are undertaken by car.
- 11.5 Through any future procurement exercises the Council will be looking to maximise further social value activity through creation of local employment and training.

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APPENDICES

- Appendix 1 Development of LCRCA LCWIP
- Appendix 2 DfT LCWIP Process
- Appendix 3 LCWIP New Brighton to Birkenhead illustrating Phase 1 and Phase 2 extents
- Appendix 4 Phase 1 Design Review Further Information
- Appendix 5 LCWIP Phase 1 Public Consultation and Engagement Strategy

BACKGROUND PAPERS

Wirral Plan 2026

[Wirral Plan 2025 - Wirral Intelligence Service](#)

Gear Change Plan for Cycling and Walking – Department for Transport July 2020

<https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england>

Liverpool City Region Local Cycling and Walking Infrastructure Plan

<https://www.liverpoolcityregion-ca.gov.uk/wp-content/uploads/LCR-LCWIP-Final-1.pdf>

Local Transport Note 1/20 Cycle Infrastructure Design - Department for Transport July 2021

<https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

LCRCA LCWIP

<https://www.liverpoolcityregion-ca.gov.uk/wp-content/uploads/LCR-LCWIP-Final.pdf?msclkid=f69e1bb8c4ba11ecb338380ed2d27231>

LCRCA City Region Sustainable Transport Settlement Prospectus

<https://www.liverpoolcityregion-ca.gov.uk/wp-content/uploads/LCR%20Sustainable%20Transport%20Settlement%20Prospectus.pdf>

LCRCA Local Journeys Strategy

https://www.liverpoolcityregion-ca.gov.uk/wp-content/uploads/LCRCA_LCL_JRNYS_STRATEGY.pdf

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Active Travel Funding Economy Regeneration and Development Committee	8 June 2021
Report on Liverpool City Region Developments Business Overview & Scrutiny Committee	27 November 2019

