

Appendix 4 – Further background on Phase 1 Design review

1. It is important to note that the LCWIP proposals are aimed at enabling walking and cycling over short distances in the urban area. The target 'market' for walking is the entire population on or near the route. For cycling, the target of the LCWIP proposals is mainly people who do not currently cycle and may wish to cycle or wish to cycle more often, so those who would fall within Levels 1 to 3 in the diagram below. The LCWIP infrastructure is not designed for existing cyclists who are mainly within Levels 4 and 5, although safer infrastructure may still encourage them to cycle more.

Figure 3: Cycling Confidence Levels



2. Existing cycling represents less than 2% of travel for journeys to work in Wirral (based on Census 2011 data), so it is clear that there is significant potential for LCWIP proposals to 'unlock' more active travel over short distances. The Bike Life Report (2019) contains information from an independent survey of 1,491 residents aged 16 or above in LCR. The survey was conducted by social research organisation NatCen and is representative of LCR residents, not just those who cycle. The report highlights that to help residents cycle we need better cycling infrastructure;
 - 76% think that more cycle tracks along roads physically separated from traffic and pedestrians would be useful to help them cycle more.
 - 69% support building more of these tracks, even when this would mean less room for other road traffic
 - 79% think that more traffic free cycle routes away from roads would be useful to help them cycle more
3. The results of the Summer 2020 LCWIP consultation indicated that a number of matters needed to be further considered, with specific local concerns about potential displacement of on-street parking. As a result:
 - More work was required to understand the potential displacement of on-street parking;
 - A parking study of the entire route would be required to inform the design process;

- There was a need for a detailed review of the proposed design to ensure compliance with newly published national guidance LTN1/20; and
 - Additional staff resource would be required to undertake the detailed design review and progress the project to a further public engagement process.
4. A parking study was commissioned in October 2021 and undertaken by Mott Macdonald consultants, with the draft results reported to officers in March 2022. This study covered Phase 1 and Phase 2 route and the findings are being used to inform the route design review for each phase.
 5. Additional staff project management resource was appointed in January 2022 utilising funding from the DfT via the LCRCA and this has enabled a review of the route design to progress. Officers have provided the LCWIP design team (Project Centre consultants) with detailed comments for Phase 1, with ongoing liaison meetings on at least a weekly basis to progress design details.
 6. In addition to the parking study and design review, traffic counts have been undertaken along the entire route to provide some contextual data on traffic flow, speed and types of vehicles. This data will help the design process, in accordance with national guidance.