



ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

MONDAY 15 JULY 2024

REPORT TITLE	BIRKENHEAD TO LISCARD ACTIVE TRAVEL SCHEME
REPORT OF	DIRECTOR OF REGENERATION AND PLACE

REPORT SUMMARY

This report provides Members with an update on the outcome of the recent public consultation on the Birkenhead to Liscard Active Travel Scheme and seeks approval of the next steps for the project.

This report also seeks approval, subject to funding being secured, to work in partnership with the Liverpool City Region Combined Authority (LCRCA) to progress the project to detailed design and development of a business case.

The Birkenhead to Liscard Active Travel project is a key element in the Birkenhead Liscard and Wirral Waters regeneration programmes delivering public realm enhancements, improved connectivity and accessibility and enabling active and sustainable travel movements.

Town centre regeneration, transport improvements and the creation of high-quality places is a long-standing priority for the Council and is reflected in the Wirral Council Plan 2023-2027, the draft Local Plan and the Birkenhead 2040 Framework. The recommendations contained in this report directly support the key priorities within the Council Plan to:

- Continue our ambitious regeneration programme through increased investment, jobs and new businesses throughout the borough; and
- Play our part in addressing the climate emergency and protecting our environment.

It also supports the ‘Protecting our Environment’ and ‘People-focused Regeneration’ themes of the Council plan.

This matter directly affects Birkenhead and Tranmere, Seacombe and Liscard wards.

This matter is a Key Decision given the impact on two or more wards.

RECOMMENDATIONS

The Environment, Climate Emergency and Transport Committee is recommended to:

- (1) Note the outcome of the Birkenhead to Liscard Active Travel Scheme Public and Stakeholder Consultation and associated officer comments which are included with Appendices 3 – 8 of this report;
- (2) Authorise the Director of Regeneration and Place to work with the Liverpool City Region Combined Authority (LCRCA) to secure funding:
 1. to undertake the detailed design of the Birkenhead to Liscard Active Travel Scheme (RIBA Stages 3 and 4) and undertake public and stakeholder consultation (including statutory consultation) on the detailed design, duly informed by the public and stakeholder consultation process;
 2. to progress the development of the Business Case for the Birkenhead to Liscard Active Travel Scheme in accordance with the requirements of the LCRCA City Region Sustainable Transport Settlement Gateway Process.

SUPPORTING INFORMATION

1.0 REASONS FOR RECOMMENDATION

- 1.1 The Birkenhead to Liscard Active Travel project supports the delivery of the Council Plan 2023-2027, the Cool2 Climate Change Strategy, and the recently approved Places for People Strategy, as well as various other council strategies to improve health and wellbeing, improve air quality and support sustainable economic growth and regeneration of the borough, including the emerging local plan, Birkenhead 2040 and the environment and climate emergency declaration. The ambitions for the emerging local plan are to deliver a sustainable left bank of the Mersey which includes increased levels of journeys being undertaken by active modes as a key part of the vision.
- 1.2 A comprehensive public consultation exercise has been undertaken. Officers have considered the objections and expressions of support received, and have reviewed the detailed comments, and it is considered that the scheme proposal (currently at outline design stage) should be progressed to the next stage of detailed design and business case development whilst considering the feedback from the consultation undertaken to date.
- 1.3 The outline design proposals were in line with appropriate DfT design guidance and the detailed design would be further progressed in line with further design tools published in February 2024 by Active Travel England.
- 1.4 Further statutory consultation would be required to be undertaken on the detailed design, and further decision making by the relevant committee would need to take place regarding consideration of that consultation, funding and design prior to the implementation of any infrastructure works.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 The Council could decide not to progress with the development of the Birkenhead to Liscard Active Travel project. 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, the emerging Local Plan and the recently adopted Places for People strategy.
- 2.2 The Council could decide not to progress with the development of the Birkenhead to Liscard Active Travel project. This is not considered an appropriate option as failure to deliver improved active travel 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 as part of the wider Liverpool City Region Local Cycling and Walking

Infrastructure Plan (LCWIP) using criteria and tools provided by the DfT (Route Selection Tool) to assess existing provision and potential usage.

3.0 BACKGROUND INFORMATION

3.1 In October 2022 the Economy, Regeneration and Housing Committee resolved (amongst other matters) that:

“(1) the Director of Regeneration and Place be authorised 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.....”

3.2 In line with the above resolution further development of the Birkenhead to Liscard Active Travel route (previous referred to as “LCWIP Phase 1”) has been undertaken and completed to outline design (RIBA2) stage. This work has been fully funded by the Liverpool City Region. The proposed route is shown in Appendix 1.

3.3 No further design work has been undertaken on the Liscard to New Brighton section (previous referred to as “LCWIP Phase 2”) since the original design work undertaken prior to 2022.

3.4 Following consultation with the relevant ward members and the Chair of the Economy, Regeneration and Housing Committee and the Chair of the Environment, Climate Emergency and Transport Committee regarding the outline design and the consultation methodology, consultation on the Birkenhead to Liscard Scheme was undertaken for a ten-week period from 25 September to 4 December 2023.

Consultation and Engagement Strategy Summary

3.5 The overall consultation and engagement strategy for the Birkenhead to Liscard Active Travel Project was designed to provide a wide range of opportunities for stakeholders and the wider community to engage. The full Engagement Strategy is set out in Appendix 2 and the key features are as follows:

- Email sent to over 200 stakeholders notifying of consultation and inviting feedback;
- ‘Have Your Say’ consultation with online survey, ‘Easy Read’ survey, simplified plans, supporting information and 3D ‘fly through’ video of route;
- ‘In person’ staffed exhibitions at 12 venues along the route with simplified plans, supporting information, 3D ‘fly through’ video, hardcopy of the survey and ‘Easy Read’ version, aids for visitors with physical and visual disabilities and use of ‘tokens’ for survey questions;

- Three 'Virtual Reality' bike rides using the 3D model along the route at three staffed exhibitions;
- 'Unstaffed' exhibition for 10 weeks at Birkenhead Town Hall;
- 'Unstaffed exhibitions for three other venues (Seacombe Ferry Terminal, Europa Pools Leisure Centre and Make Hamilton (Cleveland Street, Birkenhead), one week per venue;
- Three 'in person' workshops with 'hard to reach' groups (Year 6's at St Joseph's School, Wirral Youth Voice group and an Accessibility group at Make Hamilton, Birkenhead);
- 9 briefings with ward members, Active Travel Forum and other stakeholder groups.
- Consulted with Merseyside Police, Merseyside Fire and Rescue and North West Ambulance Service, and detailed discussions held with Merseyside Police, Merseyside Fire and Rescue Service
- Detailed discussions with Merseytravel regarding the operation of bus services.

3.6 In addition to the main public consultation opportunities set out above, the council's contact telephone number and a dedicated project email address was published to enable anyone to contact the project team should they require clarification on any issues arising or assistance accessing and/or responding to the consultation.

Communications Strategy Overview

3.7 To support the consultation process, a wide-ranging communications strategy was prepared to inform residents, businesses, organisations and visitors about the project and consultation. Key features of this strategy were:

- Delivery of 7,732 addressed, enveloped leaflets to residents, businesses and organisations within a catchment area agreed with ward members;
- Delivery of 623 addressed leaflets to businesses along the route inviting them to 'business only' meetings regarding the project;
- Local 'door knocking' in two key locations in Seacombe View and the Mainwaring Road/Poulton Road/Liscard Road (south) area, ahead of nearby staffed exhibitions at Seacombe Ferry terminal and St Joseph's School (locations as requested by local ward members);
- Paid social media adverts to anyone using the following in a defined geographic area around the project:
 - Facebook (49,988 reach, 181,817 impressions, 86,060 engagements, 27,350 ThruPlays of video, 6,978 link clicks),
 - Facebook and Instagram Virtual Reality promo ad (44,034 reach and 46,819 impressions)
 - LinkedIn (12,983 impressions, 396 link clicks);
- Organic and regular social media posts on the council's corporate accounts;
- 3D Video hosted on YouTube – 4,921 views, average view time 5.32 minutes;

- Media releases to local print and digital media and covered by The Guide Liverpool, Wirral Globe and Highway News;
- Wirral View news articles (11 in total) – viewed 3,153 times;
- Resident email - to over 22,000 email addresses;
- Climate newsletter – to 9,000 email addresses;
- Wirral Council staff internal news – 536 views from 444 people;
- 16 different ‘6 sheet’ poster sites along the route – 59 QR code scans;
- Link to consultation website on the Young Persons ‘Zillo’ website;

3.8 The ‘in person’ consultation work was supported by PLACED who are a company who specialise in place education and engagement in relation to the built environment. PLACED particularly are skilled in supporting those whose voices are traditionally under represented. They have also successfully undertaken engagement support for Birkenhead Regeneration projects via BirkenEds place so have a good knowledge of the local area, issues and stakeholders. In addition to their work at exhibitions and workshops, they supported the communications strategy as follows:

- 19 Twitter posts – 11,540 impressions, 283 engagements
- 9 Instagram posts – 4,108, 94 engagements
- 16 Facebook posts – 15,496 impressions, 3,056 engagements
- 9 LinkedIn posts
- 2 emails to PLACED Birkenhead mailing list – 212 contacts
- 1 email to PLACED Wirral contacts list – 114 contacts.

Consultation Response - Key Survey Response Analysis

- 3.9 The consultation and communications strategies were aimed at maximising the awareness of the consultation and the ability for residents, businesses, organisations and visitors to respond to the proposals.
- 3.10 The “Have Your Say” online portal consultation which ran for 10 weeks invited respondents to complete a short survey consisting of one mandatory question (whether they supported, objected or neither supported nor objected to the proposals) and to provide a reason for their decision).
- 3.11 Various ‘in-person’ consultation opportunities ran throughout the consultation period, in the form of either via staffed or unstaffed exhibitions (staffed exhibitions, supported by PLACED and Wirral Council officers, were held at BirkenEds Place in Birkenhead town centre, the Cherry Tree Centre in Liscard, Seacombe Ferry Terminal, Wirral Met College on Tower Road in Birkenhead, Make Hamilton on Cleveland Street in Birkenhead and St Joseph’s School on Wheatland Lane). This enabled hardcopy plans to be viewed and commented on, as well as at the staffed exhibitions providing the opportunity to watch a 3D video, discuss the proposals with officers and the PLACED team.
- 3.12 Visitors to both staff and unstaffed exhibitions were able to complete a hard copy survey (including ‘Easyread’ versions) and at staffed exhibitions, if

required, were helped to use the Have Your Say website. In addition, visitors to staffed exhibitions were able to use voting tokens to answer the mandatory and optional questions (the same as used for the Have Your Say consultation).

- 3.13 In total it is estimated that a minimum of 446 people attended the 12 staffed exhibitions. This figure is estimated because not all locations were able to exactly monitor all visitors due to the layout of the space used (e.g. the atrium at the Cherry Tree Shopping Centre).
- 3.14 The volume of online and physical material distributed and seen or engaged with reflects the size of the project, its catchment and level of interest. Table 1 summarises the total number of responses received to question 1 (i.e. the only mandatory question) of the survey from both Have Your Say (online and hardcopy) as well as voting responses at the in person exhibitions.

Table 1 – Birkenhead to Liscard overall survey results (mandatory question)

		Support	Object	Neither
Q1	Do you support or object, or neither support nor object to the project? (366 responses)	45% 165 no.	44% 161 no.	11% 40 no.

- 3.15 In total 7,482 visits were made to the Have Your Say consultation webpage. From these visits, 693 people clicked through to the online survey and 286 completed the survey representing an online completion rate of 41.3%. The average Have Your Say completion rate for a Wirral Council Active Travel projects is 43.6% (based on six previous projects using HYS).
- 3.16 The Have Your Say consultation survey required respondents to give a reason why they supported, objected to or were neither supporting nor objecting to the proposals. Appendices 3 and 4 provides more detail on the reasons given by Have Your Say respondents to Question 1 (mandatory question) (as well setting out more detail on the responses to the optional and the plan related questions).
- 3.17 'In person' events attendees were also asked to provide a reason why they supported, objected or were neither supporting nor objecting to the proposals. In this case reasons were recorded on 'post-it' notes and stuck to display boards. Appendices 5 and 6 provide more detail on mandatory and optional questions and the area plan related comments.
- 3.18 A number of recurring objection themes were received which are summarised below. Appendix 3 provides detailed officers responses to the recurring objection themes.
- Cost of the project and/or that the money should be used on other issues.
 - Anticipated lack of use of the project by cyclists, based on references to existing active travel routes.

- Impact on road capacity, the impact on other road users and that this would create congestion and impact emergency services and other operational usage. An alternative route should be used or that an existing route existing or was being duplicated.
- Matters of safety, with some specific points regarding pedestrian/cycle interaction, especially in 'shared spaces' and with specific regard to people with specific accessibility needs.
- Impact on and/or loss of parking for residents, businesses and visitors.

3.19 In addition to the above general themes, responses have been received from all types of stakeholders (both objecting or supporting) on matters of design that will be duly considered at detailed design stage. Although these issues have all been considered as part of the outline design, it is normal design practice that these issues would be further explored in more detail as part of the detailed design process. (Outline design is based on Ordnance Survey map bases however to support the level of detail required for detailed design topographical and other surveys would be required to be undertaken). Responses are set out in more detail in Appendices 3 to 7 and include, but are not limited to, the following summary issues:

- The amount of shared space included in the design and, where necessary, care is required with design to ensure clarity and that pedestrians and cyclists of all abilities are able to use safely;
- The need for additional parking provision, especially where any displaced parking will occur in areas of parking stress;
- Consider how revised parking provision will be managed;
- Design to ensure sufficient permeability through cycle routes to ensure barriers aren't created to pedestrians of all abilities and cyclists;
- Whether sufficient crossings have been provided in number, location and type;
- Implications for bus routing and stops to ensure the project and bus services complement each other;
- Ensure access to private properties and other non-highway accesses is maintained;
- Widths of footways and cycletracks to ensure safe space and widths are provided;
- Impact on trees and other key street features;
- Vehicle tracking at junctions and accesses where the carriageway has been narrowed to accommodate the project;
- Impact on highway capacity of narrower carriageway widths and reduced capacity at some junctions;
- Standard of cycle provision against LTN1/20 principles, including cycle parking;
- Security and personal safety issues where public realm features are proposed as well as one-way streets.

3.20 Where concerns have been raised about loss of trees and other planting, it should be noted that the presumption of the detailed design work will be to retain rather than remove existing trees/planting. The current design is at

outline detail stage and a topographical survey will identify precise location of trees/planting to, where possible, allow the design to accommodate these existing features. It should also be noted that the current design proposes additional landscape features in order to help provide an attractive public realm and improved streetscape. Should the removal of any trees or planting be required then the detail of this will be reported following the detailed design being undertaken and be part of a further report to this committee. Any removal of trees would require the ratio of replacement in line with the current Tree Strategy.

- 3.21 It should be noted that some objections gave reasons that could be addressed via changes to the design or clarification on an issue raised. All responses to the consultation will be used to inform the next stage of design.
- 3.22 Consultation responses have also been received from key stakeholders such as Merseytravel and Merseyside Police. Neither object to the proposals and both raise issues relating to design and operational matters (included in the above summary) which would be further developed during the next stage of design. Liaison with both, and all emergency and operational services would remain ongoing throughout the next stage of design.
- 3.23 Both the Stage 1 Road Safety Audit and the Active Travel England route and junction checks identify matters for reviewing at detailed design stage. This is to be expected at this level of outline design and both processes would be repeated at the next stage of the design process, to ensure as high a quality a design as possible.

Consultation response - contextual questions analysis

- 3.24 Other optional questions were asked as part of the consultation to understand the level of agreement/disagreement generally with the council improving roads and footpaths to encourage a more active lifestyle and whether the council should make it easier for people to walk and cycle to key destinations, such as schools, local businesses and employment. Table 2 summarises the response to these questions from both the online Have Your Say and in person events.

Table 2 - The Council's Role - survey results

		Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
Q2	The council should improve our roads and footpaths to help people who wish to walk and cycle achieve a more active lifestyle' (364 response)	47% 170 no.	14% 52 no.	14% 52 no.	11% 40 no.	14% 50 no.

Q3	The council should make it easier for people who wish to walk and cycle to destinations such as schools, local businesses and employment locations (347 responses)	43% 149 no.	18% 61 no.	13% 45 no.	13% 46 no.	13% 46 no.
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3.25 A further optional question was asked regarding how people normally travel for short journeys as well as demographic information. A postcode was required for people to complete the online version of the survey, in order to discourage automated or multiple submissions from individuals or organisations. Due to the voting system at in person events, respondents were able to choose multiple responses. Table 3 summarises how respondents currently travel for short journeys.

Table 3 – How respondents currently travel - survey results

		Small car/van	Walk	Cycle	Bus/Public Transport	Moped/Motorcycle	Lift share	Mobility device
Q4	How do you normally travel for short journeys? (387 responses)	37% 144 no.	32% 122 no.	16% 63 no.	11% 42 no.	1.5% 6 no.	2% 8 no.	0.5% 2 no.

Consultation response – further information

3.26 A large volume of comments were received on the 16 individual area plans as well as broader issues. All comments received have been reviewed and officers have responded to them. The key issues raised by these comments are summarised above and all of the comments are appended to this report as follows:

- Appendix 4 sets out the full Have Your Say report of the consultation. Appendix 5 sets out the officer responses to detailed comments received via the Have Your Say consultation.
- Appendix 6 sets out the full PLACED report of the in person consultation, including workshops.
- Appendix 7 sets out the officer response to comments received via the in-person consultation.

'In person' Workshops

3.27 Three workshops were held to allow discussion with seldom heard groups. One workshop was held with Year 6 pupils from St Joseph's School,

Wheatland Lane, one was held with Wirral's Youth Voice group at the Pilgrim Street Arts Centre, Birkenhead and one workshop was held with a group identified as having accessibility needs or an interest in accessibility.

- 3.28 The workshops were focussed on understanding qualitative rather than quantitative issues and were flexible enough to enable feedback on the project itself as well as wider discussion on everyday local travel and accessibility.
- 3.29 Workshops were designed to discuss broader active travel and accessibility issues alongside the project rather than asking consultation survey questions. The structure of the workshops allowed for discussion on scheme plans and comments were recorded where they were provided and are shown in Appendix 7.
- 3.30 Children at St Josephs and young adults at Youth Voice provide graphic and written commentary on their journeys to school and around the Wirral/Liverpool City Region area. It is clear from the responses that the following issues are important to young people:
- The quality of their journey to school or travel around the wider Wirral/Liverpool City Region;
 - The perception of busy roads and slow crossings;
 - Personal safety and security; and
 - Quality of transport connections and infrastructure.
- 3.31 As much of the workshop output was graphic (e.g. Year 6 childrens' drawings of their journey from home to school) they are not appended to this report. Members can view copies of these drawings are available on request.
- 3.32 One workshop was focussed on people with mobility or accessibility needs. This enabled discussion on the project across a wider range of perspectives than allowed by an individual response (e.g. the needs of people with differing mobility needs).
- 3.33 This workshop provided a range of comments on specific plans as well as general issues for the project to consider. These issues are summarised in this report and also shown in detail in Appendix 7.

Consultation Summary

- 3.34 As an overview, it is considered that
- There has been an extensive consultation process with range of opportunities for stakeholders to see, review and to provide feedback on the proposals over a 10 week timescale;
 - There has been a balanced response to the mandatory question on support for or objection to the proposals;
 - There is overall support from responses for the council's role being to improve footpaths and roads to make it easier for people to walk and cycle to key destinations;

- Design issues have been raised are capable of being addressed via the detailed design stage. These include, but are not limited to, careful review of shared space, crossings, permeability along and across the route, parking and access to private accesses.

4.0 FINANCIAL IMPLICATIONS

- 4.1 Under the LCRCA LCWIP programme the Council has the potential to receive significant investment to support the delivery of active travel infrastructure in the Borough. The current estimate for Birkenhead to Liscard delivery is £10 million, but this is based on a judgement of a proportion of the original cost of the Birkenhead to New Brighton Scheme overall estimated cost of £18 million, which is now dated and would be subject to inflationary increases that have been experienced across the construction industry since 2020. A up to date capital cost can only be derived by completing the detailed design stage and securing a reliable cost estimate.
- 4.2 To progress to the next stage of the project will require funding to be secured through the LCRCA to undertake detailed design, costing and completion of full business case as well as further consultation and engagement. In addition, funding will be required for dedicated project management officer support to ensure completion of detailed design and business case work and ensure co-ordination of the project across the various other masterplans and projects being delivered as part of the wider regeneration programme.
- 4.3 There is a risk of loss of car parking revenue however it is estimated the current car parking facilities in the area will accommodate any displaced vehicles and that any loss will be minimal. Appropriate communications will take place to ensure the public are well informed of the changes and the alternative arrangements for parking facilities are signposted.

5.0 LEGAL IMPLICATIONS

- 5.1 Consultancy support will be required to progress this work and the full cost of detailed design and costing work will be finalised via a compliant procurement process and contractual arrangement.
- 5.2 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. Traffic Regulation Orders (TROs) are created under the Road Traffic Regulation Act 1984. TROs will be required for changes to waiting and loading restrictions, speed limits and any changes to motor-vehicle movements and would be subject to the appropriate statutory consultation processes.

6.0 RESOURCE IMPLICATIONS: ICT, STAFFING AND ASSETS

- 6.1 Existing staff resources, supplemented with external consultant support as appropriate will be used for the further development of the project, including the next stage of design and further consultation and engagement.

- 6.2 There are no ICT implications. The project will impact on the highway asset and its associated public realm. Further reports will be brought to this committee following the next stage of design and further consultation which will include detailed design drawings to set out these implications in detail. Details of any changes to existing trees or planting will also be included.

7.0 RELEVANT RISKS

- 7.1 Failure to further develop the Birkenhead to Liscard Active Travel project would be viewed negatively by the LCRCA, the Department for Transport and Active Travel England, and may impact future funding allocations for transport and regeneration projects.
- 7.2 Failure to develop the scheme and the business and completion of statutory processes with associated public consultation would result in the scheme not being available to be assessed as part of the pipeline of schemes for City Region Sustainable Transport Funding Round 2 (CRSTS2) which it is currently understood is to be awarded for delivery of schemes between 2027 and 2032. This would result in Wirral losing out on a significant funding opportunity.
- 7.3 As with all highway schemes there is the risk that detailed design will identify technical issues that affect the current outline design and deliverability of the project and/or its cost. The majority of the existing design is based on Ordnance Survey mapping. Detailed design will need to be undertaken using detailed topographical survey information, which is more accurate. The detailed design process may identify changes required to the layout based on more accurate survey information. Detailed design will also need to consider statutory undertakers' infrastructure as well as drainage and street lighting design.
- 7.4 Should the project proceed to detailed design and business case development, risks associated with those areas of work will be recorded in a detailed risk register and management and mitigation of these risks will be undertaken by the project manager and monitored via the Project Management Office.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 Ward Councillors, Chairs and Vice-Chairs and Spokespersons of the Economy, Regeneration and Housing Committee, the Environment, Climate Emergency and Transport Committee and the Active Travel Members Working Group have been engaged throughout the development of the project. Ward Councillors were briefed on the proposals and the proposed consultation strategy (including advising on the geographical extent of leaflet delivery) prior to the consultation commencing.
- 8.2 A detailed and extensive public and stakeholder consultation has taken place on this project, the details of which are set out in this report.

9.0 EQUALITY IMPLICATIONS

- 9.1 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.
- 9.2 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.
- 9.3 An Equality Impact Assessment has been completed for this project for phases 1 and 2 (Birkenhead to New Brighton) and this is published at <https://www.wirral.gov.uk/communities-and-neighbourhoods/equality-impact-assessments>. This EIA is supplemented by responses to the public consultation which highlight matters of design affecting people with mobility concerns (i.e. need for more permeability through cycle tracks) and visual impairment (i.e. need for less 'shared surface' and need to ensure crossings of cycle tracks and side roads use clear surface materials and colours).
- 9.4 It should be noted that the design has been reviewed by Active Travel England in accordance with current guidance, and the council are continuing to liaise with them as the projects develop. The design has also been subject to a Stage 1 Road Safety Audit and the recommendations of the audit will feed into the next stage of the project. The Wirral Active Travel Forum was also consulted on the project and a Workshop was held and attended by people with accessibility needs or an interest in accessibility. We will continue to engage with relevant groups to support the detailed design stage of the project.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

- 10.1 Liverpool City Region Combined Authority has published its Five Year Climate Action Plan. It builds upon the Pathway to Net Zero document, which set out our ambition to achieve net zero by 2040 or sooner. 67% of the carbon emissions from transport in Liverpool City Region are from cars. To reduce this environmental impact, we need to encourage people out of cars to walk, wheel and use public transport for short journeys or as part of longer journeys that use public transport.
- 10.2 Delivery of active travel projects will enable increased numbers of journeys to be undertaken by sustainable modes, especially for local journeys, therefore reducing residents' 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 the Environment and Climate change Emergency.

As part of the detailed design stage, additional public realm and sustainable urban drainage features will be considered to be introduced to help improve the local environment and bio-diversity.

- 10.3 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.
- 10.4 The council's Places for People strategy acknowledges the important role that Active Travel can play in addressing global as well as local environmental issues. This follows the council's declaration of an Environmental and Climate Emergency in 2019 and adoption of the Cool 2 Climate Strategy.

11.0 COMMUNITY WEALTH IMPLICATIONS

- 11.1 This project helps deliver Wirral's wider Community Wealth Building commitments to deliver a prosperous, inclusive economy that benefits local residents.
- 11.2 It supports several key Community Wealth Building aims, including: Maximising the Wirral Pound – buying locally wherever possible to support local businesses and employment. Evidence shows that making changes that are good for walking and cycling are also good for local businesses. Local people who walk and cycle spend more in local shops than those who drive as they visit more often and cumulatively spend more.
- 11.3 The project also provides safe, convenient and direct access to local employment, services and facilities for local residents and visitors without access to a car (NB including employees travelling from the wider area via train or ferry).
- 11.4 The project also supports community development – enabling resilient local communities that are more sustainable by protecting the environment, minimising waste and energy consumption and using other resources more efficiently.

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APPENDICES

- Appendix 1:** Plan of Birkenhead to Liscard Active Travel route
- Appendix 2:** Birkenhead to Liscard Active Travel Engagement Strategy
- Appendix 3:** Objection Themes and Officers Responses
- Appendix 4:** 'Have Your Say' Consultation Report
- Appendix 5:** 'Have Your Say' Comments and Officer Responses
- Appendix 6:** PLACED 'In Person' Consultation Report
- Appendix 7:** PLACED 'In Person' Comments and Officer Responses
- Appendix 8:** Written Responses Received During Consultation

BACKGROUND PAPERS

Gear Change Plan for Cycling and Walking – Department for Transport July 2020
<https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england>

Wirral Places for People – Our strategy to place active travel at the heart of everything we do
[mgConvert2PDF.aspx \(wirral.gov.uk\)](mgConvert2PDF.aspx (wirral.gov.uk))

Gear Change Plan One Year One– Department for Transport July 2021
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1007815/gear-change-one-year-on.pdf

Liverpool City Region Combined Authority – Local Cycling and Walking Infrastructure Plan (LCWIP)
[LCR-LCWIP-Final-1.pdf \(liverpoolcityregion-ca.gov.uk\)](LCR-LCWIP-Final-1.pdf (liverpoolcityregion-ca.gov.uk))

Sustrans Walking and Cycling Index Liverpool City Region
[liverpool-walking-and-cycling-index-2023.pdf \(sustrans.org.uk\)](liverpool-walking-and-cycling-index-2023.pdf (sustrans.org.uk))

Cycling Infrastructure Design Local Transport Note 1/20
<https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

Active Travel England Design Tools
[Active Travel England scheme review tools - GOV.UK \(www.gov.uk\)](Active Travel England scheme review tools - GOV.UK (www.gov.uk))

DfT Active Mode Appraisal Toolkit
[active-model-appraisal-toolkit-user-guidance.pdf \(publishing.service.gov.uk\)](active-model-appraisal-toolkit-user-guidance.pdf (publishing.service.gov.uk))

Inclusive Mobility

[inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf \(publishing.service.gov.uk\)](#)

Manual for Streets

[Designing and modifying residential streets - GOV.UK \(www.gov.uk\)](#)

Have Your Say project consultation page, including plans, supporting information and questionnaire link - [LCWIP Birkenhead to Liscard Active Travel Project | Have your say Wirral](#)

Information on demand for and benefits of Active Travel projects

[benefits of active travel isn dundee.pdf \(dundecity.gov.uk\)](#).

[travel-in-london-2023-active-travel-trends-acc.pdf \(tfl.gov.uk\)](#).

[Early engagement perception surveys and results - Enjoy Waltham ForestEnjoy Waltham Forest\)](#)

[our-changing-travel-how-peoples-travel-choices-are-changing.pdf \(publishing.service.gov.uk\)](#).

[walking-cycling-economic-benefits-summary-pack.pdf \(tfl.gov.uk\)](#)

TERMS OF REFERENCE

This report is being considered by the Environment, Climate Emergency and Transport Committee in accordance with Sections (a) (b) (c) and (d) of its Terms of Reference.

- (a) in co-ordinating the response to cross-cutting sustainability issues such as reducing carbon emissions, air quality issues, climate change response, improving resource efficiency and developing sustainable energy;
- (b) in relation to all highways matters and as highway authority, street authority, bridge authority, including but not limited to public open spaces, street furniture on the highway and open spaces or parts of open spaces immediately adjacent to the highway;
- (c) in relation to traffic management and transport and as traffic authority, including but not limited to public passenger transport and the co-ordination of transport for service users, traffic orders and rights of way issues;
- (d) in relation to parking, including on and off-street parking and civil parking enforcement;

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP_ - BIRKENHEAD TO NEW BRIGHTON Economy Regeneration and Housing Committee	19 October 2022