Sefton Council

SEFTON COUNCIL LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

Annex 1 - Baseline Evidence and Future Situation

001
JULY 2025

PUBLIC

ANNEX (001) PUBLIC

PROJECT NO. UK0028248.8110

OUR REF. NO. 001

DATE: JULY 2025

WSP

Exchange Station
Tithebarn Street
Liverpool

Phone: +44 131 344 2300

WSP.com

QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	First Issue			
Date	July 2025			
Prepared by	CFC			
Signature				
Checked by	GM			
Signature				
Authorised by	SB			
Signature				
Project number	UK0028248.8110			

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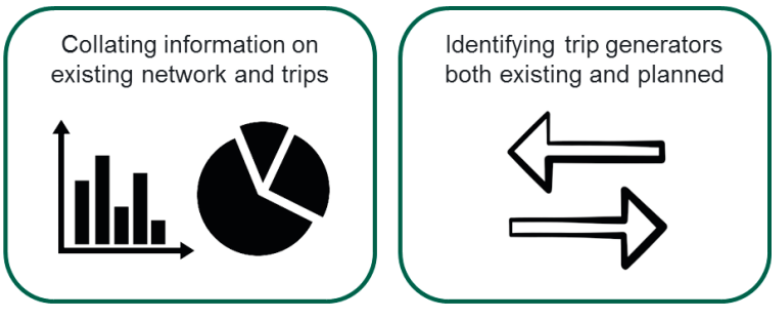
1 BASELINE EVIDENCE

1.1 INTRODUCTION

The second stage of the LCWIP process also involves the following:



The analysis undertaken as described in this section of the report is used to inform the proposals as outlined in sections 6 and 7.

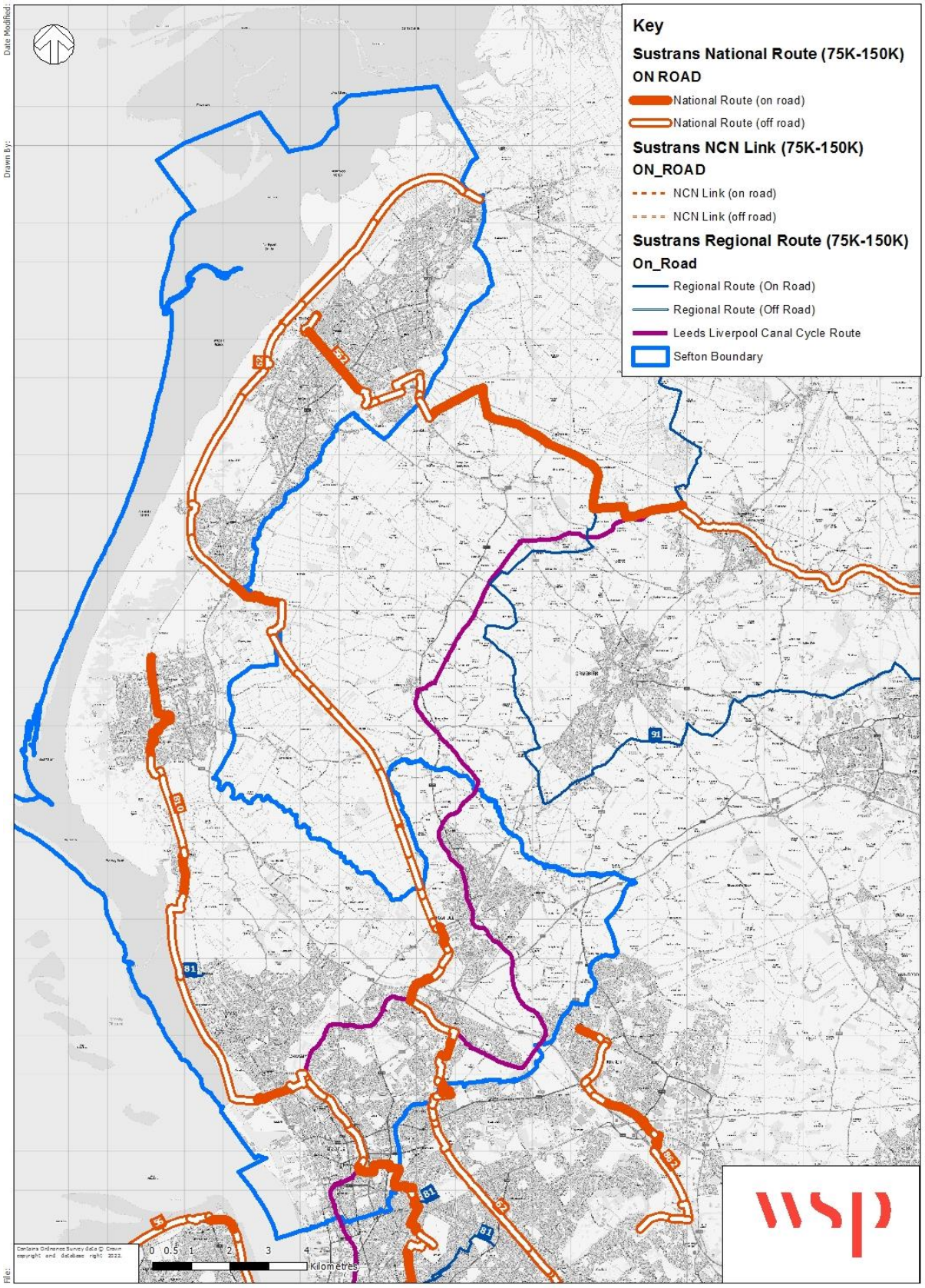
1.2 EXISTING STRATEGIC CYCLE INFRASTRUCTURE

The borough has three national cycle routes and a number of regional cycle routes at a strategic level running between key urban centres. The routes include:

- NCN 62;
- NCN 810;
- Liverpool Loopline;
- Leeds Liverpool Canal; and
- Trans-Pennine Trail.

Overall, these routes tend to be linear with limited radial routes around each urban centre (**Figure 1**). **Figure 1** shows the strategic cycle infrastructure that serves the Sefton Borough.

Figure 1 - Strategic Cycle Infrastructure



1.3 PUBLIC RIGHTS OF WAY (PROW)

Public Rights of Way are an integral part of the highway network, they are a right by which the public can pass along routes over land at all times. Although the land may be owned by a private individual, the public have a legal right across that land along a specific route.

There are 4 different designations of PROW each with different restrictions on who or what can use them

- Footpaths - pedestrians with a normal walking accompaniment (mobility scooters or powered wheelchairs);
- Bridleways - pedestrians (mobility scooters or powered wheelchairs), horse riding, bicycles;
- Restricted byways - any transport without a motor and mobility scooters or powered wheelchairs; and
- Byways open to all traffic (BOAT) - any kind of transport, including cars.

Public Rights of Way are a key part of the highway network, in the urban environment they can complement the main network by offering “off network” routes for walking and cycling to work or shops to avoid congested areas. In more rural locations they can offer ways of commuting whilst staying off country roads that may be a barrier for cycling or walking to work for those less confident, however, it is worth noting that they are not of a consistent quality as surfacing and lighting varies resulting in the Public Rights of Way network not always being useful for all users.

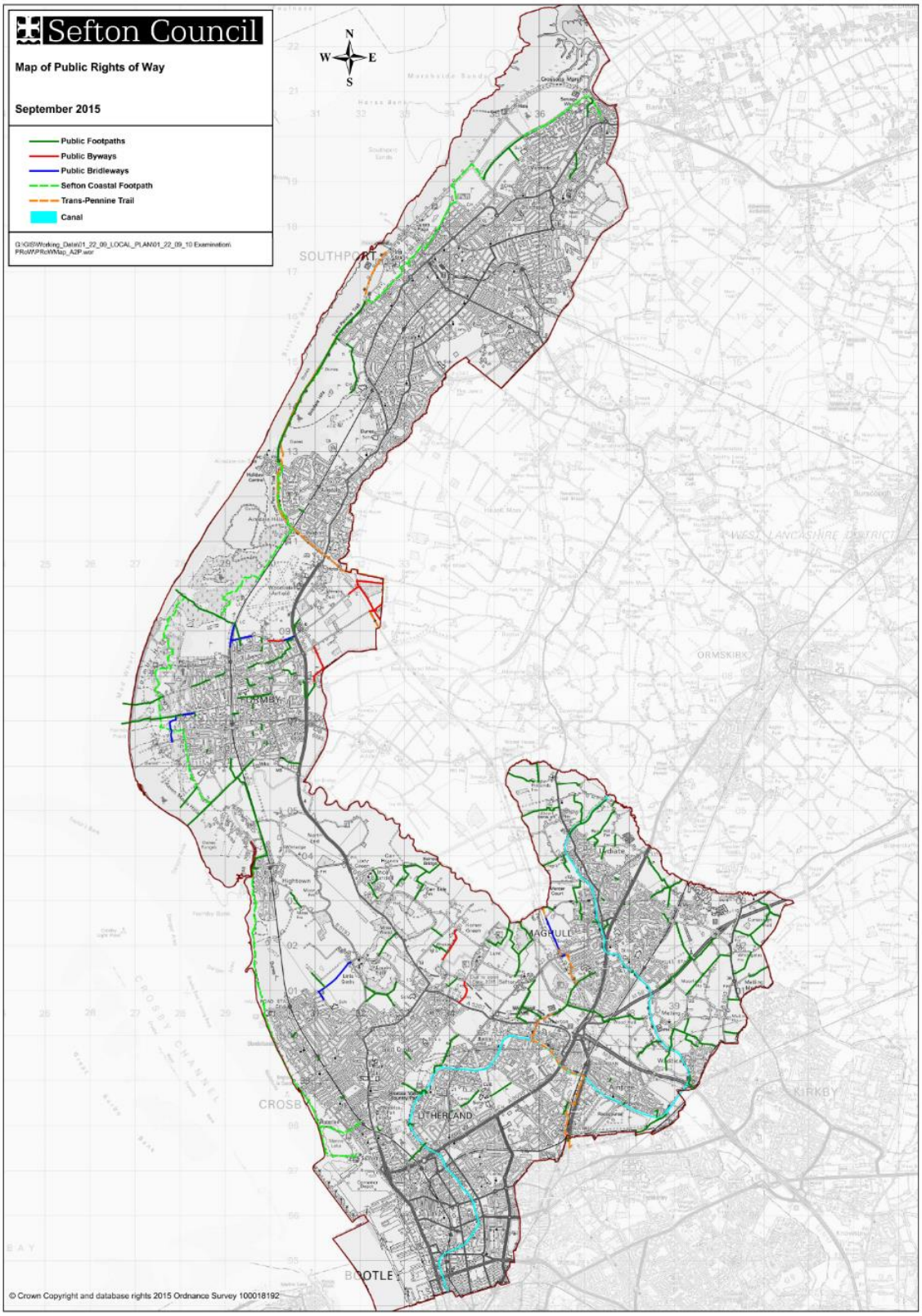
In the Sefton Borough, the National Cycle Network uses Public Right of Ways for routes NCN 62 and 810, showing the importance of them (**Figure 3**).

In the Liverpool City Region Combined Authority Rights of Way Improvement Plan 2018-2028, it highlights improvements which Sefton Council have undertaken to PROW to provide infrastructure upgrades 2 (**Figure 2**).

Figure 2 - Improvements Undertaken to PROW

Source: Liverpool City Region Combined Authority Rights of Way Improvement Plan 2018-2028.

Figure 3 - Public Right of Ways in Sefton Borough



1.4 HOUSING AND DEVELOPMENT

The Local Plan sets out how new development will be managed in Sefton from 2015 to 2030. It encourages sustainable development and economic growth and provides both current and future generations with more opportunities for working and living in Sefton.

Future sites for housing and employment have been identified and listed as required:

“During the period 2012 - 2030 provision will be made for the development of a minimum of 11,520 new homes in Sefton. The housing requirement will be delivered at the following average annual rates:

- 2012-2017: 500 dwellings per annum; and
- 2017-2030: 694 dwellings per annum.

During the period 2012 - 2030 provision will be made for a total of 81.6 ha of employment land.”

Figure 4 to **Figure 8** show the planned development within the geographical areas being explored for the LCWIP.

Figure 4 - Bootle, Litherland and Netherton Planned Development

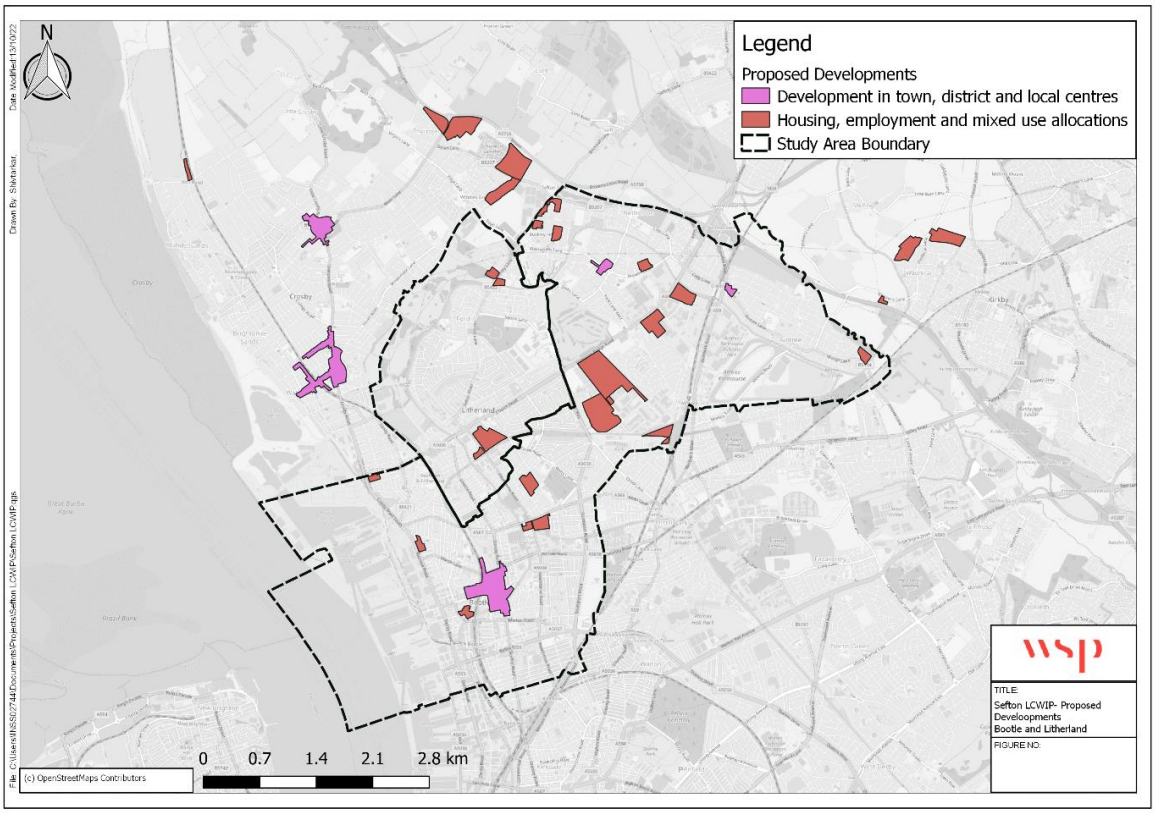


Figure 5 - Crosby and Thornton Planned Development

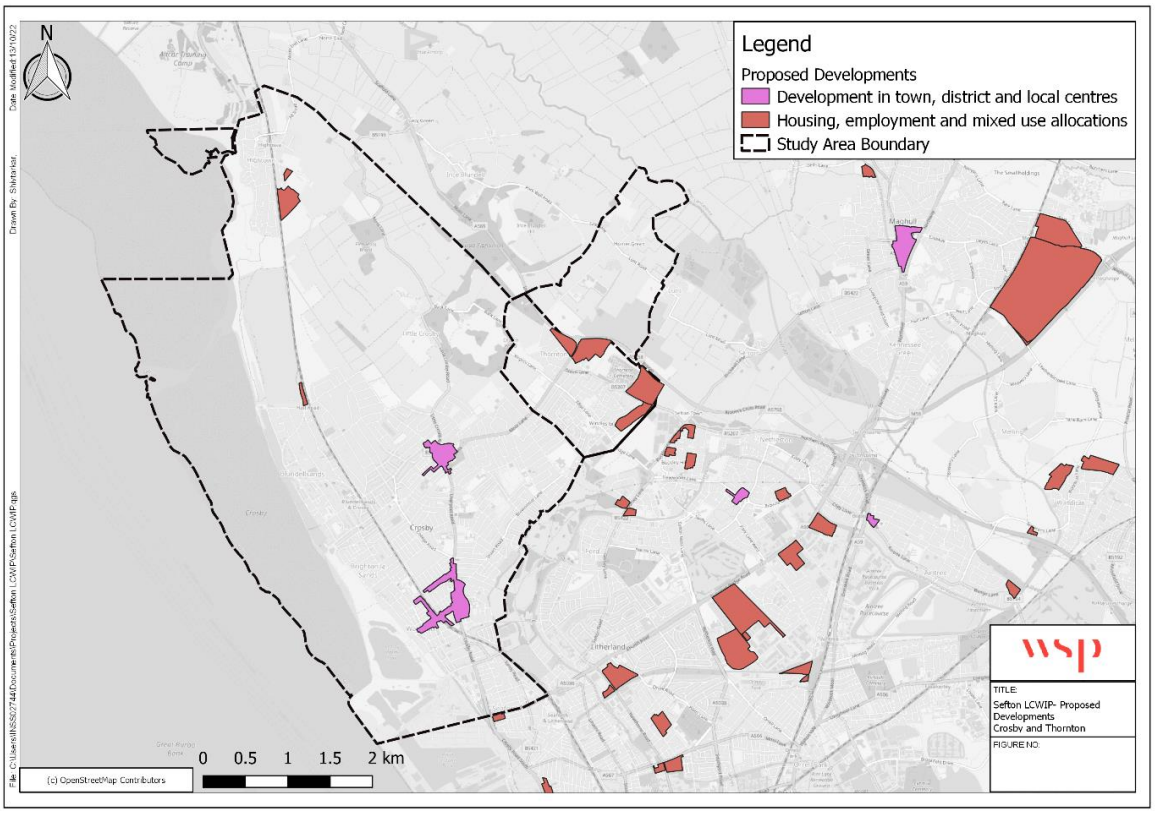


Figure 6 - Formby Planned Development

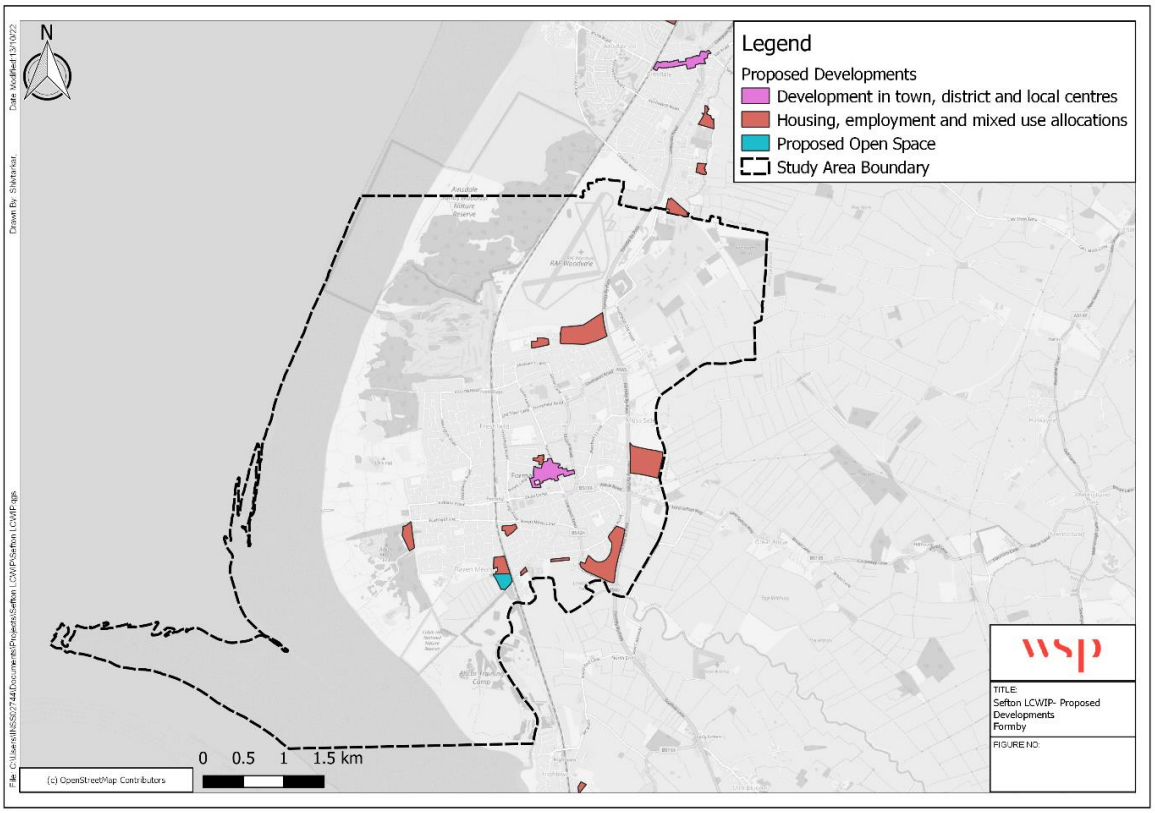


Figure 7 - Maghull and Lydiate Planned Development

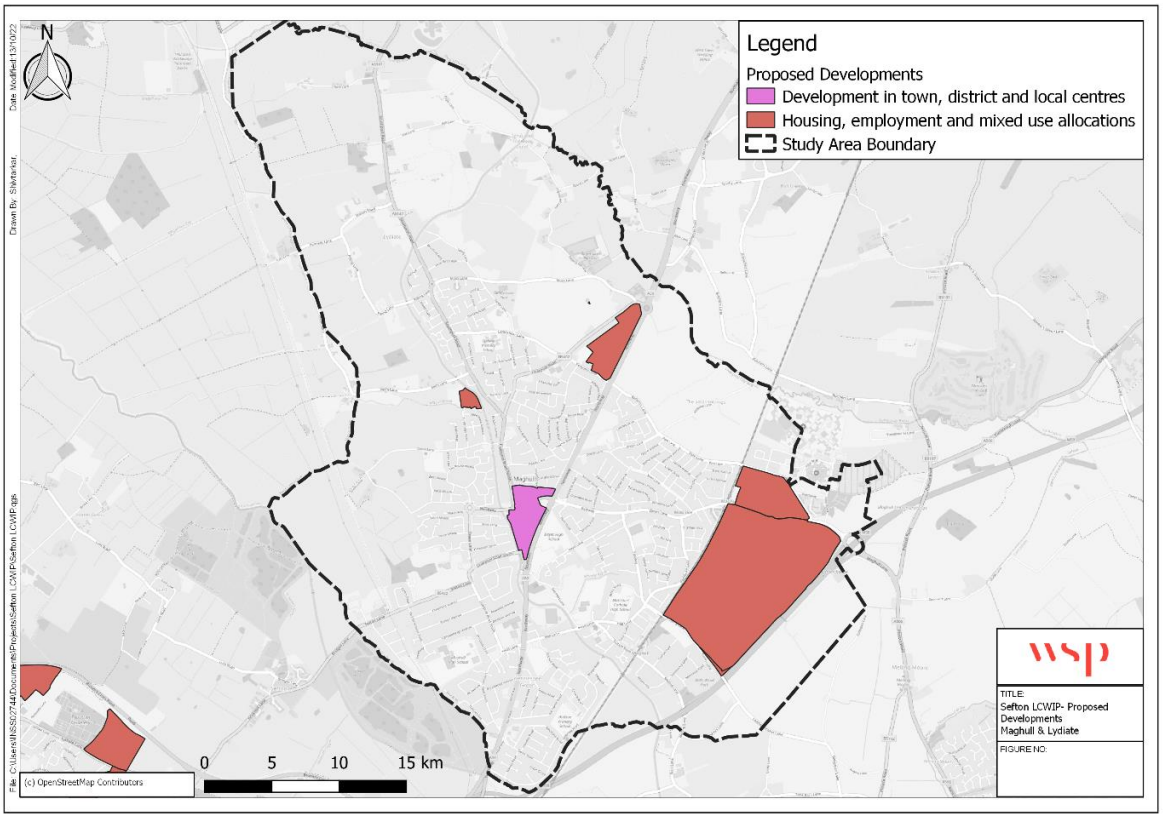
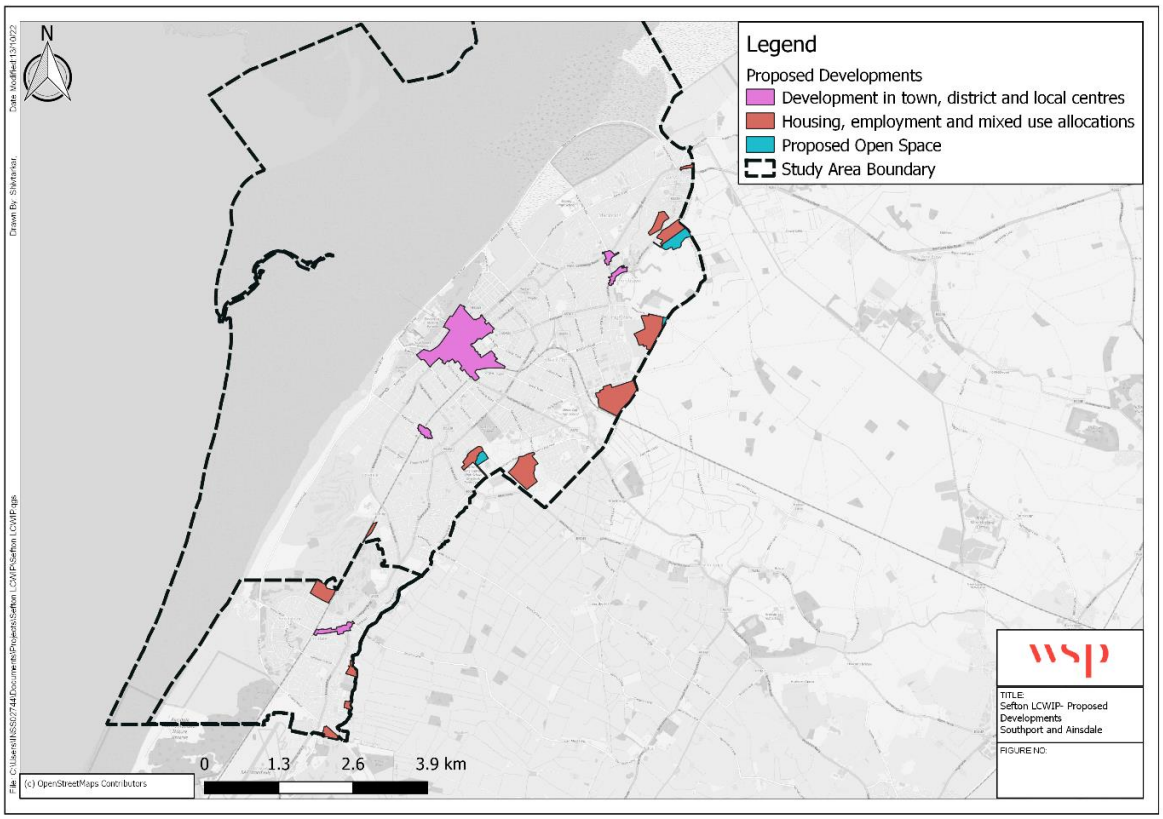


Figure 8 - Southport and Ainsdale Planned Development

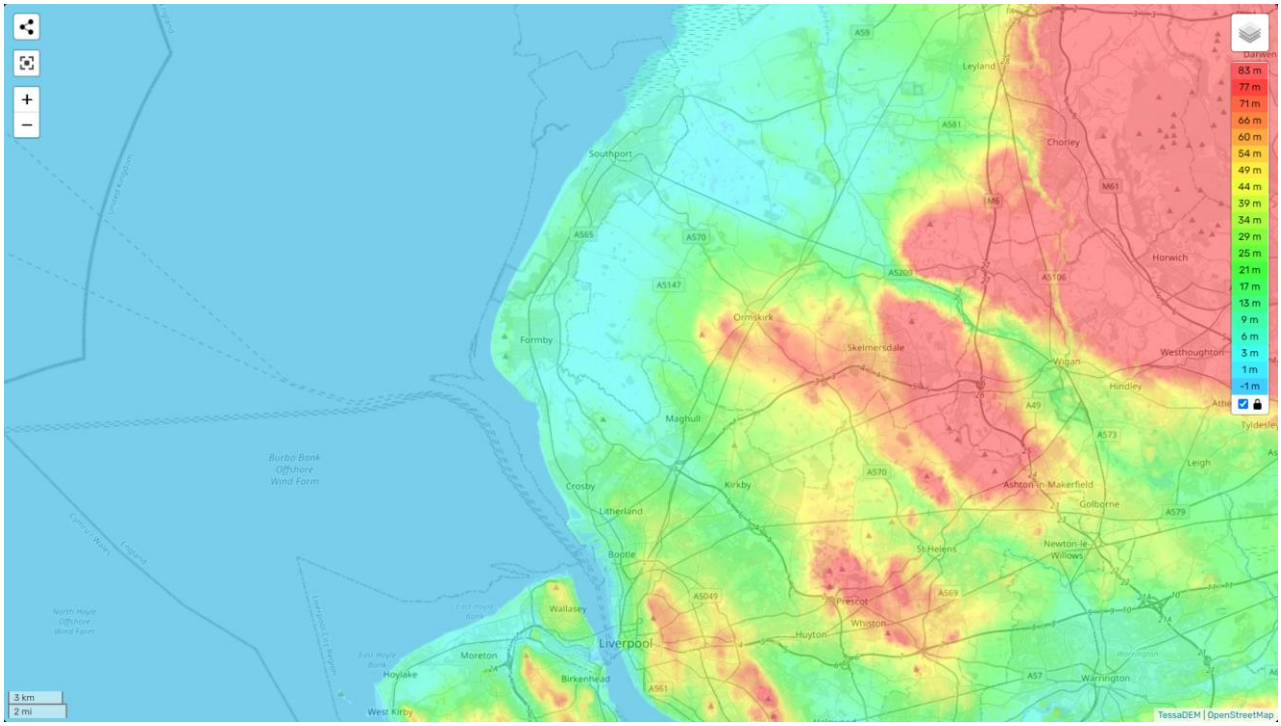


1.5 TOPOGRAPHY

The topography of the borough, including the main urban areas, is shown in **Figure 9** below. This shows that the majority of the borough is relatively flat, in particular the areas located on the coast such as Southport, Ainsdale, Formby, Crosby and Thornton. The average elevation of the borough is 17m[1]. This therefore provides the potential for encouraging local walking and cycling trips for both commuting and leisure purposes. The areas such as Bootle, Litherland and Maghull, that are located more inland experience slightly elevated topography, although all of the borough still remains relatively flat.

Although flatter terrain has the potential to support increased numbers of walking and cycling, it is worth noting that technology is developing and evolving with the e-bike and e-scooter market growing steadily, with the city region benefitting from e-scooter trials over recent years, and as such hillier journeys by bicycle have the potential to become more feasible to a wider demographic.

Figure 9 - Sefton Topography



Source: https://en-gb.topographic-map.com/map-qhtp/Sefton/?center=53.5448%2C-2.97908&lock=12%2C-1%2C83&zoom=11.

1 https://en-gb.topographic-map.com/maps/dum/Sefton/
2 https://www.sefton.gov.uk/media/1679/rowip_2018-28.pdf

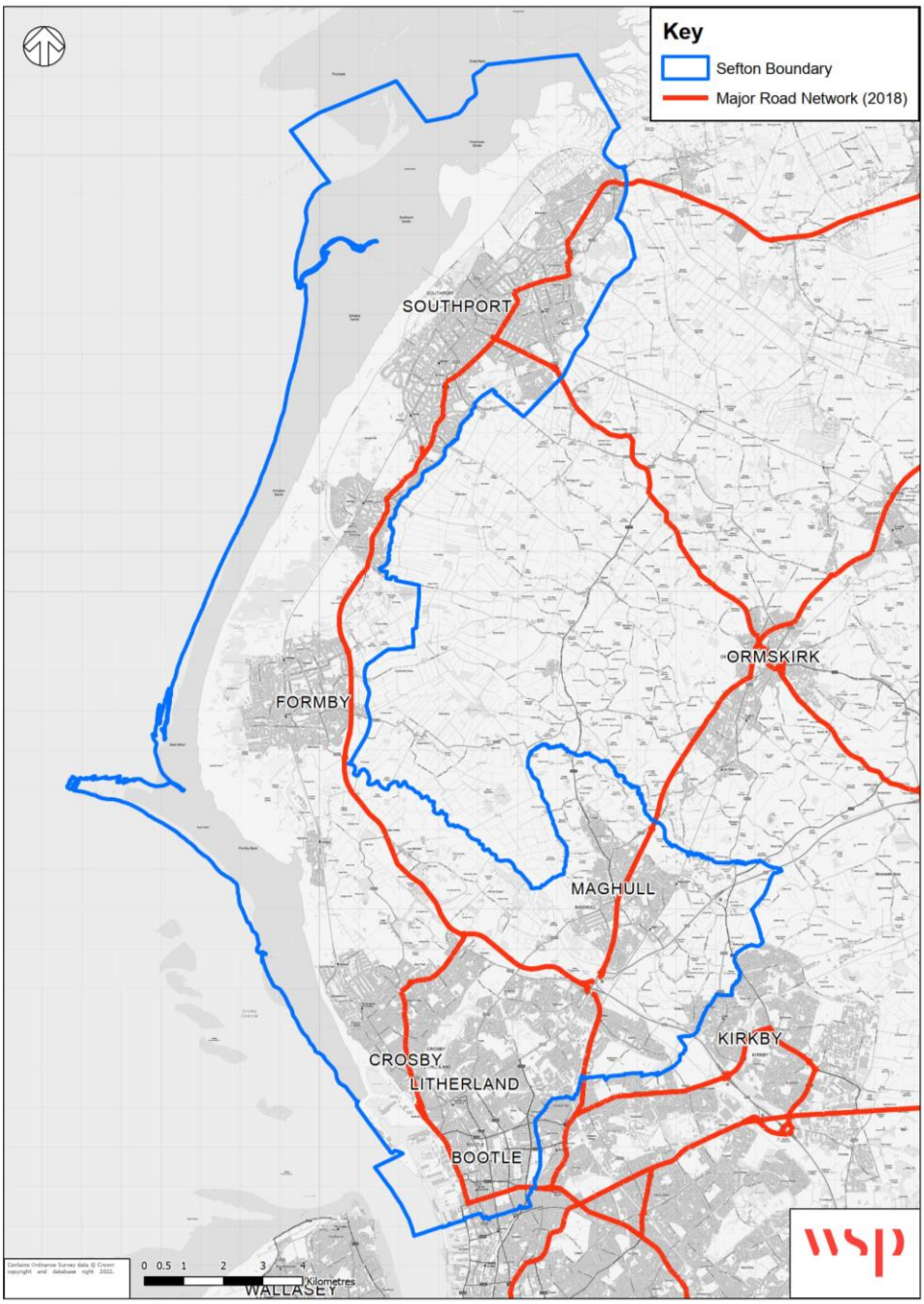
1.6 PHYSICAL AND MAN-MADE BARRIERS

Barriers to movement, whether they be natural or man-made, have been identified to understand how they may interfere and impact with the existing and potential future cycling and walking movements.

Major roads within Sefton (**Figure 10**) include the A565 south from Southport through Formby and Crosby to Bootle, the A570 from Southport to Ormskirk to the southeast of the borough and the A59, running from the northeast of the borough, through Ormskirk and Maghull to the south of the borough. The A5036, while not included in the Major Road Network, is a significant road within the borough. It connects the port to the Switch Island junction, which provides access to the M58, M57 and A59.

These roads experience a variety of traffic flows including large amounts of goods vehicles travelling to the port. Although there are a number of pedestrian crossing facilities along the routes, the high traffic flows still act as a barrier to the movement of pedestrians and cyclists.

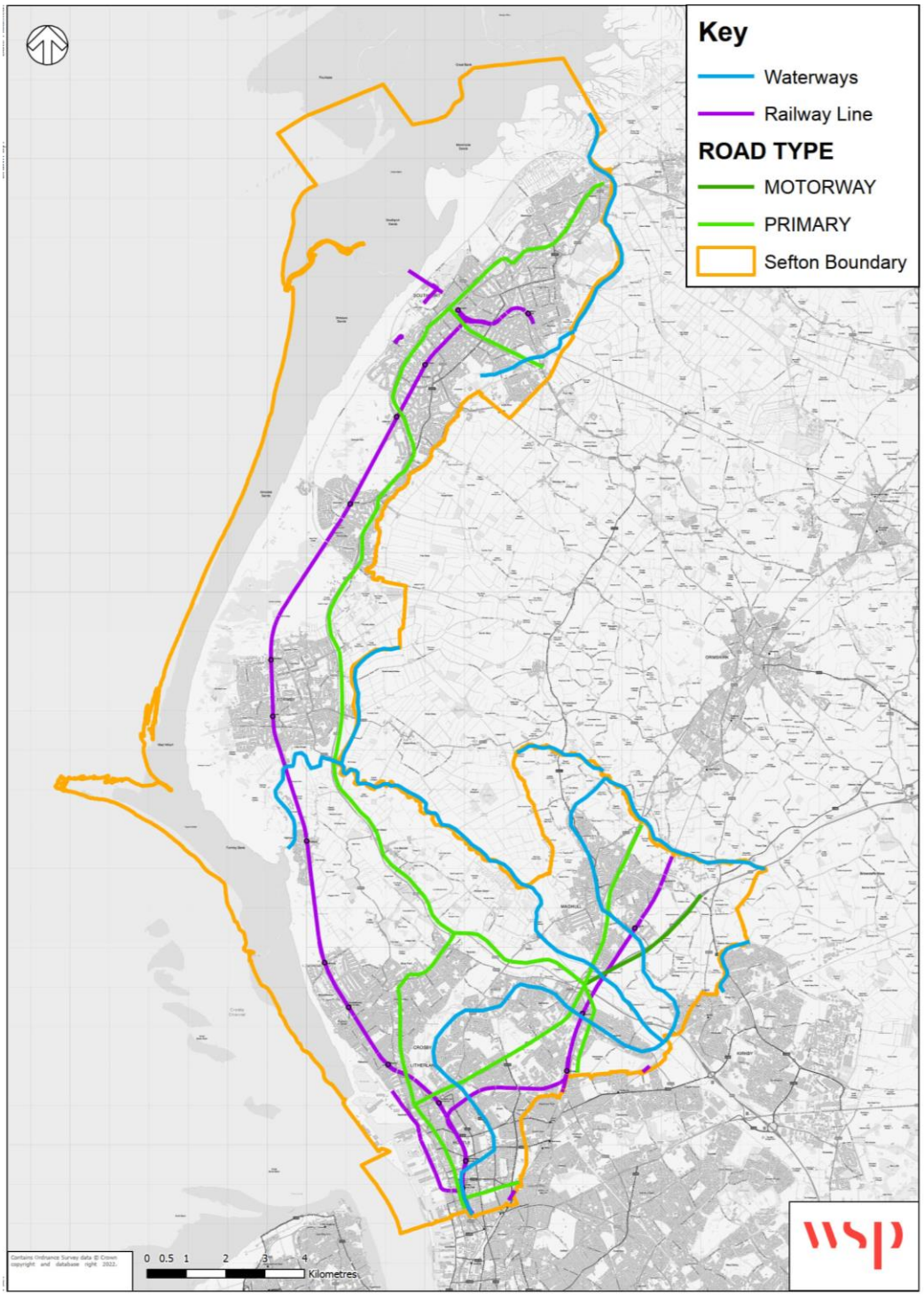
Figure 10 - Major Road Network



There are several railway stations across the borough including the local Merseyrail network. In addition, Southport Railway Station operates Northern services connecting to the wider Northwest. The rail line (**Figure 11**) does create a barrier for movement in particular through Formby, increasing the difficulty connecting the town centre to Formby Beach and the National Trust site in Formby.

The Leeds-Liverpool Canal and the River Alt (**Figure 11**) also run through the borough. However, the canal does not provide significant severance due to the multiple crossing points.

Figure 11 - Further Barriers Across the Borough



1.7 BARRIER AUDITS

Across the Borough, barrier audits were carried out on both the National Cycle Network (NCN) and Trans Pennine Trail (TPT) in 2019 as part of Sustrans audits nationally. Audits classified barriers into several categories:

- Acceptable Width
- Acceptable Width (removed)
- Not NCN
- Other Issue
- Too Narrow

Table 1 highlights a summary of the barrier audits undertaken, with full details and maps provided within Appendix B.

Table 1 - Summary of Barrier Audits Undertaken

Category	North Sefton	Central Sefton	South Sefton	Total
Acceptable Width	3	3	7	13
Acceptable Width (removed)	0	0	1	1
Too Narrow	14	8	53	75
Not NCN	1	1	5	7
Other Issue	0	0	15	15
Total	18	12	81	111

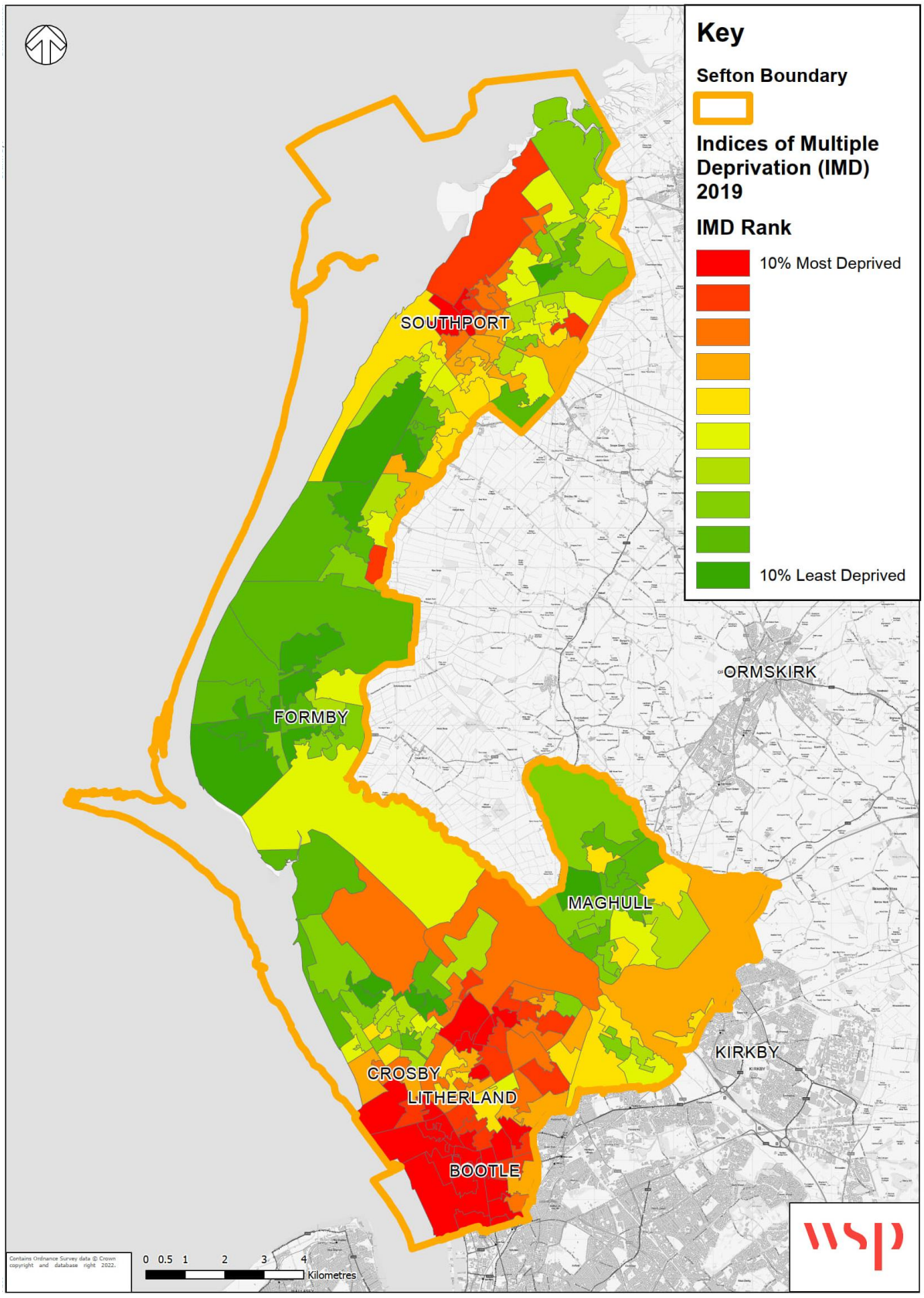
1.8 INDEX OF MULTIPLE DEPRIVATION

The deprivation levels vary across the borough with relatively low levels of deprivation in Formby, Crosby, Maghull and Ainsdale as well as some of the most deprived areas within England. This includes all of Bootle and significant areas of Litherland (north) and Southport (Northwest). The IMD for the borough is shown in **Figure 12** below.

Investing in accessible, quality transport infrastructure such as an integrated active travel network that connects communities with education establishments, employment and leisure facilities, shopping areas and key services can support healthier lifestyles and provide access to jobs and services and can help improve the levels of deprivation. Investment in active travel can help to combat transport poverty.

Transport poverty is not yet officially recognised in England but is the daily reality for millions across England (Sustrans). Transport poverty is far worse in rural areas than urban, with services further away that cost more, reflecting low population density, making it harder for public transport to run. Poor walking and cycling environments can leave areas even more isolated, damaging community cohesion. Sefton has a mix of both rural and urban areas.

Figure 12 - IMD Levels in Sefton



Similar to the deprivation levels, health and disability deprivation varies across the borough. Areas including Bootle, Litherland and Southport are amongst the 10% and 20% top derived neighbourhoods in the country[2]. This shows the importance of encouraging physical exercise through active travel in order to promote improved mental and physical health and wellbeing across the borough.

1.9 AIR QUALITY

Air Quality Management Areas (AQMAs): Since 2009, Sefton Council have declared five AQMAs, although one of these has since been revoked. An Air Quality Action Plan (AQAP) has been developed and implemented for all of the AQMAs with two categories of measures: (i) site-specific measures to address particular site-specific air quality issues within an AQMA, and (ii) general measures that will benefit all AQMAs.

1.10 ROAD TRAFFIC COLLISIONS

Collision data was obtained and reviewed for a 5-year period from July 2017 to June 2022 for all reported pedestrian and cyclist accidents within the borough.

Table 2 shows the number of reported collisions involving cyclists for the 5-year period. It shows that 326 (78%) of the collisions reported which involved cyclists were classified as slight, 88 (21%) as serious and 4 (1%) as fatal. It also shows the number of reported collisions involving pedestrians for the 5-year period. It shows that 300 (72%) of the collisions reported which involved pedestrians were classified as slight, 108 (26%) as serious and 7 (2%) were fatal.

Table 2 - Collisions Involving Cyclist between 2017 and 2022

Severity	Number of Cycle Collisions	Percentage of Cycle Collisions	Number of Pedestrian Collisions	Percentage of Pedestrian Collisions
Fatal	4	1%	7	2%
Serious	88	21%	108	26%
Slight	326	78%	300	72%
Total	418	100%	415	100%

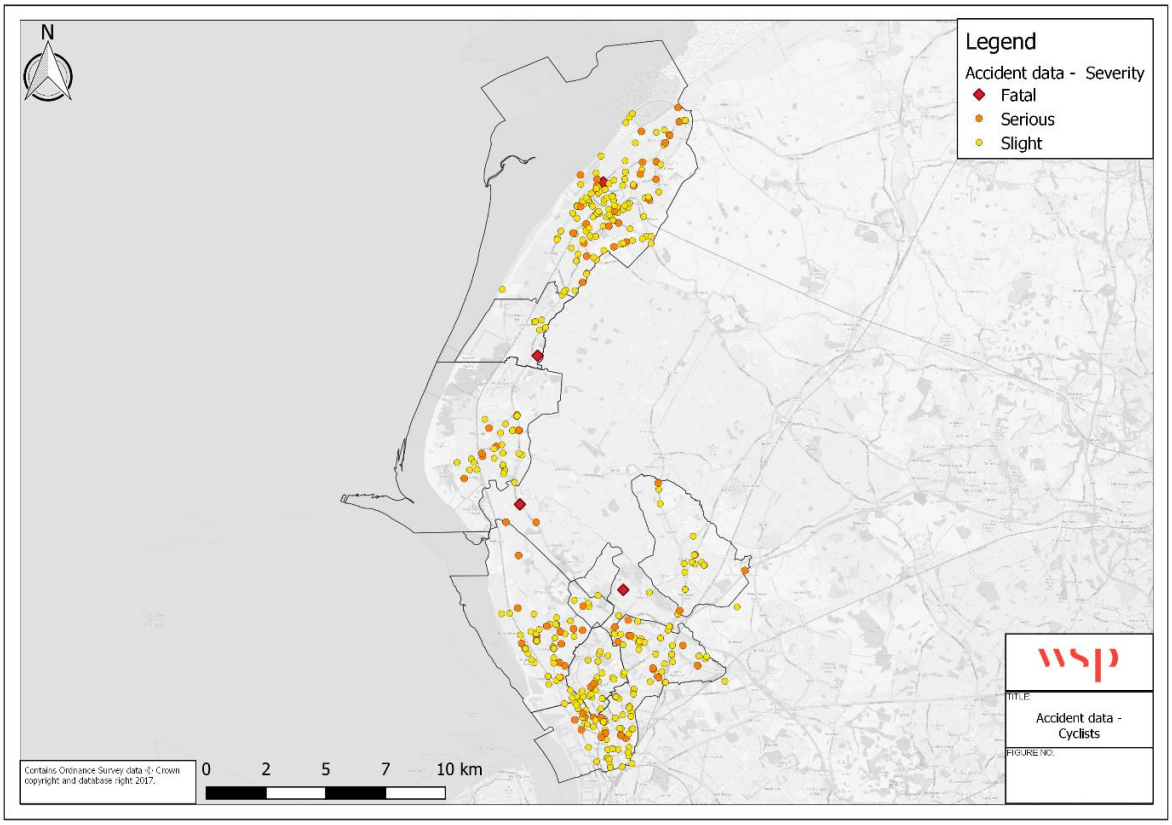
Over the 5-year period, generally the same number of collisions have involved a pedestrian and/or a cyclist, however, given that the volumes of pedestrians tend to be higher compared to cyclists in the borough, the rate of collisions involving cyclists is much higher. The proportion of KSI (Killed or Seriously Injured) accidents is higher for pedestrians (28%) in comparison with cyclists (22%). However, the proportion of slight collisions involving cyclists (78%) was higher than pedestrians (72%).

[2] http://dclgapps.communities.gov.uk/imd/iod_index.html#.

The Road Safety Statistics for Great Britain (2019)[3], the report prior to Covid-19 impacting statistics, states that of all collisions the proportion that were fatal was 1%, serious 17% and slight 82%. For the casualties by road user, the proportion of KSI pedestrian casualties was 26% and the proportion of KSI cyclist casualties was 33%. This demonstrates that the borough has lower than national average in terms of proportion of KSI cyclists, however, it has a higher than national average proportion of KSI pedestrians.

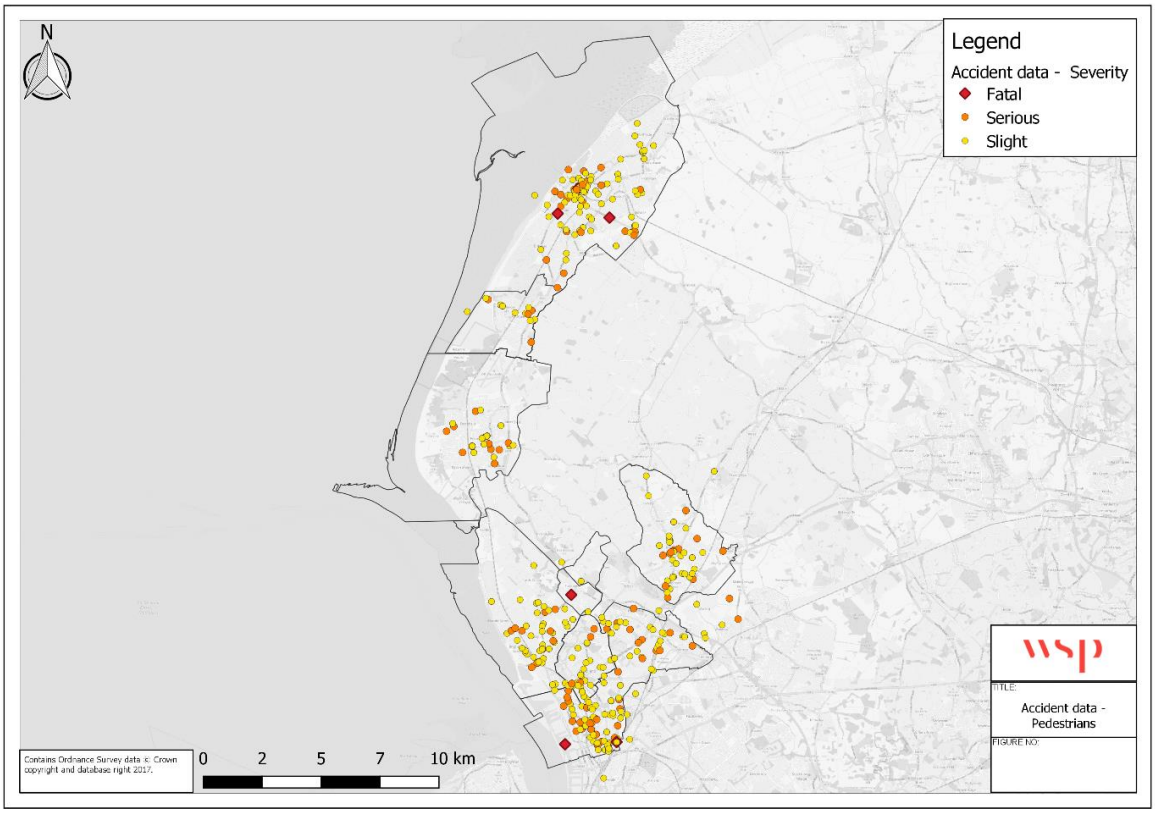
In **Figure 13**, four fatal collisions can be seen for cyclists, two of which fall within the settlements which are the focus of the LCWIP and two of which fall outside. The majority of the collisions of serious and slight severity are located in the urban centres. A similar pattern can be seen in **Figure 14**, which shows that the majority of the serious and slight pedestrian collisions are concentrated in the urban centres, however, unlike the cyclist collisions, all the fatal pedestrian collisi°ns fall within the LCWIP focus areas.

Figure 13 - Collisions Involving Cyclists between 2017 and 2022



[3] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/922717/reported-road-casualties-annual-report-2019.pdf.

Figure 14 - Collisions Involving Pedestrians between 2017 and 2022



1.11 IDENTIFYING TRIP ORIGINS AND DESTINATIONS (OD)

Recommended in the LCWIP guidance, trip origin and destination points should be identified as part of the development of both the cycling and walking networks. Stated in the LCWIP Technical Guidance, the trip origin points are typically the main residential areas. In addition to this Public Transport interchanges (bus stops, and railway stations) were identified as origin points. Typical trip destination points, in line with the LCWIP guidance, are within:

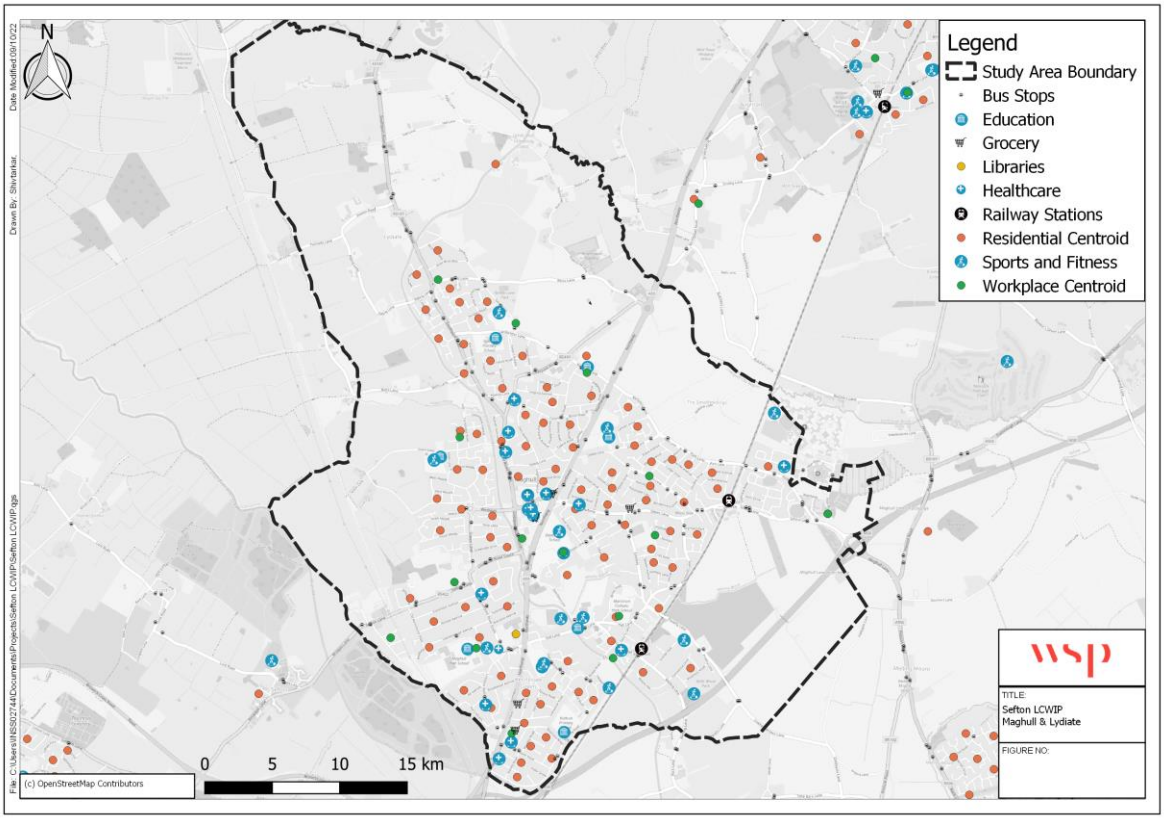
- Employment areas;
- Educational establishments;
- Healthcare establishments; and
- Transport interchange facilities.

In addition to the list above, the following land use/activity centres were identified and mapped for destinations:

- Libraries;
- Grocery shops; and
- Sports and fitness centres.

Figure 15 below represents the resultant OD maps for Maghull and Lydiate town.

Figure 15 - Origin and Destination Points



Maps for other towns are attached in the Appendix A.

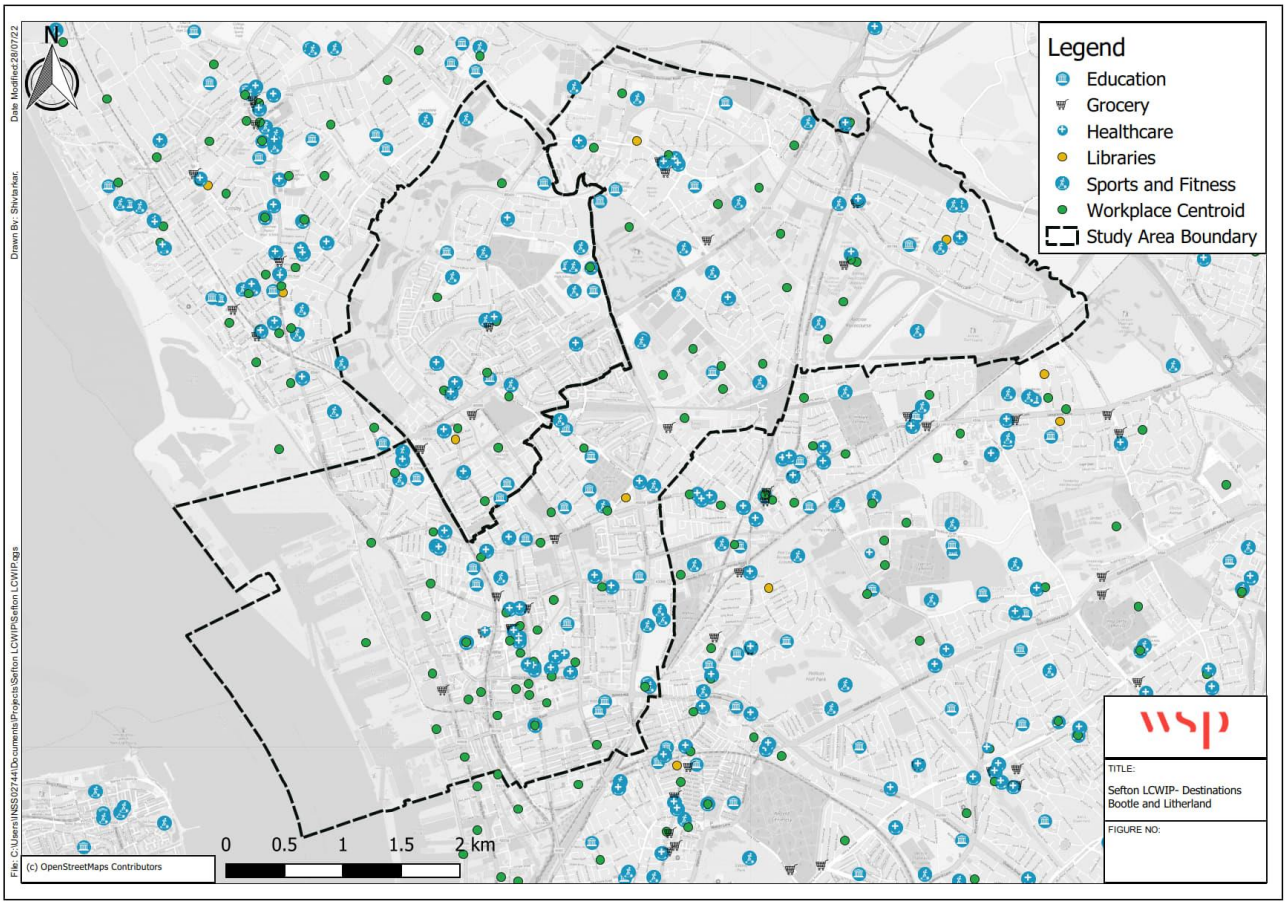
The Propensity to Cycle Tool (PCT) was used in order to generate origin and destination trip points and Geographical Information Systems (GIS) software was used to map the significant origin and destination sites and desire lines.

1.11.1 BOOTLE, LITHERLAND AND NETHERTON

Bootle is located in the south of the borough and forms the borough's boundary with the Liverpool City Council area. Litherland is located north of Bootle. It has a number of assets and facilities including a shopping centre (Bootle New Strand Shopping Centre), primary and secondary schools and a college (Hugh Baird College), health centres, a bus station, three railway stations located to the west of the area (Bootle Oriel Road, Bootle New Strand, Seaforth and Litherland) and several residential areas spread throughout the area. Those residential and employment areas located in the northeast of the borough may find it difficult to travel using public transport due to the lack of facilities nearby.

Figure 16 shows some of Bootle, Litherland and Netherton's key assets.

Figure 16 - Bootle, Litherland and Netherton's Key Assets

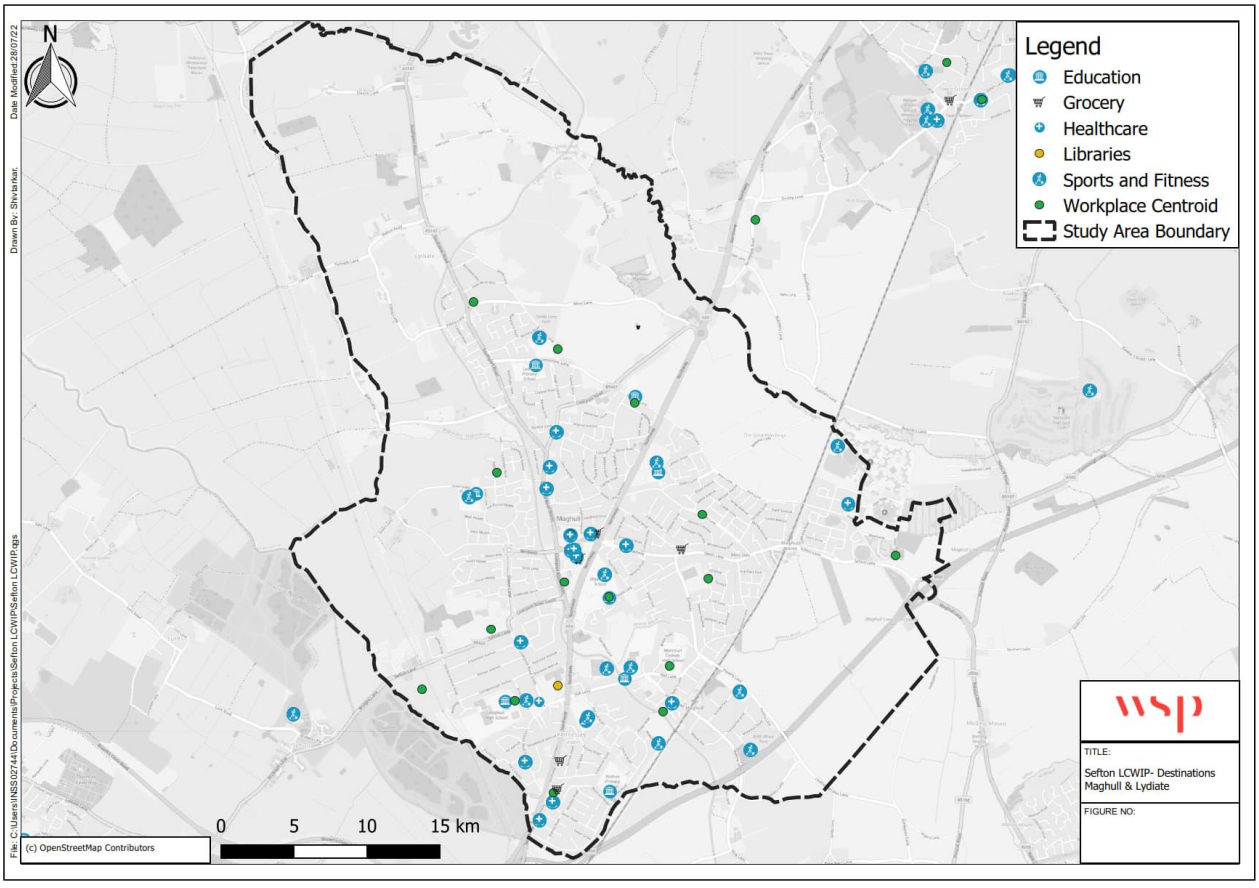


1.11.2 MAGHULL AND LYDIATE

Maghull and Lydiate are located in the east of the borough, bordering Lancashire. The areas have a number of primary and secondary schools, a shopping area (Central Square Maghull) and healthcare centres. The two railway stations (Maghull and Maghull North) are located within close proximity to some educational establishments, which may encourage some pupils to travel to and from school using public transport. The residential areas are spread throughout the area with those located to the east of the area having better access to public transport due to the proximity to the railway stations. The residential and employment areas located to the west and north of the areas may struggle to travel using public transport due to the lack of facilities nearby.

Figure 17 shows some of Maghull and Lydiate's key assets.

Figure 17 - Maghull and Lydiate's Key Assets



1.11.3 FORMBY, CROSBY AND THORNTON

Formby, Crosby and Thornton are located to the west of the borough, along the coast. There are several primary and secondary schools, shopping areas (Crosby Town Centre, Formby Town Centre), healthcare centres and several railway stations including Blundellsands, Crosby and Formby. Crosby beach and the National Trust Formby are also important assets to the borough. The residential areas are spread throughout the area with those located to the west of the area having better access to the railway stations.

Figure 18 shows some of Formby's key assets and **Figure 19** shows some of Crosby and Thornton's key assets.

Figure 18 - Formby's Key Assets

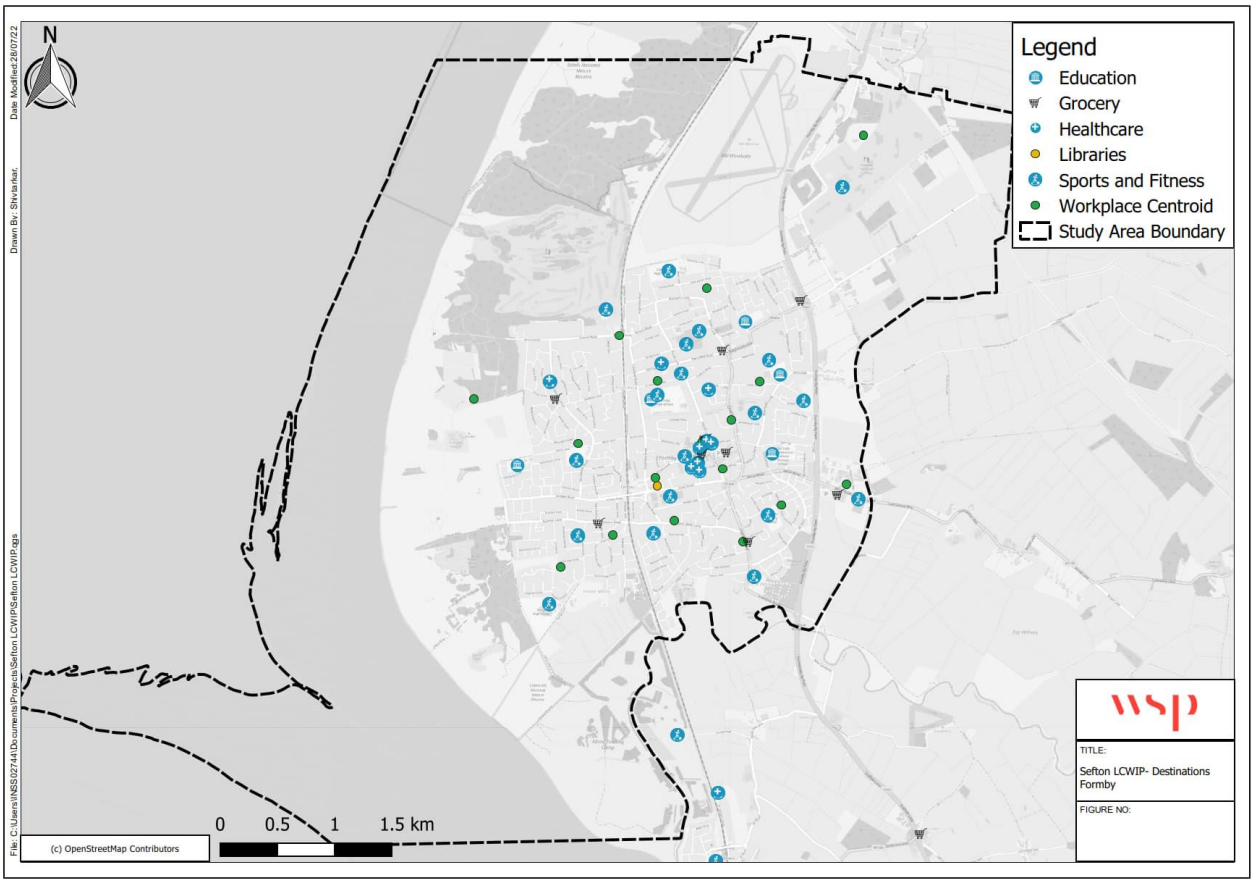
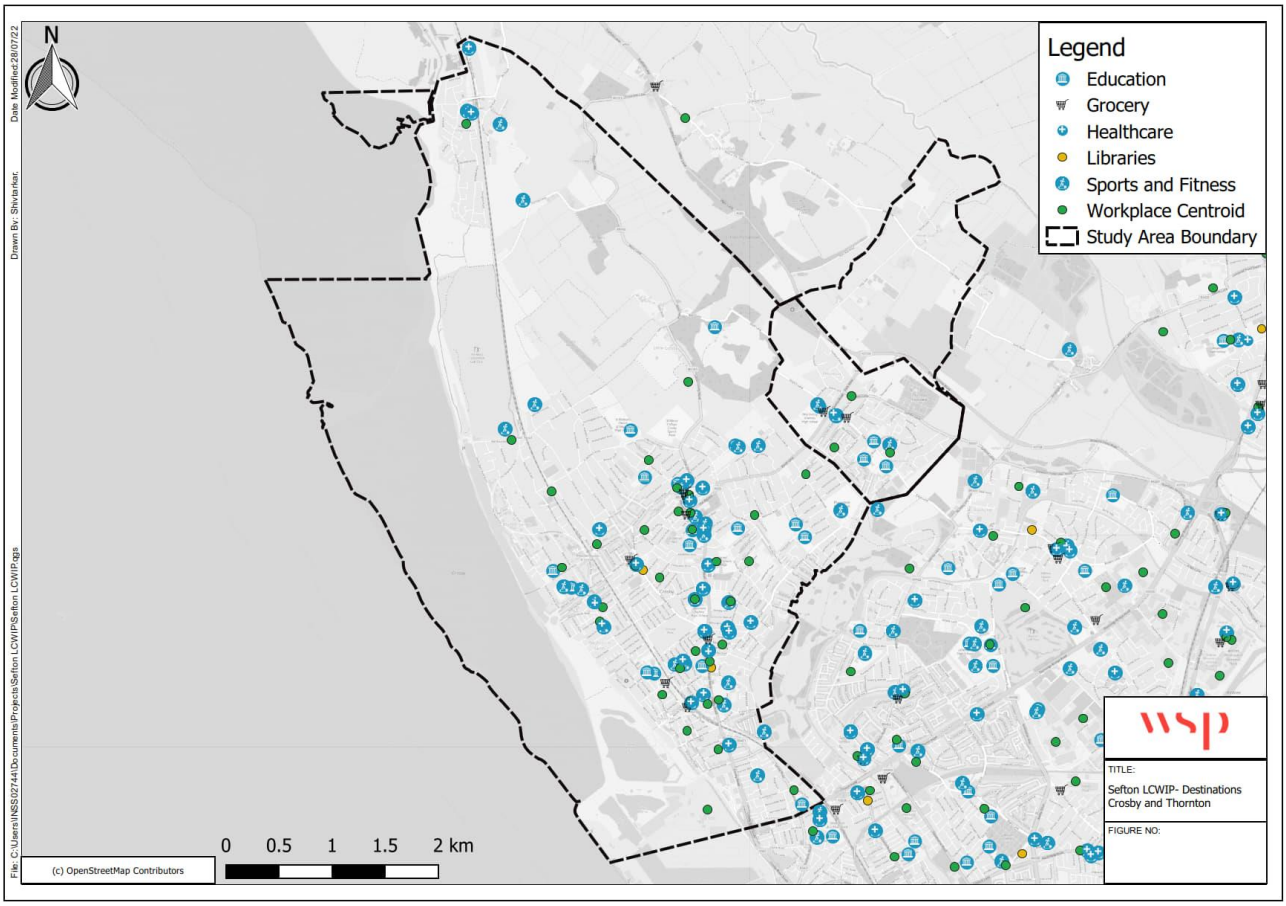


Figure 19 - Crosby and Thornton's Key Assets

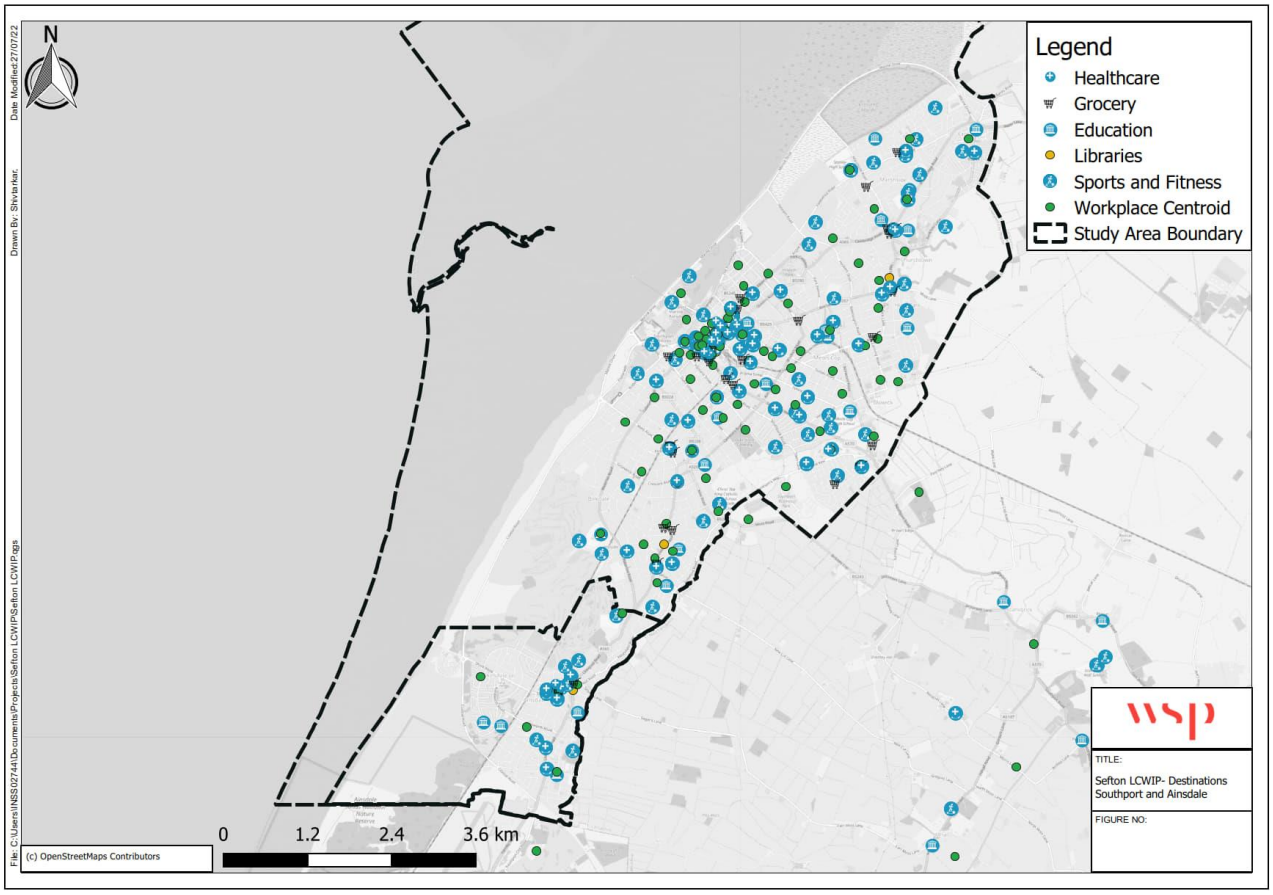


1.11.4 SOUTHPORT AND AINSDALE

Located to the north of the borough, the seaside town of Southport is served by several railway stations including Birkdale and Southport, a number of primary and secondary schools and Southport College, town centre shopping area, health centres including Southport and Formby District General Hospital.

Figure 20 shows some of Southport and Ainsdale's key assets.

Figure 20 - Southport and Ainsdale's Key Assets



Heatmaps were also produced for the high schools across the borough (where postcode data was available) in order to identify where students live to ensure that any walking and cycling proposals capture these potential trips to and from school. The maps can be found in **Appendix C**.

1.12 PROPENSITY TO CYCLE

The Propensity to Cycle Tool (PCT) was used to assist the identification of key cycle desire lines within the study area. Identifying the key cycle desire lines provides a focus on the key cycle routes to be developed as part of the LCWIP. The following PCT scenarios were used to aid the identification of priority desire lines:

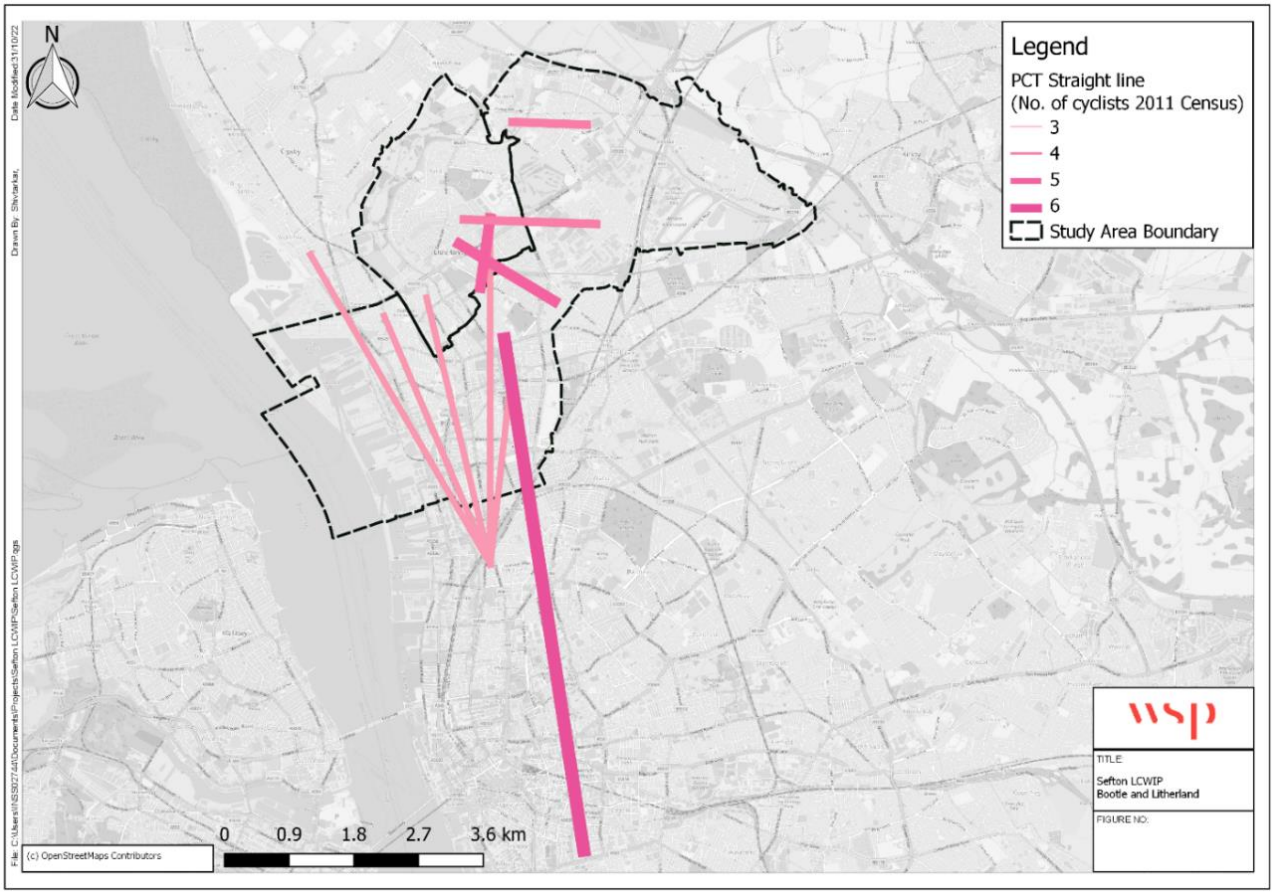
- Census 2011; and
- Go Dutch.

1.12.1 CENSUS

The Census 2011 Cycling scenario displays the number of cycle commuters, as recorded in the Census 2011, as resident's main mode of travel to work. The data is illustrated in terms of the number of one-way trips. Within the data, origin (residence) and destination (workplace) are recorded to enable desire lines to be identified and displayed. The top 10 (most cycled) desire lines for commuter cycling across the borough in terms of the highest number of cycle trips have been identified and are illustrated on the subsequent plans.

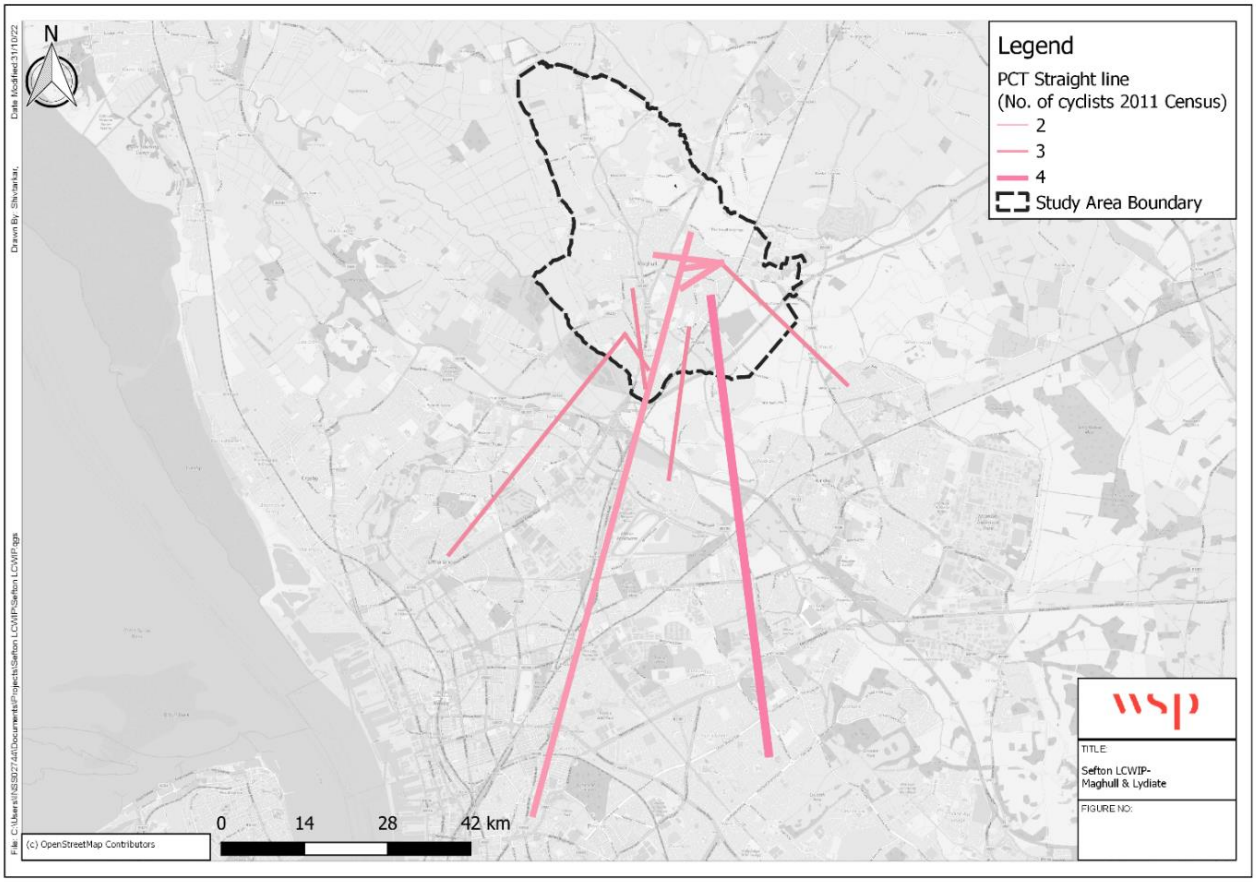
It should be noted that desire lines are illustrated as straight lines between the centre points of each Middle Layer Super Output Areas (MSOA). Therefore, the desire lines should not be taken as literal start to end points, but indicative for travel.

Figure 21 - PCT Bootle 2011 Census Scenario



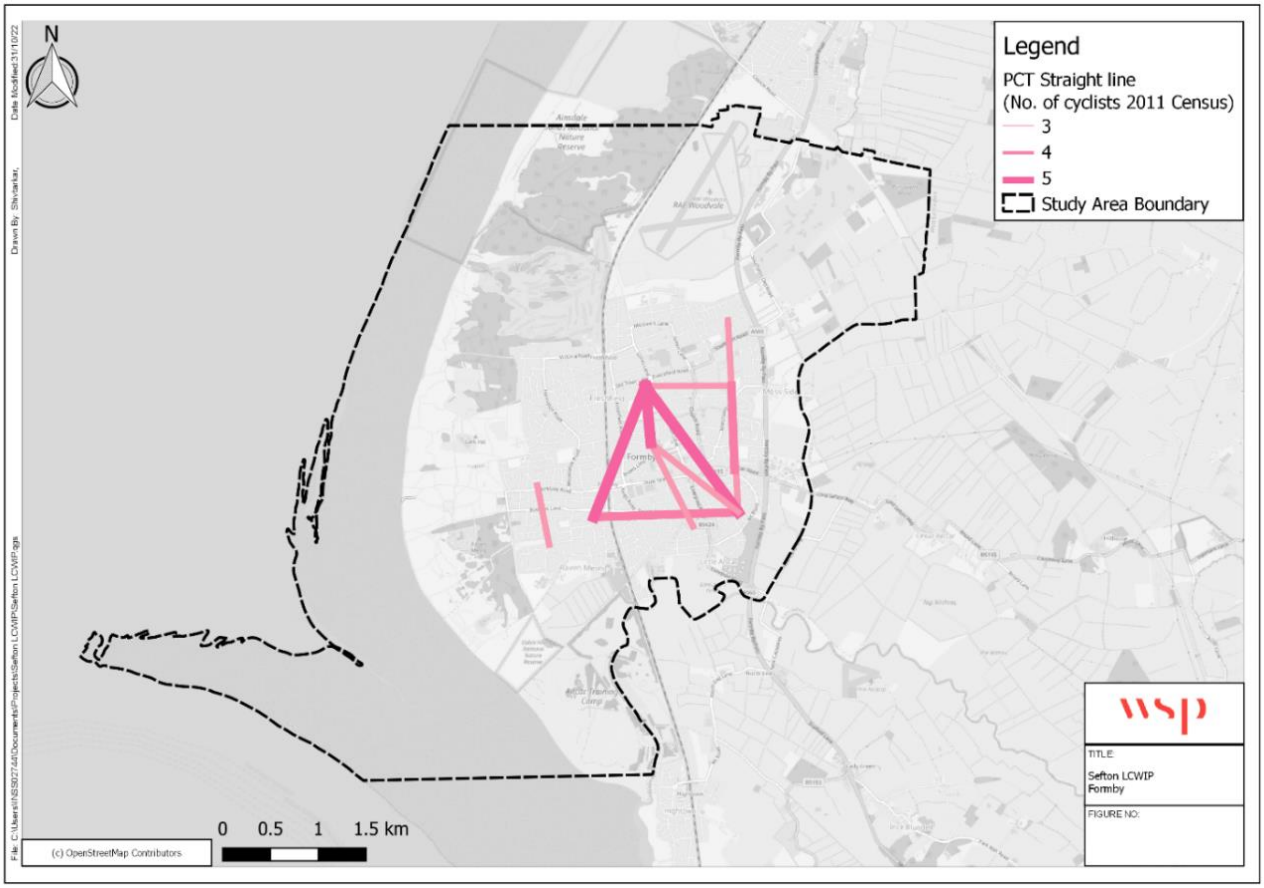
The census results for Bootle, Litherland and Netherton (**Figure 21**) show desire lines are concentrated from Liverpool into Bootle, with the highest concentration between Liverpool City Centre and the area surrounding Hawthorn Road. There are also strong lines between Litherland and Bootle and Liverpool to Seaforth and Litherland Railway Station.

Figure 22 - PCT Maghull and Lydiate 2011 Census Scenario



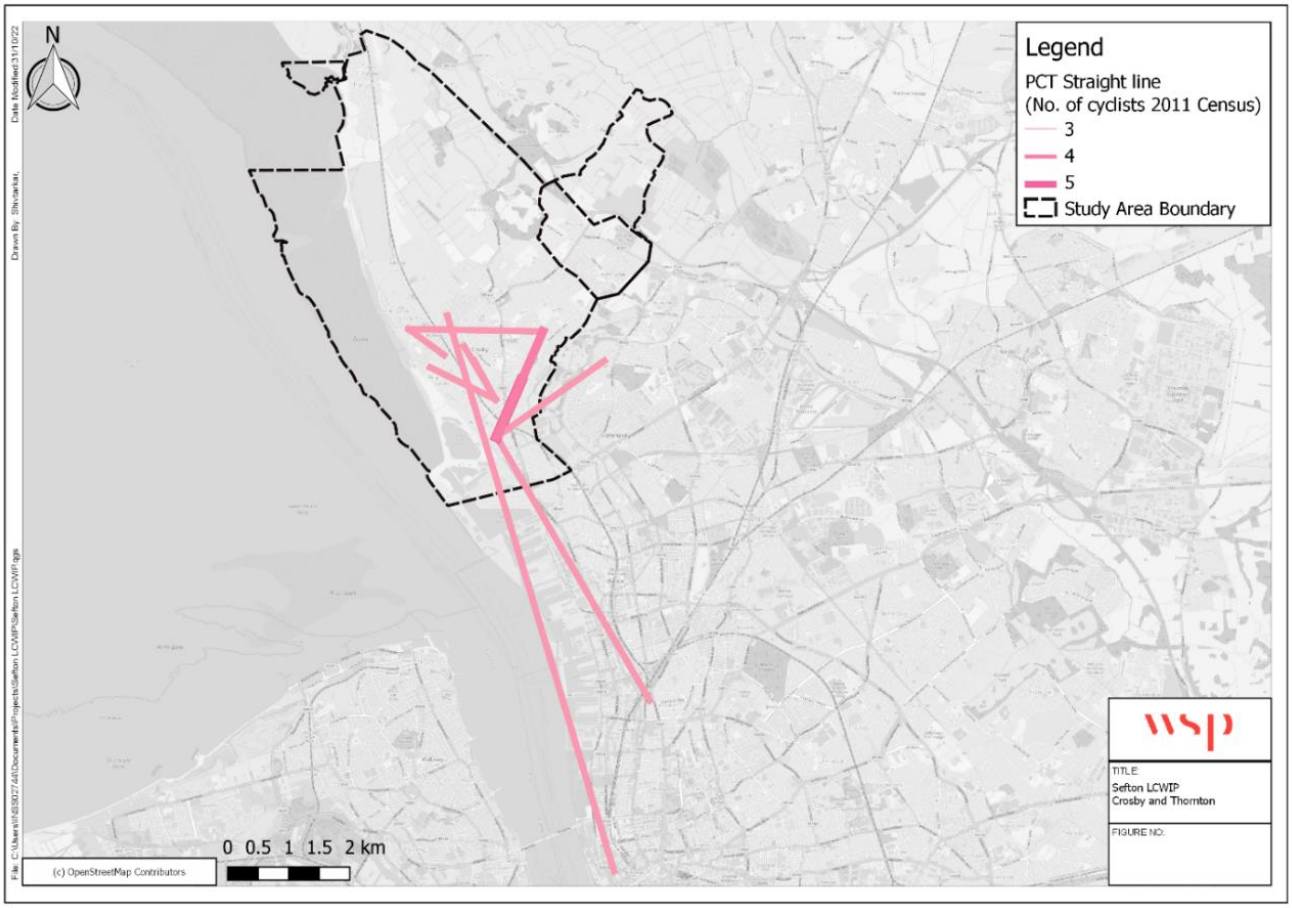
The census results for Maghull and Lydiate (**Figure 22**) show desire lines are concentrated on routes from the south of the area to Litherland, Liverpool City Centre, North Liverpool and Melling. It is notable that there are fewer trips within the study area, however, there are desire lines from Maghull North railway station. There are also desire lines from the west of the town centre to shops such as Aldi and Lidl located on the A59, to the south of the study boundary.

Figure 23 - PCT Formby 2011 Census Scenario



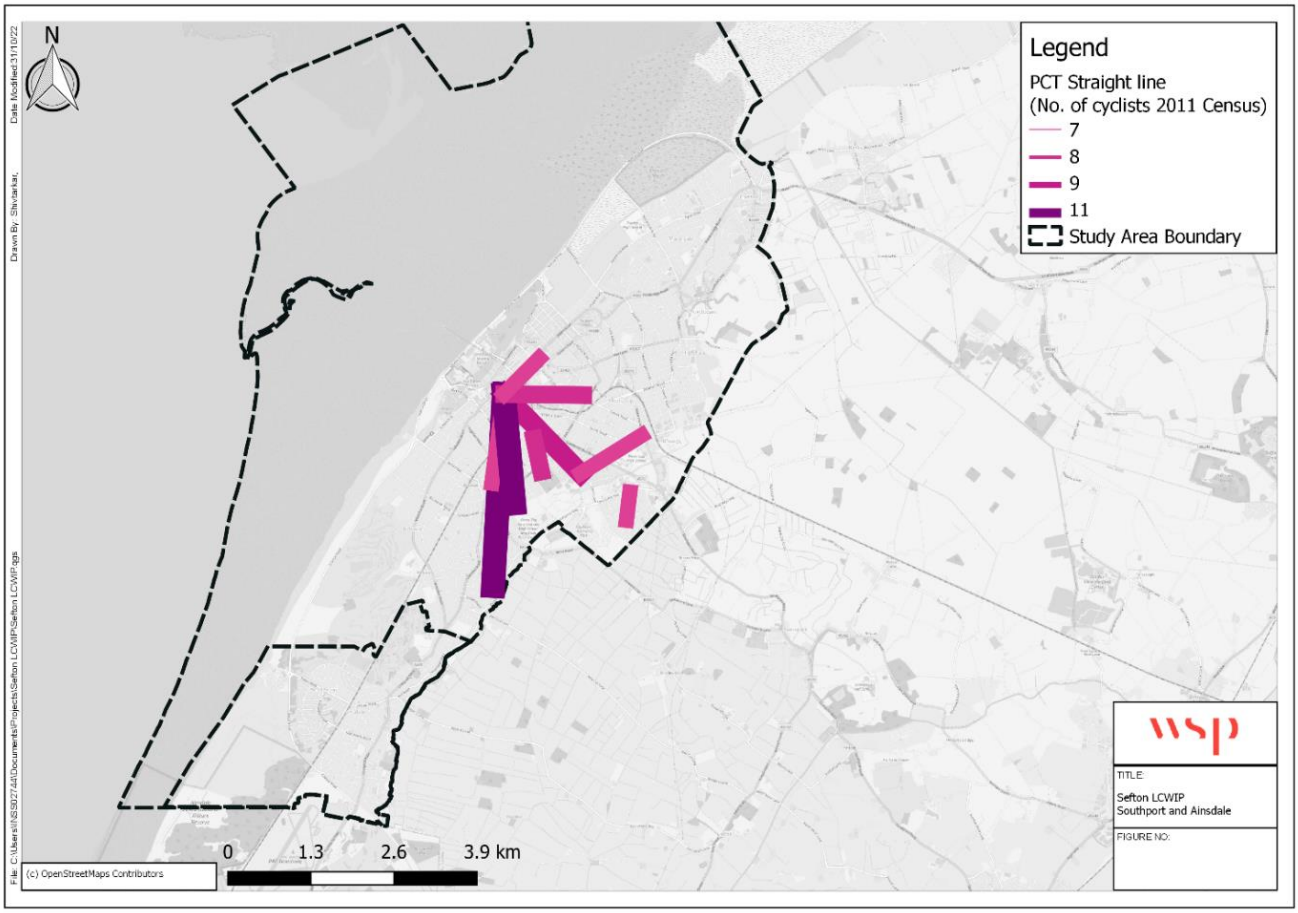
The census results for Formby (**Figure 23**) show that desire lines are concentrated on routes from the area surrounding Formby High School to the town centre, Formby Railway Station and residential areas to the south-east of the town centre.

Figure 24 - PCT Crosby and Thornton 2011 Census Scenario



The census results for Crosby and Thornton (**Figure 24**) show that desire lines are concentrated on routes from Waterloo (near Waterloo Railway Station) to residential areas north-east of the station. There are also desire lines from the area surrounding Merchant Taylor's School on Liverpool Road to the area surrounding Crosby Leisure Centre and the residential area to the east of Blundellsands and Crosby railway station. It is worth noting that some desire lines are between the Crosby area and Liverpool City Centre and the area surrounding Anfield/Everton.

Figure 25 - PCT Southport and Ainsdale 2011 Census Scenario



The census results for Southport (**Figure 25**) show that desire lines are concentrated on routes from Southport Town Centre with strong lines from the town centre to residential areas near Compton Road and Stafford Road.

1.12.2 GO DUTCH

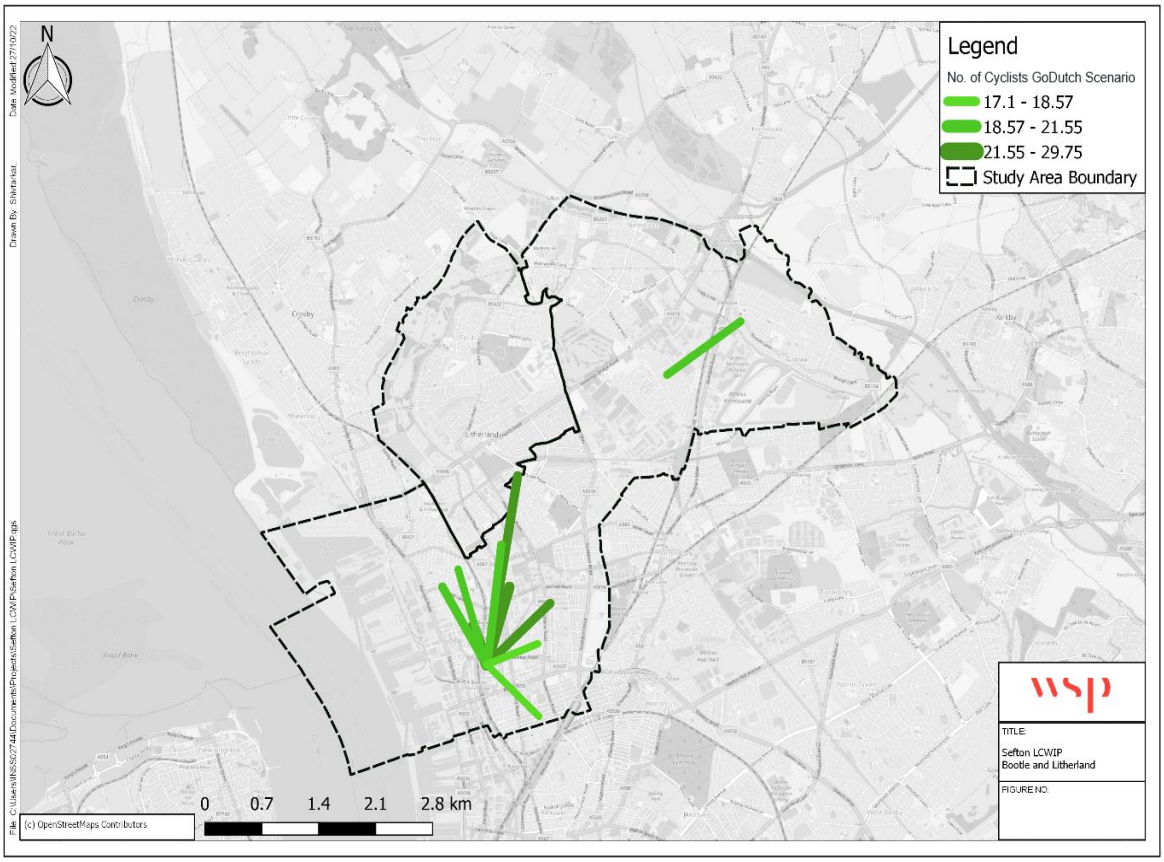
The Go Dutch scenario models a representation of what would happen if Dutch infrastructure was provided, and English and Welsh people adopted similar attitudes to cycling as their Dutch counterparts. People in the Netherlands make on average 26.7% of trips by bicycle, fifteen times higher than the figure of 1.7% in England and Wales. It therefore provides a representation of England and Wales had both countries developed the same cycling infrastructure and cycling culture as the Netherlands.

The Go Dutch scenario is generated using the census 2011 travel to work data, which shows trip distances through the origin and destination data regardless of mode. It then increases the proportion of residents travelling by bike, taking into account trip length and hilliness, to provide the Go Dutch scenario.

The scenario highlights areas where cycling could be the natural choice for journeys, if suitable cycle infrastructure was in place and a cycling culture is present. This is likely to produce new priorities, rather than the Census 2011 which focus on existing cycling flows. As per the Census maps, the top 10 desire lines in terms of numbers of cycle trips have been identified across the borough and these are illustrated across the subsequent maps.

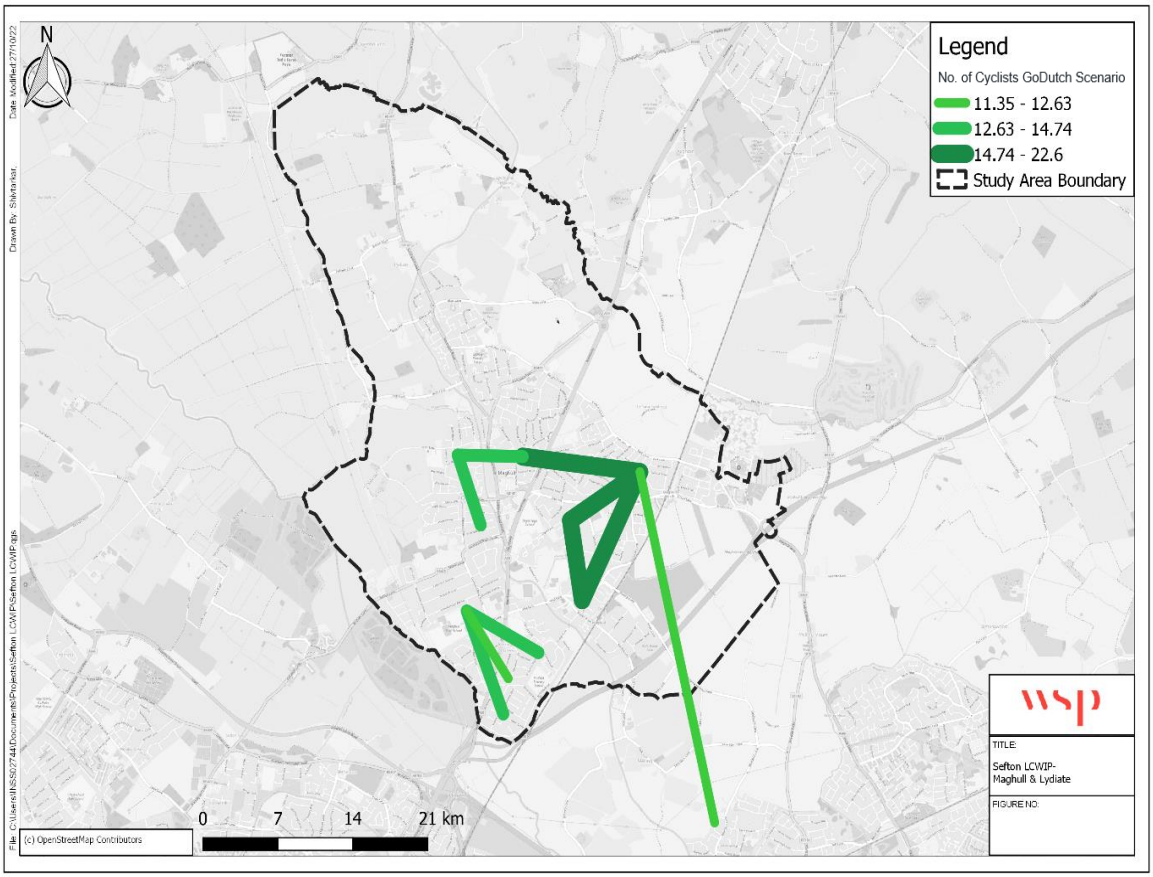
In Bootle, using a Go Dutch scenario, it can be seen that more radial routes to/from the centre are present compared to the census data scenario. There are strong cycle trips between the town centre and areas in the north-east of Bootle.

Figure 26 - PCT Bootle 2011 Go Dutch Scenario



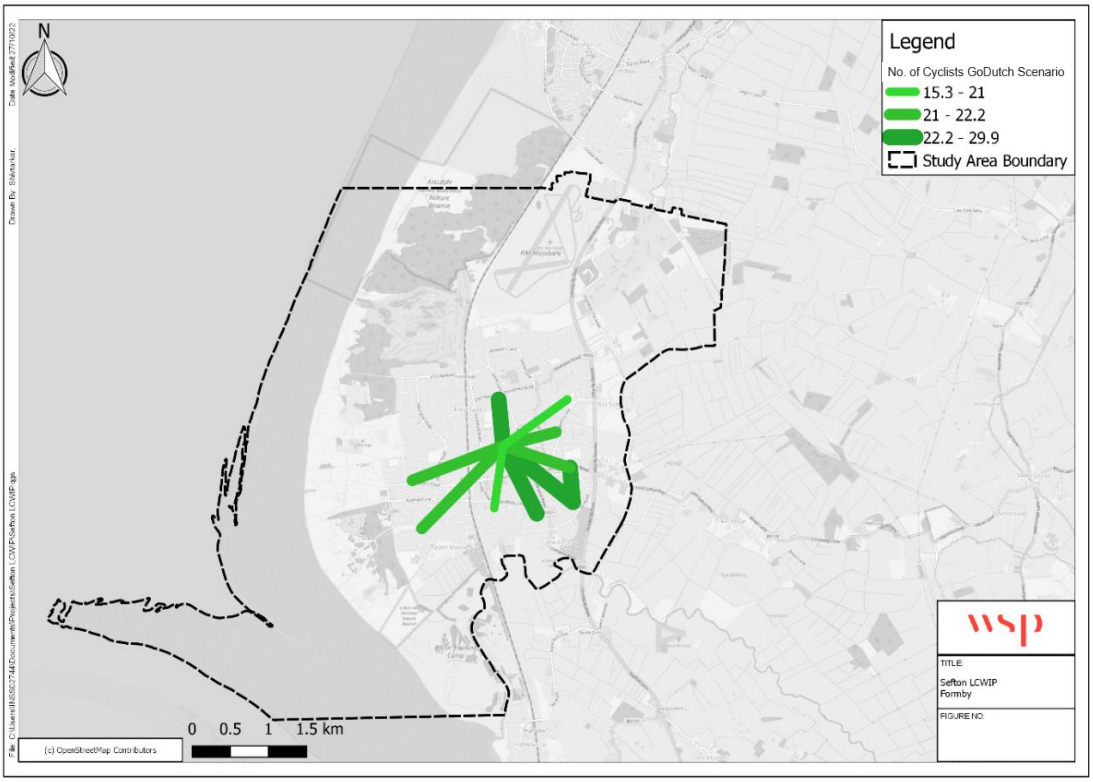
In Maghull, using a Go Dutch scenario, it can be seen that the routes are focused east to west through the town centre to the railway station and then radial routes around the railway stations and schools, with the strongest cycle trips between the station and Maricourt High School.

Figure 27 - PCT Maghull and Lydiate 2011 Go Dutch Scenario



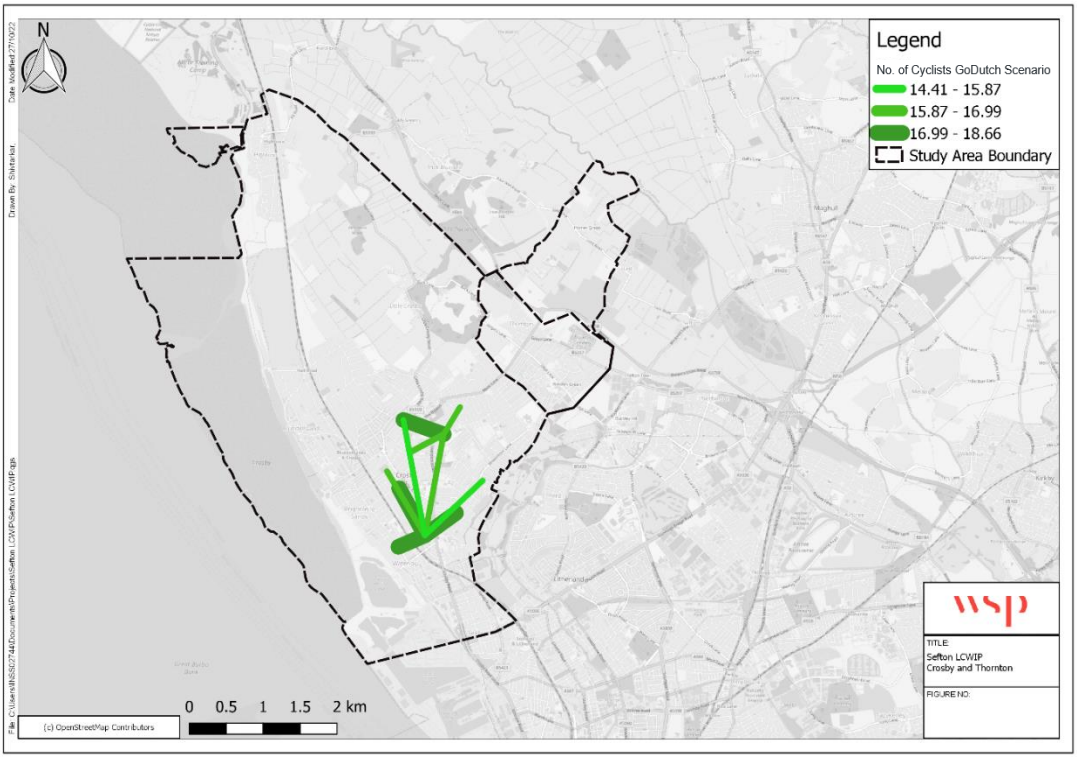
The Formby Go Dutch scenario demonstrates radial routes from Formby Town Centre with strong cycle trips to the north and southwest of the area.

Figure 28 - PCT Formby 2011 Go Dutch Scenario



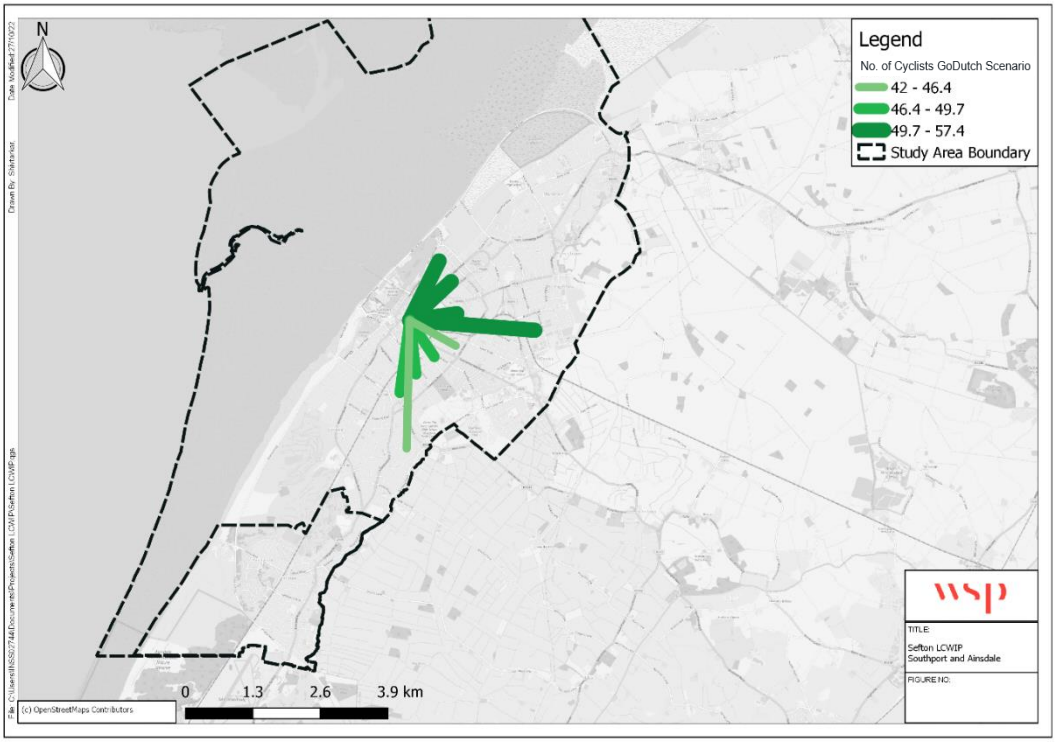
The Crosby and Thornton Go Dutch scenario shows strong cycle trips from Waterloo Railway Station to the Marine Lake and residential areas and a strong cycle link within Crosby Town Centre.

Figure 29 - PCT Crosby and Thornton 2011 Go Dutch Scenario



The Southport Go Dutch scenario shows strong cycle trips from the Town Centre to the North and East of the area (near to the Southport Old Links Golf Course).

Figure 30 - PCT Southport and Ainsdale 2011 Go Dutch Scenario

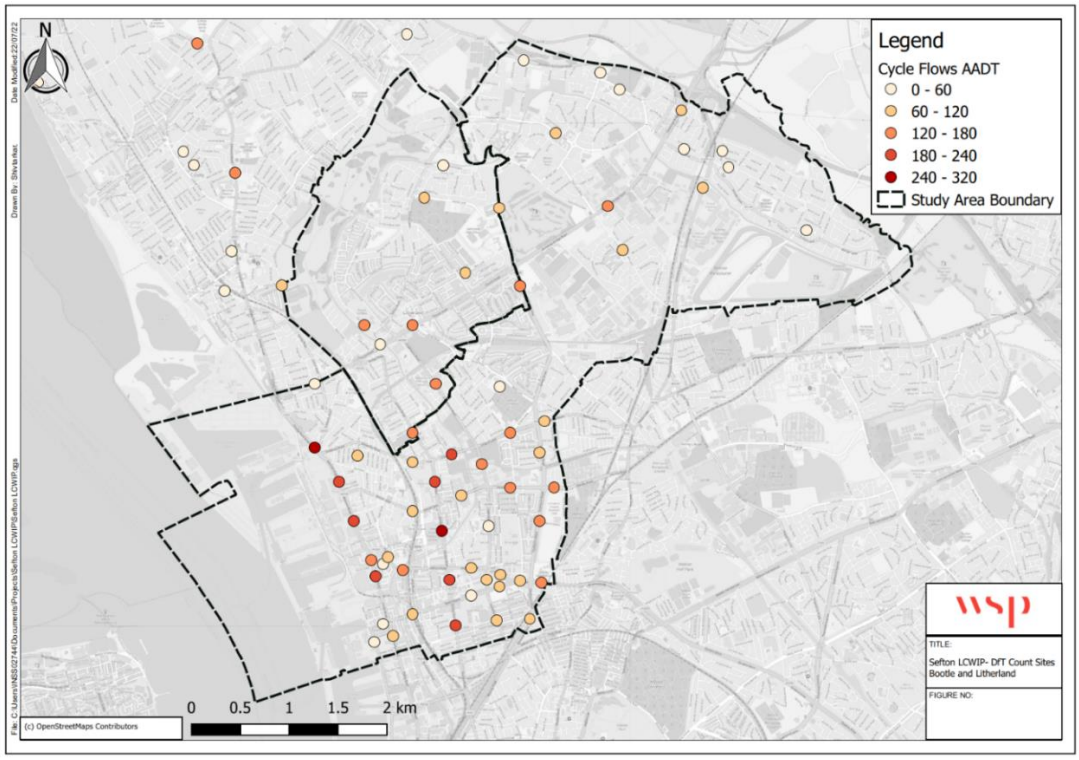


1.13 DFT CYCLE FLOWS

DfT cycle count data was used to understand cycle volumes; Average Annual Daily Traffic (AADT). This provides intelligence to see routes which are more heavily used by cyclists. This data only provides information for routes which are monitored, meaning there are no cycling count data for unmonitored roads. The cycle flow data gives further indication to desire lines and most popular routes of current infrastructure provided in Sefton.

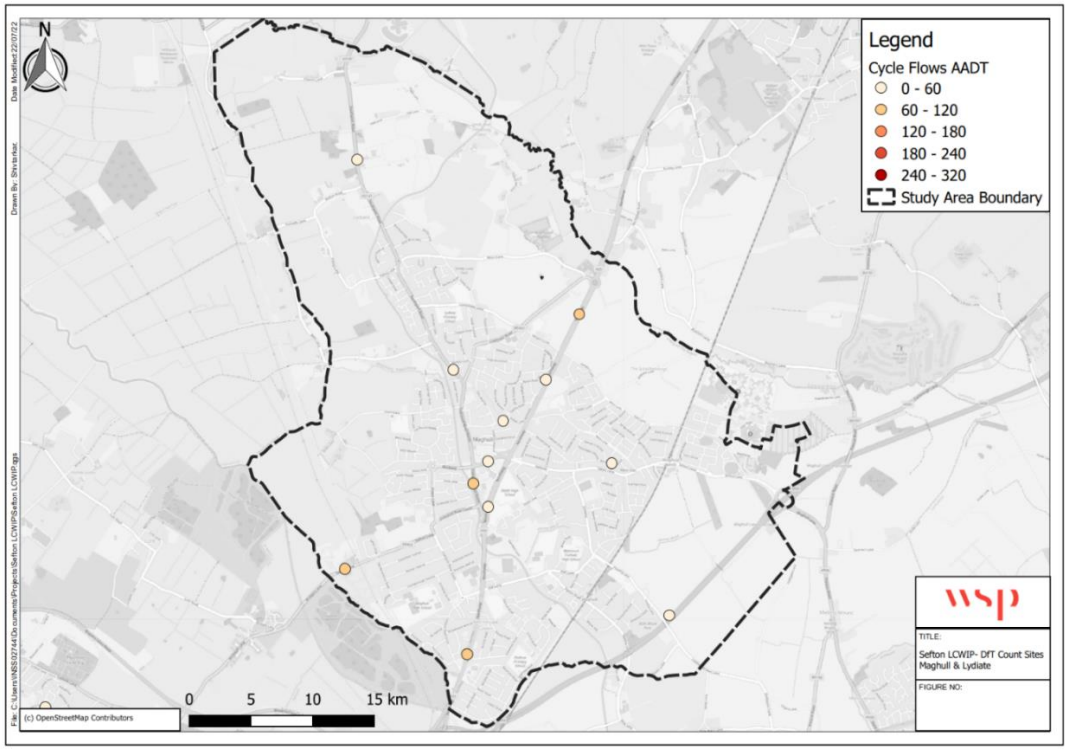
Cycle flows for Bootle, Litherland and Netherton show that Stanley Road and Derby Road, Rimrose Road and Crosby Road South (roads heading north and south) have the highest cycle flows in the area at 240 to 320 daily averages. Generally, cycle flows are monitored to be greater in the southern part of Bootle.

Figure 31 - Bootle, Litherland and Netherton DfT Cycle Flows (AADT)



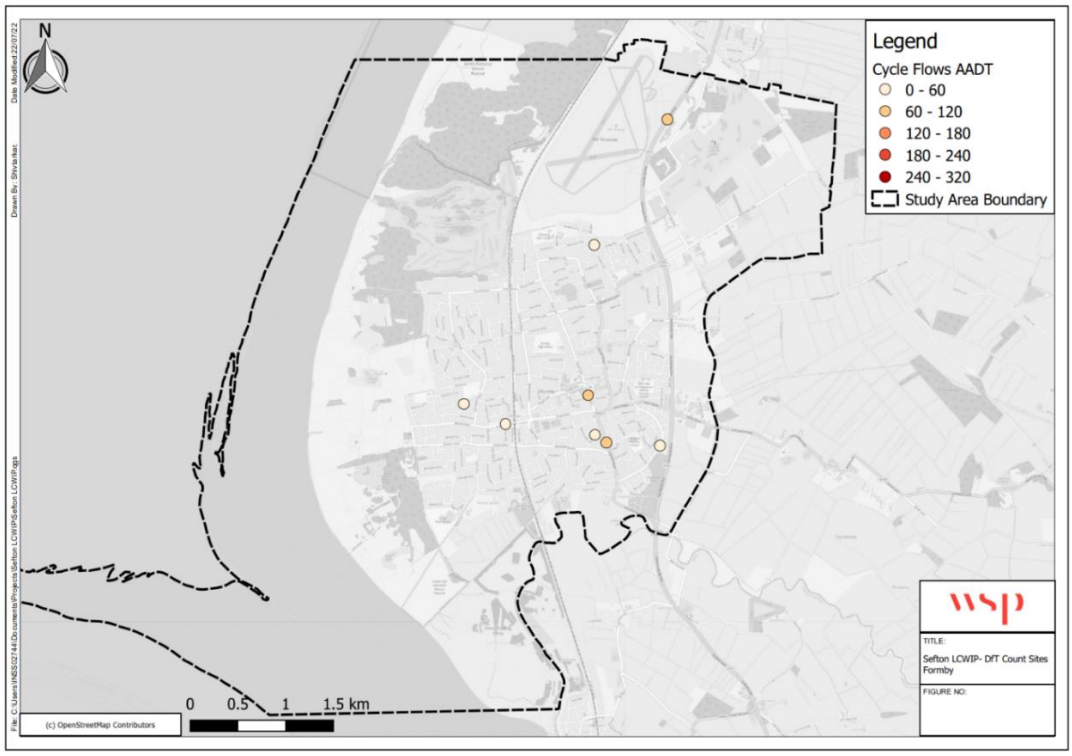
Cycle flows for Maghull and Lydiate are lower when directly comparing it to Bootle, Litherland and Netherton with the highest recorded DfT cycle flows being at 60 to 120 per day. The roads with the highest counts recorded are typically the main roads heading into and out of Maghull centre.

Figure 32 - Maghull and Lydiate DfT Cycle Flows (AADT)



DfT cycling flows which have been recorded for Formby similar to Maghull and Lydiate at 60 to 120 average cycle flow per day. The roads with the highest cycle flow are the A565 which provides a connection into Southport, Liverpool Road and Three Tuns Lane which are roads close to the main shopping and eating area of Formby.

Figure 33 - Formby DfT Cycle Flows (AADT)



Recorded DfT cycling flows for Crosby show both St Michael's Road and Liverpool Road to be one of the busier roads near Great Crosby and Waterloo with a daily average of 120 to 180 cyclists. Thornton has low levels of recorded cycle flows at 0 to 60 daily. Hightown has the highest daily average cycling flow for the Crosby area at 240 to 320. This may indicate a travel pattern between Hightown and Formby, with the coast cycle route/leisure route to be a popular cycling choice with the current cycling infrastructure.

Figure 34 - Crosby and Thornton DfT Cycle Flows (AADT)

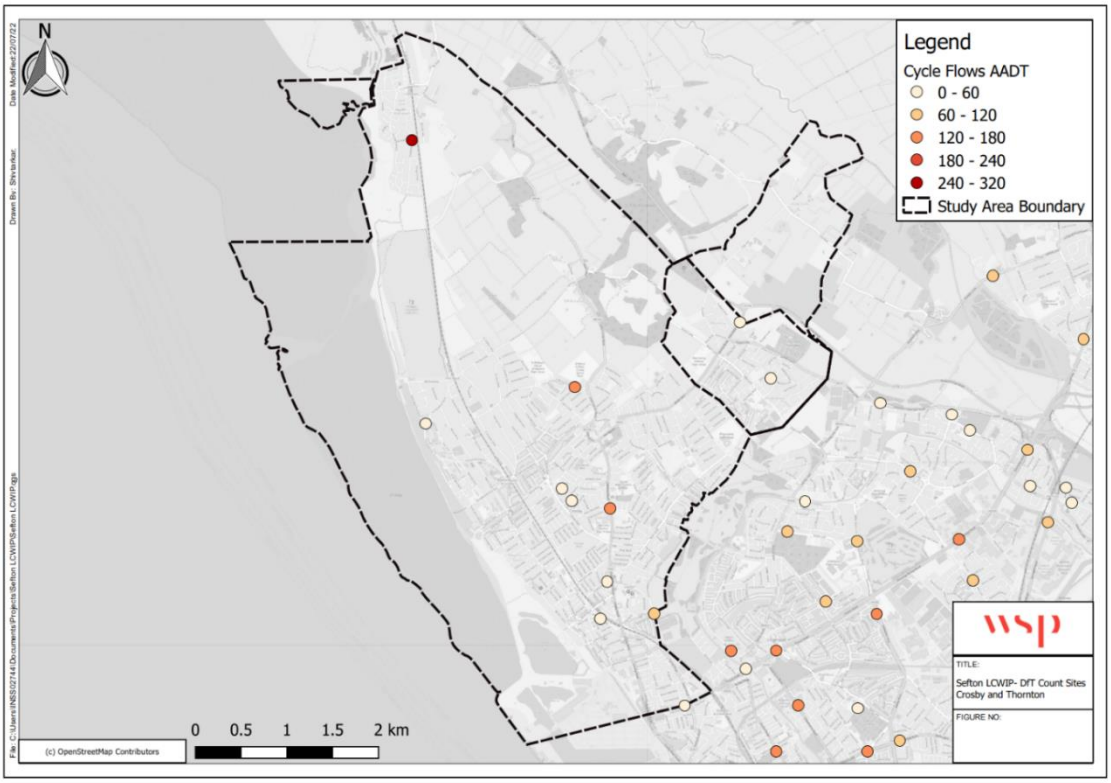
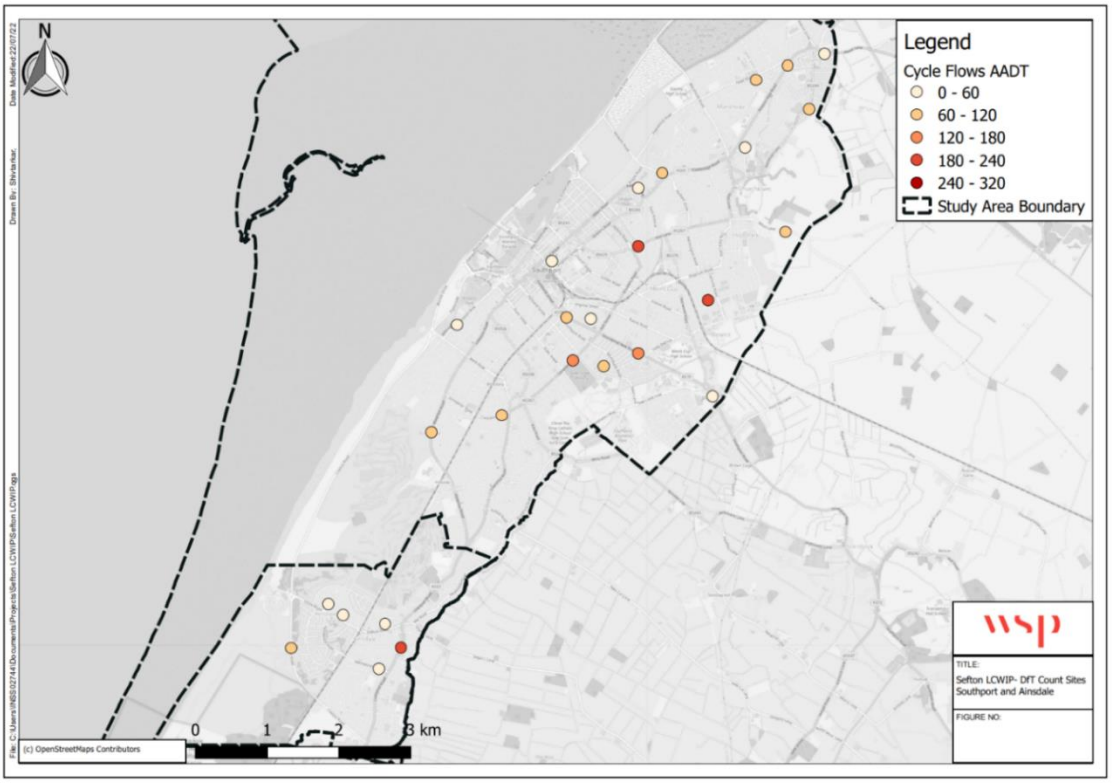


Figure 35 shows that in Ainsdale, Liverpool Road has high daily average cycling flows at 180 to 240. It also shows that in Southport, there are many areas monitored for cycling flows and a considerable number of these are relatively medium to high values. Wennington Road and Roe Road have the highest cycle flows at 180 to 240 on average a day. Scarisbrick Road and Cemetery Road have the second highest recorded flows at 120 to 180 a day.

Figure 35 - Southport and Ainsdale DfT Cycle Flows (AADT)



2 FUTURE SITUATION

2.1 RECENT INVESTEMENT

2.1.1 LIVERPOOL CITY REGION SUSTAINABLE TRANSPORT ENHANCEMENT PROGRAMME (STEP)

Several projects across the Borough were funded through the Liverpool City Region Sustainable Transport Enhancement Programme (STEP). This included three phases on the A565 corridor through Waterloo and Crosby, as well as the Southport East West cycle link access and the Coastal Road Cycle route upgrade. In Southport and in Waterloo, the STEP funding was supplemented by the European funded Sustainable Urban Development fund.

In 2011 Sefton received funding from the Merseyside Local Sustainable Transport Fund (LSTF) Project. As part of the £4.877m bid submitted by Merseytravel, Sefton received £725k to work with local businesses to:

- Address transport related issues;
- Continue the work of the neighbourhood travel team in providing travel information and practical assistance to help people get to and from jobs, interviews and training; and
- Improve accessibility for pedestrians and cyclist to and from key employment locations.

Sefton and West Lancashire Councils benefitted from LSTF funding for the VISIT project to support the visitor economy in Sefton and West Lancashire. The project focussed on opportunities for walking and cycling in the two Council areas and how that could form a key part of the visitor offer. Funding provided improvements to infrastructure, community engagement, the development of leisure walking and cycle routes and publicity and promotion, including setting up a specific VISIT website.

Prior to this, Sefton, in particular Southport, benefitted from the Cycle Town Funding in 2009/10. The approved Capital Working Programme included the following deliverables:

- East West Link;
- Wennington Road;
- Seafront Cycle Facilities;
- Selworthy Road Link;
- Cycle Parking;
- Pontins Trans Pennine Trail Diversion;
- Signing;
- Schools (Parking/ Infrastructure); and
- Cycle Hire.

2.2 PLANNED AND EMERGING ACTIVE TRAVEL SCHEMES

2.2.1 WALKABLE BOOTLE

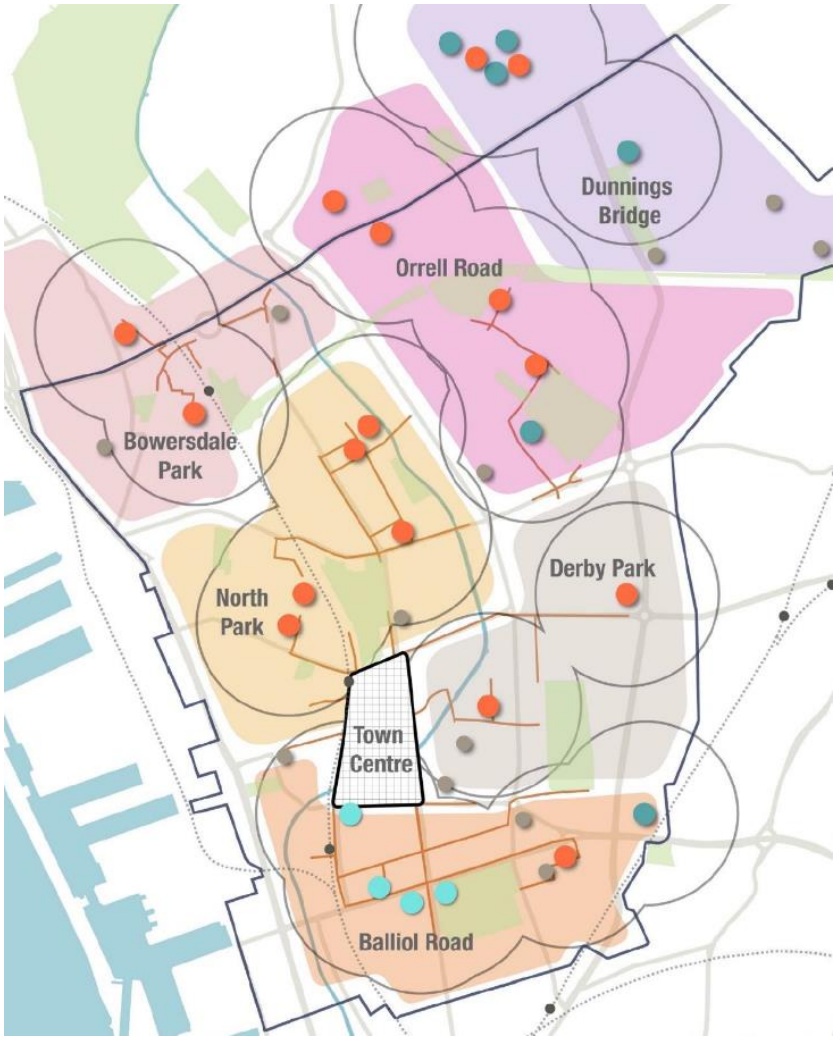
Launched in Autumn 2023, the Walkable Bootle pilot project is a £15 million initiative which focuses on improving the walking environment around schools and local areas of Bootle to encourage more walking in the area. Bootle was chosen because of opportunities in the strong sense of community and good public transport links, parks and open spaces, despite challenges with community deprivation.

The District Walkability Study has been shaped around four key themes:

- Useful - including the need to make walking and cycling the convenient choice
- Safe - including protecting people from motorised traffic and “get[ting] crossing right”
- Comfortable - including the need to build a coherent walking network accessible to all
- Interesting - through building a connected network that celebrates important features

Figure 36 shows the neighbourhoods proposed as part of the trial, with larger red and green points indicative of primary and secondary schools, respectively.

Figure 36 - Walkable Bootle Study Neighbourhoods



2.2.2 LES TRANSFORMATIONS DE SOUTHPORT

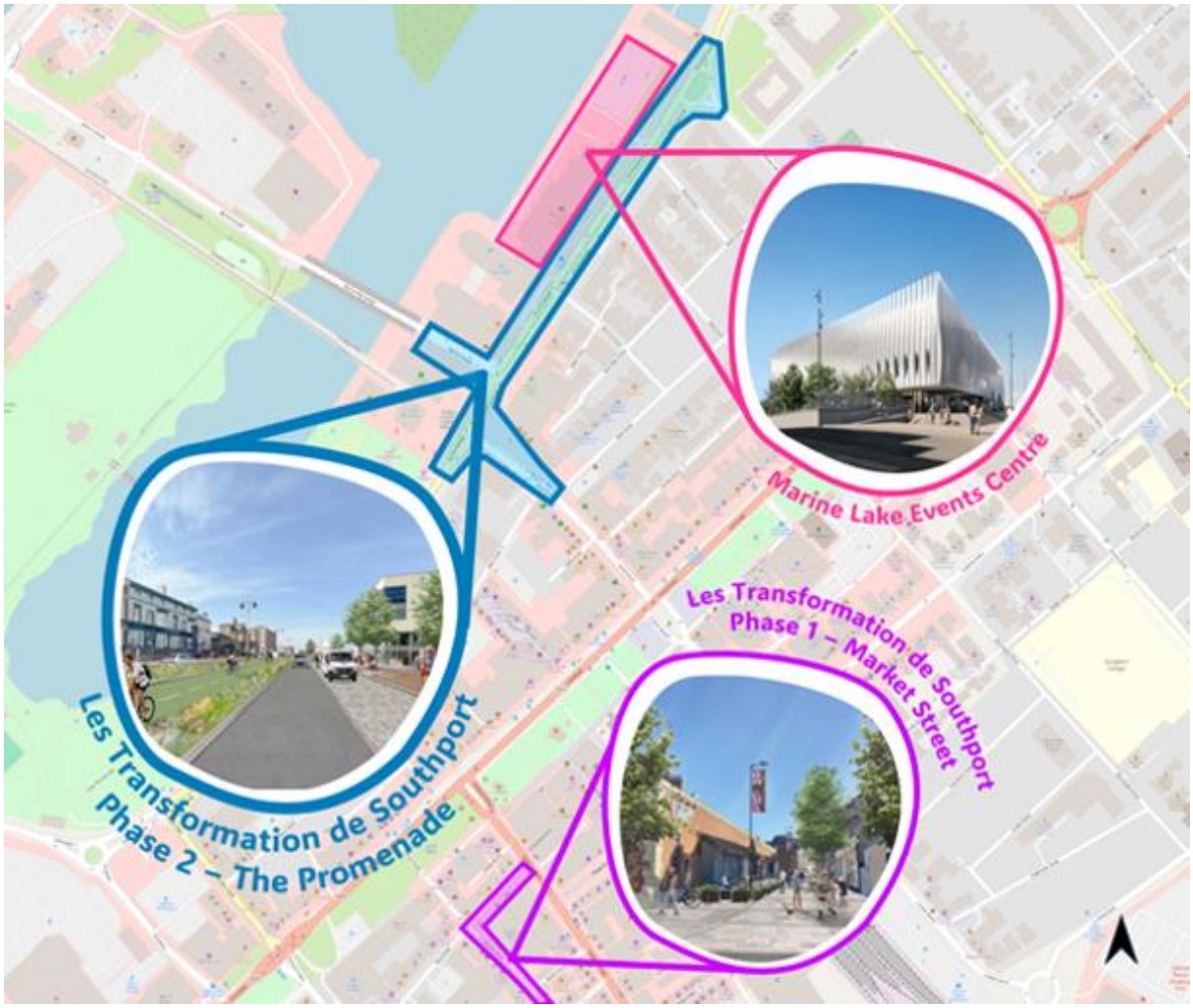
Les Transformations de Southport considers interconnectivity across the whole town centre, including both improved pedestrian and cycling routes in the town centre and waterfront, through to the creation of new public spaces.

The project is being delivered in 2 phases:

- Phase 1 centres on the “Market Quarter”, comprising a public realm scheme to include footway widening with new paving, carriageway materials, street furniture and tree planting.
- Phase 2 seeks to make improvements to the Southport Promenade, offering easier walking, cycling, and rail journeys to and from the new Marine Lake Events Centre on Southport Seafront. These proposals will offer safer and easier journeys to and from the MLEC and connect with local walking and cycling routes.

The locations of these schemes are shown in **Figure 37**.

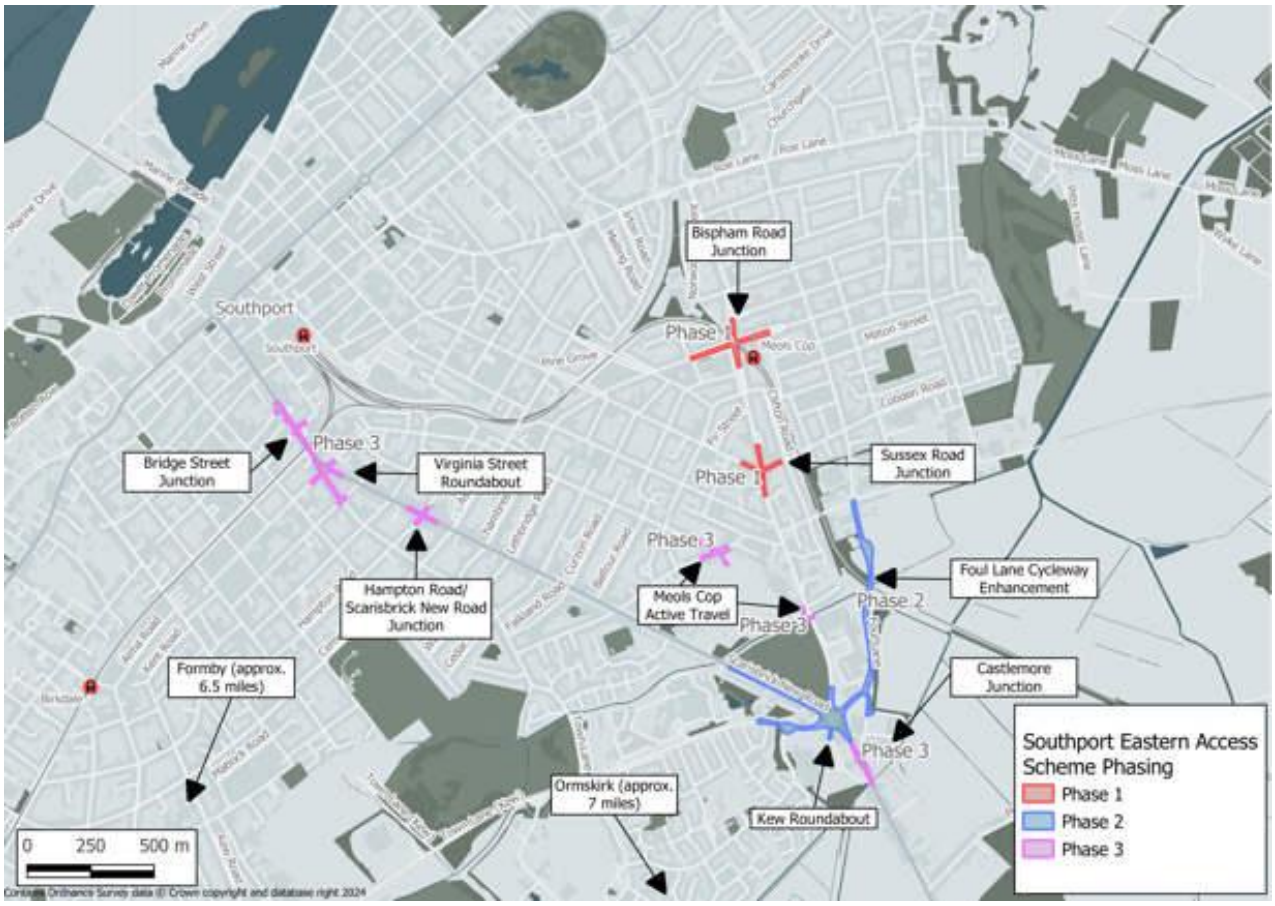
Figure 37 - Les Transformation de Southport Scheme



2.2.3 SOUTHPORT EASTERN ACCESS

This scheme focusses on junction improvements and introducing new and upgraded active travel routes along several main roads to the east of the town. The scheme is proposed to be delivered in 3 phases, with the common aim of supporting access to the Town Centre, reduce congestion and improve conditions for all road users, particularly those walking and cycling. **Figure 38** shows the phases of the scheme, and the areas proposed for improvements.

Figure 38 - Southport Eastern Access Scheme Phasing

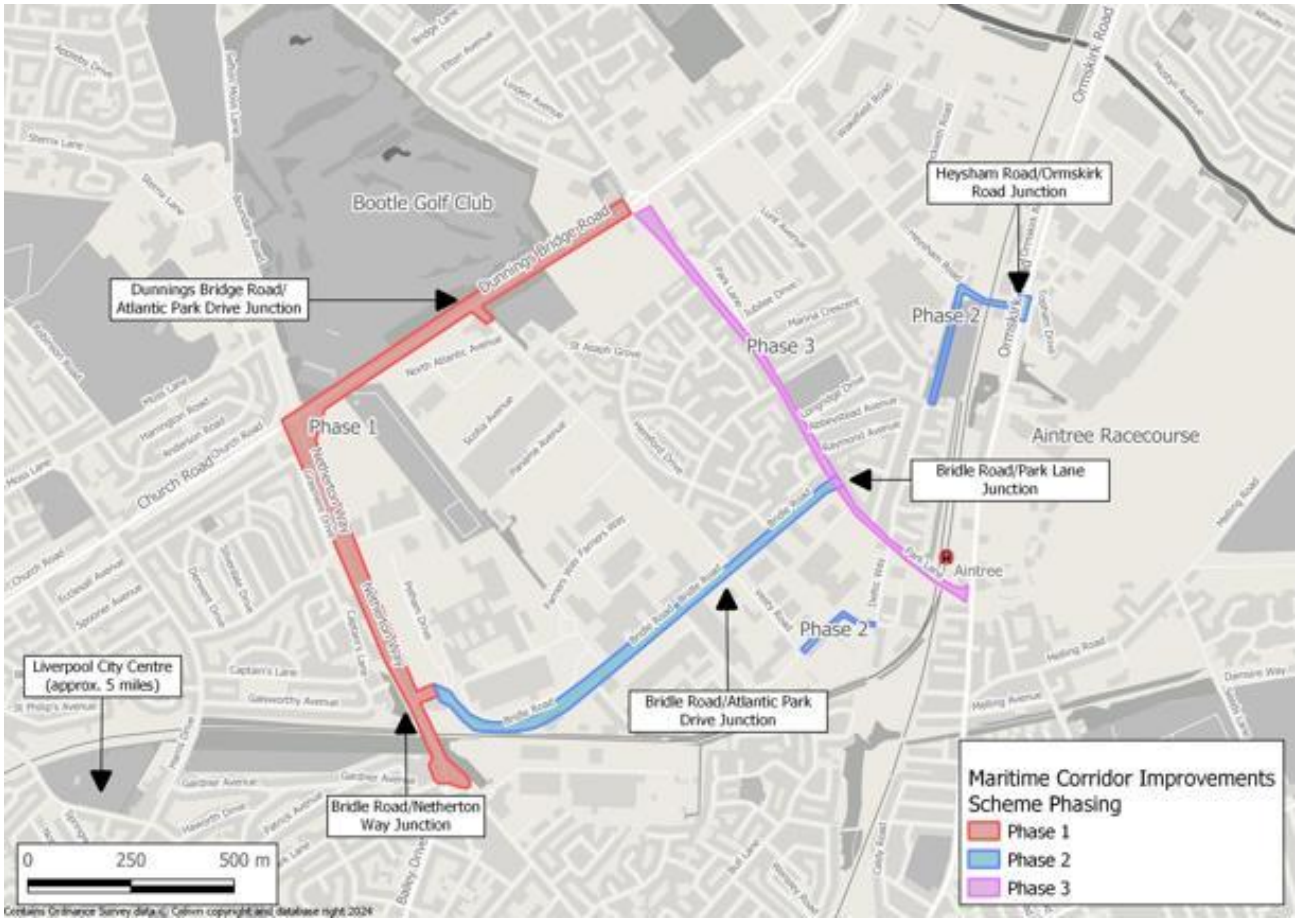


2.2.4 NETHERTON MARITIME CORRIDOR

The Maritime Corridor stretches from Switch Island to Netherton Way, linking to Atlantic Park and the wider area to the Port of Liverpool. The scheme seeks to improve junctions and introduce walking and cycling routes along a number of roads in the area. Active Travel links are currently limited, and this is cited as being a limitation to accessibility of employment and other opportunities for those unable to travel by car.

Improvements are proposed in three phases, with focus on several corridors in each phase. **Figure 39** shows the junctions and routes identified for improvements.

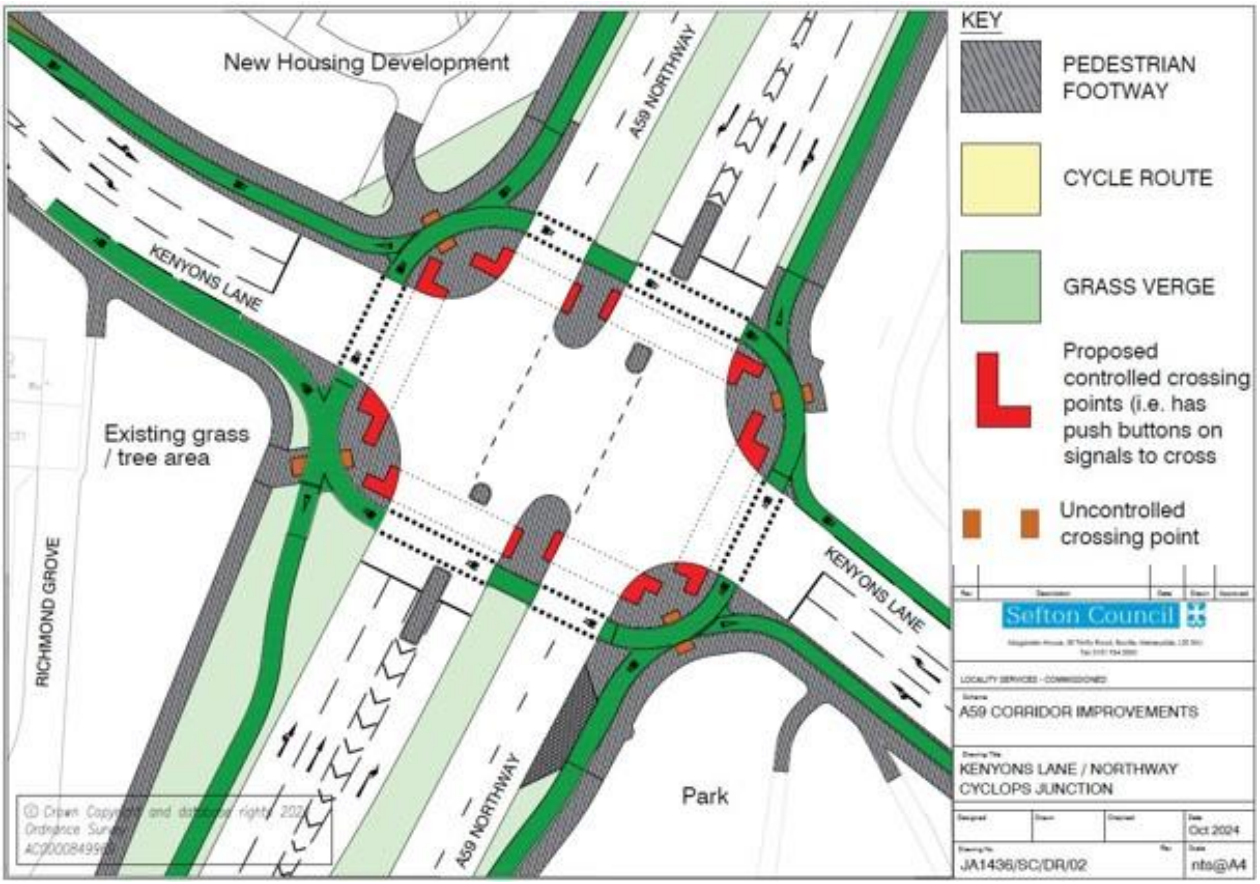
Figure 39 - Maritime Corridor Improvements Scheme Phasing



2.2.5 A59 KENYONS LANE JUNCTION

Ongoing works at Kenyons Lane comprise the introduction of a new CYCLOPS (Cycle Optimised Protected Signals) junction. This will provide safer means for pedestrians to cross the A59, and an external orbital cycle route to segregate pedestrians from traffic. Once complete, pedestrians will have safer and improved access between the park and the proposed housing development on the west side of the junction. The scheme layout in shown in **Figure 40**.

Figure 40 - Kenyons Lane CYCLOPS Proposal



2.2.6 SCHOOL STREETS AND SCHOOL NEIGHBOURHOOD PILOT SCHEMES

Since 2022, Sustrans and Sefton Council have worked alongside three high schools in Southport on School Streets Pilot Schemes for schools in close proximity to the proposed Southport Walking and Cycling Routes linking the Plough Roundabout via Southport Town Centre, Birkdale and Ainsdale. School Streets have been developed at Birkdale High School and Greenbank High School, with a School Neighbourhood being developed at Stanley High School.

At both Birkdale and Greenbank High Schools, the development process has included:

- Analysis of current and aspirational travel patterns;
- Working with school pupils to understand challenges;
- Community and whole school drop-in sessions; and
- Parent and resident surveys.

Both School Streets have been supported by parents, students and the community, and are hoped to have positive impacts on the uptake of Active Travel to and from both schools.

At Stanley High School, the process has involved:

- Engagement with pupils to understand their journeys to school;
- A session with parents and residents at the school;
- A survey for parents, residents and teachers, highlighting challenges with volumes of traffic, idling car engines, pollution, and cars parked on the road; and
- Receipt of a petition seeking speed reduction measures along Fleetwood Road.

Sefton are also revisiting borough-wide prioritisation with an aim to commence work with up to an additional six schools in 2025.

The projects aim to assist Sefton Council in efforts to address significant challenges including: climate, air quality, safety, health, and cost of living.

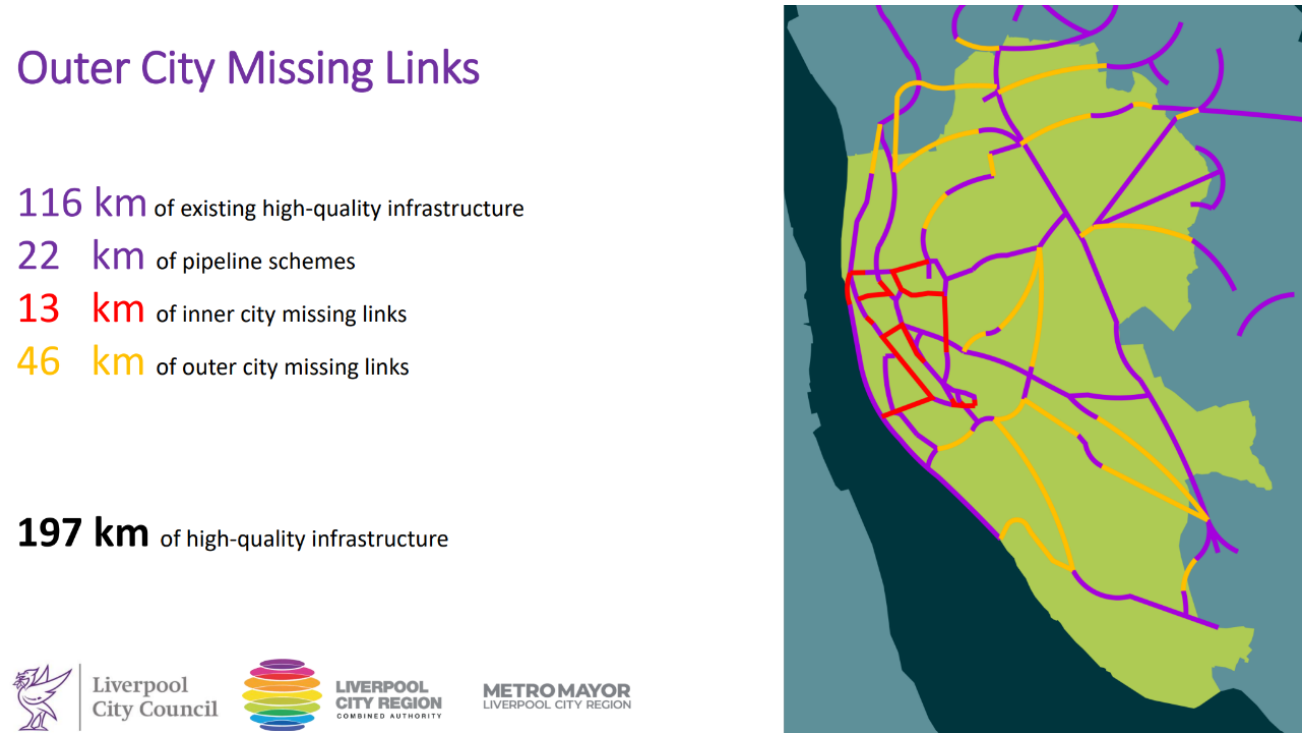
2.2.7 'A' LINES

Liverpool City Council has proposed the 'A' Lines project as part of the broader initiative "A Vision for Liverpool". This project aims to enhance the city's infrastructure and promote active travel, such as walking and cycling, to improve health, economy, and the environment.

The project has scoped out key interest points, comparing these to areas of high pollution, cycle-to-work influence, and low car ownership.

As of now, 116 km of high-quality cycle paths have been built, with an additional 22 km of pipeline schemes planned. The project also includes 13 km of inner-city missing links and 46 km of outer city missing links, aiming to create a total of 197 km of high-quality cycle infrastructure by 2030.

Figure 41 - Liverpool Vision - A Lines Proposed and Existing Routes



There is limited overlap between the extents of this scheme and the proposed LCWIP routes. Routes with potential for overlap exist along Vauxhall Road/ Stanley Road south of Bootle and West Derby Road South of Anfield.

2.2.8 PIPELINE OF OTHER ACTIVE TRAVEL SCHEMES

There are several projects across the borough that are committed to deliver active travel including:

- A565 Formby Bypass improvements between Woodvale and Formby;
- Crosby Coastal Park cycleway improvements;
- Fazakerley Sidings which is currently the missing link in the Trans Pennine Trail network; and
- Hall Lane Junction Outline Plans.

2.2.9 LIVERPOOL CITY REGION LCWIP

The Liverpool City Region Combined Authority successfully secured funding for the development of the Liverpool City Region LCWIP (LCR LCWIP). Within the LCR LCWIP, three phases of prioritised routes were developed. The first phase consisting of seven routes which included:

- Seaforth-Southport; a 15km new and upgraded off-road cycleway; and
- Leasowe - Seacombe Ferry Terminal; a 3.7km new cycleway.

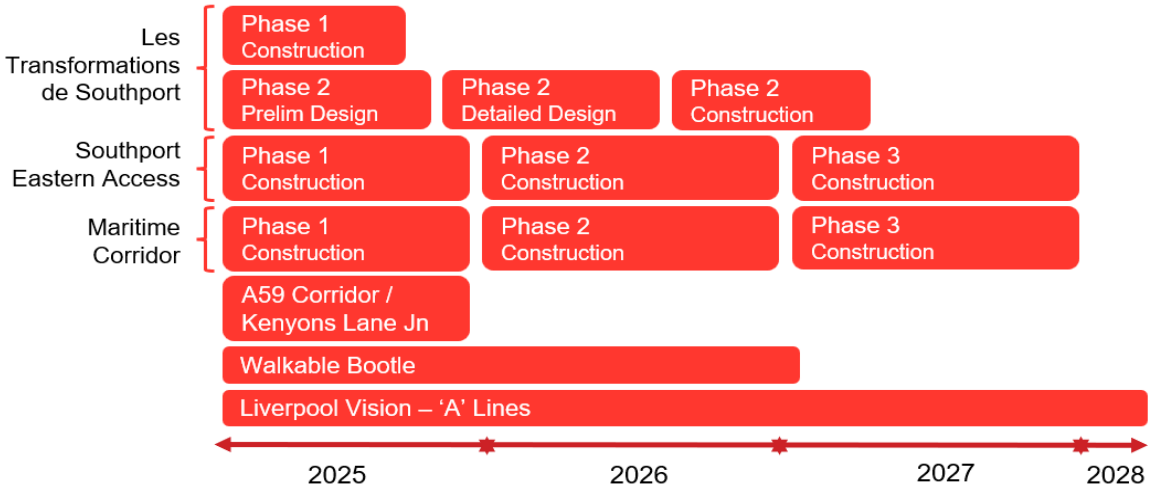
The first phase of the LCWIP secured funding of £16.7m to deliver all seven routes concurrently. The funding comprised of £8.35m of European Regional Development Funding (ERDF) Sustainable Urban Development (SUD), £4.8m LCR Transforming Cities Funding plus £3.5m Local Authority match funding.

In May 2020, Government announced that a significant funding opportunity would be provided to Local Authorities to make it easier for people to walk and cycle both during social distancing restrictions and after. The LCRCA was awarded £1.947m which it allocated to the local authorities within the LCR including Sefton Council. As a result, Sefton delivered 2 routes, one in Southport and one in Bootle to encourage cycling and walking and make improvements to the surrounding streets.

2.2.10 SUMMARY

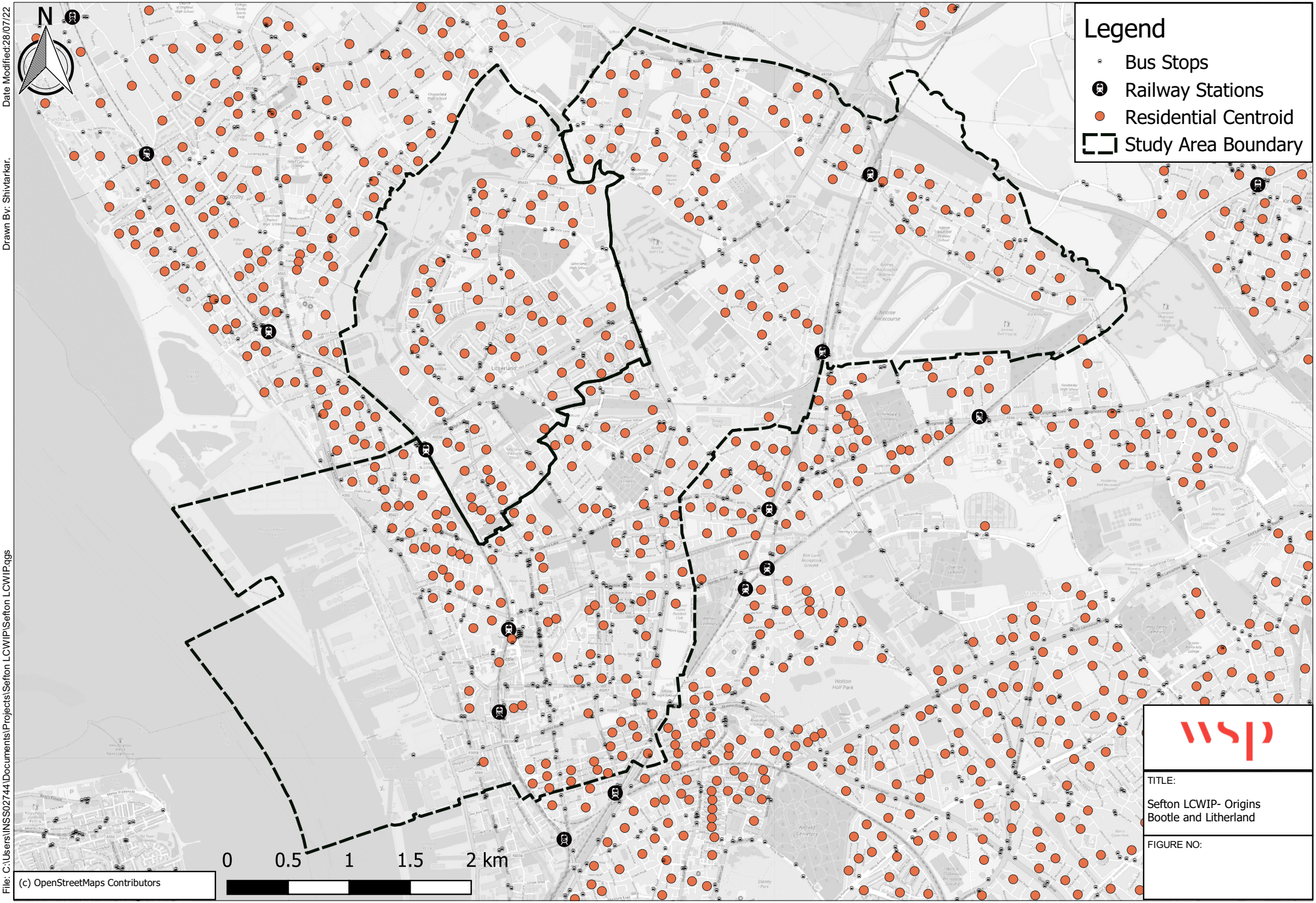
Timescales of the ongoing schemes have been outlined in **Figure 42**.

Figure 42 - Timescales of Schemes in Development



Appendix A

OD MAPS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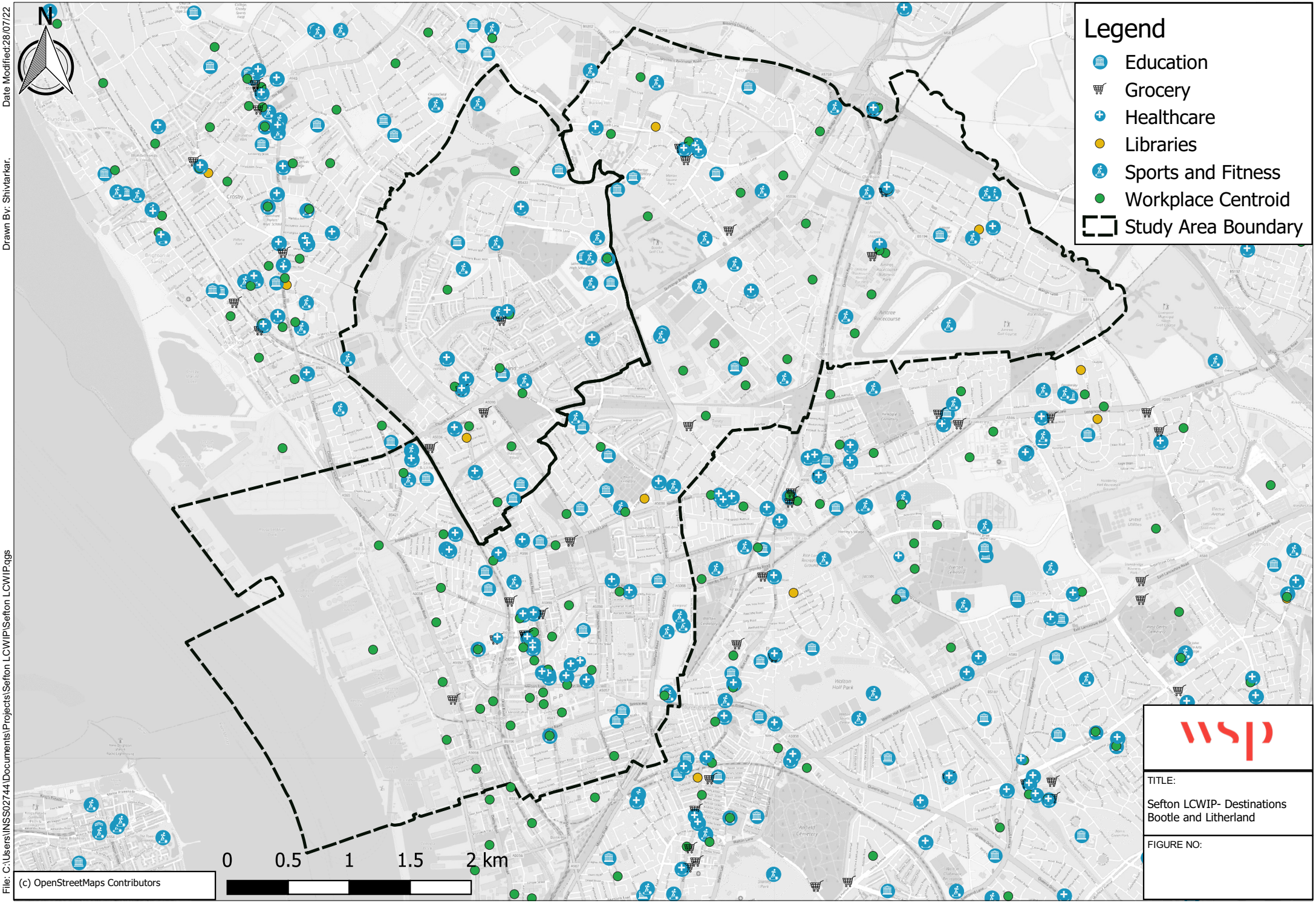
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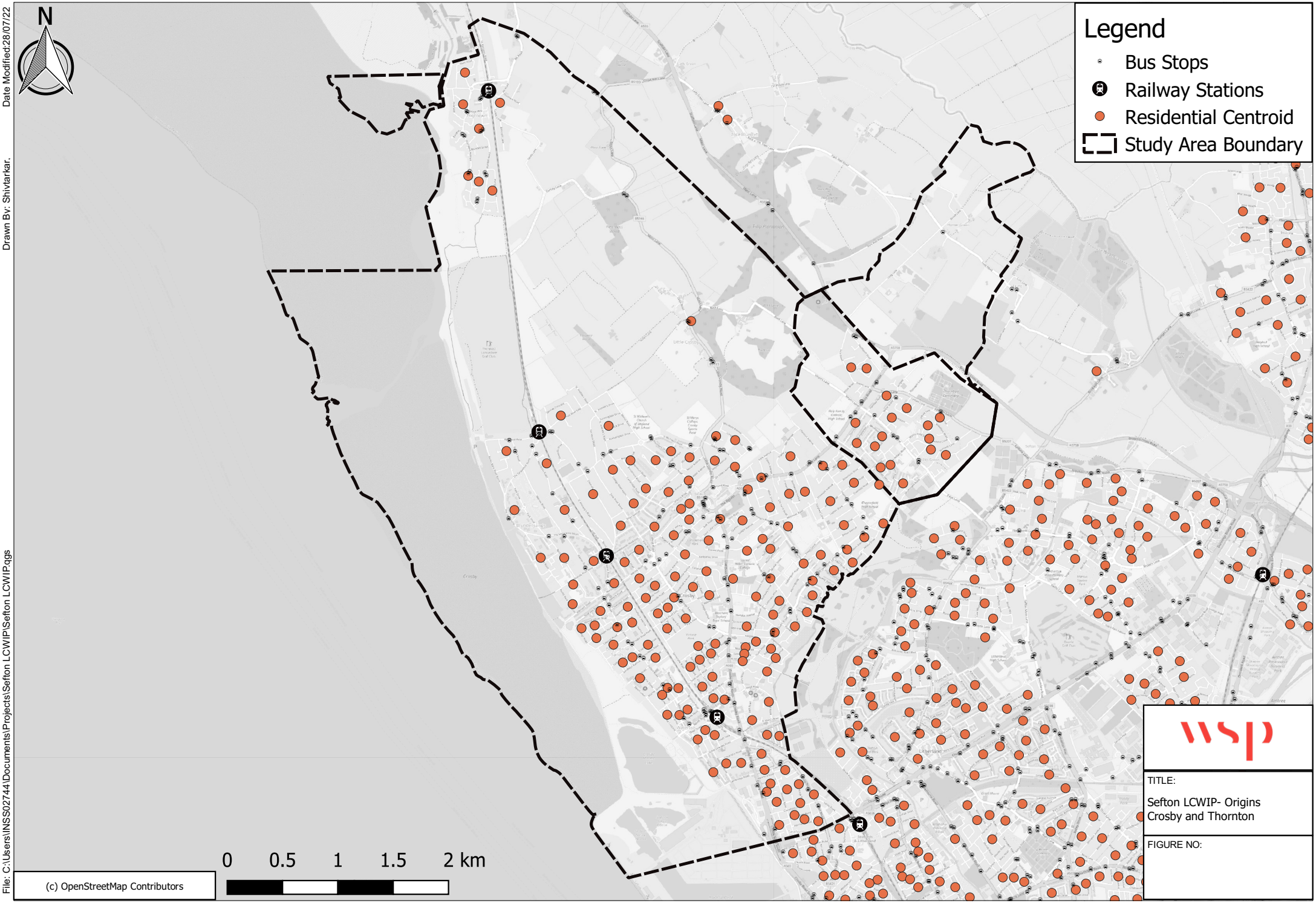
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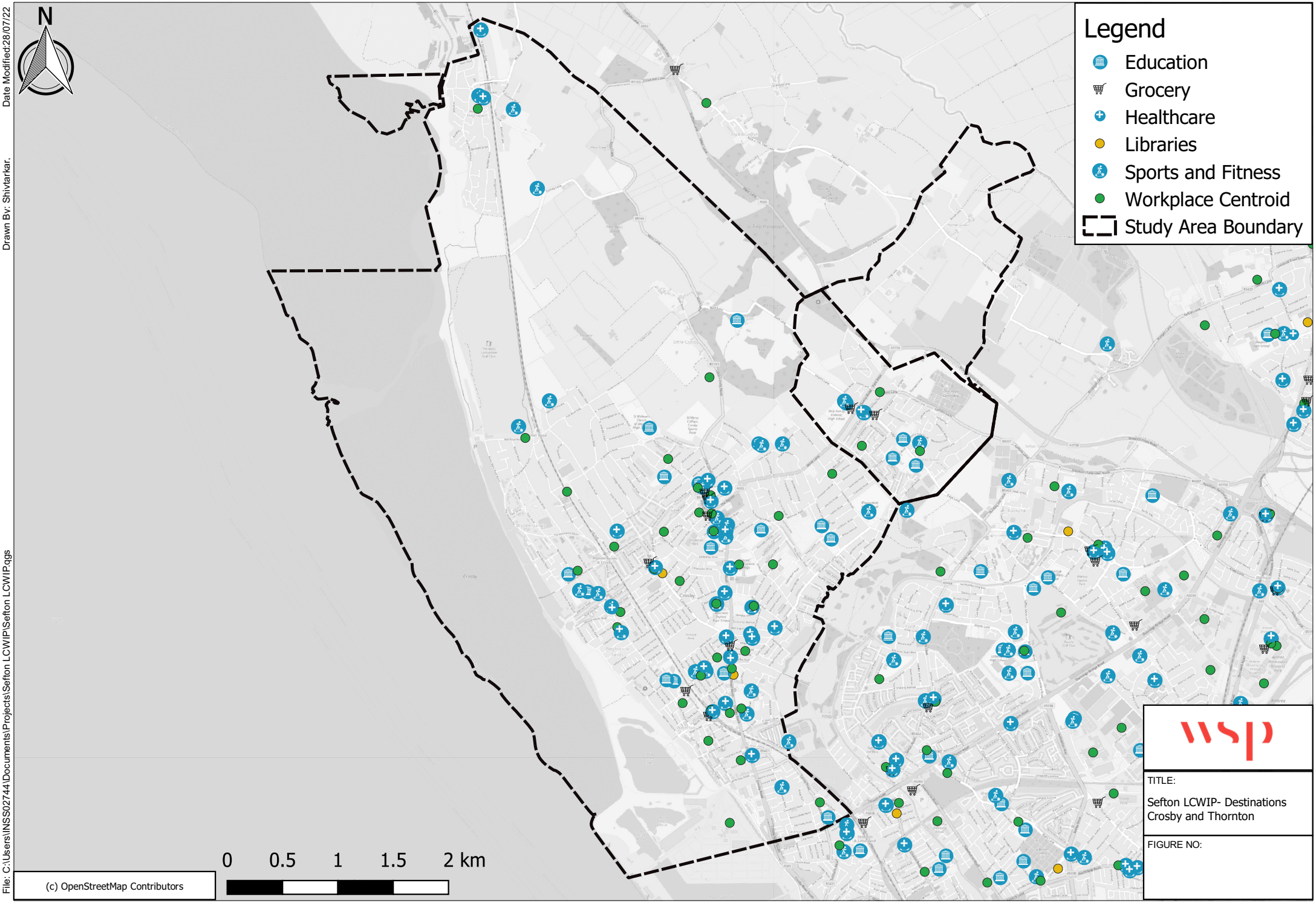
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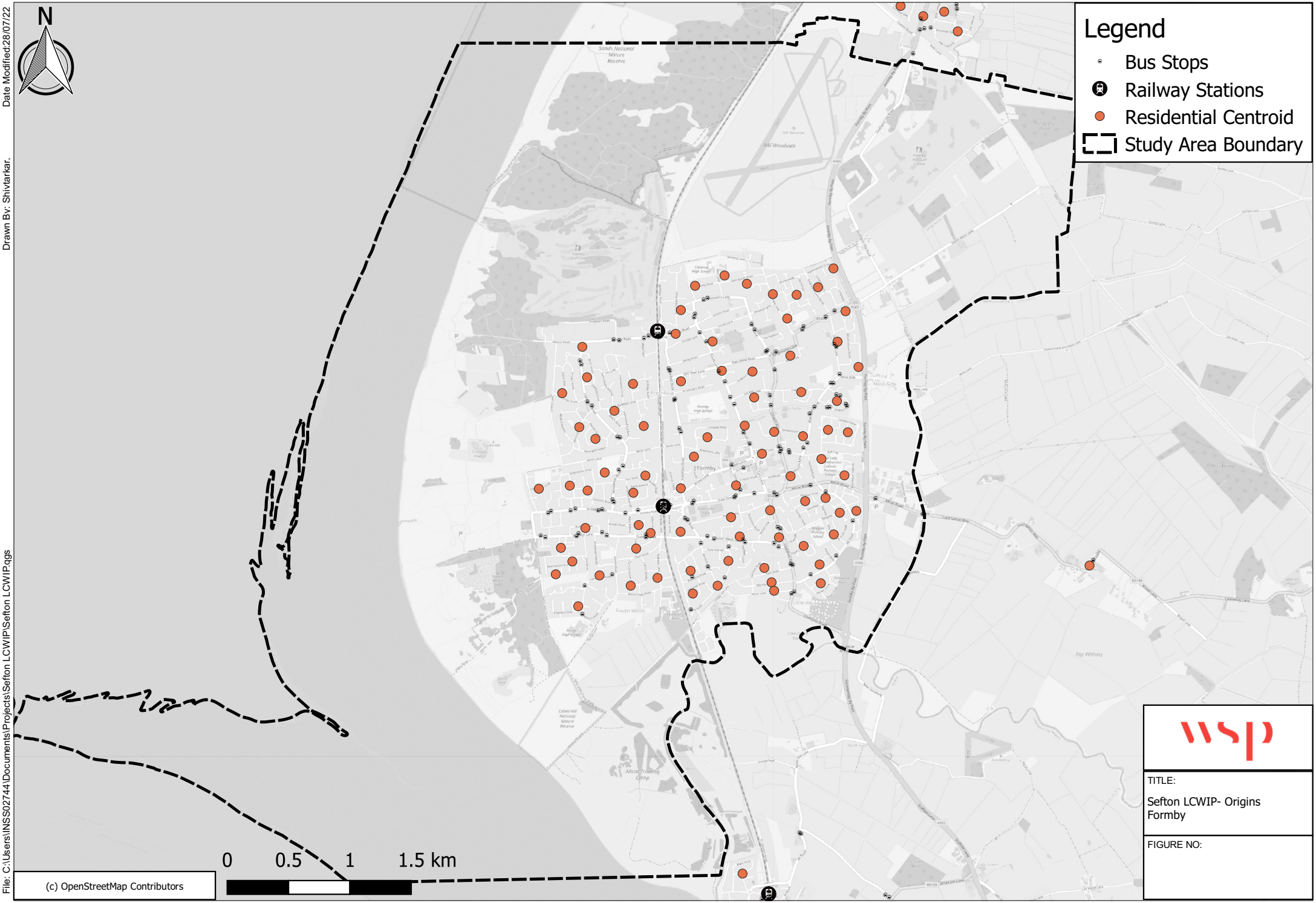
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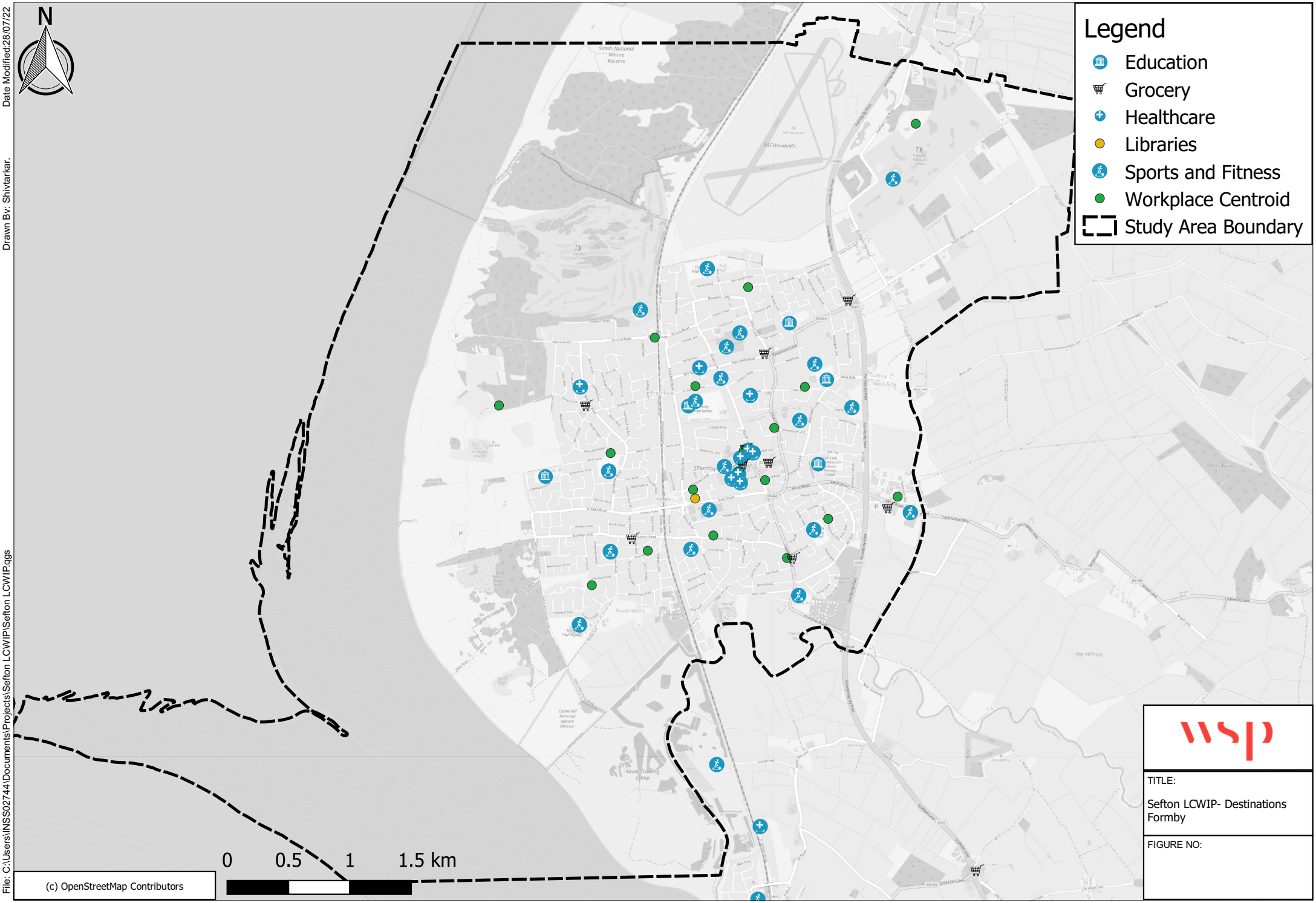
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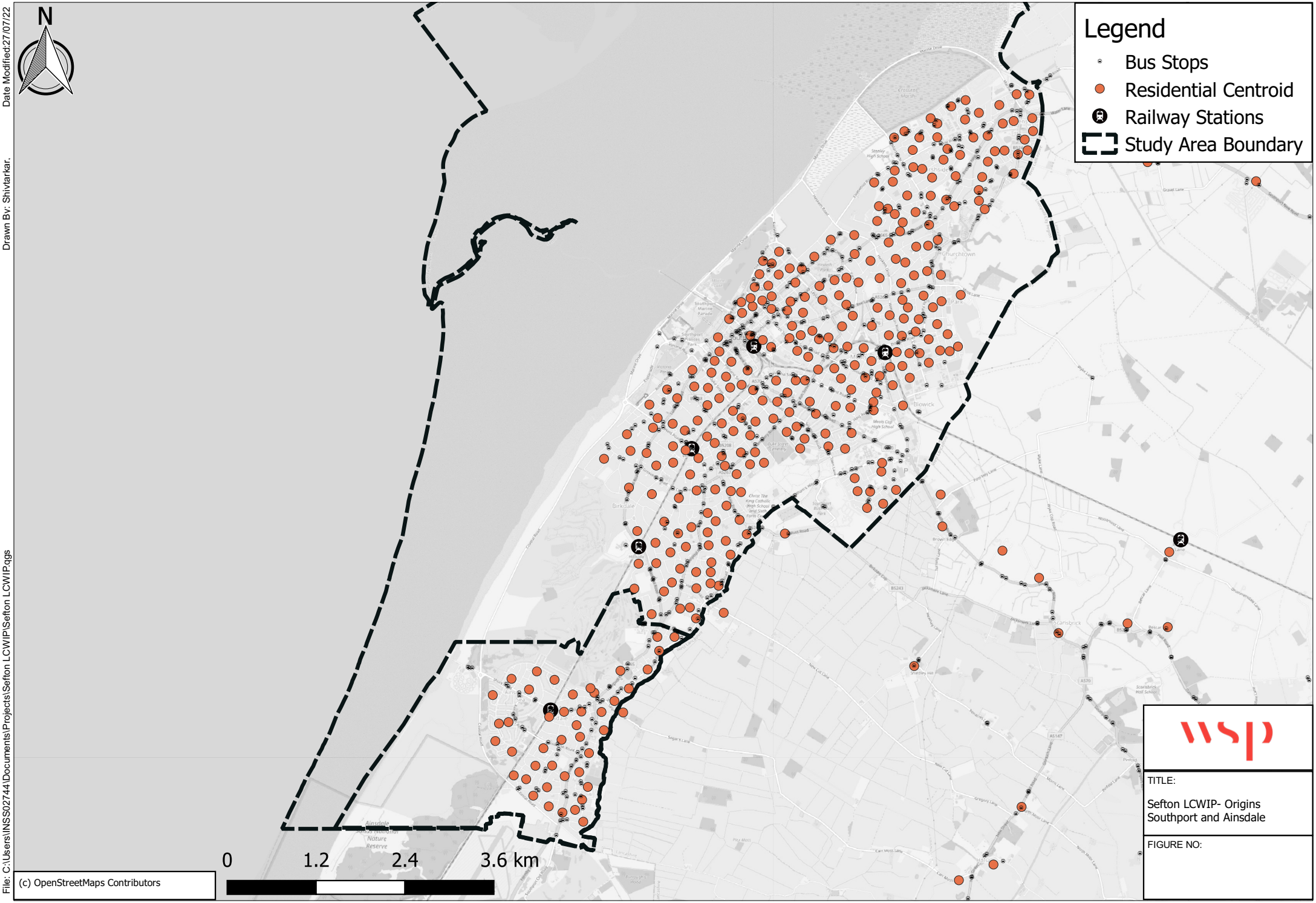
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Railway Stations
Study Area Boundary
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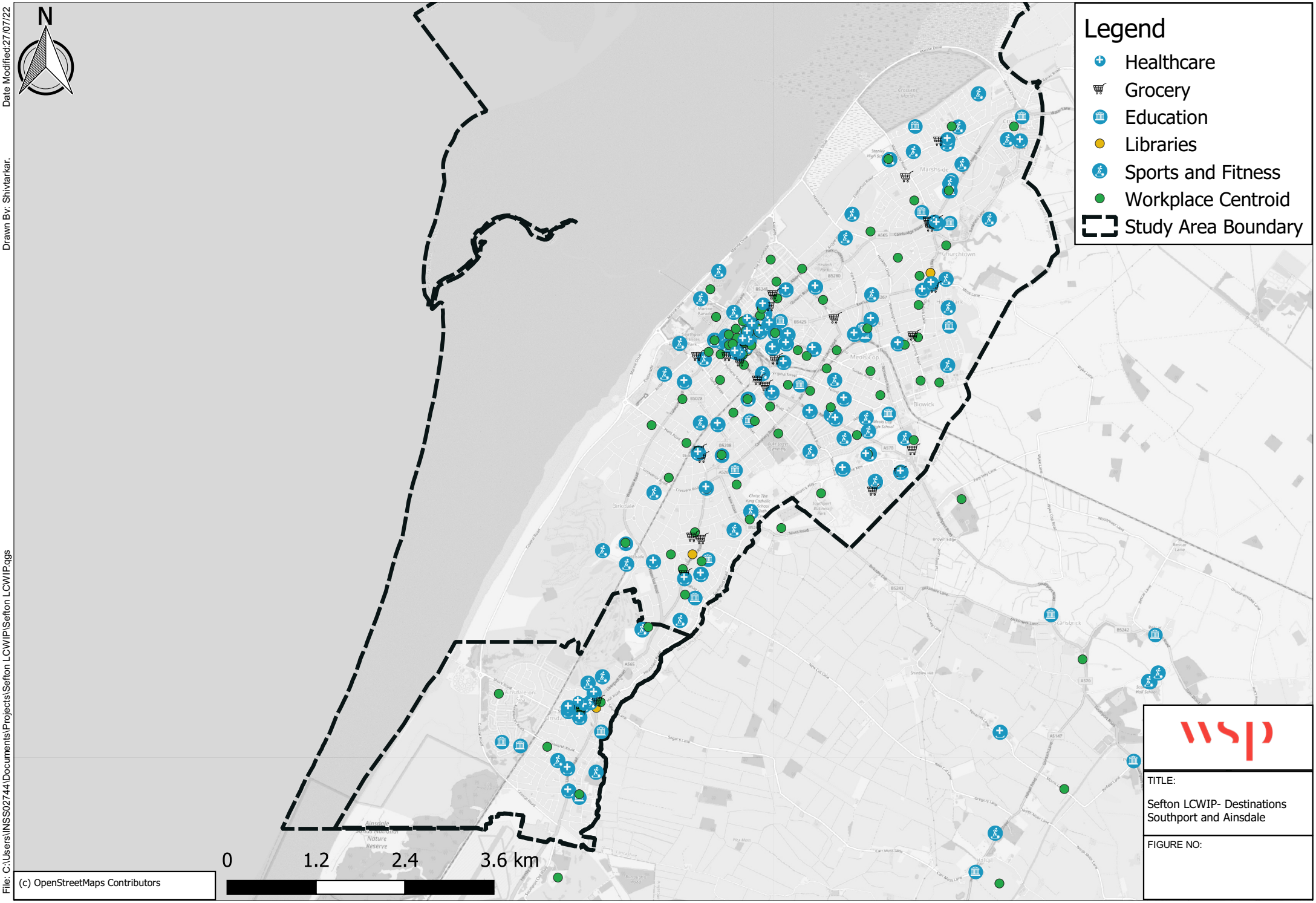
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Appendix B

DETAIL OF BARRIER AUDITS

North Sefton

Barrier audits in North Sefton cover routes around Southport and are shown in Figure B-1. A summary of findings is shown in Table B-1.

Figure B-1 - Barrier Audit Plot - North Sefton

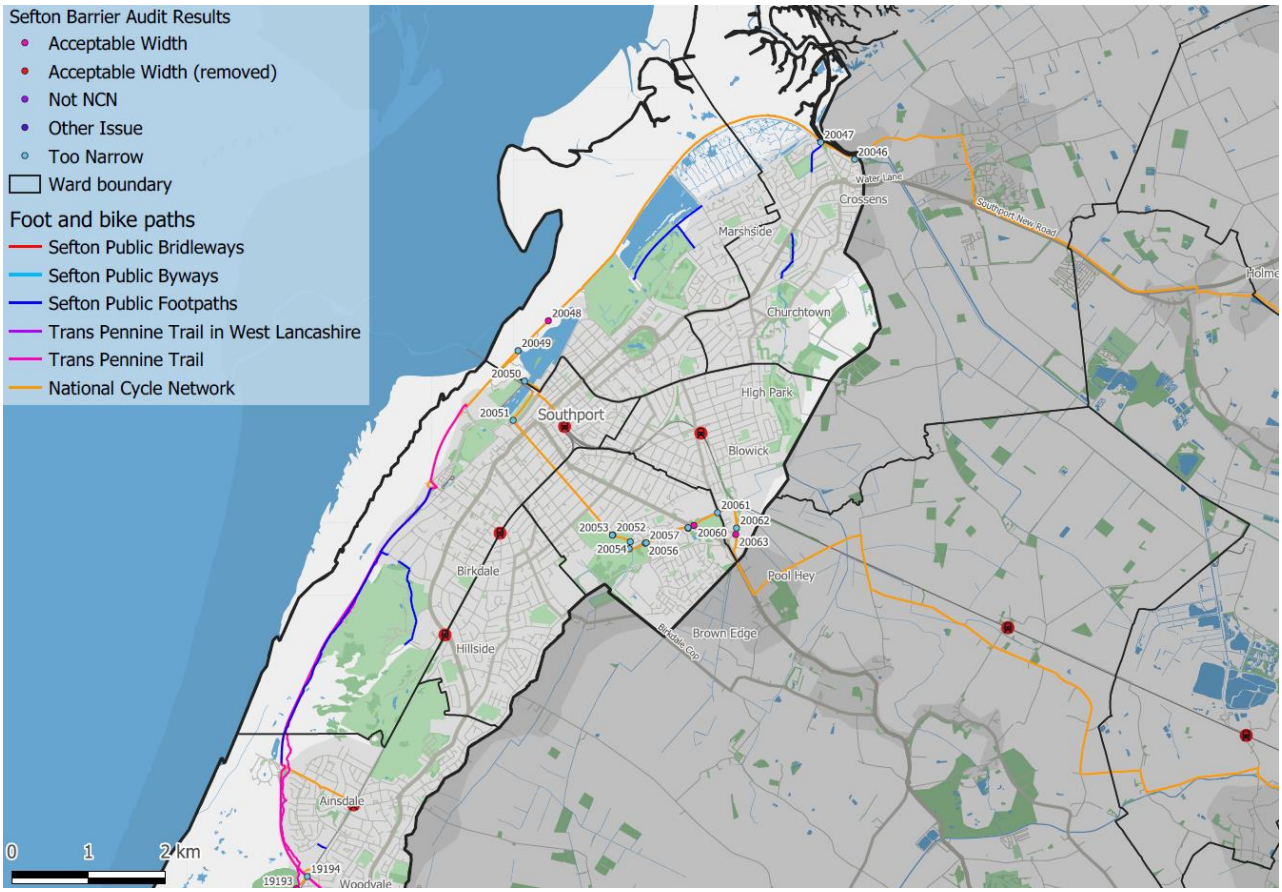


Table B-1 - Barrier Audit Data for North Sefton

Route	Route Type	Acceptable Width	Acceptable Width (removed)	Too Narrow	Total
Southport	NCN	3	0	14	17
	Not Audited	-	-	-	1

Central Sefton

Barrier audits in Central Sefton cover Formby, Woodvale and the surrounding area, and are shown in Figure B-2. A summary of findings is shown in Table B-2 - where routes are not part of the NCN or Trans Pennine Trail (TPT), these have not typically been audited.

Figure B-2 - Barrier Audit Plot - Central Sefton

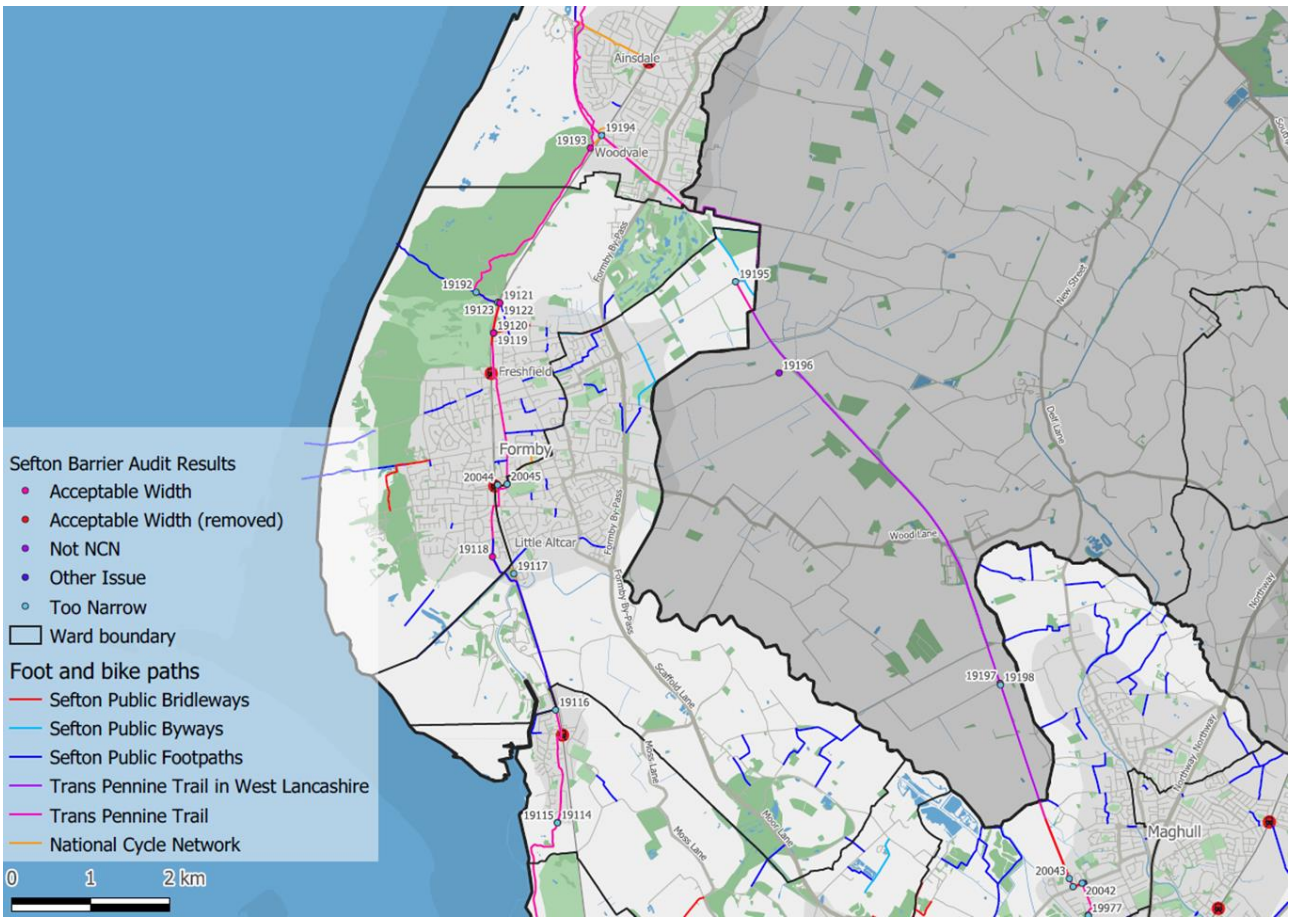


Table B-2 - Barrier Audit Data for Central Sefton

Route	Route Type	Acceptable Width	Acceptable Width (removed)	Too Narrow	Total
Formby and Woodvale	NCN	0	0	3	3
	NCN & TPT	2	0	5	7
	Public Footpaths	1	0	0	1
	Not Audited (Public Footpaths)	-	-	-	1

South Sefton

Barrier audits in South Sefton cover a number of routes in and around Crosby, Maghull, Bootle, and Netherton. These are shown in Figure B-3. A summary of findings is shown in Table B-3.

Figure B-3 - Barrier Audit Plot - South Sefton

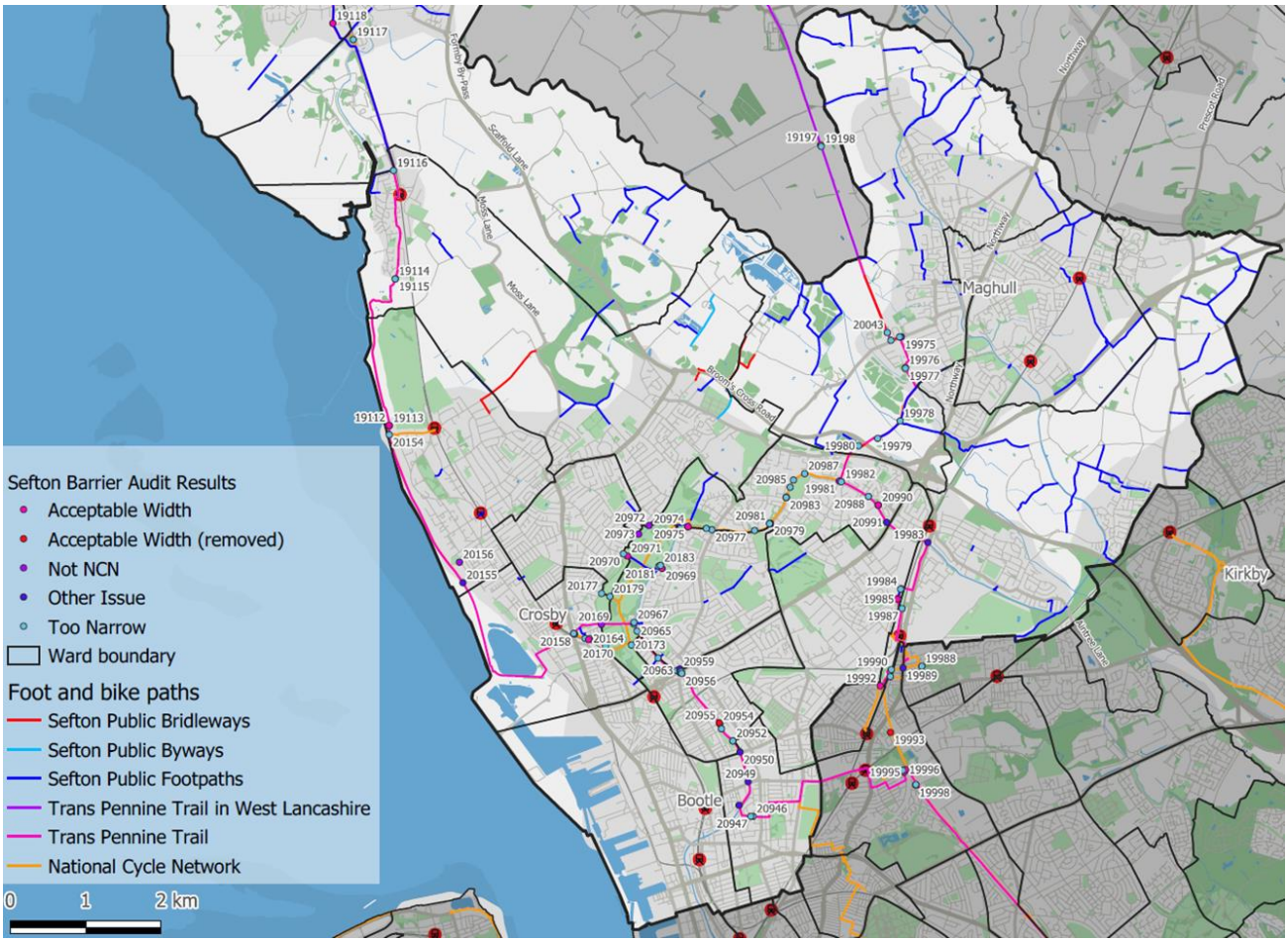


Table B-3 - Barrier Audit Data for South Sefton

Route	Route Type	Acceptable Width	Acceptable Width (removed)	Too Narrow	Other Issue	Total
Rimrose to Coast Path	NCN	0	1	1	0	2
Rimrose Valley	NCN & TPT	0	0	3	0	3
	NCN	1	0	10	0	11
	Public Footpaths	2	0	0	0	2
	Not Audited	-	-	-	-	4
Church Road Underpass	NCN & TPT	0	0	4	3	7
Canal - Bootle and Litherland	NCN & TPT	0	1	6	4	11
Canal - Netherton	NCN & TPT	1	0	2	2	5
	NCN	0	0	9	3	12

Appendix C

SCHOOL HEAT MAPS

Figure C-1 - Range High School

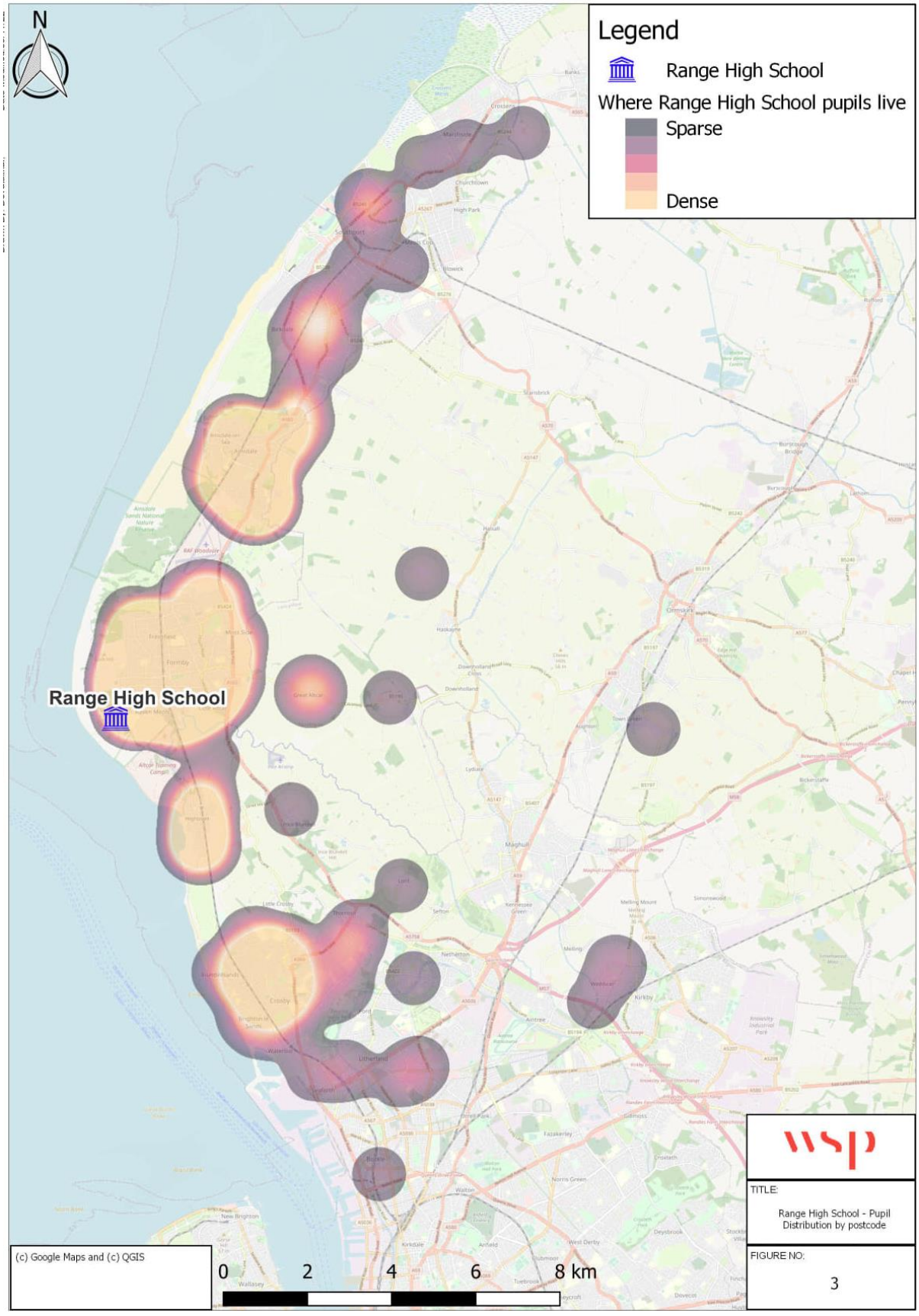


Figure C-2 - Maghull High School

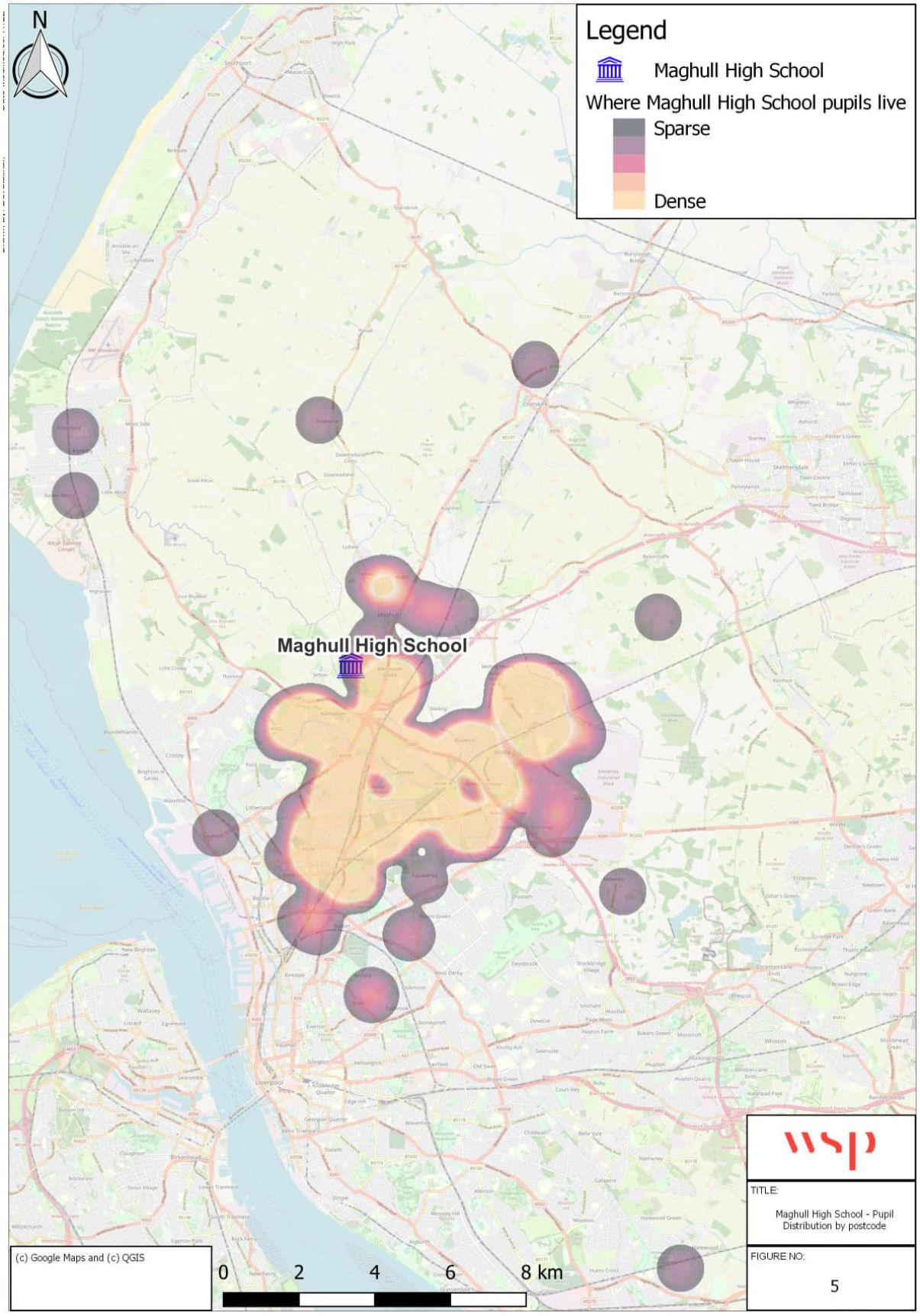


Figure C-3 - Litherland High School

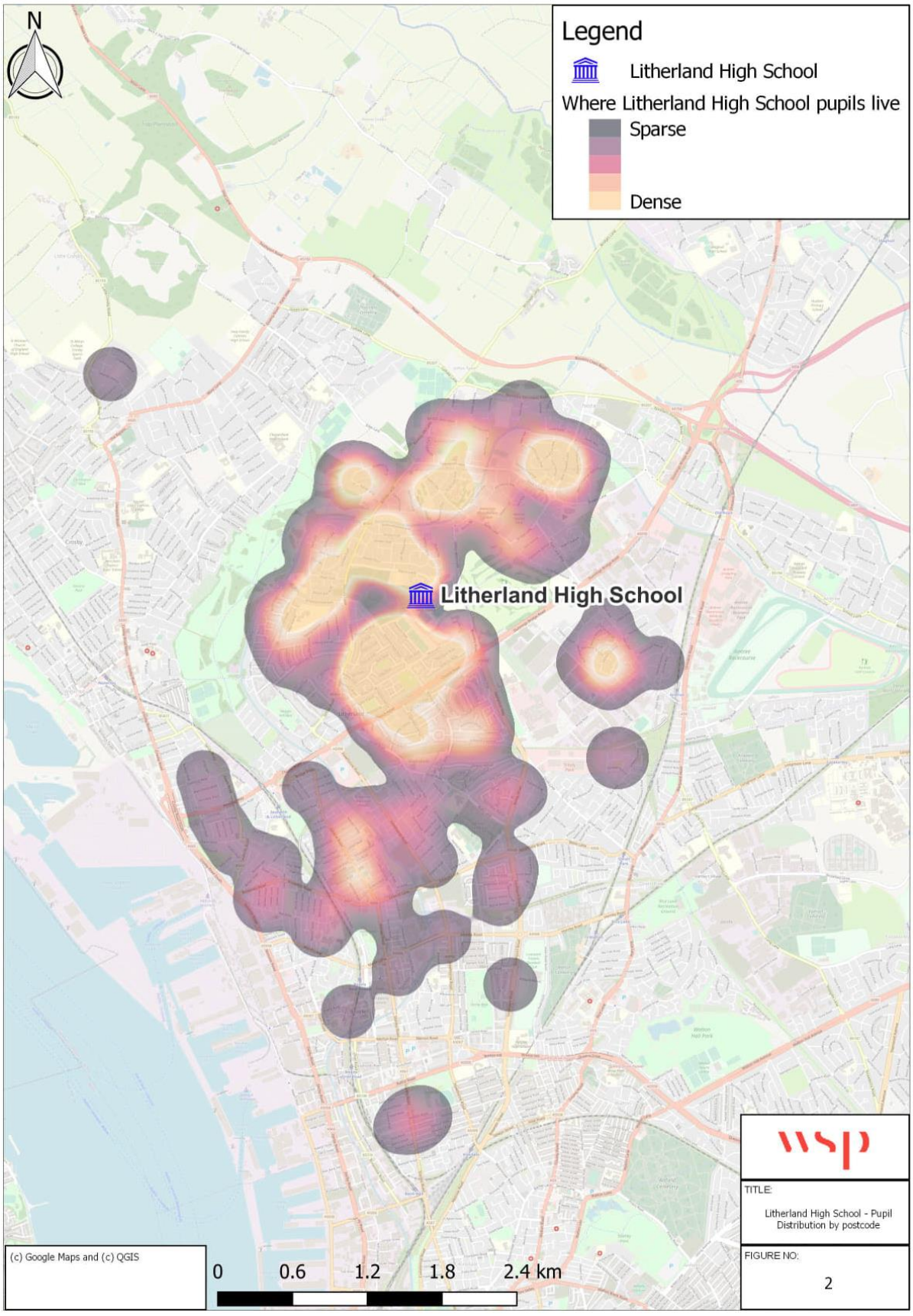


Figure C-4 - Formby High School

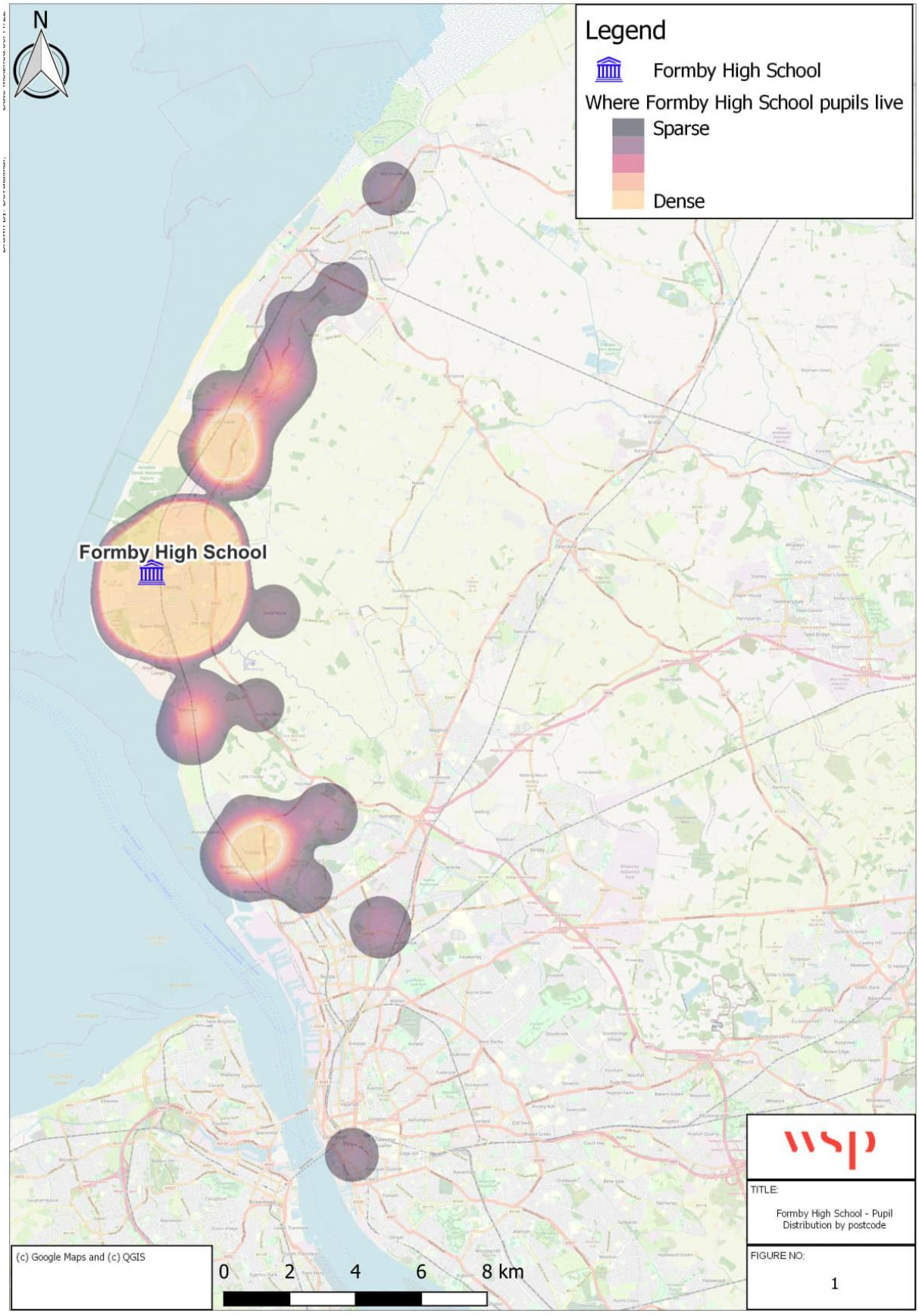


Figure C-5 - Birkdale High School

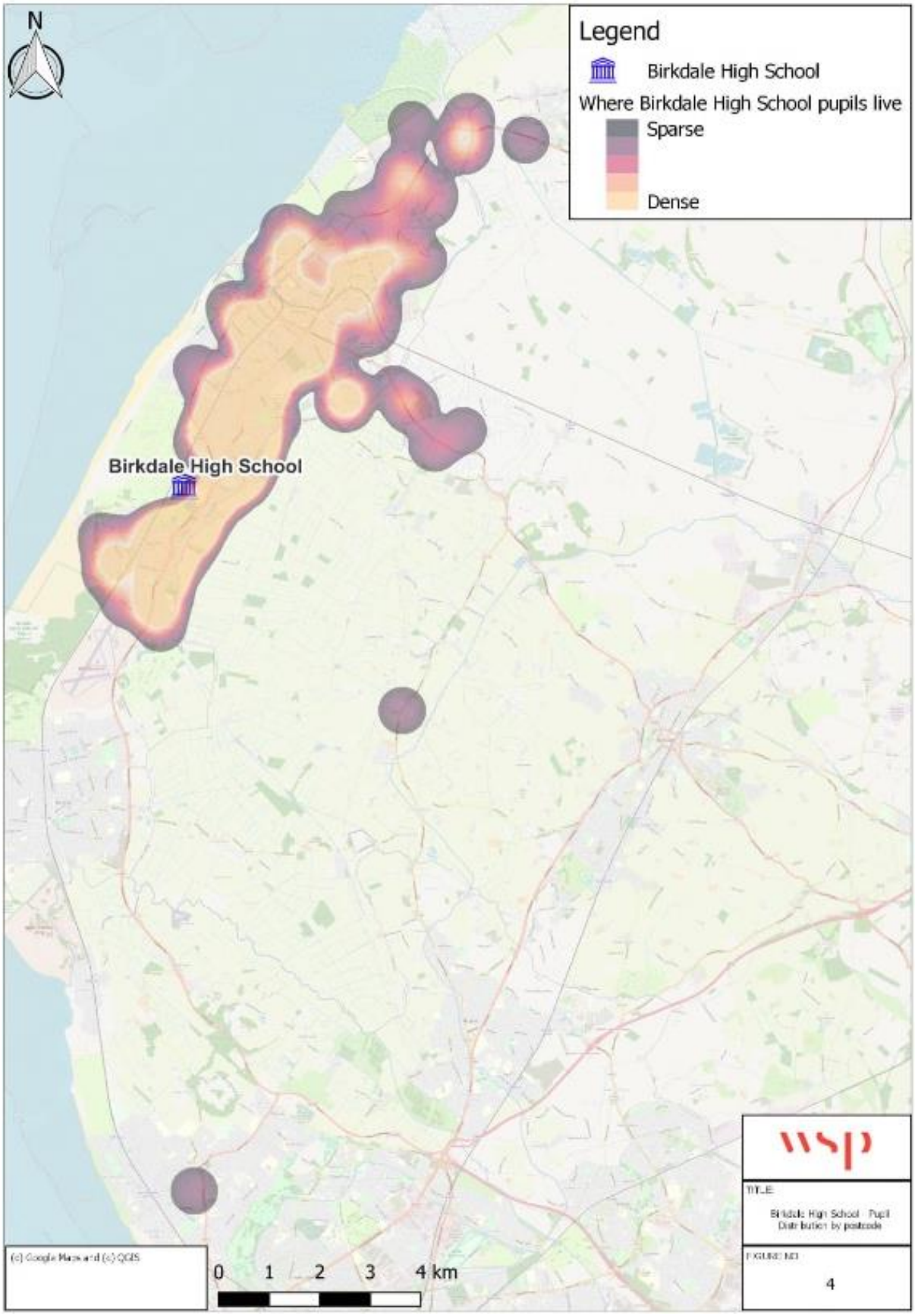


Figure C-6 - Chesterfield High School

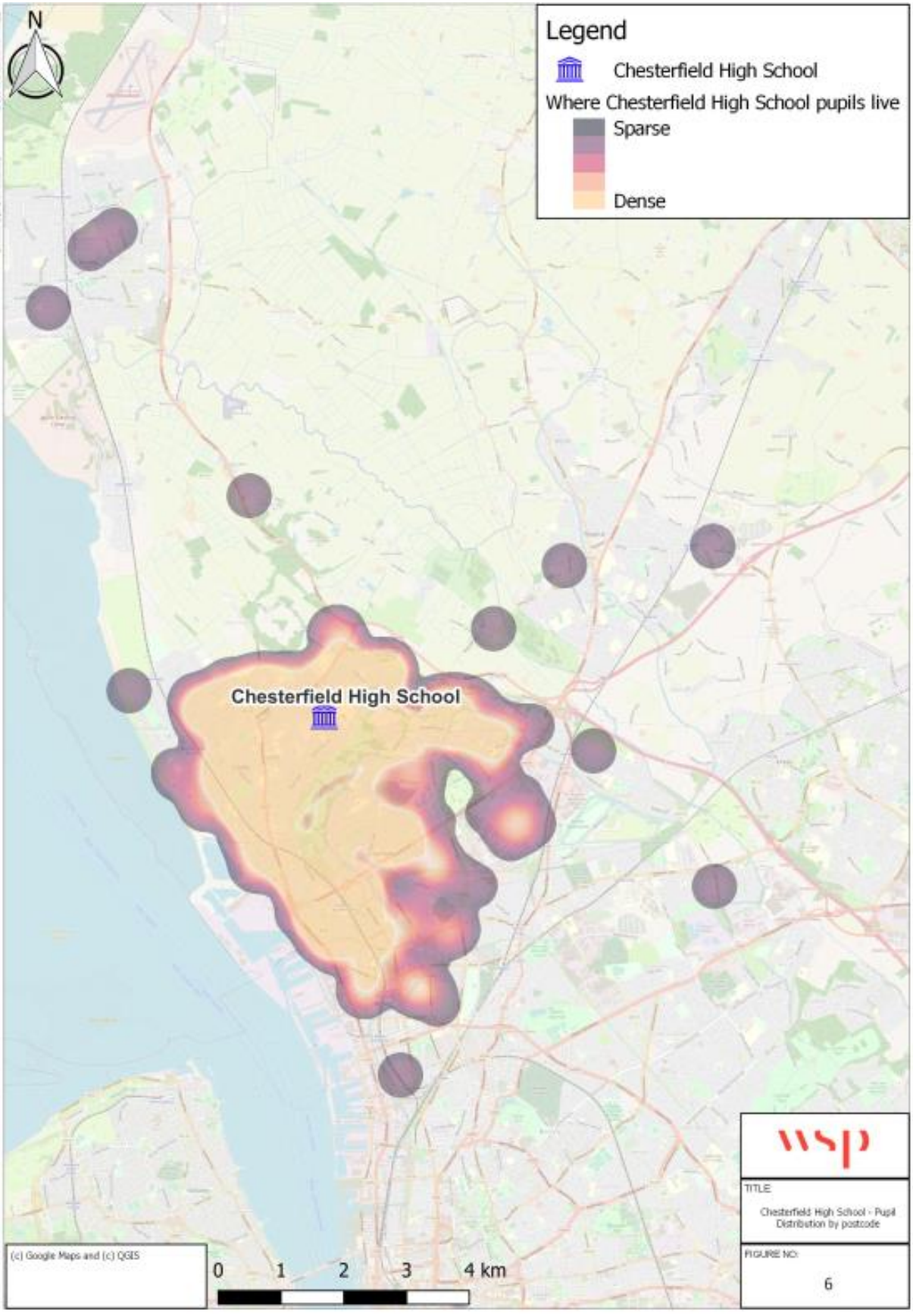


Figure C-7 - Meols Cop High School

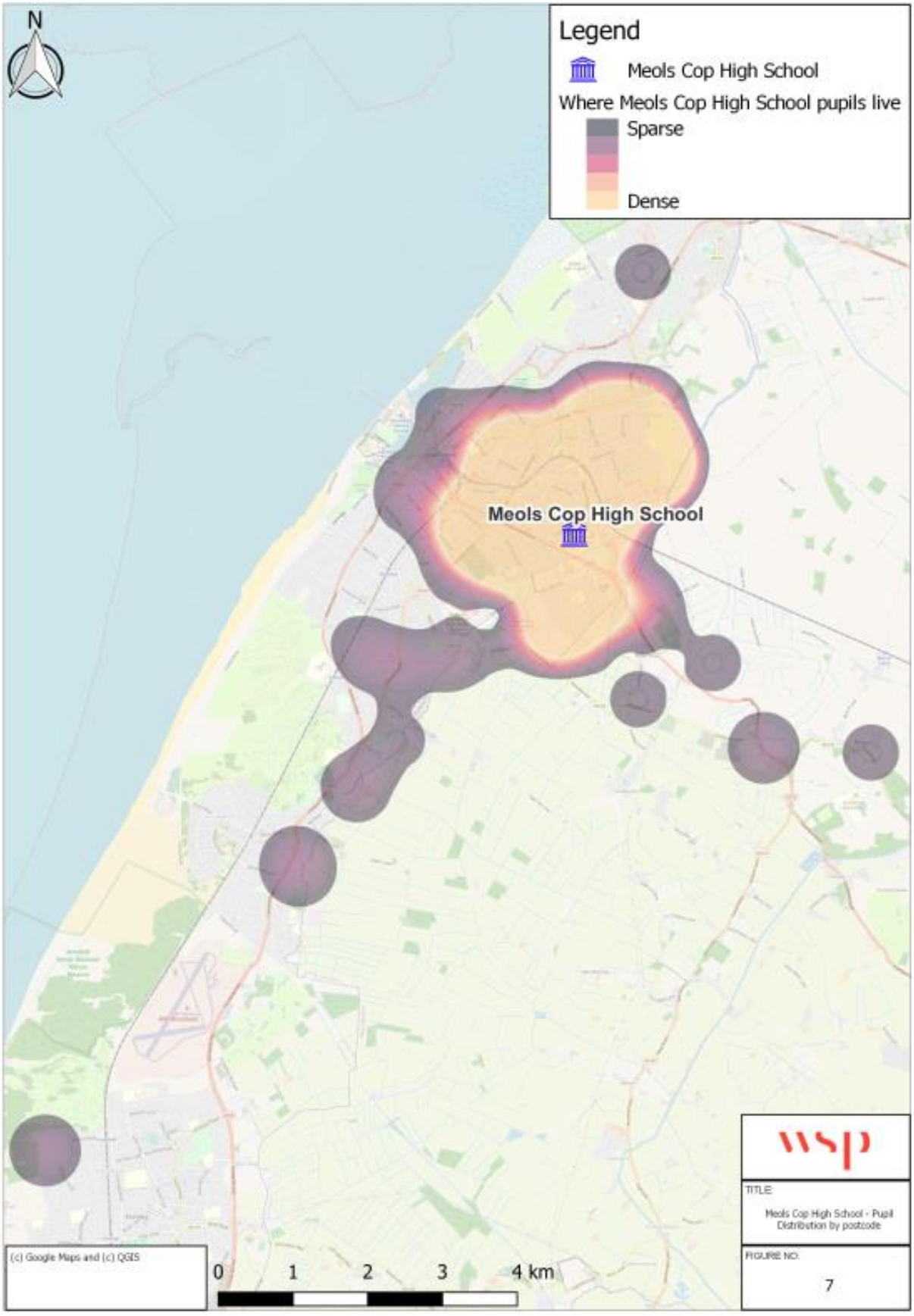
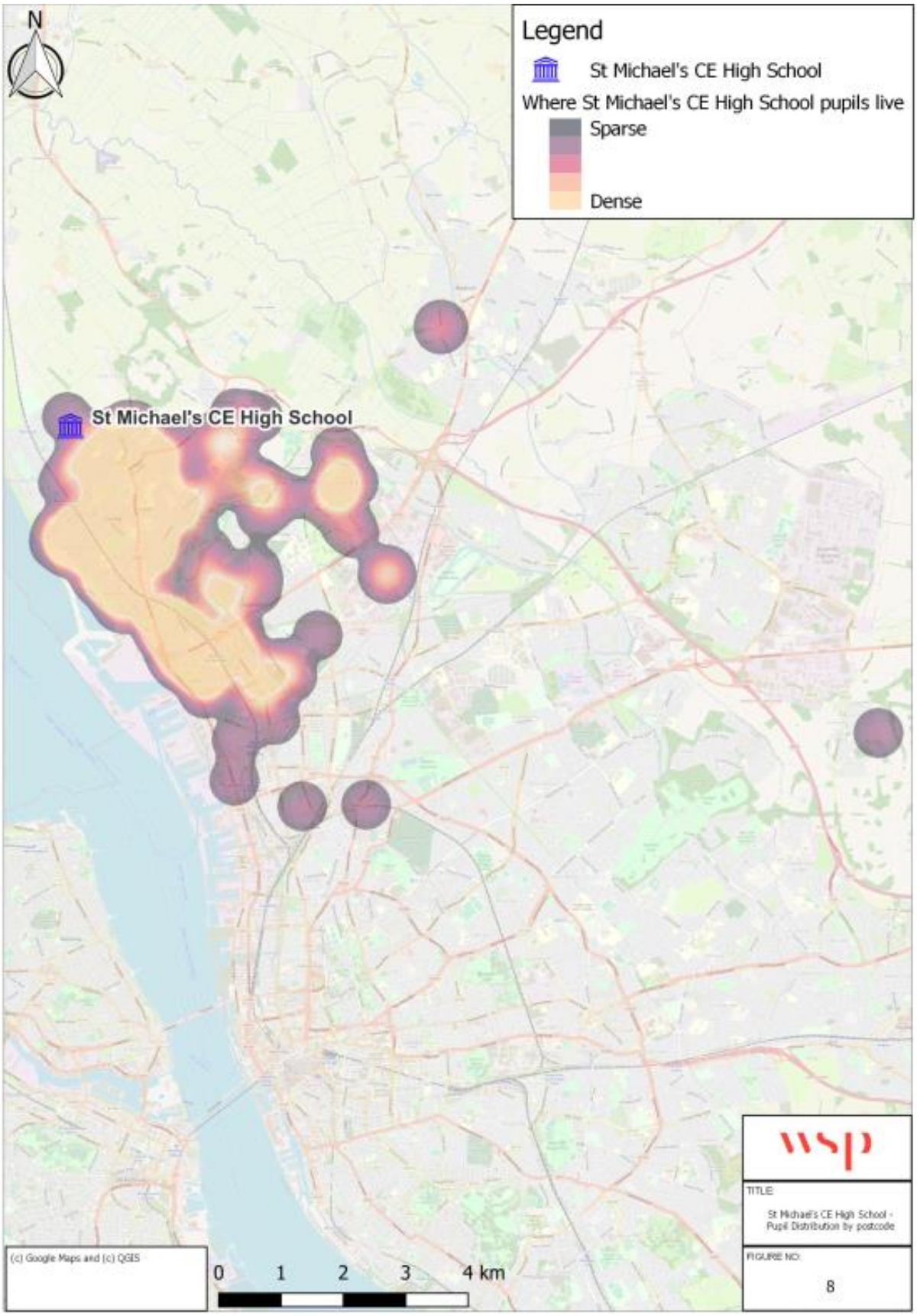


Figure C-8 - St Michael's CE High School



Exchange Station
Tithebarn Street
Liverpool

wsp.com