Sefton Council

SEFTON COUNCIL LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

Technical Report

002
JULY 2025

PUBLIC

Sefton Council

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Technical Report

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CONTENTS

TABLES

FIGURES

APPENDICES

APPENDIX C

35 LCWIP ROUTES

APPENDIX D

PRIORITISATION FRAMEWORK

APPENDIX E

TOP 15 LCWIP ROUTES

EXECUTIVE SUMMARY

Background

In 2022, the Government published the second Cycling and Walking Investment Strategy (CWIS2), which outlines the ambition to make cycling and walking the natural travel choices for shorter journeys, or as part of a longer journey by 2040.

To assist the development of Sefton Council's Local Cycling and Walking Infrastructure Plan (LCWIP), Government published guidance has been followed so that the LCWIP ambitions for walking and cycling can be achieved. The guidance takes a more technical, evidence led approach by:

- Understanding current and future travel patterns, opportunities and constraints which promote active travel;
- Identifying and mapping a recommended cycle and walking network with infrastructure improvements for the short, medium and long term; and
- Creating a prioritised pipeline of network enhancements to ensure infrastructure effectively supports growth in cycling.

Sefton Council aims to provide a network of walking and cycling routes which connect all of the communities to the places that they want to go to such as schools / educational opportunities, places of employment, shops, health services, open spaces and other leisure facilities. This vision is to have smooth, barrier free connected footways, filtered streets and very quiet streets, plus on-road and off-road cycle lanes, all created to the highest accessible standard possible.

The Sefton LCWIP for the borough supports the delivery of these actions:

- Develop local walking and cycling networks that will increase cycling and walking trips across the borough by creating enticing, safe, accessible routes and local networks for all;
- Increase the number of children and young people walking and cycling to and from educational facilities;
- Create and maintain barrier free networks in line with its Aging Well Better Strategy;
- Support and contribute to the Council's Climate Declaration to be a net zero local authority for council operations by 2030 and as a region 2040 and nationally by 2050; and
- Prioritise local networks/routes for delivery along with an implementation plan.

Process

The development of the LCWIP followed the DfT LCWIP Technical Guidance Stages as follows:

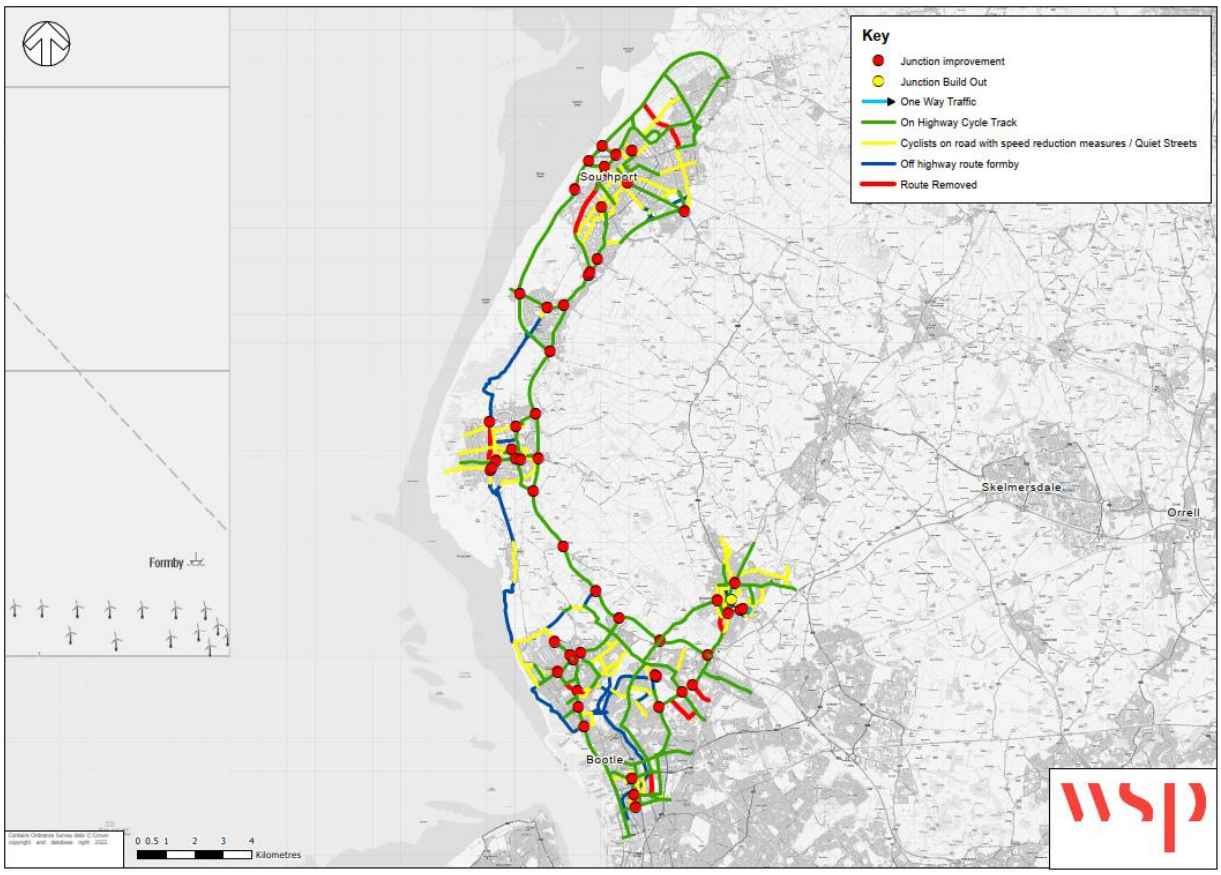
- Stage 1 - Determining Scope;
- Stage 2 - Gathering Information;
- Stage 3 - Network Planning for Cycling;
- Stage 4 - Network Planning for Walking;
- Stage 5 - Prioritising Improvements; and
- Stage 6 - Integration & Application.

The agreed primary areas the LCWIP cover for Sefton are:

- Bootle, Litherland and Netherton;
- Maghull and Lydiate;
- Formby, Crosby and Thornton; and
- Southport and Ainsdale.

Based on desktop analysis and site audits, infrastructure proposals to improve cycling and walking were proposed across the borough. Proposals for cycling were categorised into 35 routes, consisting of both borough wide routes and localised routes in each of the areas outlined above. For walking, core walking zones and outer walking zones were identified, including more detailed proposals for each area.

Figure 1 - Cycling Proposals for All of Sefton



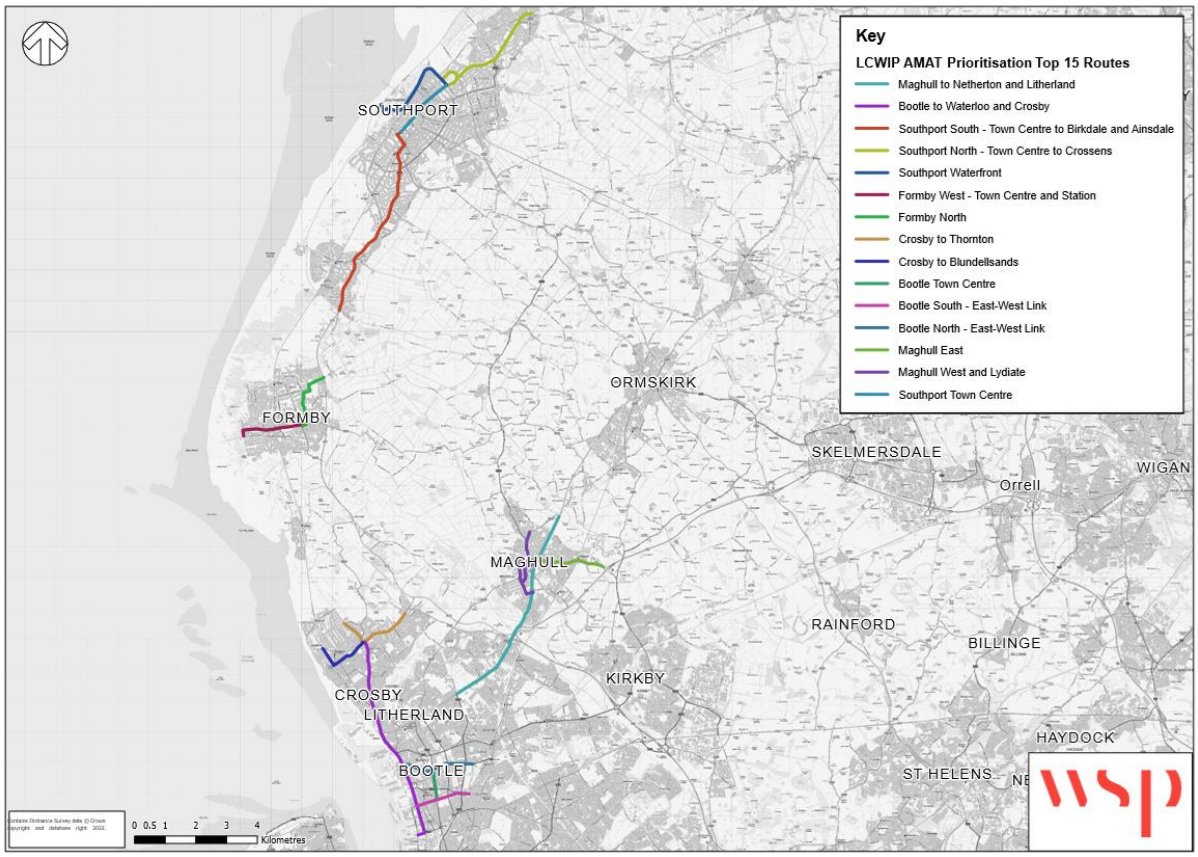
Outcome And Recommendations

A prioritisation framework was used to filter the 35 cycling routes identified to a shortlist of 15 routes which scored highest. The majority of the 15 routes were deemed to provide high or very high value for money (VfM). This is predominantly due to there being little to no cycling provision currently in place which can be improved through the LCWIP investment.

Table 1 - Sefton LCWIP AMAT Top 15 Routes

ID	Sefton Area	LCWIP Route
001	Borough Wide	Bootle to Waterloo and Crosby
002	Netherton	Maghull to Netherton and Litherland
003	Bootle	Bootle North - East-West Link
004	Bootle	Bootle to Waterloo and Crosby
005	Bootle	Bootle Town Centre
006	Maghull	Maghull West and Lydiate
007	Maghull	Maghull East
008	Formby	Formby Nort
009	Formby	Formby West - Town Centre and Station
010	Crosby	Crosby to Blundellsands
011	Crosby	Crosby to Thornton
012	Southport	Southport Waterfront
013	Southport	Southport North - Town Centre to Crossens
014	Southport	Southport South - Town Centre to Birkdale and Ainsdale
015	Southport	Southport Town Centre

Figure 2 - Sefton LCWIP AMAT Prioritisation Top 15 Routes



The top 15 LCWIP routes (seen on map above) were then prioritised for inclusion within the 10-year investment period, categorised into short term (up to 3 years) and medium term (3+ years). To note, the prioritisation and framework focussed on strategic long-distance routes rather than quiet streets proposals. It is recommended that quiet streets networks, targeted towards achieving Sefton's strategic aims of the LCWIP, are also progressed in parallel within the 10-year funding timescale.

1 INTRODUCTION

1.1 NATIONAL WALKING & CYCLING CONTEXT

1.1.1. In 2022, the Government published the second Cycling and Walking Investment Strategy (CWIS2), which outlines the ambition to make cycling and walking the natural travel choices for shorter journeys, or as part of a longer journey by 2040. The aims and targets that were detailed in the first version of this strategy (CWIS1), alongside the vision set out in Gear Change 2020, have influenced the revised objectives which are:

- To increase the percentage of short journeys in towns and cities that are walked or cycled from 41% in 2018 to 2019 to 46% in 2025;
- To increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 365 stages per person per year in 2025;
- To double cycling, where cycling activity is measured as the estimated total number of cycling stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025; and
- To increase the percentage of children aged 5 to 10 who usually walk to school from 49% in 2014 to 55% in 2025.

1.1.2. The government published guidance on the development of new Local Cycling and Walking Infrastructure Plans (LCWIPs) to help achieve their ambitions for walking and cycling across the country. The guidance aims to take a more technical, evidence led approach to improve walking and cycling conditions. This is achieved by:

- Understanding current and future travel patterns, opportunities and constraints which promote active travel;
- Identifying and mapping a recommended cycle and walking network with infrastructure improvements for the short, medium and long term; and
- Creating a prioritised pipeline of network enhancements to ensure infrastructure effectively supports growth in cycling and walking and contributes towards meeting broader local goals.

1.2 SEFTON COUNCIL

1.2.1. Sefton Council aims to provide a network of walking and cycling routes which connect all of the communities to the places that they want to go to such as schools / educational opportunities, places of employment, shops, health services, open spaces and other leisure facilities. The vision is that these will be connected by a dense network of walking and cycling routes made up of smooth, barrier free connected footways, filtered streets and very quiet streets, plus on-road and off-road cycle lanes all created to the highest accessible standard possible.

1.2.2. In order to encourage active transport uptake Sefton's vision is to create a confident and connected borough where we can enjoy the many walking and cycling routes which connect our communities to places, we would like to go to and or visit. Sefton lead healthy happy inclusive lives where opportunities to walk / wheel and cycle are available to all. Where we all work together to lower pollution, improve air quality and contribute to our Net Zero Target of 2030 for Council Operations and 2040 for our borough.

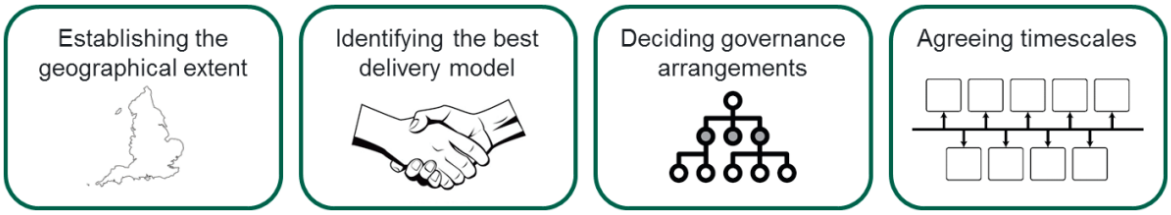
1.2.3. Sefton Council has produced an LCWIP for the borough to support the delivery of these actions:

- Develop local walking and cycling networks that will increase cycling and walking trips across the borough by creating enticing, safe, accessible routes and local networks for all;
- Increase the number of children and young people walking and cycling to and from educational facilities;
- Create and maintain barrier free networks in line with its Aging Well Better Strategy;
- Support and contribute to the Council's Climate Declaration to be a net zero local authority for council operations by 2030 and as a region 2040 and nationally by 2050; and
- Prioritise local networks/routes for delivery along with an implementation plan.

1.3 LCWIP GOVERNANCE & SCOPE

OVERVIEW

1.3.1. The first stage of the LCWIP process involves the following:



ESTABLISHING THE GEOGRAPHICAL EXTENT

1.3.2. The LCWIP will cover the Sefton Borough, and will focus on the following primary areas (as illustrated in **Figure 1-1** to **Figure 1-4**):

- Bootle, Litherland and Netherton;
- Maghull and Lydiate;
- Formby, Crosby and Thornton; and
- Southport and Ainsdale.

Figure 1-1 - Bootle, Litherland and Netherton

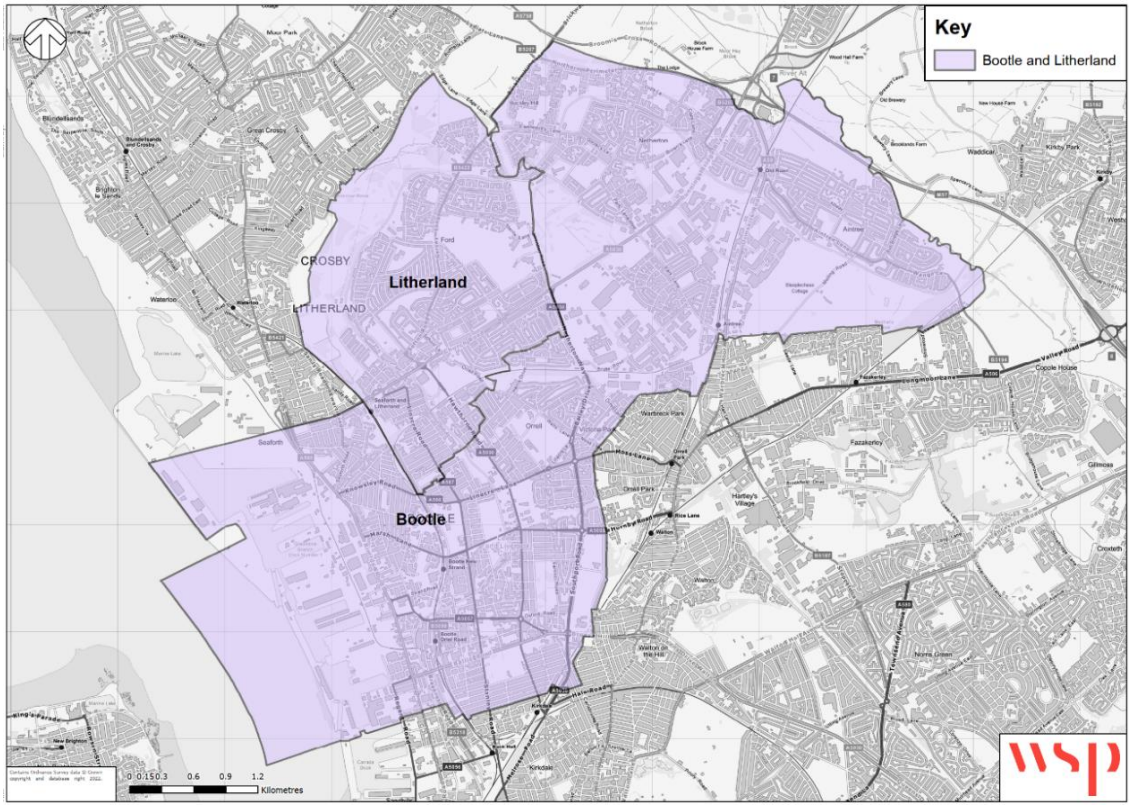


Figure 1-2 - Maghull and Lydiate

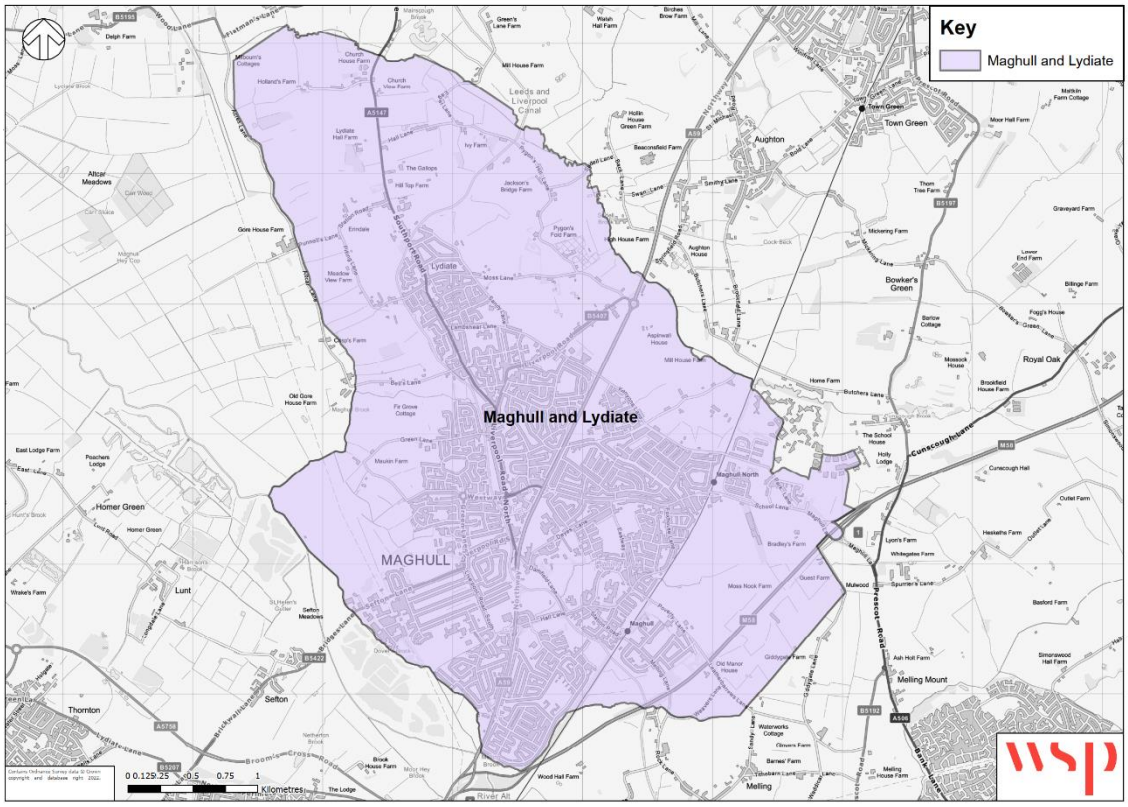


Figure 1-3 - Formby, Crosby and Thornton

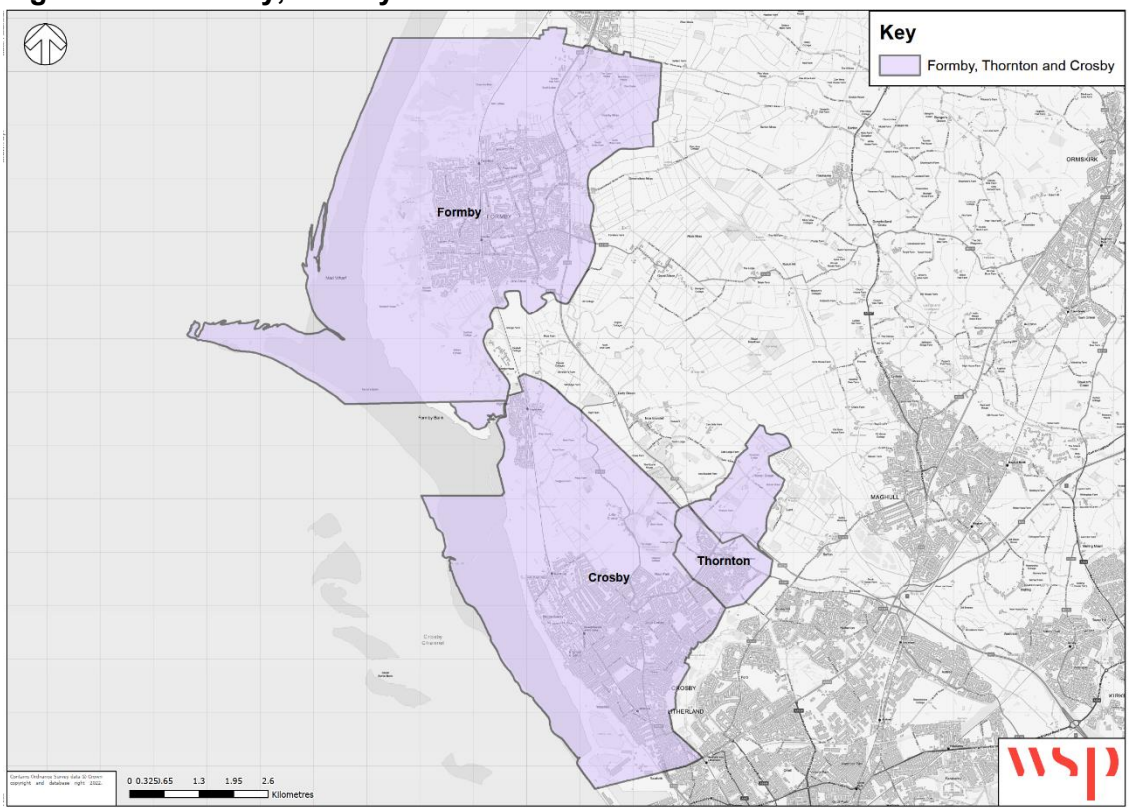
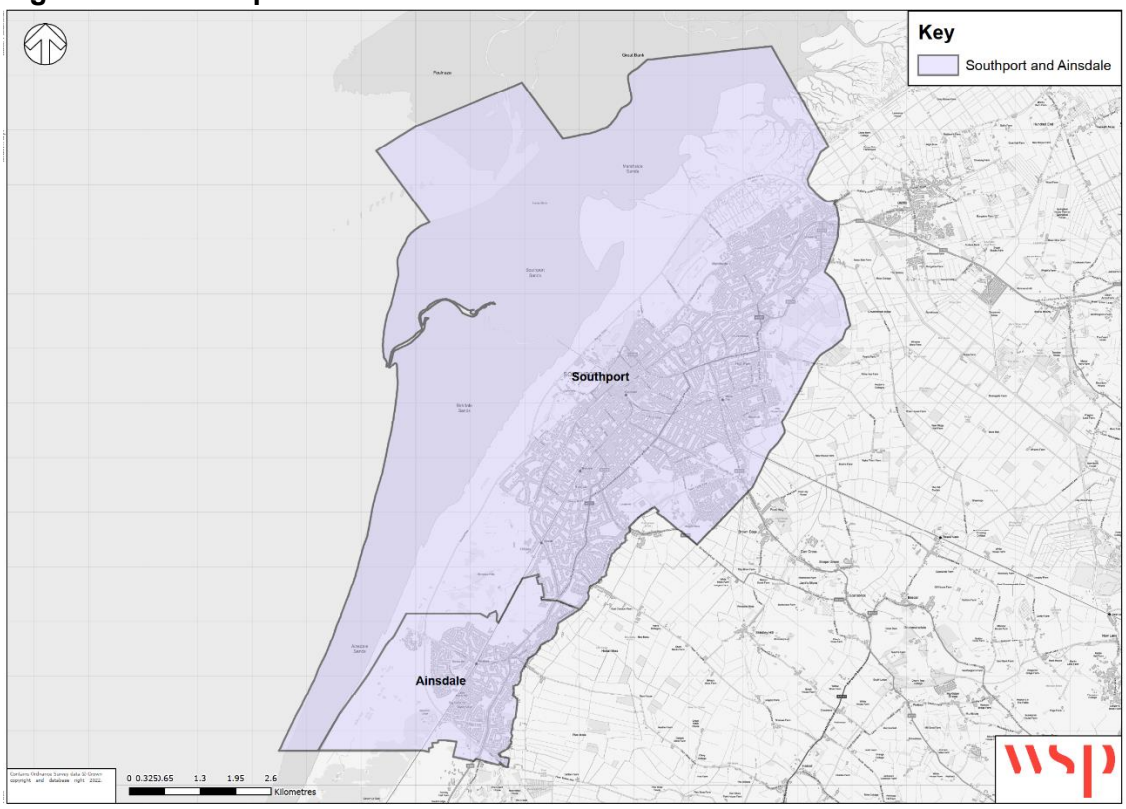


Figure 1-4 - Southport and Ainsdale



Agreeing Timescales

1.3.3. It was agreed with Sefton Council that the LCWIP would be developed during Summer 2022 then go out for a period of public engagement in late 2022 / early 2023 following approval of the Stakeholder Engagement and Communications Plan at the Council's Consultation and Engagement Panel for discussion in the Autumn of 2022. Ward Member engagement between the five Sefton wards would take place in May and June of 2024. The LCWIP is designed to be a plan which will have actions for delivery in the short, medium and long term.

LCWIP Approach

1.3.4. The development of the LCWIP has followed the Department for Transport (DfT) LCWIP Technical Guidance Stages which are as follows:

- Stage 1 - Determining Scope;
- Stage 2 - Gathering Information;
- Stage 3 - Network Planning for Cycling;
- Stage 4 - Network Planning for Walking;
- Stage 5 - Prioritising Improvements; and
- Stage 6 - Integration & Application.

1.4 REPORT STRUCTURE

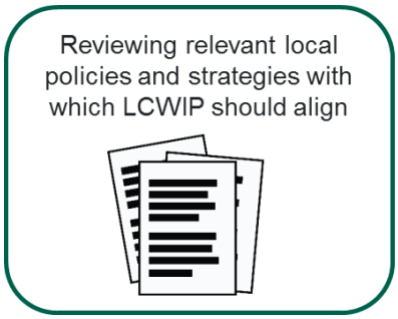
1.4.1. Following on from this introduction, the report is structured as follows in alignment with the LCWIP stages:

- Section 2 - Policy & Strategy Review;
- Section 3 - Baseline Evidence & Future Situation;
- Section 4 - Stakeholder Engagement;
- Section 5 - Clustering Analysis & Desire Lines;
- Section 6 - Network Planning for Cycling;
- Section 7 - Network Planning for Walking;
- Section 8 - Sefton LCWIP Proposals;
- Section 9 - Appraisal & Prioritisation Matrix; and
- Section 10 - Integration & Application.

2 POLICY & STRATEGY REVIEW

2.1 INTRODUCTION

2.1.1. Existing national, regional and local policy and strategies relevant to cycling and walking have been reviewed in order to ensure that proposals align with the objectives set out in the documents. This aligns with the second stage of the LCWIP process set out in 1.3.4 above:



2.2 NATIONAL POLICY AND FUNDING

National Planning Policy Framework, DLUHC, 2024

2.2.1. The National Planning Policy Framework (NPPF) provides the overarching planning guidance for England, setting out the Government's expectations for sustainable development, including the promotion of active travel. The NPPF is a key driver in supporting Local Cycling and Walking Infrastructure Plans (LCWIPs) such as this one for the Sefton Council area.

2.2.2. The most recent revision to the NPPF, published in December 2024, reinforces the role of sustainable transport in creating well-connected, inclusive communities. It supports the development of walking and cycling networks that provide safe, attractive, and direct routes, integrated with wider transport systems. The updated framework aligns with the Government's broader environmental goals, including the Net Zero Strategy and the Transport Decarbonisation Plan, and it encourages planning authorities to support infrastructure that reduces car dependency and encourages modal shift.

2.2.3. Key relevant parts of the policy include:

- Emphasis that transport considerations should be addressed early in the planning process to ensure walking, cycling and public transport opportunities are identified and promoted.
- Local authorities are encouraged to identify and support opportunities for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking particularly where these align with Local Cycling and Walking Infrastructure Plans (LCWIPs) or similar strategies.
- Development proposals are expected to prioritise pedestrian and cycle movements, ensuring that new streets and public spaces are designed to be safe, attractive and accessible for all users.

2.2.4. In Sefton, the LCWIP forms a key evidence base that supports the delivery of these national policy objectives. It provides a structured approach to identifying, prioritising and delivering active travel infrastructure in a way that aligns with the borough's own Local Plan and complements regional strategies across the Liverpool City Region. By embedding the LCWIP within local planning and transport frameworks, Sefton Council can help ensure that future development supports safe, healthy and low-carbon travel choices, while contributing to wider policy goals around health, inclusion, economic vitality and environmental sustainability.

City Region Sustainable Transport Settlements (CRSTS) and Transforming Cities Fund (TCF): Local Transport Authority Allocations, DfT, 2022

2.2.5. The CRSTS and TCF grant schemes (formerly the Capability Fund until 2022) have been made available to local transport authorities outside London aimed at driving up productivity through investments in public and sustainable transport.

2.2.6. The funding enables the local transport authorities to promote cycling and walking in their areas by:

- The development of infrastructure plans, including drawing up bids for capital funding that are compliant with Local transport note (LTN) 1/20; and
- Carrying out behaviour change activities, such as training and promotion.

2.2.7. In February 2022, the Liverpool City Region Combined Authority was allocation £1,785,950 of funding from the Capability Funding.

Local Cycling and Walking Infrastructure Plans Technical Guidance for Local Authorities, DfT, 2017

2.2.8. The first Cycling and Walking Investment Strategy, published in 2017, set out the Government's ambition to make walking and cycling the natural choices for shorter journeys or as part of a longer journey. Local Cycling and Walking Infrastructure Plans (LCWIPs) were set out in the strategy and are a new, strategic approach to identifying cycling and walking improvements required at the local level. These plans enable a long-term approach, ideally over a 10-year period, to developing local cycling and walking networks which are a vital part of the government's strategy to increase the number of trips made on foot or by cycle.

2.2.9. The main outputs of LCWIPs are:

- A network plan for walking and cycling which identifies preferred routes and core zones for further development;
- A prioritised programme of infrastructure improvements for future investment; and
- A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

2.2.10. The LCWIP guidance sets out a recommended approach to planning networks of walking and cycling routes that connect people and places whether it be for work, education, shopping or for other reasons.

2.2.11. The development of the Sefton LCWIP must ensure that the design is compliant with the guidance produced for LCWIPs.

Healthy Streets

2.2.12. The Healthy Streets Approach is a human-centred framework for embedding public health in transport, public realm and planning. It is understood that every decision which is made about the built environment, regardless of the size, is an opportunity to deliver better places for people to live in and in doing so helps to improve their health.

2.2.13. There are ten indicators which are used to identify whether a street is healthy. The ten indicators must be prioritised and balanced to improve social, economic and environmental sustainability through how streets are designed and managed. **Figure 2-1** below shows the ten indicators and **Table 2-1** details the indicators further.

Figure 2-1 - The Healthy Streets 10 Indicators

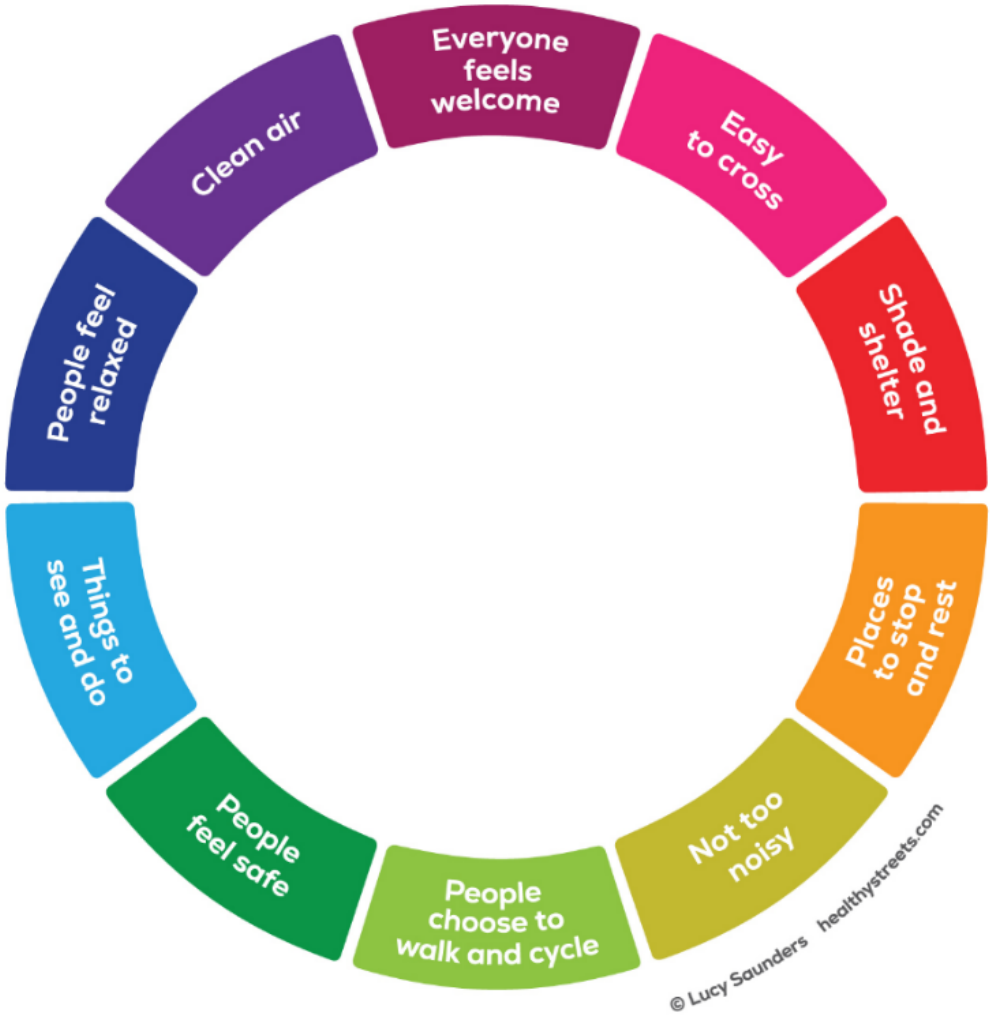


Table 2-1 - The Healthy Streets 10 Indicators

Everyone feels welcome	Streets must be welcoming places for everyone to walk, spend time and engage with other people. This is necessary to keep us all healthy through physical activity and social interaction. It is also what makes places vibrant and keeps communities strong. The best test for whether we are getting our streets right is whether the whole community, particularly children, older people and disabled people are enjoying using this space.
Easy to cross	Our streets need to be easy to cross for everyone. This is important because people prefer to be able to get where they want to go directly and quickly so if we make that difficult for them, they will get frustrated and give up. This is called 'severance' and it has real impacts on our health, on our communities and on businesses too. It is not just physical barriers and lack of safe crossing points that cause severance, it's fast-moving traffic too.
Shade & shelter	Shade and shelter can come in many forms - trees, awnings, colonnades - and they are needed to ensure that everyone can use the street whatever the weather. In sunny weather we all need protection from the sun, in hot weather certain groups of people struggle to maintain a healthy body temperature, in rain and high winds we all welcome somewhere to shelter. To ensure our streets are inclusive of everyone and welcoming to walk and cycle in no matter the weather we must pay close attention to shade and shelter.
Places to stop & rest	Regular opportunities to stop and rest are essential for some people to be able to use streets on foot or bicycle because they find travelling actively for longer distances a challenge. Seating is therefore essential for creating environments that are inclusive for everyone as well as being important for making streets welcoming places to dwell.
Not too noisy	Noise from road traffic impacts on our health and wellbeing in many ways, it also makes streets stressful for people living and working on them as well as people walking and cycling on them. Reducing the noise from road traffic creates an environment in which people are willing to spend time and interact.
People choose to walk & cycle	We all need to build regular activity into our daily routine and the most effectively to do this is to walk or cycle for short trips or as part of longer public transport trips. People will choose to walk and cycle if these are the most attractive options for them. This means making walking and cycling and public transport use more convenient, pleasant and appealing than private car use.
People feel safe	Feeling safe is a basic requirement that can be hard to deliver. Motorised road transport can make people feel unsafe on foot or bicycle, especially if drivers are travelling too fast or not giving them enough space, time or attention. Managing how people drive so that people can feel safe walking and cycling is vital. People also need to feel safe from antisocial behaviour, unwanted attention, violence and intimidation. Street lighting and layout, 'eyes on the street' from overlooking buildings and other people using the street can all help to contribute to the sense of safety.
Things to see & do	Street environments need to visually appealing to people walking and cycling, they need to provide reasons for people to use them - local shops and services, opportunities to interact with art, nature, other people.
People feel relaxed	The street environment can make us feel anxious - if it is dirty and noisy, if it feels unsafe, if we don't have enough space, if we are unsure where to go or we can't easily get to where we want to. All of these factors are important for making our streets welcoming and attractive to walk, cycle and spend time in.
Clean air	Air quality has an impact on the health of every person, but it particularly impacts on some of the most vulnerable and disadvantaged people in the community - children and people who already have health problems. Reducing air pollution benefits us all and helps to reduce unfair health inequalities.

2.2.14. The indicators detailed in the healthy streets framework can be used throughout the development of the Sefton LCWIP to ensure that the infrastructure is helping to achieve healthier streets with safe infrastructure.

Gear Change: A Bold Vision for Cycling and Walking, DfT, 2020

2.2.15. In July 2020, the Government published 'Gear Change'; a new plan for walking and cycling in England to accompany a £2 billion funding commitment to active travel infrastructure across the country. It sets out the Government's vision for the transformation of England's transport system into 'a great walking and cycling nation'. The policy has a thematic approach towards what is required for cycling and walking to become the preferred and safe choice for short trips, with a move away from mass motoring. These themes are supported by updated technical design guidance note LTN 1/20, which Local Authorities should adhere to as far as is practical when designing cycling infrastructure.

2.2.16. Gear Change is the Government's vision to see a step-change in levels of walking and cycling across England. The strategy details how the Government intends to invest in increasing the numbers of people walking and cycling. This includes the creation of a new body which will be known as Active Travel England. Led by a national cycling and walking commissioner. This will act as a commissioning body and inspectorate for active travel schemes.

2.2.17. A fundamental focus of the strategy is on improving safety for all by creating high-quality cycle infrastructure. The lack of high-quality infrastructure is currently a significant barrier to more people choosing to walk or cycle for the everyday journeys. The strategy overtly highlights the need to drastically improve the quality of cycling infrastructure on England's roads to achieve the substantial increases in cycling required.

2.2.18. Grouped under four themes, the document sets out the actions required by the government:

1. Better streets for cycling and people:
    - How the Government will help to fund safe, continuous, direct routes for cycling that help people reach the places they need to;
    - Need to physically separate cyclists from both pedestrians and high volumes of motor traffic on links and at junctions; and
    - Creation of low traffic neighbourhoods and school streets to facilitate local walking and cycling trips and create better places for people to live in.
2. Putting cycling and walking at the heart of transport, place-making and health policy:
    - How cycling and walking should complement and help expand the range of other modes of transport such as bus and rail travel;
    - Provision for cycling in new local and strategic A-road schemes; and
    - Drawing out broader benefits of active travel schemes when assessing transport schemes' value for money.
3. Empowering and encouraging local authorities:
    - New powers and improved assistance for local authorities, such as improving enforcement of traffic violations that impact on pedestrian and bicycle user safety; and
    - Funding available for local authorities will only be applied to schemes that meet the new standards and principles of Gear Change.

4. Enabling people to cycle and protecting them when they do:

   - Providing people with the confidence and skills to cycle where the appropriate infrastructure facilities cycle journeys;
   - Legal changes to protect vulnerable road users, including strengthening the Highway Code to improve safety and mandating higher safety standards on lorries; and
   - Many of the key design principles represent a significant change in approach included in previous guidance and current practice. They include:
     - Cyclists must be treated as vehicles, not pedestrians;
     - Routes must join together; isolated stretches of good provision are of a little value;
     - Routes must feel direct, logical and be intuitively understandable by all road users;
     - Routes and schemes must take account of how users actually behave;
     - Purely cosmetic alterations should be avoided;
     - Barriers, such as chicane barriers and dismount signs, should be avoided; and
     - Routes should be designed only by those who have experienced the road on a cycle.

2.2.19. The Sefton LCWIP should be developed and designed to meet the themes of the Gear Change document, enabling people to have access to safe walking and cycling infrastructure across the borough.

LTN 1/20

2.2.20. The Local Transport Note (LTN) provides guidance and good practice for the design of cycle infrastructure, in support of the Cycling and Walking Investment Strategy (CWIS). There are five core design principles where the networks and routes should be coherent, direct, safe, comfortable and attractive. These are expanded on below:

- Cycle routes should be at least as direct as those available for motor vehicles;
- Routes should be safe, and perceived to be safe, so more people feel able to cycle; and
- Routes should be comfortable, good quality, well-maintained smooth surfaces, adequate width for the volumes of users, minimal stopping and starting and avoiding steep gradients.

2.2.21. Cycle infrastructure should help to deliver public spaces that are well-designed and finished in attractive materials and be in places that people want to spend time using. The Sefton LCWIP should be LTN1/20 compliant.

The Ten Point Plan for A Green Industrial Revolution, HM Government, 2020

2.2.22. The Ten Point Plan sets out the Government ambition to mobilise the same forces of innovation and private investment which enabled the UK to lead the World's first Industrial Revolution two centuries ago, in order to level up the county and enable the proud industrial heartlands to forge the future once again. This will be driven by investment into clean technologies such as wind, carbon capture and hydrogen, enabling Britain to lead the world into a new Green Industrial Revolution.

2.2.23. The Ten Point Plan starts with the Government setting out its vision to support 90,000 jobs across the UK and up to 250,000 by 2030 which provides the foundations for a Green Industrial Revolution. A variety of workers including engineers, fitters and construction workers will be involved in harnessing British science and technology to create and use clean energy and create great new industries that export to several new markets worldwide.

2.2.24. This green recovery has been boosted by the government's announcement of over £5 billion to support it, with the plan mobilising £12 billion to put green jobs at the heart of the country's economic revival following the devastating impacts of coronavirus on lives and livelihoods.

2.2.25. The Ten Point Plan for a Green Industrial Revolution includes reference to active travel through:

Point 5 - Green Public Transport, Cycling and Walking: Shifting from private vehicles to more active and sustainable modes of transport will be accelerated through investment in rail and bus services and measures to assist pedestrians and cyclists.

2.2.26. The Sefton LCWIP will support Point 5 of the document by providing green cycling and walking infrastructure in order to encourage more active travel and a shift from private vehicles.

Emergency Active Travel Fund, DfT, 2020

2.2.27. Due to the restrictions on public life introduced in 2020 in response to the COVID-19 pandemic and the reduction in capacity on bus and rail services as a result of social distancing, there is now significantly increased focus on investing in and promoting active travel. The DfT established the EATF to support local authorities in the introduction of temporary and permanent walking and cycling measures across their networks.

2.2.28. In Sefton, two emergency active travel routes were put in place, one in Bootle connecting people to Bootle Town Centre and the other in Southport, connecting people to Southport Town Centre.

Decarbonising Transport A Better, Greener Britain, DfT, 2021

2.2.29. The Department for Transport's (DfT) Decarbonisation Plan brings the decarbonisation of the UK's transport system to the forefront of the UK's plan to be Net Zero Carbon by 2050. The Plan presents how the Government proposes to work with local government and key stakeholders in order to reduce transport emissions by 2050. Transport emissions have been highlighted as the biggest contributor to the UK's carbon footprint as emissions in other sectors have decreased, therefore action needs to be taken to address the emissions of the transport system. The Plan sets out five strategic priorities to decarbonise the transport system, as follows:

1. Accelerating modal shift to public and active transport;
2. Decarbonising road transport;
3. Decarbonising how we get our goods;
4. Place-based solutions; and
5. UK as a hub for green transport, technology, and innovation.

2.2.30. The Plan sets out the government's commitments which include the following that is relevant to Sefton LCWIP:

- Increasing Cycling and Walking.

Part 2B Multi-Modal Decarbonisation

2.2.31. The strategy identifies a range of enablers which will help to deliver the commitments set out above. These are as follows:

- Delivering a zero-emission freight and logistics sector;
- Delivering decarbonisation through places; and
- Future transport - more choice, better efficiency.

2.2.32. The Sefton LCWIP supports the document by accelerating modal shift to active transport through the development of safe and accessible cycling and walking infrastructure, helping to decarbonise transport.

Levelling Up Agenda & Fund, DfT, 2021

2.2.33. The Levelling Up Agenda and Fund brings together the DfT, the Ministry for Housing, Communities and Local Government and the Treasury to invest £4.8 billion in high-value local infrastructure. The Fund is designed to help local areas select local priorities for investment by putting local stakeholder support at the heart of its mission.

2.2.34. The Fund focuses on capital investment in local infrastructure, building on prior programmes such as the Local Growth Fund and Towns Fund with the intention of binding communities together and supporting economic recovery.

2.2.35. The first round of the Fund will focus on three themes:

- **Transport Investments** - High-impact small and medium local transport schemes that look to reduce carbon emissions, improve air quality, support economic growth or improve the experience of transport users.
- **Regeneration and Town Centre Investment** - Upgrade dated infrastructure, acquire and regenerate brownfield sites, invest in secure community infrastructure and bring safe community spaces into town and city centres.
- **Cultural Investment** - Maintaining, regenerating, or repurposing museums, galleries, visitor attractions, green spaces and heritage assets as well as creating new community-owned spaces.

2.2.36. The towns fund will provide £3.6 billion to drive the economic regeneration of deprived towns and deliver long-term economic and productivity growth, by renewing and reshaping town centres and high streets to drive growth, improve user experience, and ensure future sustainability.

2.2.37. Any proposed interventions as part of the Sefton LCWIP must ensure that they meet the transport investment requirements detailed in the Levelling Up Agenda and Fund document.

2.3 REGIONAL POLICY

Liverpool City Region Combined Authority (LCRCA), Transport Plan, LCRCA, 2019

- The LCRCA Transport plan's short-term priorities include:
- Supporting inclusive and sustainable economic growth;
- Delivery a new healthy mobility culture; and
- Supporting a resilient and safe transport network.

2.3.1. The Sefton LCWIP must meet these short-term priorities and provide a cycling and walking network that is sustainable, resilient and safe.

Liverpool City Region (LCR) Economic Recovery Plan, LCRCA, 2020

2.3.2. The Plan sets out an ambition to reshape the economy and society across the LCR in a greener, fairer and more inclusive way. Fundamental to this is the decarbonisation of the transport network. The Sefton LCWIP has the opportunity to reduce carbon across the borough by providing a safe and resilient active travel network that promotes modal shift from private vehicles, thus uplifting walking and cycling levels and reduce carbon.

Liverpool City Region (LCR) Air Quality Action Plan, LCRCA, 2020

2.3.3. This document supports existing action by the local authorities and other bodies across the city region to tackle the problem of poor air quality. The plan sets out a vision, objectives and a series of actions to improve air quality. The objectives include:

1. To support the Liverpool City Region's local authorities in their mandate to reduce harmful atmospheric emissions to within statutory levels in the shortest possible time, as a minimum, and preferably, to better and exceed these minimum target standards. This is in tandem to achieving the net zero carbon target by 2040.
2. To support the local authorities in the revocation of existing Air Quality Management Areas in the shortest possible time.
3. To avoid the need to declare new Air Quality Management Areas across the city region in respect of nitrogen dioxide emissions or any other harmful pollutants.

2.3.4. The Sefton LCWIP has the potential to cut congestion, thus reducing emissions associated with idling traffic and facilities mode shift and uplifts in walking and cycling levels across the borough, directly supporting the vision and objectives set out in this plan.

Liverpool City Region (LCR) Year One Climate Action Plan 2021-22, LCRCA

2.3.5. The aim of this action plan is to create a clear framework that sets the foundations needed to achieve the city region's climate and sustainability goals. In 2019, LCRCA declared a climate emergency, pledging the city region to become net zero carbon by 2040. As a result of the declaration, this action plan was developed to set out the strategy for the city region achieving the ambition.

2.3.6. By developing an LCWIP which focuses on high-quality active travel provision it directly supports the air quality and transport theme which aims to achieve zero carbon mobility with an emphasis on active travel and low polluting modes.

Liverpool City Region (LCR) Local Cycling and Walking Infrastructure Plan (LCR LCWIP) (2019-onwards), LCRCA

2.3.7. The LCR LCWIP offers a strategic approach to developing a cohesive network of high-quality active travel routes across the region. The LCR LCWIP supports the LCR Local Journeys Strategy, by setting out the implementation plan and next steps for enhancing walking and cycling provisions.

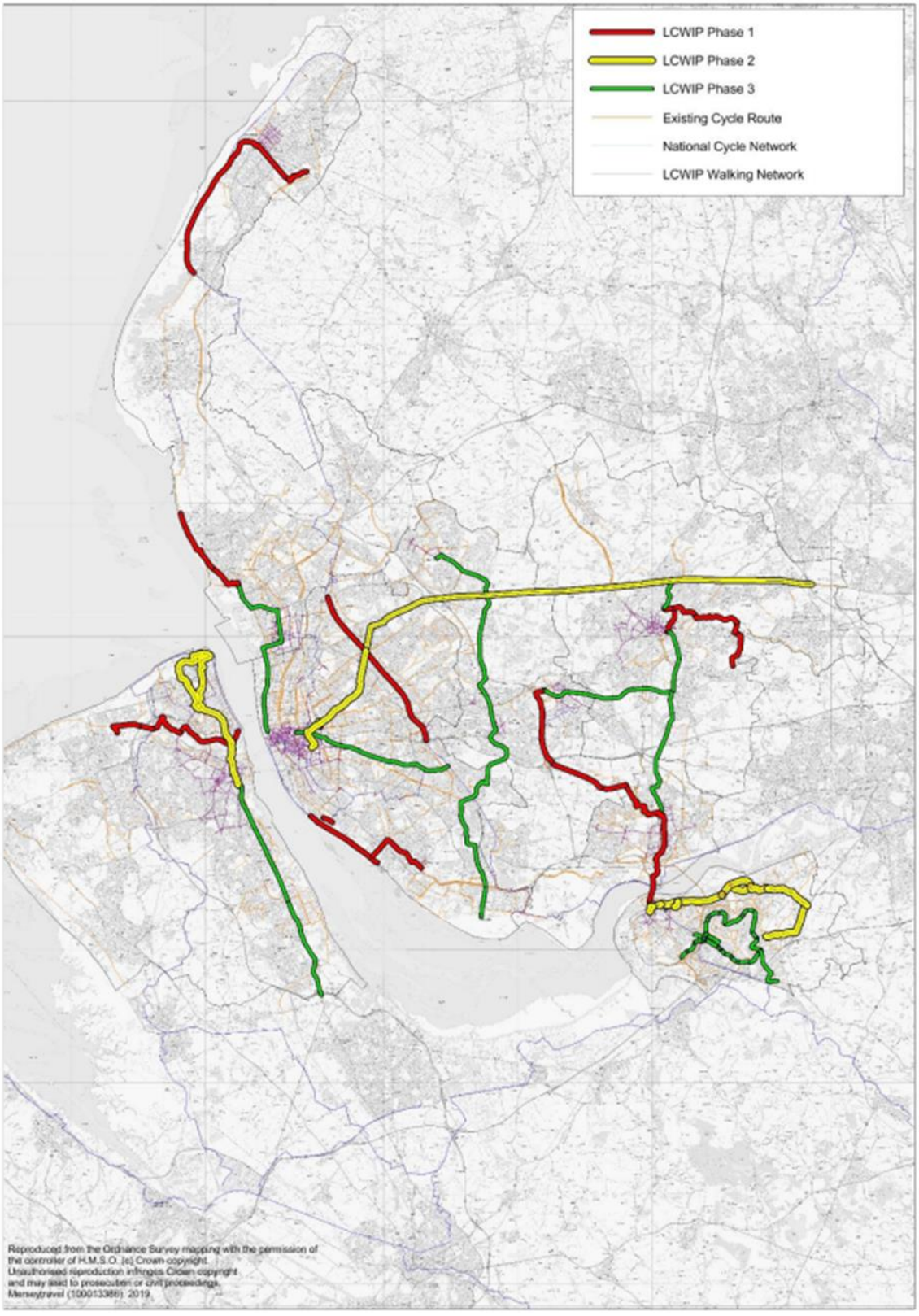
2.3.8. The LCR LCWIP identifies several routes across Sefton for enhanced facilities and new infrastructure, and the Sefton LCWIP presents the opportunity to compliment the city region wide LCWIP and create a cohesive active travel network across the borough.

2.3.9. There are many routes identified through the LCWIP which will provide benefits to the borough, including routes along:

- Seaforth - Southport (15km of new and upgraded cycleway); and
- Bootle to Liverpool City Centre.

2.3.10. **Figure 2-2** presents an extract from the LCR LCWIP, showing priority LCWIP routes in the context of existing cycling and walking routes.

Figure 2-2 - LCR LCWIP Showing Priority Routes



Source: LCR LCWIP Figure 5.3 (page 33) (https://www.liverpoolcityregion-ca.gov.uk/wp-content/uploads/LCR-LCWIP-Final.pdf)

Liverpool City Region Pathway to Net Zero, LCRCA, 2022

2.3.11. The Pathway to Net Zero highlights a range of approaches across different sectors to reduce carbon emissions. In the context of journeys, three sets of actions have been highlighted:

- The Combined Authority have pledged to work to make public transport zero carbon, as well as convenient, fast, safe and cheaper. LCRCA are also planning to prioritise walking and cycling across the whole city region and develop a comprehensive cycling and walking network that combines with the public transport network.
- LCRCA state that people will need to choose walking and cycling for more journeys, particularly short trips, and choose public transport for more journeys.
- LCRCA also suggest that businesses and employers will need to contribute by making it easy for employees to walk and cycle and encourage travel by public transport if possible.

2.3.12. The Sefton LCWIP will support this pathway through the development of improved walking and cycling corridors, helping to improve the uptake of walking and cycling across the borough.

Liverpool City Region Active Travel Wayfinding Plan and Guidelines, LCRCA, 2022

2.3.13. Alongside the development of 31 routes across the region in the LCWIP and Rights of Way Improvement Plan (ROWIP), plans acknowledge the value of a consistent approach to signage across the proposed 600km network. The Active Travel Wayfinding Manual (ATWM) describes a system and set of standard designs to make the network recognisable and reliably connected.

2.3.14. This document has been set out in 3 sections:

- Wayfinding Plan - This provides an overarching context for how the system will work, covering objectives, principles, coordination and regulation. It is based upon supporting new and unfamiliar users to complete everyday users by walking and cycling.
- Design Standards - These describe and specify elements of the system, with designs following regulations for signs used on the public highway, as well as including map-based information to highlight potential for walking and cycling trips in the region.
- Planning Guidelines - These explain how the design standards should be implemented to support the wayfinding plan. A series of steps are described that guide planners or engineers through determining destinations and routes for plans, identifying decision-making points, and producing a consistent system of information.

2.3.15. The overall ATWM and Wayfinding Plan will help assist implementation of the LCWIP through supporting new users to complete walking and cycling journeys, as well as advertising the network to raise the status of walking and cycling ‘to something closer to driving’.

2.4 LOCAL POLICY

Sefton Air Quality Annual Status Report, Sefton Council, 2019

2.4.1. The Sefton Air Quality Annual Status Report highlights areas of concern across the borough in regard to air quality, these include (shown in **Figure 2-3**):

- Millers Bridge/Derby Road junction, Bootle (PM10 and NO2);
- Hawthorn Road/Church Road junction, Litherland (NO2);
- Lathom Close, Princess Way, Seaforth (NO2); and
- South Road/Crosby Road North junction, Waterloo (NO2).

Figure 2-3 - Air Quality Areas of Concern

2.4.2. The Sefton LCWIP can target active travel infrastructure in these areas to reduce congestion and improve air quality, addressing the localised areas of concern listed above.

Sefton Vision 2030, Sefton Council, 2016

2.4.3. The vision was developed in 2016 and will guide long term planning which will help to stimulate growth, prosperity, set new expectation levels and to help focus on what is important for Sefton. The core purpose provides a summary of how the Council will contribute to achieving the ambitions of the vision.

- The outcomes of the vision include;
- Together a stronger community;
- Living, working and having fun;
- A borough for everyone;
- A clean, green and beautiful borough;
- On the move;
- Visit, explore and enjoy;
- Ready for the future; and
- Open for business.

2.4.4. The Sefton LCWIP has the potential to support the vision in taking account of the climate change emergency, creating a greener and cleaner borough.

Sefton Climate Emergency Strategy and Action Plan, Sefton Council

2.4.5. Following the declaration of a climate change emergency in 2019 by Sefton Council, the strategy and action plan was developed. This strategy aims to ensure that Sefton plays its part in limiting global average temperature rises and responding to this significant threat to the planet. It will provide the basis for the development of future plans and represents a commitment from Sefton Council to taking on the climate change emergency.

2.4.6. The vision of the document sets out how the council will focus its efforts on energy use reduction as well as exploring the potential for green infrastructure and offsetting. The approach to tackling the climate emergency will be viewed as an opportunity to ensure that the borough reaps the benefits of climate action, aligned to the delivery of the Sefton 2030 Vision with the aim of making the borough a better place to live and work.

2.4.7. The key principles of the document are:

- Carbon Reduction - achieve 100% clean energy by 2030 and reduce demand across the organisation to work towards becoming net carbon zero by 2030.
- Leadership - provide clear direction and leadership when tackling the climate emergency.
- Innovation - consider and adopt innovative approaches to tackling climate change.
- Mobilisation - mobilise the workforce to ensure that all strategic decisions that support the delivery of the Sefton 2030 Vision are in line with the shift to net carbon zero by 2030.
- Adaptation - assess and implement adaptation measures to ensure resilience to known climate change impacts, assessing and adapting the way the landscape and services are used and managed.
- Transformation - transform the way people live and work in response to the serious threat of climate change and change culture and behaviours.
- Engagement - take views from the community to inform the development of the councils plans and engage with the wider community. Ensure that key stakeholders are aware of the climate emergency and encourage action across the borough.

2.4.8. The council have clear objectives for the climate action. These are:

- To have established a clear baseline and full audit of all ongoing work that can contribute to the achievement of Sefton's net zero target;
- To have developed ambitious yet achievable targets for each of our proposed action plans based on our baseline evidence;
- To have achieved net carbon zero by 2030 and ensure all strategic decisions are in line with this target;
- To have raised awareness of the issues across the Council, our partners and our communities;
- To have engaged with young people and the wider community; and
- To have embedded climate action and value into our decision making across the organisation.

2.4.9. As part of the Climate Emergency Strategy, a commitment was made to report on progress annually. The 2023-24 Report, published in July 2024, highlighted a number of achievements:

- Further public engagement, building on the 10-week Climate Consultation of Summer 2022. This has been through a quarterly e-newsletter highlighting local and global events, alongside supporting LCR, national and global campaigns and events across social media channels and specific Climate pages on the Council website.
- Developing low carbon transport strategies across the borough, alongside identifying funding opportunities for Electric Vehicle (EV) charging across the borough. The Council are also continuing to explore the use of EVs and lower carbon technologies within the operational fleet. This continued work with the Strategic Transport Planning and Investment (STPI) Team remains a focus for 2024-25.
- Continuing to embed long term climate risks into day-to-day risk management processes using an agreed framework and scoring system. This will allow service areas to be more resilient to immediate risks and reduce costs and impact of climate risks in the future.

2.4.10. The Sefton LCWIP can support the climate action plan, by providing safe active travel infrastructure that can encourage walking and cycling across the borough, reducing the private car dependency thus improving air quality and contributing to the carbon net zero targets. The LCWIP also supports efforts by the Strategic Transport Planning and Investment (STPI) Team to embed a Healthy Streets and Active Travel focus into all schemes across the borough.

Sefton Council Low Carbon Transport Strategy

2.4.11. The Low Carbon Transport Strategy, being prepared in 2025, has been created alongside wider strategies for the borough by 2030. The strategy seeks to address the challenge of achieving net-zero carbon from Sefton Council's transport-related activity by 2030 and actions needed to encourage, enable, and facilitate residents, businesses, and visitors to decarbonise their own transport-related activity.

2.4.12. The Position Statement has identified several early priorities, of which one of them is encouraging walking, wheeling and cycling, and making it safer and more enjoyable. The LCWIP has been identified as an early focus and beneficial contribution to the wider strategy once published.

Active Travel and Regeneration Opportunities

2.4.13. A number of regeneration projects with a focus on Active Travel are ongoing within the borough. These are summarised thus:

2.4.14. Walkable Bootle: a pilot project ongoing since Autumn 2023 to develop a 'walkability' methodology and relates specifically to Bootle School Neighbourhoods. It is hoped that this will lead to a roll-out of 'walkability approach' to the wider Borough and City Region.

2.4.15. Improvements to the Maritime Corridor at Netherton, with three phases of works improving junctions and introducing walking and cycling routes in an area seen by Sefton Council and LCRCA as offering potential opportunities for the future.

Sefton Council Emergency Active Travel, Sefton Council

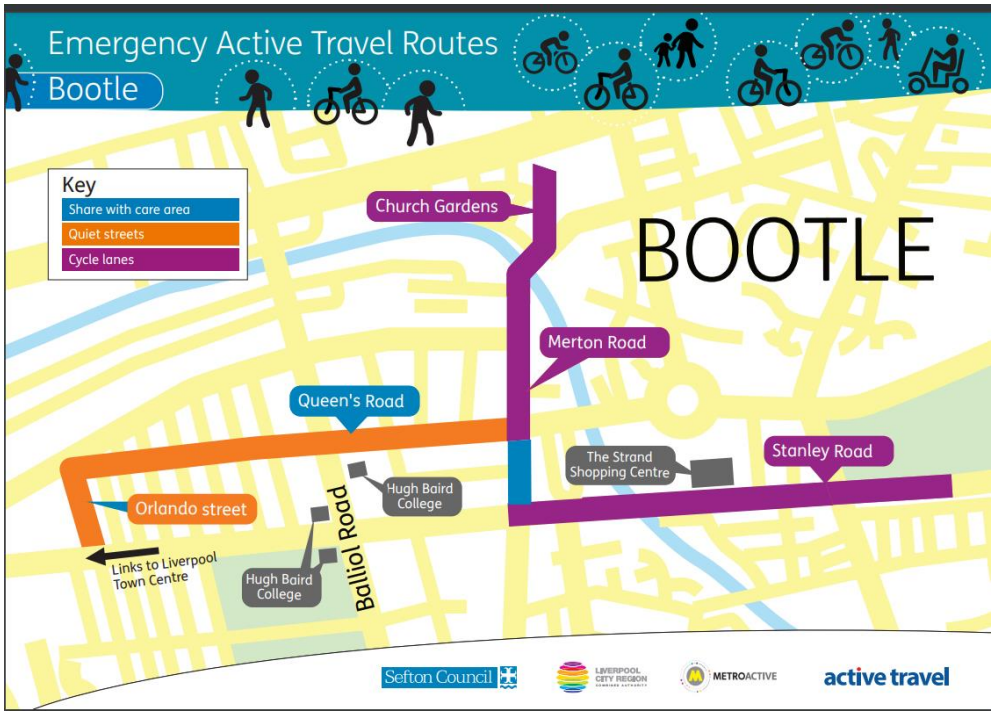
2.4.16. The LCRCA submitted a successful bid to the Government's Emergency Active Travel Fund and was awarded their full bid of £1.947m. The funding was allocated to the Region's local authorities. Sefton was allocated funding to deliver two routes; one in Southport and one in Bootle. A combination of segregated cycle lanes, quiet streets, share with care space and mixing zones were used to create the cycling routes.

Bootle Route:

2.4.17. The Bootle route (**Figure 2-4**) includes the following roads:

- Stanley Road, north of Marsh Lane - segregated cycle lanes have been provided in both directions;
- Church Gardens - this is a quiet street;
- Merton Road - segregated cycle facilities have been provided;
- Pembroke Road - this is a cycle friendly quiet street; and
- Merton Road / Pembroke Road - this consists of a mixing zone.

Figure 2-4 - Bootle Emergency Active Travel Routes



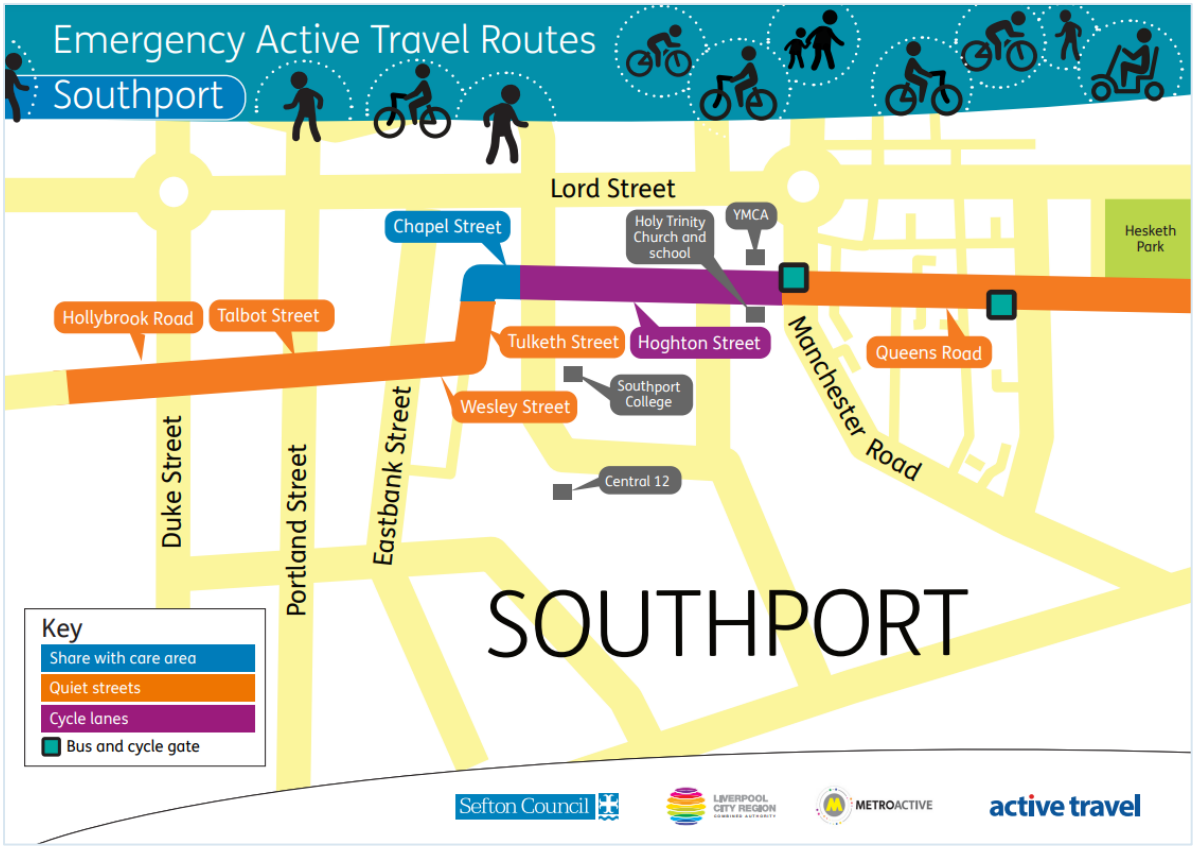
Southport Route

2.4.18. The north / south route in Southport Town Centre (**Figure 2-5)** includes the following roads:

- Queens Road - through traffic has been restricted which makes the street quieter for people living along the street and also better to walk and cycle along.
- Hoghton Street - Segregated cycle lanes have been provided on both sides of the street. A Mixing Zone has also been introduced on Hoghton Street.
- Chapel Street, Tulketh Street and Wesley Street - Share with Care Space;

- Talbot Street - (Eastbank Street to Portland Street) - Quiet Street;
- Talbot Street - (Portland Street to Duke Street) - Quiet Street; and
- Talbot Street - (Duke Street to Belmont Street) - Quiet Street.

Figure 2-5 - Southport Emergency Active Travel Routes



2.4.19. The LCWIP can add to the existing active travel infrastructure to develop a cohesive network across the borough, that is attractive, accessible and suitable for all users to use. This would then encourage walking and cycling, thus improving the health and wellbeing of residents and reducing pollution and improving the air quality of the borough.

Bootle Town Centre Investment Framework, 2016

- The framework provides a starting point that encourages discussions and support from the local community, businesses and potential future investors. The vision for Bootle is to reshape and grow its reputation as a desirable residential, education and business location by 2030. The key strengths and assets of Bootle include:
- A local community who feel ownership of the town centre;
- A higher percentage of young people compared to other areas of Sefton;
- Excellent local transport links and connectivity to the national transport network;
- An ambitious and well performing FE/ HE College with plans to grow;
- A Strand Shopping Centre that is proactive with both the community and the Council;
- Bootle's location, home of the Port of Liverpool and close proximity to the City Centre;

- Employment and business growth in and around the town as a result of port expansion and a strong social enterprise culture; and
- Extensive Superfast Broadband and fibre coverage (98.9%).

2.4.20. The investment framework is underpinned by key design tactics including:

- Stanley Road - bringing back the spine of the town as an active, vibrant place around which a new identity of the town can be built;
- Place making - creating and defining distinctive places along the spine, defining new public areas such as squares and parks along the spine;
- Structuring the Centre - making the town simpler, clearer and more legible. The framework looks to create a more efficient, compact structure to the town centre focused on a new town square and waterfront;
- Defining quarters - reinforcing the role of the town, defining and strengthening different quarters of the town helping to build distinctive places to work, learn and live;
- Cross-linking - Linking the town, strengthening east west links particularly to both railway stations and the bus station; and
- The Town Concept - A thriving reconnected place where people want to live, visit, work, shop, learn and enjoy.

2.4.21. The Bootle Area Action Plan (BAAP) is in draft form at time of writing. When complete, it is intended to set out a clear vision for Bootle and parts of Seaforth and Litherland for the next two decades. The draft plan has made mention of expanding walking and cycling links to ensure safe and pleasant routes around Bootle.

Crosby Investment Strategy, 2015

2.4.22. The document sets out a high-level vision to bring forward regeneration and investment in Crosby following work undertaken with stakeholders and the public. It details the current cycling infrastructure which includes all radial routes into Crosby village being recommended cycle routes and suggested that the routes would benefit from improved standards in order to improve the attractiveness of cycling as a transport option. It is also noted that cycling is prohibited through the pedestrianised areas.

2.4.23. The strategy detailed that the key gateways into the village would benefit from the following:

- Improved crossing points;
- Cycle route access and information through and into the village; and
- Well positioned cycle parking stands/shelters.

Southport Town Investment Plan, 2020

2.4.24. The town investment plan includes investment to improve the high street and re-use vacant premises and create an environment in which enterprises can form and flourish. The three priority areas for the investment plan includes:

- Strengthen the visitor economy;
- Diversity the economy; and
- Infrastructure to underpin growth.

2.4.25. The infrastructure to underpin growth priority area will be helped by the Les Transformations de Southport project through investment into cycling and walking infrastructure which will hopefully increase footfall, dwell time and expenditure within the town centre

Southport Wayfinding Strategy, 2022

2.4.26. The Southport Wayfinding Strategy highlighted much of the signage in the town as being outdated in state of repair, the products themselves, and the extent to which it follows current best practice principles. It recommends that signage across the town fits into one product family to link pedestrian and local travel information together where possible for a consistent and holistic approach. Though the strategy focussed on pedestrian signage, it was noted that cycle signage is often confusing and overloaded with information.

2.4.27. The strategy recommends a full detailed design study to be undertaken, and the phased implementation of signage. The LCWIP can assist in developing a consistent network of walking and cycling routes, and integration with wayfinding approaches such as this, and the LCRCA guidance on wayfinding will support and encourage walking and cycling trips.

Sefton Access Controls and Barriers Policy Statement, 2025

2.4.28. This draft policy statement seeks to reference and consider standard guidance for the design of Public Rights of Way (PRoW), and notes that the design standards for paths that both pedestrians and cyclists are permitted to use should adhere to the principle of the least restrictive option of access control, or none at all. Further to these references, ‘core design principles’ have been highlighted; these align with the key principles of LCWIP routes.

2.4.29. Current national (and subsequently this local) guidance advocates for access for users of all abilities, with access controls designed to accommodate diverse users without creating bottlenecks. However, the Manual for Streets 2 (MfS2) does note that through collaborative design, there would be opportunities to consider issues specific to the borough that may influence the presence or design of any barriers.

2.4.30. Within the Sefton borough, a key consideration for any access controls are the challenges faced with anti-social behaviour (ASB) in the form of illegal use of motorbikes and high-powered electric assist bicycles on parts of the Trans Pennine Trail (TPT).

Southport Parking Strategy, 2025

2.4.31. The Southport Parking Strategy builds upon previous work undertaken in 2022 involving benchmarking and consultation with the Southport community on parking in the town. At that point, parking was generally seen to be adequate, though consultation highlighted a need to increase electric vehicle charging, secure cycle hubs and cycle parking stands. Scenarios have highlighted that the existing supply would largely suffice to accommodate demand, even with a 25% increase in occupancy: an issue arising from this is excess volumes of congestion in the town centre.

2.4.32. One of the suggestions from the strategy is the relocation of parking to the periphery: this can lead to opportunities to reduce congestion in the town centre, improve public realm, and lead to investment in streets and public spaces because of growing foot traffic. From this, a potential action identified is the promotion of walking, cycling, and other active travel modes. The LCWIP can help support this strategy through the development and promotion of high-quality walking and cycling corridors to encourage Active Travel in the town.

Sefton Visitor Economy Strategy, 2025

2.4.33. The upcoming Visitor Economy Strategy for the Sefton borough focuses on growing the number of day and staying visitors to the borough sustainably between 2025 and 2035. The strategy will identify the roles of different stakeholders, provide clear actions that they will need to take, and highlight how resources should be allocated.

2.4.34. Consultation with residents and businesses took place in Spring 2025. Consultation with residents sought to understand the experiences important to Sefton's tourism offer, with businesses being asked about their reliance on tourism and which visitor markets are important to them.

3 BASELINE EVIDENCE & FUTURE SITUATION

3.1 INTRODUCTION

3.1.1. This chapter, which can be viewed in whole within Annex 1, provides a comprehensive analysis of the current and future transport infrastructure within the Sefton Borough. The analysis is used to inform proposals outlined in subsequent sections of the report.

3.2 EXISTING INFRASTRUCTURE

3.2.1. The borough is currently served by three national cycle routes and several regional routes, including National Cycle Network (NCN) 62, NCN 810, Liverpool Loop Line, Leeds Liverpool Canal, and the Trans-Pennine Trail. These routes are primarily linear with limited radial routes around urban centres.

3.2.2. The existing PRoW Network was also mapped and considered which is extensive across the whole borough area.

3.2.3. It is noted that the borough has several Air Quality Management Areas and has developed action plans to address air quality issues.

3.3 BARRIERS TO ACTIVE TRAVEL

3.3.1. Major roads, railway lines, and waterways create barriers to movement within the borough which impact cycling and walking movements. Key barriers were identified including severance caused by the major road network and railway lines as well as topography. It was note4d that the borough is relatively flat, which supports walking and cycling. The development of e-bikes and e-scooters further enhances the feasibility of cycling in hillier areas.

3.3.2. The results of the barrier audits carried on the NCN and Trans Pennine Trail (TPT) in 2019 were also considered, mapped and summarised in **Table 3-1**.

Table 3-1 - 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

3.3.3. Non-physical barriers could also include access to transport and economic deprivation. Deprivation levels vary across the borough, with some areas among the most deprived in England. Investing in transport infrastructure can help improve these levels.

3.4 ROAD TRAFFIC COLLISIONS

3.4.1. Collision data from 2019 to 2023 indicates that Sefton experienced a total of 427 reported cycling collisions and 369 pedestrian collisions. Most incidents were classified as slight (79% for cyclists, 74% for pedestrians), with a smaller proportion resulting in serious injury (20% cyclists, 23% pedestrians) or fatalities (1% cyclists, 3% pedestrians). Despite similar numbers of total incidents, the rate of collisions per user is likely higher for cyclists due to overall lower volumes compared to pedestrians.

3.4.2. The proportion of cyclists Killed or Seriously Injured (KSI) collisions in Sefton is lower than the national average (21% vs. 24%), similarly, the pedestrian KSI rate is also slightly lower than the national figure (26% vs. 29%). Most serious and slight collisions for both modes occur in urban centres. Notably, all pedestrian fatalities and half of the cyclist fatalities occurred within LCWIP focus areas. This highlights the importance of improving active travel safety, particularly in built-up areas where trip demand is highest.

3.5 IDENTIFYING TRIP ORIGINS AND DESTINATIONS (OD)

3.5.1. Key origin and destination points were identified and mapped, including:

- Employment areas;
- Educational establishments;
- Healthcare establishments;
- Transport interchange facilities; and
- Community facilities such as libraries, grocery shops; and sports and fitness centres.

3.5.2. School heat maps, local development plans and the Propensity to Cycle Toll (PCT) were used to determine OD maps and subsequently key cycle desire lines within the study area.

3.6 SCHEMES IN DEVELOPMENT

3.6.1. Recent and planned schemes were assed alongside this chapter to create a full picture of the interacting schemes within the borough. These include recent investment such as:

Liverpool City Region STEP Programme

- A565 Corridor (Waterloo and Crosby) - delivered in three phases;
- Southport East–West Cycle Link Access;
- Coastal Road Cycle Route Upgrade;
- Supplementary funding from the Sustainable Urban Development Fund for projects in Southport and Waterloo.

Merseyside Local Sustainable Transport Fund (2011)

- Business engagement to address transport-related issues;
- Travel advice and assistance for access to jobs, interviews and training;
- Improved pedestrian and cycle access to key employment locations.

Cycle Town Funding (2009/10) - Southport

- East–West Link;
- Wennington Road upgrades;
- Seafront cycle facilities;
- Selworthy Road cycle link;
- Additional cycle parking;
- Pontins Trans Pennine Trail diversion;
- Improved signage;
- School-focused infrastructure and parking enhancements;
- Cycle hire provision.

3.6.2. Additionally, relevant planned and emerging schemes include:

- Walkable Bootle (Figure 3-1);
- Les Transformations de Southport (Figure 3-2);
- Southport Eastern Access (Figure 3-3);
- Netherton Maritime corridor;
- A59 Kenyons Lane Junction;
- School Streets and School Neighbourhood Pilot Schemes;
- Liverpool 'A' Lines (proposed cross-boundary routes for wayfinding in the Liverpool City Region);
- LCR Walking and Cycling Trail.

Figure 3-1 - Walkable Bootle Study Neighbourhoods

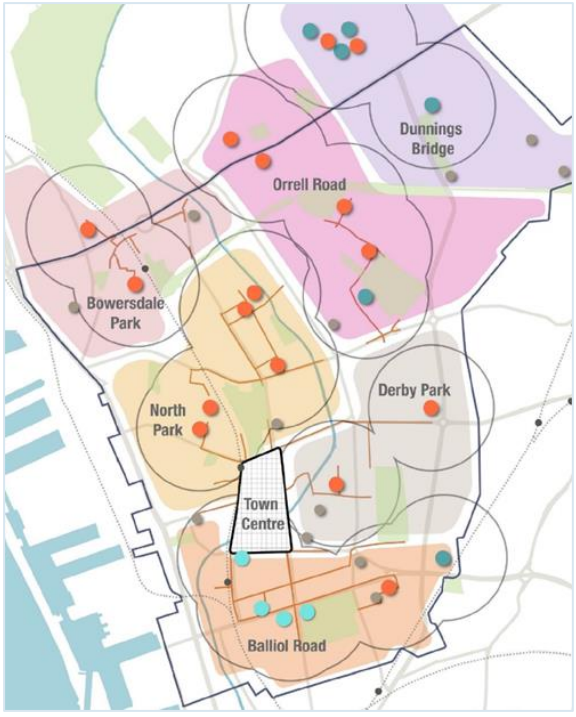


Figure 3-2 - Les Transformation de Southport Scheme

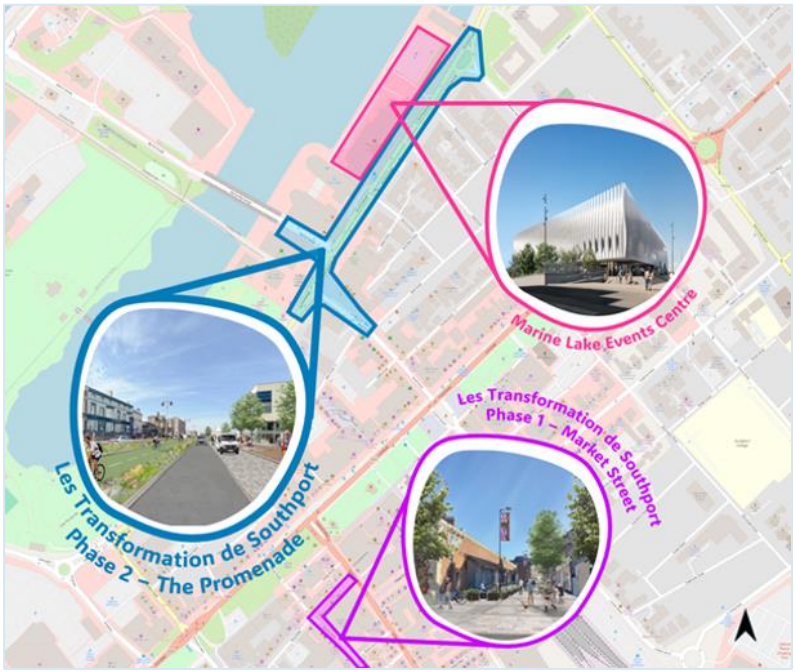
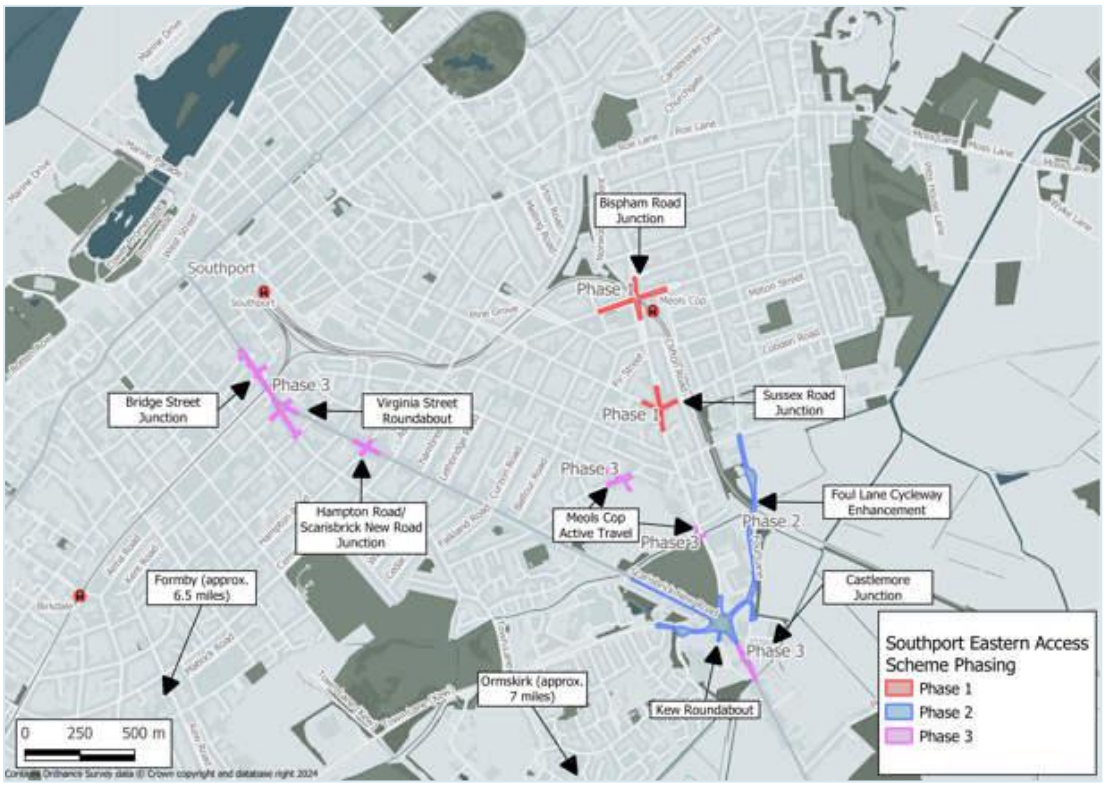


Figure 3-3 - Southport Eastern Access Scheme Phasing

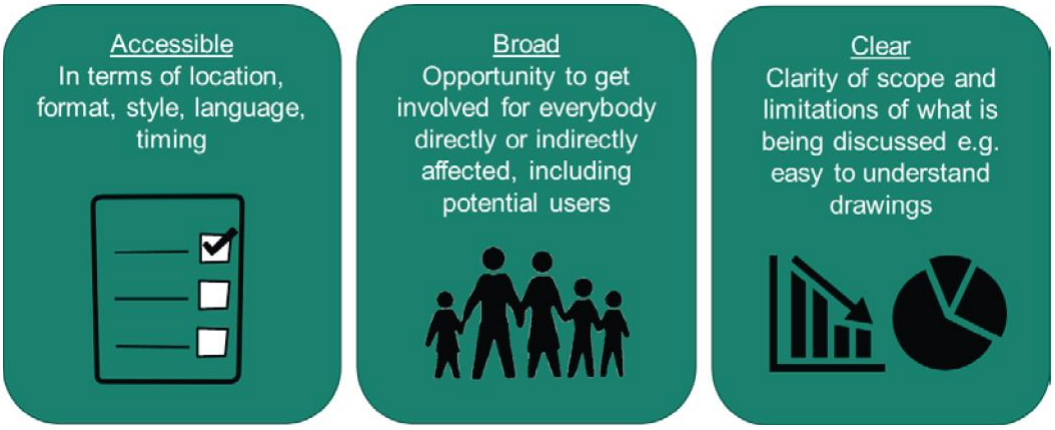


4 STAKEHOLDER ENGAGEMENT

4.1 INTRODUCTION

4.1.1. Stakeholder Engagement is a core element of the LCWIP and has been and will continue to be throughout the LCWIP process.

4.1.2. The LCWIP guidance states that “effective engagement is critical to ensuring that high quality LCWIPs are produced…it is important to communicate with stakeholders throughout the process, and consult with them at critical decision points, enabling their views to be expressed and considered.”



4.1.3. The following subsections identify how and when stakeholder engagement was captured as part of the study.

4.2 ACTIVE TRAVEL FORUM

4.2.1. An Active Travel Forum (ATF) will be set up in due course in order to provide feedback on the continuing development of the LCWIP.

4.3 Engagement Activities

PHASE 1 - EARLY STAKEHOLDER ENGAGEMENT - PRE-CONSULTATION DISCUSSIONS (JULY- OCTOBER 2022)

4.3.1. In July-October 2022, early discussions were held virtually with a selected number of key stakeholders, through six dedicated ‘Pre-Consultation’ workshops coordinated at the start of the engagement programme, as set out in **Table 4-1**. This included early involvement with the internal STPI team to enable full understanding of previously identified routes and the success of schemes and initiatives proposed and/or implemented.

4.3.2. The Project Team (i.e., Sefton Council Officers and WSP) agreed an appropriate list of stakeholders to include in these early discussions. These included a range of key stakeholders who represented groups with Protected Characteristics (for example, Wheels for All, Disabled Ramblers, SAFE), Sefton Young Advisors and any interested groups who have local or specialist knowledge in active travel (Sustrans, Living Streets, Cycling UK).

Table 4-1 - Early Stakeholder Workshop Schedule

Date	Time	Sefton Area	Workshop Type
Wednesday 13th July	4pm until 6pm	All Areas - Young Advisors	Online Teams Meeting
Monday 1st August	4pm until 6pm	Bootle, Litherland and Netherton	Online Teams Meeting
Wednesday 3rd August	4pm until 6pm	Maghull and Lydiate	Online Teams Meeting
Monday 8th August	4pm until 6pm	Formby, Crosby and Thornton	Online Teams Meeting
Wednesday 10th August	4pm until 6pm	Southport and Ainsdale	Online Teams Meeting
Monday 10th October	4.30pm - 5.30pm	Walking and Cycling Special Interest Meeting	Online Teams Meeting

4.3.3. The workshops provided an introductory session to explain the LCWIP process and share the Council's vision, objectives and aspirations for walking and cycling across the borough. Also, to enable input to inform the LCWIP development process.

4.3.4. Prior to the workshops, the invitees were asked to consider and prepare their opinions and any supporting information available to aid the workshop discussion around a number of key issues - including scheme opportunities, current barriers to walking and cycling across the borough, key desire lines for travel, joining origins and destinations and suggestions for improvements and/or new routes. The workshop content focussed on the following:

- **Project Overview** - Presentation on LCWIP Project objectives and rationale:
- The relevant local, regional and national policy aspirations to reduce carbon and encourage behaviour change for the LCWIP;
  - The active travel ambition and level of support for change of the LCRCA and Department for Transport (DfT); and
  - The role of Active Travel England in approval (and funding) of future LCWIP schemes.
- **Question and answer session** - To provide an opportunity for stakeholders to raise and discuss;
  - Current active travel needs;
  - Barriers to walking and cycling;
  - Key origin and destination points / desire lines;
  - Ideas for potential future routes/ improvements;
  - Existing travel behaviour; and
  - How Sefton and stakeholders across the wider LCRCA can help to encourage more people to travel by active modes.

4.3.5. The early stakeholder workshops were held via the Microsoft Teams platform and utilised an interactive whiteboard (Miro). This allowed stakeholders to leave comments and suggestions on each of the geographic areas for up to a week after the sessions.

4.3.6. The overall aim of these discussions was to bring key stakeholders on board at an early stage, secure confidence, support and advocacy for the project and gain early thoughts to feed back into the LCWIP development process and future consultation approach.

4.3.7. The groups involved in the pre-consultation workshops will continue to be updated and involved in the LCWIP development, as appropriate.

PHASE 2 - WIDER CONSULTATION ON DRAFT LCWIP PROPOSALS - ENGAGEMENT ACTIVITIES (LATE 2022 / EARLY 2023)

4.3.8. A range of potential engagement activities has been detailed in the Stakeholder Engagement Plan. The engagement activities to be undertaken will be refined and selected, as appropriate, as the LCWIP Stakeholder Engagement Plan is implemented during late 2022 / early 2023. The wider consultation will focus on sharing the draft LCWIP and the rationale and evidence base underpinning it. The consultation will enable a further understanding of local views, experiences and challenges and provide an opportunity for stakeholders and communities to provide their input for the finalisation of the LCWIP.

4.3.9. The specific engagement activities will continue to be aligned to the stakeholder matrix/database in terms of the position of each stakeholder (or group of stakeholders) on the stakeholder matrix. This will ensure that the communication/engagement mechanisms for specific stakeholders (i.e., corresponding scope of engagement activities) continues to be appropriately aligned to their level of interest/influence in the LCWIP development.

4.3.10. As set out above, the various elements of the engagement approach will be agreed in collaboration with the Public Engagement and Consultation Panel at Sefton. The WSP team will continue to work with the experienced Sefton teams, as required, to enable a joint approach to the delivery of the engagement and consultation strategy.

Site Visits

4.3.11. Sefton walking and cycling site visits were held on Tuesday 16th August, Wednesday 17th August, Thursday 1st September and Tuesday 11th October 2022. The site visits were held to validate and complement the desktop analysis study with familiarisation and further insight into the following:

- The existing walking and cycling infrastructure;
- Key trip origin and destination points such as transport hubs, employment and shopping;
- Key cycling and walking desire lines; and
- Cycling and walking barriers and opportunities;

PHASE 3 - POLITICAL ENGAGEMENT - WARD MEMBER DISCUSSIONS (NOVEMBER 2024)

4.3.12. In May and June 2024, a series of meetings were held with Ward Members across the Sefton Borough as set out in **Table 4-2**.

Table 4-2 - Sefton Ward Member Engagement

Meeting with the Ward Members	Sefton Wards
Bootle, Litherland and Netherton	Derby, Ford, Linacre, Litherland, Netherton & Orrell, St. Oswald.
Maghull and Lydiate	Derby, Ford, Linacre, Litherland, Netherton & Orrell, St. Oswald.
Formby, Crosby, and Thornton	Blundellsands, Church, Harington, Manor, Ravenmeols, Victoria.
Southport and Ainsdale, and	Ainsdale, Birkdale, Cambridge, Dukes, Kew, Meols, Norwood.
Independent Councillors.	Blundellsands, Kew.

4.3.13. These meetings were used as a 'listening exercise' for Sefton Council officers to understand the priorities for walking and cycling.

4.3.14. A few key themes emerged as a result of these discussions. Particularly, in addition to the corridors prioritised in the draft to date, Members want to see safer road crossings near schools, key amenities and public transport services. Specific localities suggested by Members are:

- Safe crossing points, particularly on busy roads that are frequently used by school pupils. Roads like the A59 and A570 in Southport.
- The 'school streets' schemes and localities.
- Improvements to walking and cycling connections on the A59 County Road / Rice Lane corridor.
- Improving the condition and cleanliness of existing routes, such as Regent Road in Bootle.
- Work with National Highways and other stakeholders to address pedestrian and cyclist safety and crossings on the trunked A5036.
- Priority access controls on NCN and leisure routes.
- Working with stakeholders to improve the canal towpath as part of a wider active travel network

4.3.15. As a result of the political engagement, many concerns and suggestions were brought forward from the Ward Members. A few key themes emerged from these discussions such as pedestrian and cyclist safety through junctions and road crossings, connectivity of active travel routes, access controls, behaviour change in younger generations, route cleanliness, and anti-social behaviour. A full record of Stakeholder Engagement can be viewed in **Appendix B**.

Active Travel Safety on the Road Networks

4.3.16. An overarching theme of the LCWIP discussions revolved around overall safety of cyclists and pedestrians. During these discussions, specific junctions, crossings, and roads were pinpointed as sources of strain for active travel such as:

- M58 Switch Island and concerns the severance it creates provides challenges to providing pedestrian and cycling facilities.
- Warren Road / Bridge Road has been identified as a problematic junction.

- Damfield Lane Junction (A59) has been seeing a majority of pedestrians crossing at grade as opposed to using the footbridge. Cycling and pedestrian facilities have also been reported as poor.
- Mersey View crossing at Brooke Road West Junction has been identified as a pinch point for high traffic movements and pedestrian crossings.
- A5036 (T) has been identified as having some safety concerns. Specifically, it has been suggested that Sefton Council should coordinate with National Highways for this link.
- Formby Bypass (Liverpool Road / A565 Roundabout) includes an off-road cycle path that merges with the carriageway. This has been identified as a hazardous point for cyclists, pedestrians, and equestrian users.
    - Formby Bypass in general has generated concerns over cyclist safety at the roundabouts.
- Improved crossing facilities were suggested at:
    - Eastway-Westway Junction, A59 Maghull;
    - Liverpool Road (B5424);
    - Altcar Road Junction / Southport Road Junction;
    - Queens Road / Raven Meols Lane Junctions;
    - A59 and A570 in Southport;
    - Crosby to Waterloo.

Connectivity through Active Travel

4.3.17. A main concern overlapping between the Members was the need to improve connections between neighbourhoods, developments, active travel routes, and trip generation highlights. Specifically the following locations were brought up through the engagement:

- Existing Canal Network and opportunities to further development as an active travel corridor specifically through Maghull and Lydiate.
- It been suggested that cross boundary connections could be improved and a more integrated and regional cycling and walking network, between Sefton and neighbouring areas could be developed.
- Bottle and Litherland Ward (generally) has been brought forward as an example of a route that ends abruptly and is not well connected.
- Blundellsands, Manor and Victoria Ward (generally) has been put forward for consideration of using strategic routes such as the Cheshire Lines, TransPennine Trail and England Coast Path to/from Liverpool to encourage cycling and walking.
- Local schools including Holy Family, Chesterfield High, Sacred Heart, St Nicholas were Described as key destinations needing improved walking and cycling connections - discussed in the context of safer walking routes for parents and children.
- Improving Access to Coastal Areas specifically Crosby Coastal Park was brought up as a suggestion to improve connectivity to key attractions.
- Commercial Road in Liverpool was brought forward as a location with a wide carriageway. Members suggested this could be an opportunity to improve cycling and walking connections and an opportunity to link in with Stanley Road in Bootle.
- Crosby to Waterloo was identified as a link with poor connectivity between neighbourhoods

- A59 County Road / Rice Lane Corridor has been noted as an opportune location to improve connections within Bootle particularly for walking and cycling within the context of new developments.

Anti-Social Behaviour and Access Controls

4.3.18. Anti-social behaviour was raised as a problem in a variety of locations. A majority of the concerns were around access barriers and electric bikes and scooters. Many of the Members discussed finding the need for access barriers to control anti-social behaviour elements while still being accessible to those with mobility disabilities. Specifically:

- "The use of motorbikes and e-scooters on cycling and walking paths was raised. There is a need to find ways to address this issue whilst still accommodating the majority of legitimate users."
- "Access controls can deter anti-social behaviour but create barriers for the majority of legitimate users."
- "The need for barriers has changed with regard to national policy and accessibility guidance. There are different patterns of antisocial behaviour today compared to ten-years ago. Over-powered electric bikes are more commonly a nuisance now compared to off-road motorbikes in the past."

4.3.19. An issue was raised with Ward Councillors that Sustrans had removed access controls at the Cheshire Lines section of the National Cycle Network without prior consultation. There is the risk of anti-social behaviour on a route where asset owners do not consult with Sefton Council and stakeholders.

4.3.20. Two specific locations were mentioned where access controls should be revisited including the Trans Pennine Trail and the Rimrose Valley area and Canal.

Disability Concerns

4.3.21. While access controls were a large theme in the engagement, there were also concerns around additional barriers within the active travel network, specifically:

- Maricourt Catholic High School could look at their Hall Lane entrance / exit gate which has been described as having a narrow footpath which two Disability Discrimination Act (DDA) pupils are expected to use.
- Foxhouse Lane has been described as having a lack of continuity in the provision of footway widths, drop kerbs, and tactiles.
- Damfield Lane and Hall Lane junctions currently use stepped pedestrian bridges which are not DDA compliant.

Behaviour Change

4.3.22. Education for children's cycle safety was an important theme throughout the engagement. Discussions followed methods to increase cycle safety education, such as:

- Utilising the School Streets Program and expanding it to more primary schools where needed.
- School networks can be used for more effective consultation and engagement with younger demographics for consultation on themes and policies.
- Communication from parents at home discussing the importance of helmets, lights, and other safe cycling behaviours.
- Implementing cycle proficiency training in a greater number of schools and specifically past primary years.

Cleanliness and Maintenance

4.3.23. There was some conversation around existing links that could use an improved maintenance scheme. This idea was supplemented by the fact that cleaner corridors may encourage increased active travel uptake. Regent Road in Bootle is one location that was specifically mentioned as needing improved cleansing and maintenance.

PHASE 4 - LCWIP FEEDBACK - WARD MEMBER DISCUSSIONS (JUNE - JULY 2025)

4.3.24. During June and July 2025, preliminary discussions were held with key stakeholders in person through a series of five Ward Member (hereafter referred to as Members) Discussion meetings as detailed in Table 4-3. The objective of these meetings was to engage with Members regarding the latest updates to the draft LCWIP.

4.3.25. All meetings listed below were in-person and primarily focused on discussing the LCWIP updates, the next steps for consultation, and proposed methods for presenting the document to the public.

4.3.26. In the Southport and Ainsdale sessions, Ward Members were also provided an update on the Southport Promenade scheme, including how the design had been reviewed following the public consultation on the concept design during Spring 2025.

4.3.27. Each of the six sessions lasted approximately 1 hour and 30 minutes. They were structured with a presentation and illustrated updates specific to the Ward areas.

Table 4-3 - Ward Member Discussions Schedule

Date	Time	Sefton Area	Location
Thursday, 5 June	5:00pm until 6:00pm	Bootle and Litherland	Bootle Town Hall
Tuesday, 10 June	3:00pm until 4:45pm	Southport and Ainsdale	Southport Town Hall
Thursday, 12 June	5:00pm until 6:30pm	Crosby, Formby and Thornton	Formby Library
Thursday, 19 June	4:30pm until 5:30pm	Lydiate and Maghull	Maghull Parish Hall
Tuesday, 24 June	5:00pm until 6:30pm	Southport and Ainsdale	Southport Town Hall

4.3.28. These sessions were organised to inform Members about the prioritisation of the identified corridors, to demonstrate how the document incorporated feedback provided by Members in November 2024, and to outline the strategy and proposed methods for presenting the document to the public during the consultation phase.

4.3.29. The presentation structure followed three key categories:

1. You Said, We Did: discussing how themes from the 2024 feedback were implemented into the LCWIP updates showing examples, plans and comments
2. LCWIP Priorities in Your Area: Discussion following the priority process and recommended priorities in each area with maps of the priority routes in the longer-term

3. Next Steps - Public Engagement: Discussion of the proposed format for public engagement during the summer

4.3.30. The feedback from the consultation will be incorporated into the final version of the LCWIP that will be proposed to Cabinet for adoption.

General Themes Across the Wards

4.3.31. A few key themes were raised across all wards, including the design and continuity of walking and cycling routes, school access and neighbourhood safety, traffic management and access controls, cycling confidence, consultation and engagement, and local priorities. Each section below blends together the insights from the five meetings.

Design and Continuity of Cycling and Walking Routes

4.3.32. Councillors across all wards supported the principle of improving active travel infrastructure but stressed the need for high-quality, context-sensitive design and continuous, connected routes.

- In Southport and Ainsdale, members welcomed the revised general arrangement plans and noted that previous feedback had been well incorporated. They also emphasised the need for high-quality cycle lanes and a better signage strategy.
- Lydiate and Maghull members discussed the severance effect of the A59 due to flooding and ramps that are not disability compliant.

School Access, Safety and Neighbourhoods

4.3.33. Improving safety and accessibility around schools was a major theme, with strong support for School Streets-style interventions and neighbourhood-based approaches.

- Southport and Ainsdale members mentioned school streets causing traffic displacement and driver anti-social behavior by some parents specifically at Birkdale High School, where parents do three point turns whilst school pupils are crossing the road.
- Lydiate and Maghull members raised safety concerns Marie Court Catholic High School and the narrow pavement on Hall Lane and noted that Hall Lane is proposed to become a one-way route.
- Crosby, Formby and Thornton members flagged safety issues specifically around children not using safe cycling practices.

Access Controls and Traffic Management

4.3.34. There was strong support for using access controls to manage traffic volumes and improve safety, particularly around schools and residential areas.

- Southport and Ainsdale members discussed the pedestrian and cycling access controls, gates and chicanes.
- Bootle and Litherland members discussed access controls including facilities such as ‘A-frames’, chicanes or horse drop boxes
- Crosby, Formby and Thornton members focused on the access controls policy was in response to the Equalities Act aiming to prevent anti-social behaviour by off-road bikes and improve access for the disabled, parents and buggies.

Cycling Confidence and Visibility

4.3.35. Councillors recognised the importance of supporting new and less confident cyclists through training, infrastructure, and visibility.

- Southport and Ainsdale members suggested encouraging more people to cycle would be possible if it felt safe, linking infrastructure to confidence and skills.
- Crosby, Formby and Thornton members discussed Bikeability training and noted that secondary schools may not take up the offer because it is subject to their funding and priorities.

Consultation, Engagement and Public Perception

4.3.36. Councillors across all wards emphasised the need for clear, accessible, and well-timed consultation materials and stakeholder engagement.

- Southport and Ainsdale members felt they were not being listened to if previously rejected routes were being included again.
- Bootle and Litherland members suggested there was concern that lines on a plan can be misinterpreted as commitments, and it was suggested to simplify the consultation documents into an 'easy read' version. Crosby, Formby and Thornton Members made a similar judgement.
- Lydiate and Maghull Members warned that routes may be viewed as enabling more housing as opposed to enhancing the network for access to community amenities.

Local Priorities and Contextual Feedback

4.3.37. All wards supported the LCWIP's aims but stressed the importance of local context and priorities.

- Lydiate and Maghull members highlighted the importance of connections to Headbolt Lane railway station via the A506 and raised concerns about future road works at junctions on the A59.
- Crosby, Formby and Thornton members noted that vehicles park either side of the road on Southport Road, making it difficult to provide better cycling facilities.
- Southport and Ainsdale members suggested that Lord Street is the most desirable route for cyclists and requested more feedback from cyclists

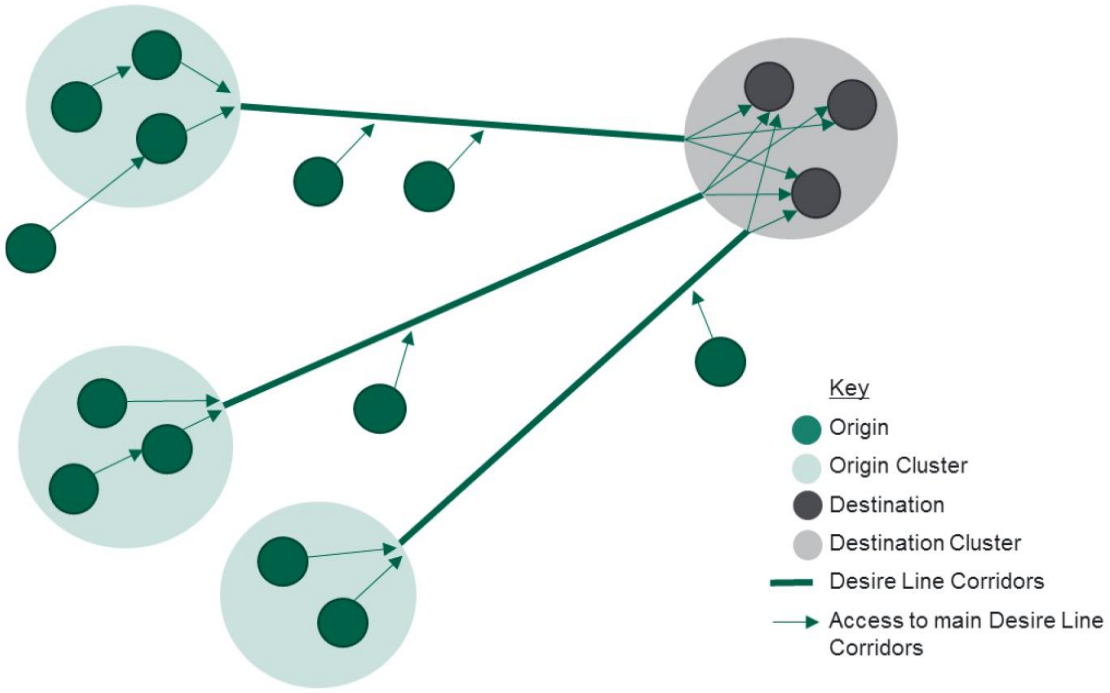
LCWIP FEEDBACK - PUBLIC SURVEY (JULY - SEPTEMBER 2025)

4.3.38. The key themes from Public Survey feedback will be presented once the survey has closed in **Appendix B**.

5 CLUSTERING ANALYSIS & DESIRE LINES

5.1 INTRODUCTION

5.1.1. This section describes the approach that was taken to identify clustering of key trip origin and destination points (OD's) and to establish key desire lines or corridors for movement.



5.2 APPROACH TO IDENTIFYING MAJOR ORIGIN AND DESTINATION (OD) CLUSTERS

5.2.1. The LCWIP technical guidance recommends that trip ODs in close proximity to each other are clustered together, providing an indication of significant OD areas which will be the focus for many trips.

5.2.2. Four clusters were identified as mentioned below:

- Mixed land use cluster;
- Employment cluster;
- Retail cluster; and
- Origin cluster.

5.2.3. **Figure 5-1** to

5.2.4. **Figure** 5-5 below represents the resultant OD clusters for Maghull and Lydiate town. This cluster approach was undertaken for all areas as an initial step to establishing desire lines.

Figure 5-1 - Bootle, Litherland and Netherton Origin and Destination Clusters

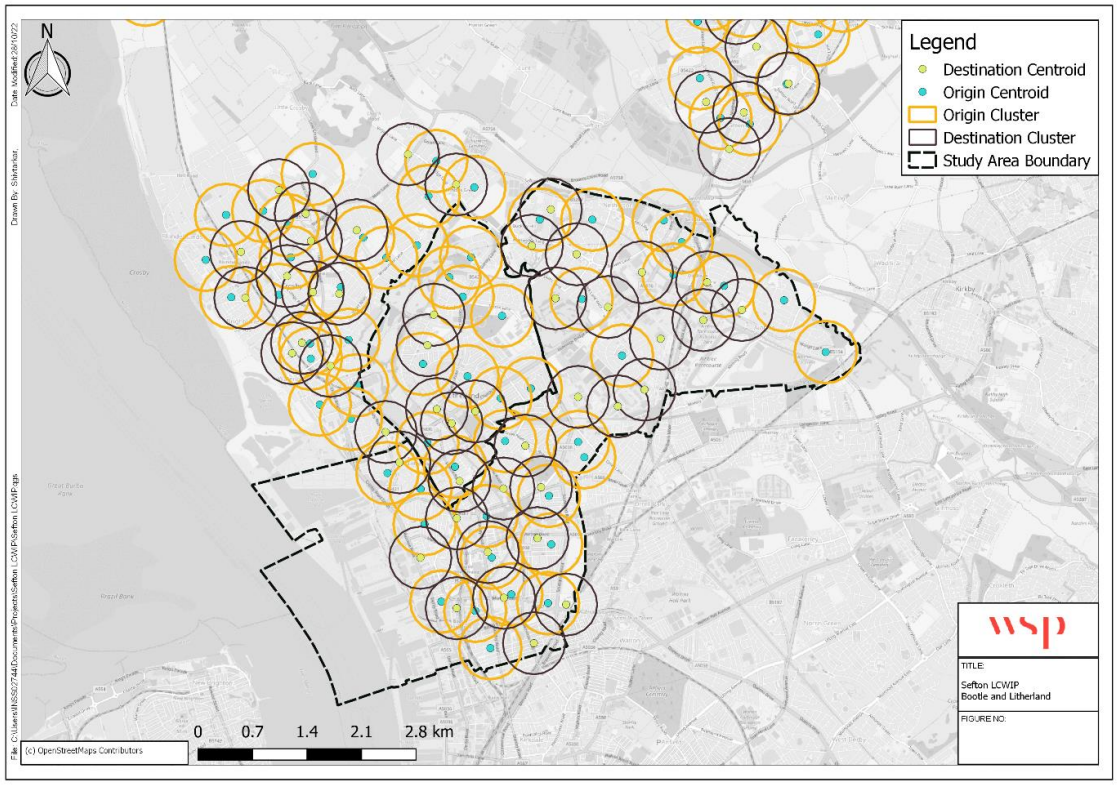


Figure 5-2 - Maghull and Lydiate Origin and Destination Clusters

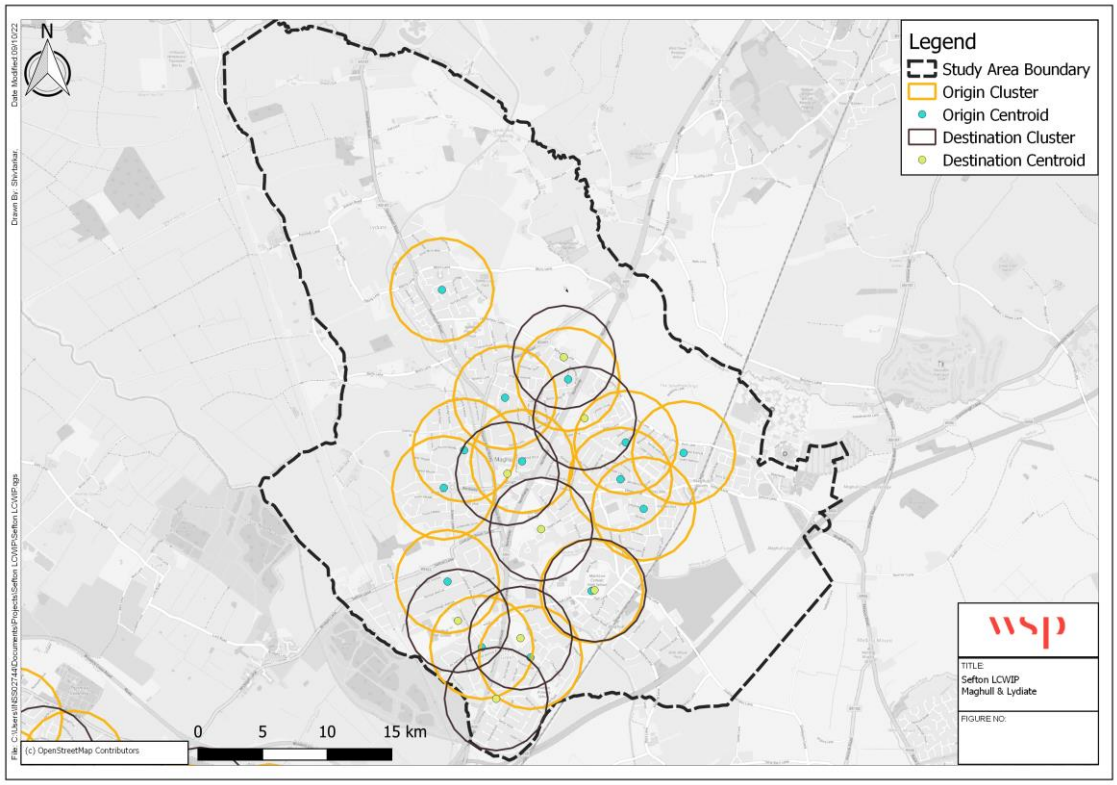


Figure 5-3 - Formby Origin and Destination Clusters

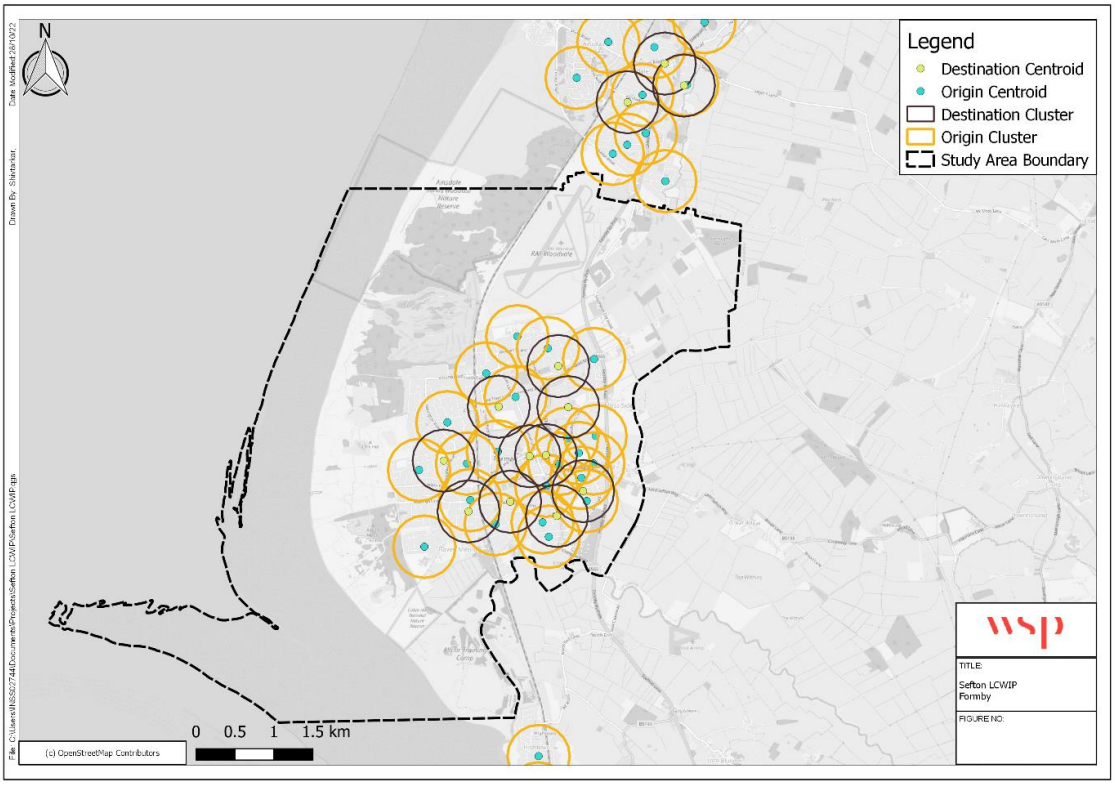


Figure 5-4 - Crosby and Thornton Origin and Destination Clusters

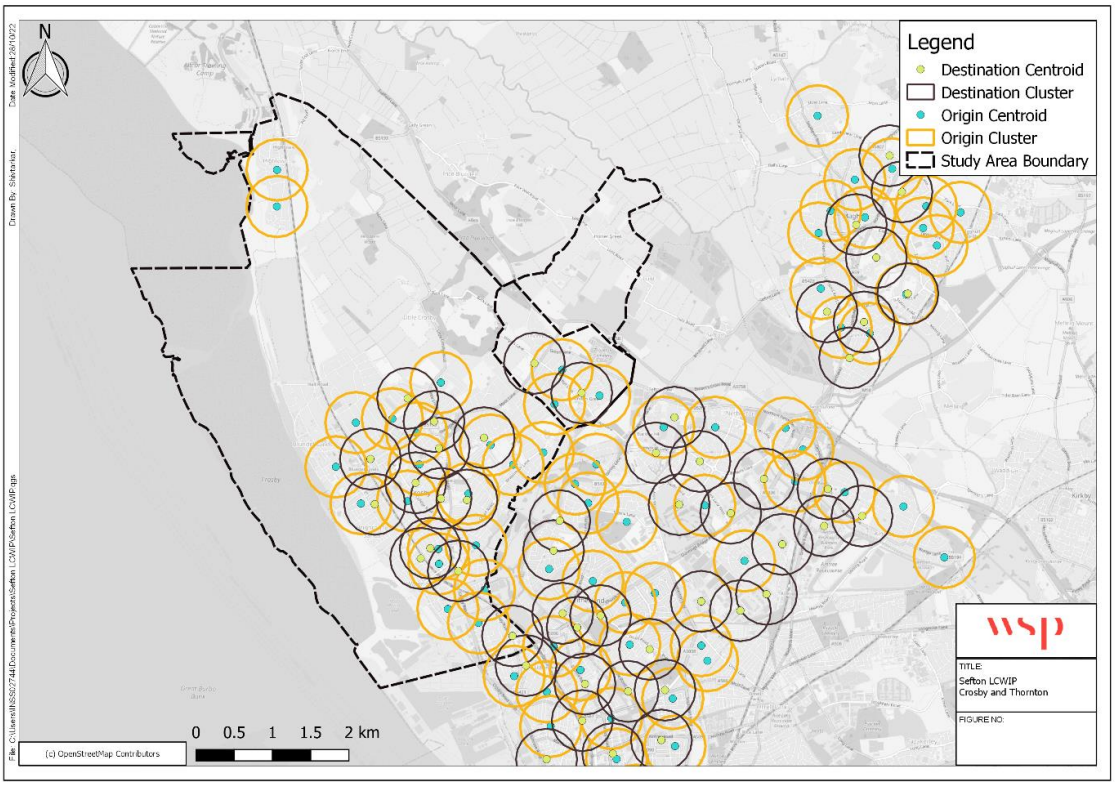
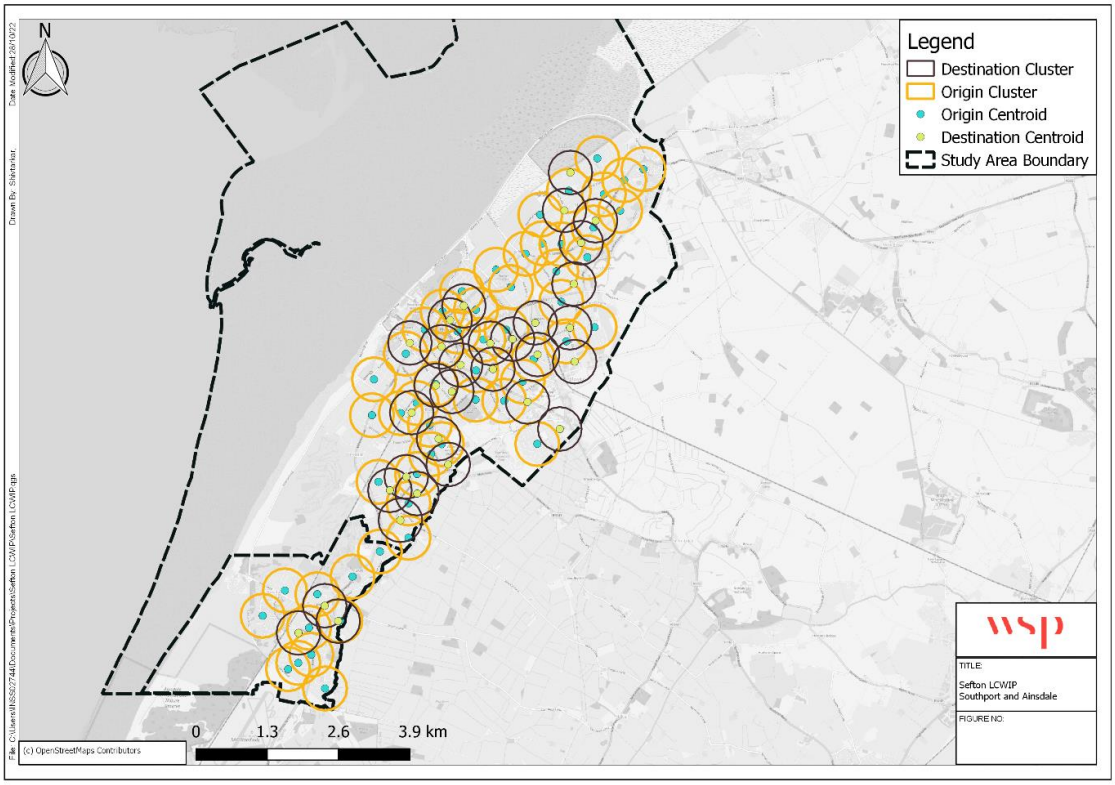


Figure 5-5 - Southport and Ainsdale Origin and Destination Clusters



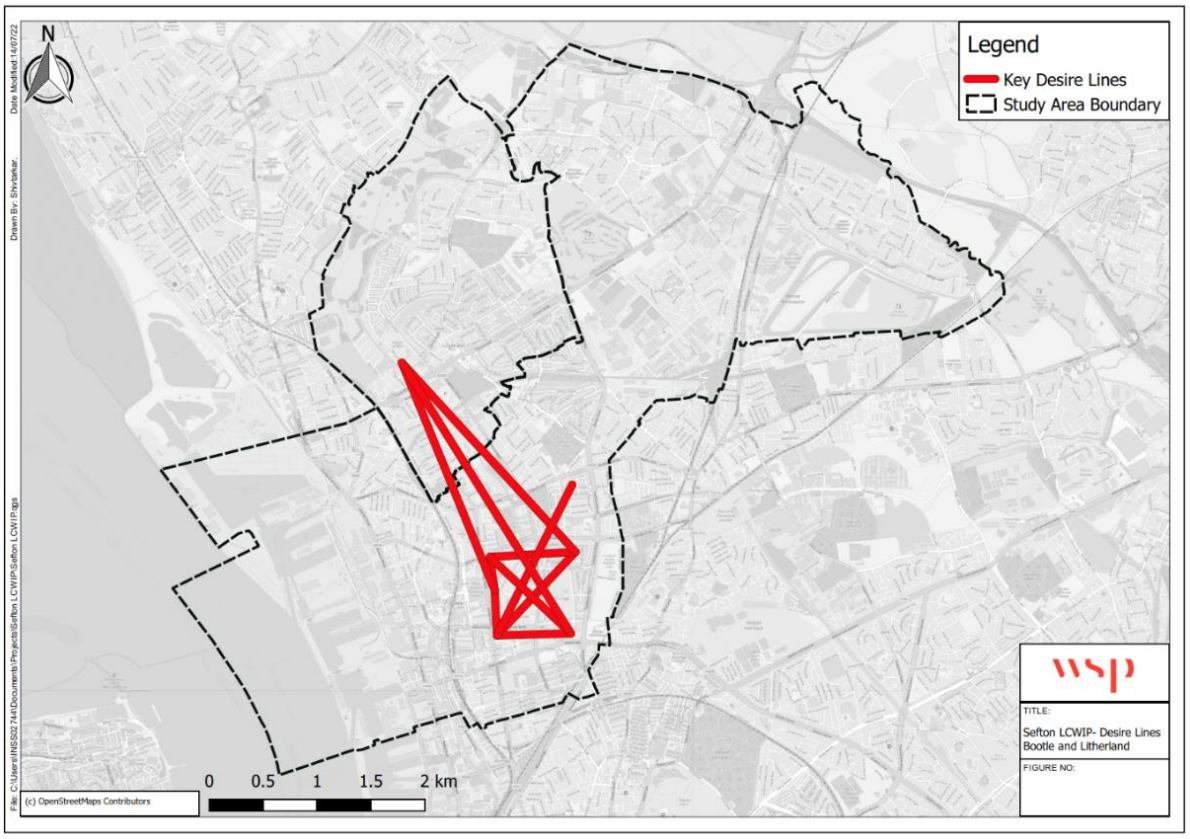
5.3 DESIRE LINES

5.3.1. Once OD clusters were determined, desire lines between clusters were mapped; the lines represent the most direct route between these points, irrespective of the existing network and barriers.

5.3.2. To identify the potential corridors, the top 10 desire lines were presented. These are used as the basis to inform a schematic network, referred to as the 'Suggested Cycle Network'.

5.3.3. **Figure 5-6** to **Figure 5-10** below represent the resultant desire lines for each of Sefton areas followed by a description of prominent routes flagged by top 10 desire lines. These desire line show a focus on local trips predominantly around Bootle Town Centre.

Figure 5-6 - Bootle, Litherland and Netherton Desire Lines



5.3.4. The desire lines for Bootle, Litherland and Netherton highlight that there is a prominent desire for travel occurring around the southern section of Bootle near the Strand Shopping Centre and Bootle New Strand railway station. Desire lines also show the need to link the Hatton Hill Park area in Litherland to the main shopping area in Bootle. The top 10 desire lines do not occur in northeast Bootle or Litherland where origin and destination clusters are less densely spaced.

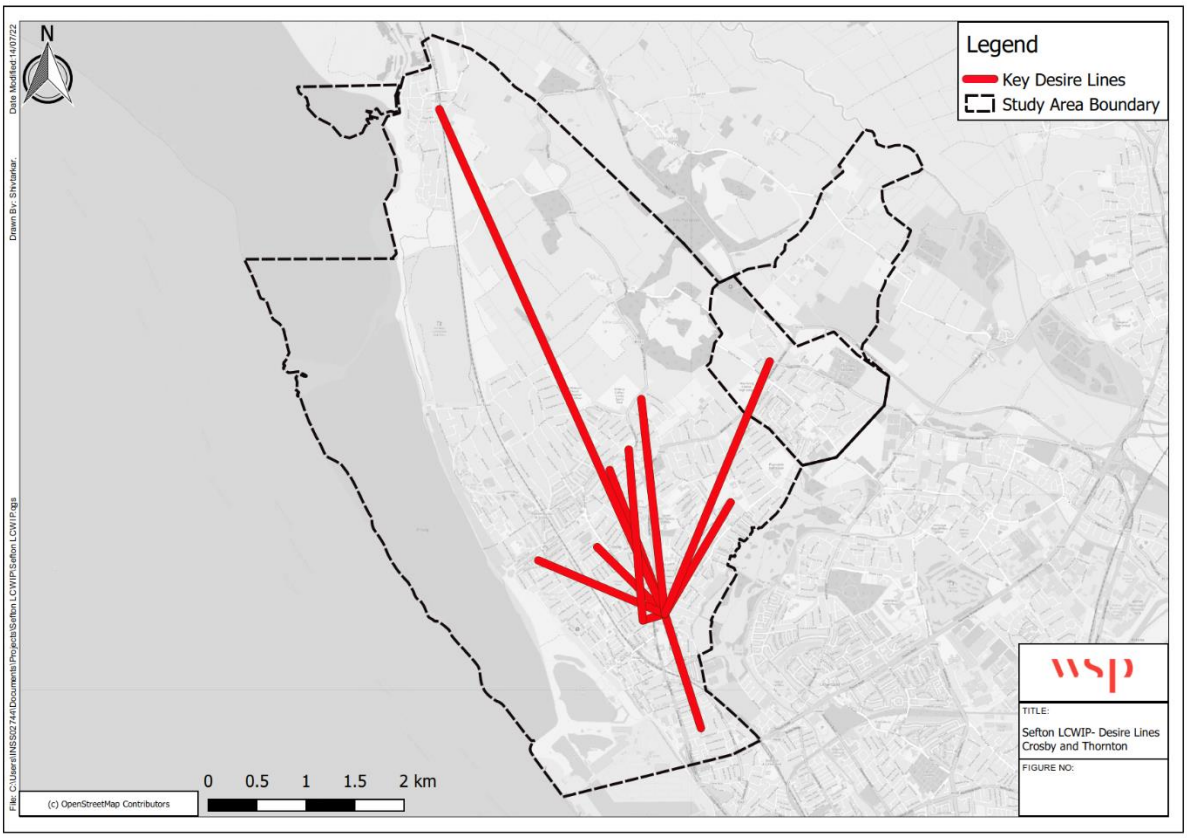
5.3.5. The key corridors that the desire lines show are orbital trips surrounding the Bootle Strand Shopping centre and routes connecting to Litherland in the north.

Figure 5-7 - Maghull and Lydiate Desire Lines

5.3.6. The desire lines for Maghull and Lydiate highlight that the main routes are from residential areas such as Moss Side (which contains Maghull North railway station) and Kennessee Green and commercial shopping areas such as the Lidl and Aldi in the south of the area. These routes are typically radial to Maghull centre.

5.3.7. The key corridors the desire lines show are to the residential areas and shopping areas around Maghull centre in a radial pattern.

Figure 5-8 - Crosby & Thornton Desire Lines



5.3.8. The desire lines for the Crosby and Thornton area highlight radial journeys centred around Great Crosby, which is the main shopping area with connections to all areas. These are Thornton, Hightown, Waterloo, Little Crosby and areas close to Great Crosby. Railway stations are flagged up on the top 10 desire lines with both Hightown and Waterloo. Travel to schools and leisure facilities is suggested as prominent by the desire lines with locations flagged being close to Crosby Leisure Centre, St Mary's RC Primary school, Merchant Taylor's School and Chesterfield High School (this is not an exhaustive list). To note, the top 10 desire lines do not show connections to Crosby Beach area as the analysis was based on the top OD pairs from residential/transport locations to employment/leisure centres/education.

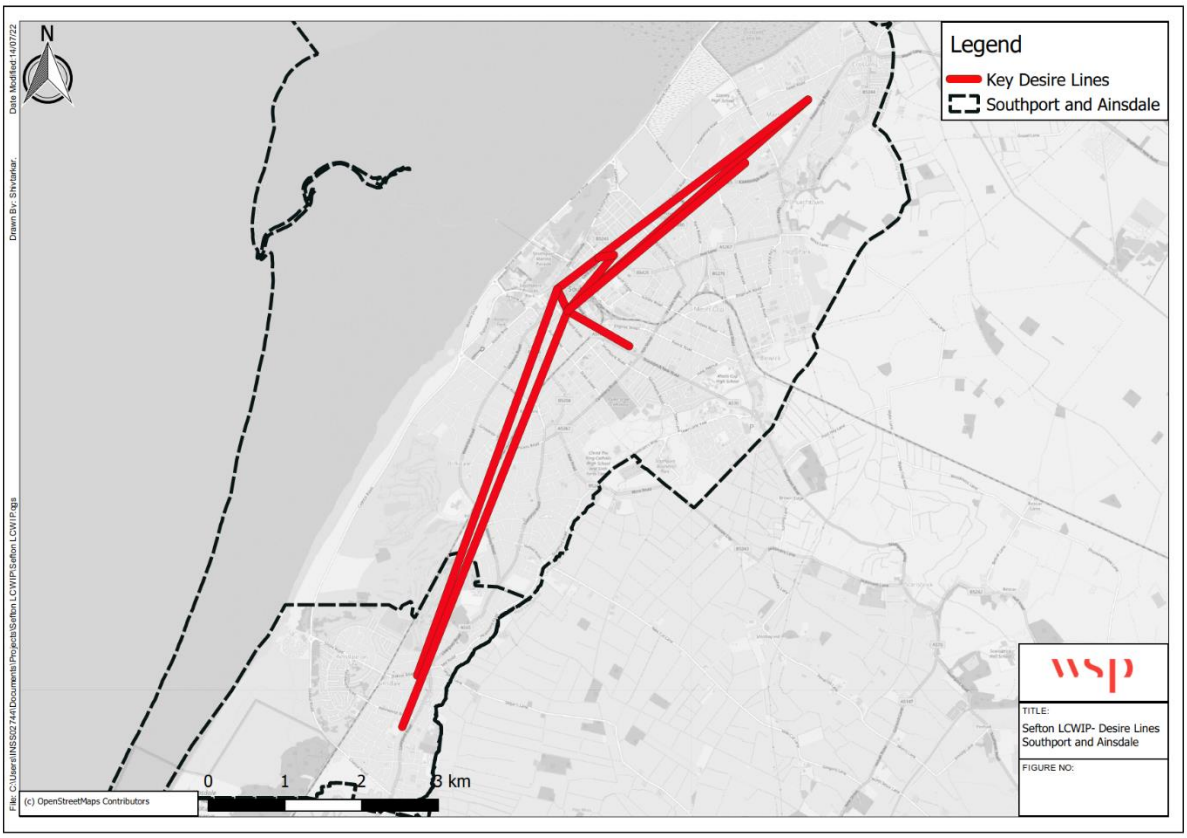
5.3.9. The key corridors the desire lines show are routes connecting Thornton, Hightown, Waterloo, Little Crosby and areas close to Great Crosby.

Figure 5-9 - Formby Desire Lines

5.3.10. The desire lines for the Formby area show typical radial travel patterns with the central point being the main shopping area in Formby which has all the main shops such as Waitrose, cafes and the main school, Formby High. The desire lines show connections to mostly residential areas across all of Formby. To note, the top 10 desire lines do not explicitly show connections to Formby Beach.

5.3.11. The key corridors the desire lines show are to the residential areas and shopping areas around Formby centre in a radial pattern.

Figure 5-10 - Southport & Ainsdale Desire Lines



5.3.12. The desire lines for Southport and Ainsdale show travel across both areas, with them generally following the coast, with little east to west. The analysis shows that more travel occurs between Southport Town Centre and the north of the area compared to the south. The top 10 desire lines do not show a connection to Southport and Formby District General Hospital which also has a retail park located near Scarisbrick New Road off Kew Roundabout.

5.3.13. The key corridors the desire lines show are routes connecting the entire area south to north with a slight indication to connect Southport Town Centre to the east of the area (hospital and retail park).

5.4 VALIDATION OF DESIRE LINES

5.4.1. The desire lines were validated using existing data sets from propensity to cycle tool (PCT). The PCT tool can be used to extract data for LSOA and MSOA levels. LSOA level for cycling 2011 census data is considered and presented in straight lines identified in **Section 1.12.1 of Annex 1 - Baseline Evidence and Future Situation. Figure 5-6** to **Figure 5-10** indicate, the top 10 desire line (PCT straight lines) are majorly covering the locations validating the resultant of OD clustering analysis undertaken.

5.5 KEY CORRIDORS

5.5.1. Key corridors were identified as a result of the identification of the clustering exercise, desire lines, PCT validation process, stakeholder feedback and collision data mentioned previously in this section. These key corridors were then used in order to create the LCWIP network plans.

5.5.2. **Table 5-1** below identifies the key corridor routes / primary desire lines to be used as the basis to inform a schematic network, referred to as the 'Suggested Cycle Network'.

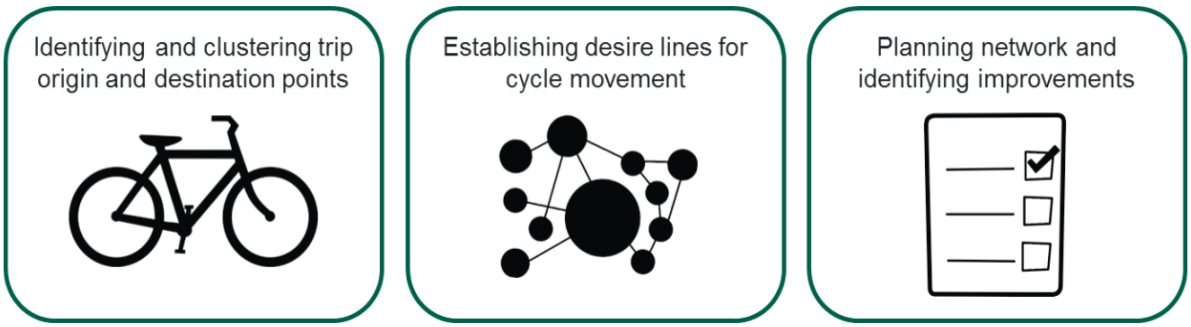
Table 5-1 - Sefton LCWIP Key Corridor Routes / Desire Lines

Sefton Areas	Key Corridor Routes
Bootle & Litherland	Orbital trips around the Bootle Strand Shopping centre and routes connecting to Litherland to the north.
Maghull & Lydiate	Routes connecting residential areas and shopping's areas around Maghull centre in a radial pattern.
Crosby & Thornton	Routes connecting Thornton, Hightown, Waterloo, Little Crosby and areas close to Great Crosby.
Formby	Connecting residential areas and shopping's areas around Formby centre in an orbital patter.
Southport & Ainsdale	Routes connecting the entire area south to north with a slight indication to connect Southport Town Centre to the east of the area (hospital and shopping park).

6 NETWORK PLANNING FOR CYCLING

6.1 INTRODUCTION

6.1.1. The third stage of the LCWIP process sets out the recommended steps for mapping a future cycle network and identifying cycling infrastructure improvements, and involves:



6.1.2. Section 5 set out the process of identifying and clustering trip origin and destination points, and also establishing desire lines for movement. This section follows on from Section 5 in identifying routes to meet the prioritised desire lines and supported by smaller-scale local links and access improvements. The routes which were audited, and the results are also presented to arrive at high-level infrastructure design proposals for the LCWIP.

6.2 ROUTE IDENTIFICATION

6.2.1. Following the desktop analysis, pre-consultation workshops and site visits, the study team proceeded to review the existing transport network and proposed future cycling schemes. The existing routes were mapped alongside the new links which were identified as having no current infrastructure. Professional judgement and the Route Selection Tool (RST) were used to identify the proposed routes to be audited.

6.3 ROUTE AUDITS - CYCLING

6.3.1. The cycling audit was completed for Crosby, Formby and Thornton on Wednesday 18th August. While we did not complete a cycling audit for the remaining areas, the principles of the RST were followed.

6.3.2. The cycling audit explored routes that aligned with the top 10 desire lines for each of the geographical areas. Both the walking and cycling routes have been audited separately and will have their own designated walking and cycling interventions, however, wherever possible the infrastructure improvements will be for both walking and cycling.

- As detailed in the LCWIP Technical Guidance, the core design outcomes for cycling were considered and are as follows:
- **Coherent** - The network must be coherent; it must link all the places cyclists want to start and finish their journeys with a route quality that is consistent and easy to navigate. Abrupt changes in the level of provision for cyclists will mean that an otherwise serviceable route becomes disjointed and unusable by the majority of potential users.

- **Direct** - Routes for cyclists must provide direct and fast routes from origin to destination. In order to make cycling preferable to driving, routes for cyclists must be at least as direct - and preferably more direct - than that available for private motor vehicles. An indirect route for cyclists may result in some of them choosing the more direct, faster route, even if it is unsuitable for cycling.
- **Safe -** Cycle networks must not only improve cyclists' safety, but also their feeling of how safe the environment is. Consideration must be given to reducing the speed of motor vehicles to acceptable levels, particularly when cyclists are expected to share the carriageway. The need for cyclists to come into the close proximity and conflict with motor vehicles must be removed, particularly at junctions, where the majority of crashes occur. Cycle routes remote from highways carry different safety risks related to crime and personal safety which must be addressed.
- **Comfortable -** Smooth surfaces with minimal stopping and starting, without the need to ascend or descend steep gradients and which present few conflicts with other users created comfortable conditions that are more conducive to cycling. The presence of high-speed, high-volume motor traffic affects both the safety and comfort of the user.
- **Attractive** - Cyclists are more aware of the environment they are moving through than people in cars or other motor vehicles. Cycling is a pleasurable activity, in part because it involves such close contact with the surroundings. The attractiveness of the route itself will therefore affect whether users choose to cycle.

6.3.3. Also used for the cycling audit was DfT's Route Selection Tool (RST). This is a recommended LCWIP tool and has differing principles to the core design outcomes as detailed in the LCWIP guidance. Connectivity replaces coherence, with the number of connections to origins and destinations along the route being measured. Attractiveness is replaced with gradient, measuring the slope of the route, as it is not considered a key deciding factor unless a leisure route is deemed an important journey. All others remain the same, however, there is the addition of the number of critical crossing points along the route. An overview of the key measures included in the RST principle is provided in the table below.

Table 6-1 - RST Principles which have been Assessed as Part of the Cycle Audits

RST Principle	Measurement
Directness	Motor vehicle route length
	Cycle route length
Gradient	Maximum slope
	Maximum grade
Safety	Motor traffic speed
	Motor traffic volume
	Lighting
	Passive surveillance
Connectivity	Number of connections
Comfort	Surface type

RST Principle	Measurement
	Available width
Critical Junction Crossings	Critical junctions

6.4 CYCLE AUDIT RESULTS

6.4.1. An in-person audit of the draft network was undertaken for each of the geographical areas to assess the existing infrastructure and understand the current conditions as well as identifying any potential measures that would be needed in order to improve their current state. Following this, Google Earth and Google Maps were used in order to support observations made during the in-person audit in order to further understand current conditions and opportunities.

6.4.2. From the cycling audits, the first draft of cycling networks for each area were mapped, these included 'primary' routes and smaller scale 'secondary' or 'local' routes. The purpose of this network exercise was to establish multiple options for connecting areas and routes together, which would further be refined a review of how feasible LTN 1/20 compliance would be and then prioritisation. Primary routes were deemed as more integral if deliverable and if not, secondary routes would serve as an alternative or supplementary to the primary route. The potential primary and secondary cycling routes were reviewed by highway engineering specialists who validated routes depending on how deliverable they are in terms of cycling infrastructure.

BOOTLE, LITHERLAND AND NETHERTON

6.4.3. Bootle Town Centre was the focus of the cycling audit. It was apparent from the audit that there was a need for better provision of cycle parking and specifically for food delivery riders on Stanley Road (outside McDonalds) due to the number of delivery bikes being parked, causing potential conflict with pedestrians. There is a need to improve some of the junctions across the area to improve the direct crossing points for cyclists in particular Marsh Lane/Stanley Road junction and others which have no cycling provision. Connecting the Bootle Strand Station to the shopping centre and Bootle Oriel Road Station to Hugh Baird College is essential to create a coherent network between transport hubs and shopping and educational establishments.

Figure 6-1 - Lack of Cycle Parking on Stanley Road

Figure 6-2 - Constrained Nature of Access to the Canal in Bootle

Figure 6-3 - Lack of controlled Crossing Point on Dunningsbridge Road

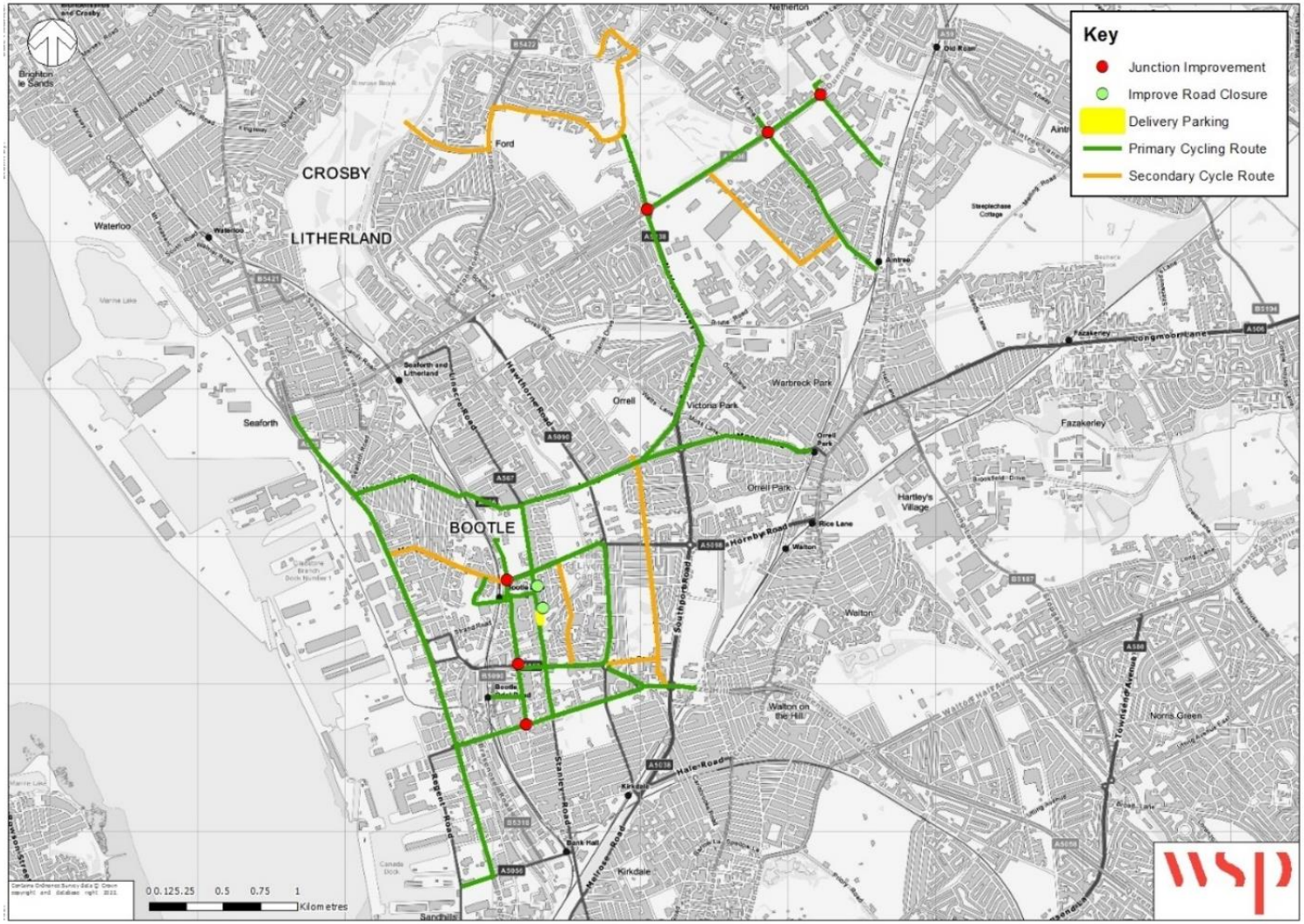
6.4.4. There is the opportunity to provide some public realm improvements within the town centre such as removal of guard rails where unnecessary, improved cycle storage including a cycle hub and removal of some loading bays (particularly on Stanley Road) if all are not required. It was noted that part of Stanley Road (from the junction with Merton Road to the junction with Marsh Lane) is restricted to Bus, Taxi and Loading only between 7am and 7pm which was not adhered to.

6.4.5. The existing route along the canal tow path provides good connections to the town centre from surrounding residential areas and makes a good leisure route, however, some upgrades would be needed such as increased lighting and surface treatment. Heritage features and the need to maintain access by boat means that the route is constrained in parts and therefore not easily upgraded. It should be seen as complementary to the main active travel network.

6.4.6. Overall, there is sufficient width available for segregated cycle infrastructure in most locations in Bootle, Litherland and Netherton. However, there are some areas that are constrained such as Merton Road (A5057) and Washington Parade. For the areas that are constrained or have high traffic flows then potential traffic calming and speed reducing measures would be proposed.

6.4.7. The area surrounding Switch Island was also audited. It was observed that the junctions at key locations along Dunnings Bridge Road have no crossing provisions and high traffic flows. There is sufficient width to provide segregated cycle infrastructure along the majority of the route, however, the carriageway becomes constrained near the entrance of Switch Island Leisure Park.

Figure 6-4 - Bootle, Litherland and Netherton Cycle Network Options following the Cycling Audits



MAGHULL AND LYDIATE

6.4.8. Maghull Town Centre and the connections to the rail stations, schools and other shopping locations such as Aldi and Lidl (located south of the area, on the A59) were the main focus of the cycling audit.

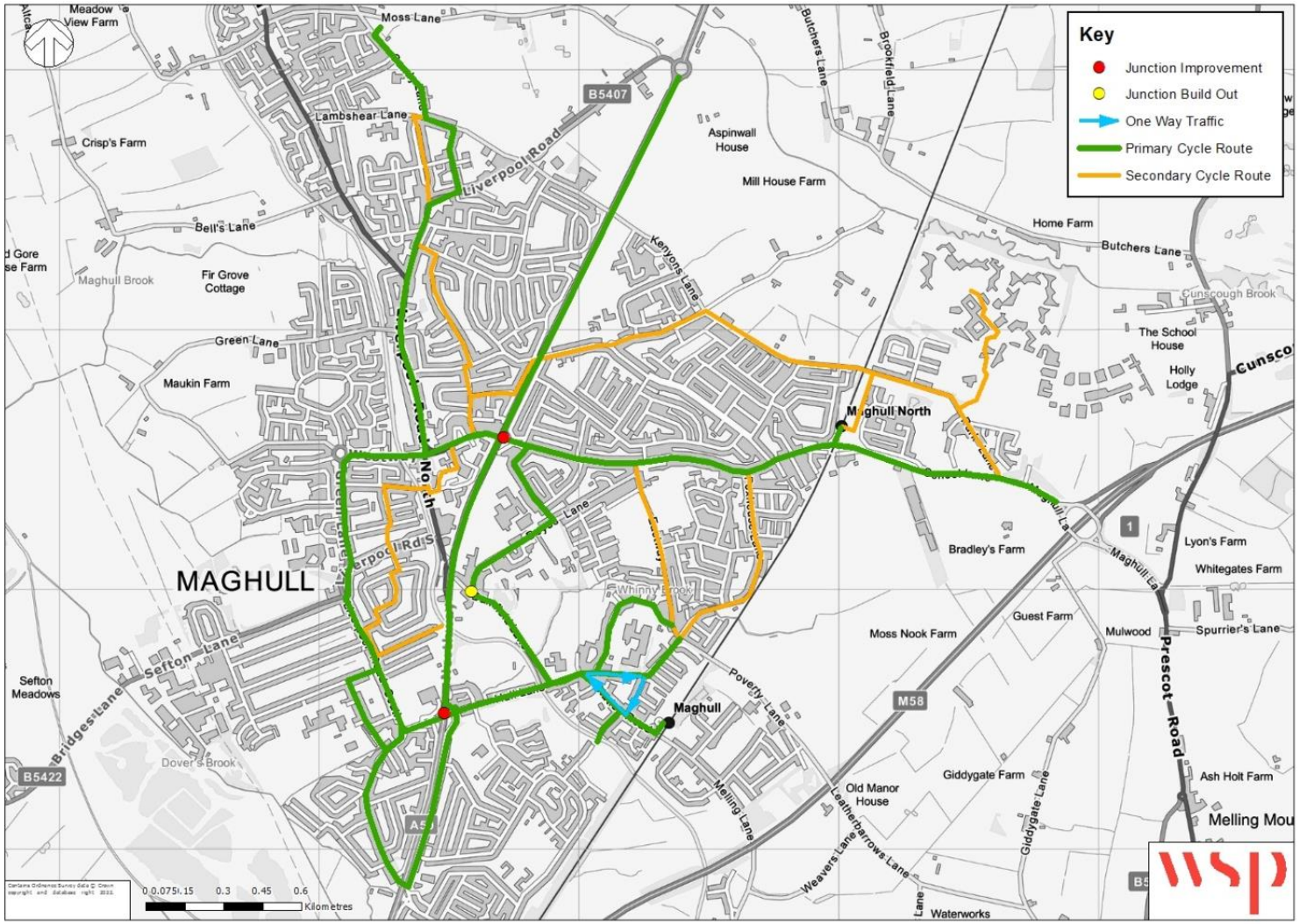
6.4.9. It was noted that at the junction of Eastway and Westway there was no crossing provision except for a subway which did not have sufficient width to provide segregated cycle infrastructure and had guard rails at the entrance reducing the width further. However, the lighting and visibility of this subway was good.

Figure 6-5 - Lack of at-Grade Crossing Facilities at Eastway/Westway Junction

6.4.10. Given the constrained width near the schools of Maricourt Catholic High School and Maghull High School and no crossing facilities, traffic calming measures such as raised tables or speed bumps, or full school streets option may be appropriate. In other areas where the width is constrained such as Foxhouse Lane traffic calming measures such as speed reduction and chicanes/speed bumps may be suggested.

6.4.11. Overall, some of the routes were constrained and were busy with traffic therefore potential traffic calming and speed reducing measures would be proposed. For other routes, where the carriageway was constrained but traffic levels were low, quiet routes would be proposed as described in Section 6.5.14. The north to south route, A59 and east to west route, Eastway/Westway, has sufficient width available for segregated cycle infrastructure.

Figure 6-6 - Maghull and Lydiate Cycle Network Options following the Cycling Audits



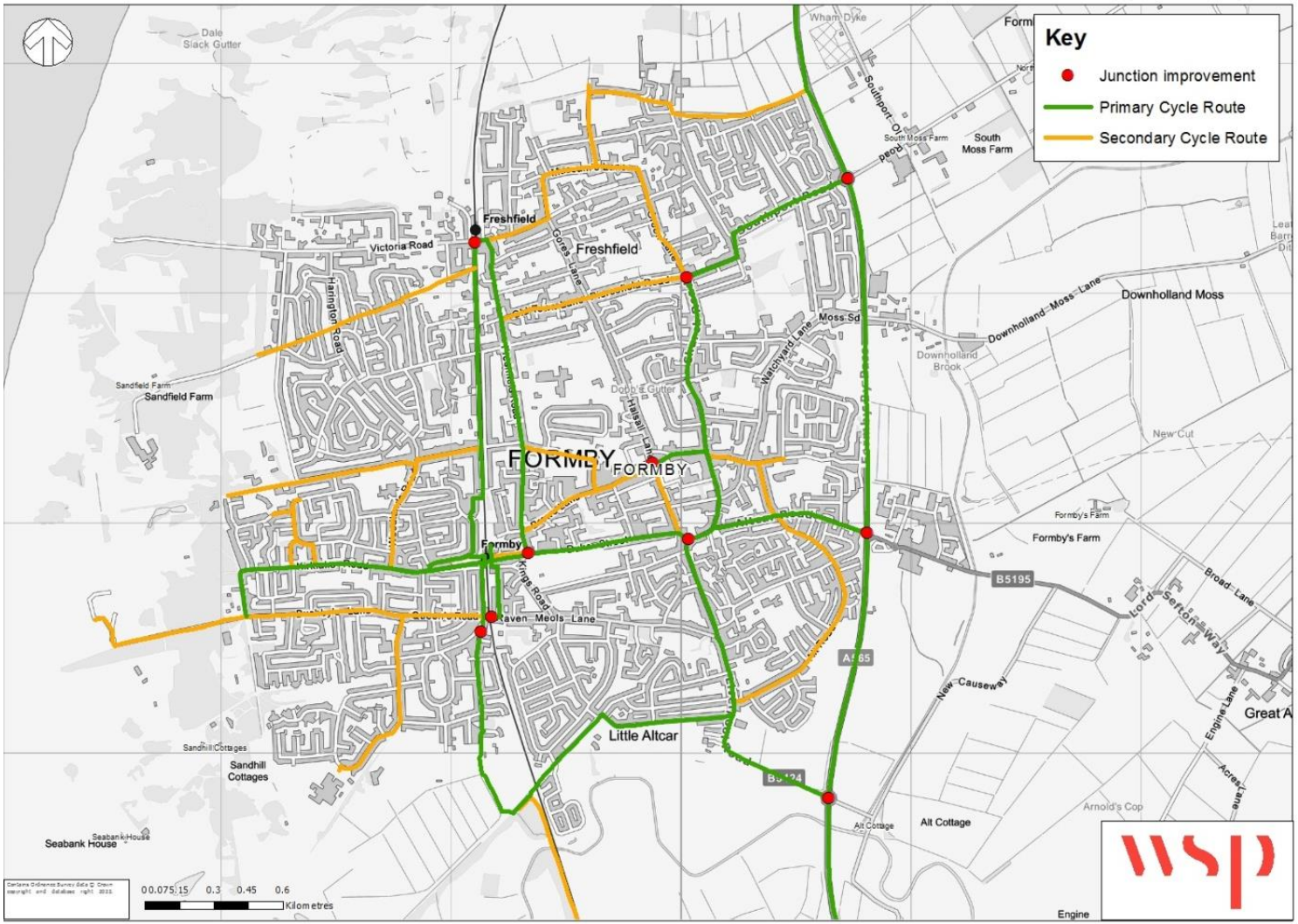
CROSBY, FORMBY, THORNTON

6.4.12. The main routes highlighted from the desire line and clustering analysis were visited for Crosby, Formby and Thornton to gain greater insight into potential opportunities of where new cycle infrastructure could be implemented or existing infrastructure improved.

6.4.13. The main focus of the cycling audit for Formby was to understand connections from Formby centre to the beach, connecting Formby to Freshfields (north Formby) and connections from Formby Centre to the A595 (Formby Bypass). The general conclusion from the audit highlighted a common constraint to what can be achieved due to narrower road widths when compared to other areas. As a result, the provision of segregated cycle lanes was not seen to be feasible in many locations, leading to the need for exploration of treatments to reduce the speed and volume of traffic or use of quieter alternatives to the main roads.

6.4.14. It was apparent that to connect Formby to areas such as Hightown and Crosby to the South and Southport to the north, there are two direct routes, the A565 and the leisure route (coastal route/NCN 810). The A565 to the east has great potential to provide three routes into Formby with improvements required to junctions so that cyclists have designated crossing points which are safe and direct.

Figure 6-7 - Formby Cycle Network Options Following the Cycling Audits



6.4.15. The cycling audit for Crosby flagged that recent cycling infrastructure had been implemented near Waterloo on Great Georges Road which partly connects the A565 to the south section of Crosby Marine Lake. This was a great example of what can be achieved in the Sefton borough with appropriate reallocation of street space, putting active travel at the forefront of travel.

Figure 6-8 - New Cycle Route on Great Georges Road

6.4.16. The main routes audited were connecting Waterloo, Great Crosby and Thornton, with the addition of providing links to schools, leisure (such as Crosby Beach) and shopping areas as well as connecting to the wider Sefton areas and Liverpool.

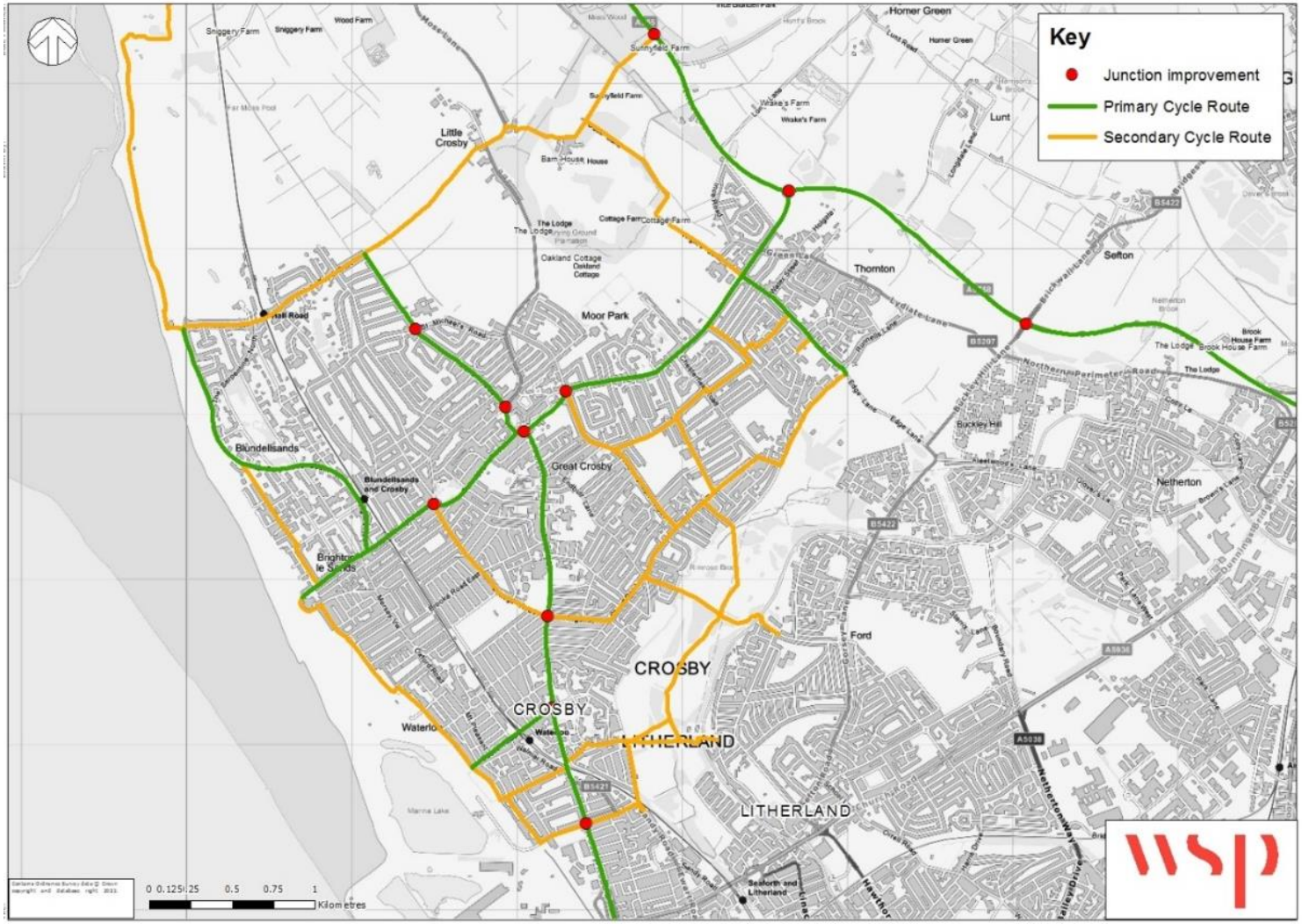
6.4.17. The A565 was noted to have the potential to connect Waterloo and Great Crosby with fully segregated cycle lanes including improvements to junctions; this would be a radical change which could cause challenge to the operation of the road network as road lanes will likely need to be removed for segregation to be made possible.

6.4.18. Linking Great Crosby and Thornton revealed Moor Lane to be the most direct but also busy with motor vehicles and limited with road space to achieve segregated cycle lanes in line with LTN 1/20. As a result, a parallel quiet street approach was cycled south of Moor Lane. This revealed multiple options for connecting Great Crosby (A565) to Edge Lane (which can join to the northern section of Moor Lane/ Thornton via a possible segregated cycle lane). It was apparent that the A565 northeast of Thornton had the potential to provide a fast and relatively direct route for connecting other areas in the Sefton borough. This has fewer constraints compared to other routes, and could be achieved through improving current infrastructure and junction improvements.

6.4.19. Connections to Crosby Beach and Leisure Centre appeared to be feasible with segregated cycle lanes taking into consideration some pinch points where road widths are limited as well as improvements to junctions.

6.4.20. Off highway routes cycled form part of the cycling network serving both local and borough wide routes. These are the coastal/leisure route (NCN 810) connecting to Hightown (and onwards) in the north and small sections connecting Little Crosby to the A565 (east) and Crosby Beach (west). Use of Rimrose Valley Country Park, with improvements to existing infrastructure and new paths, was deemed appropriate to connect Crosby and Bootle together via an off-highway route.

Figure 6-9 - Crosby and Thornton Cycle Network Options Following the Cycling Audits



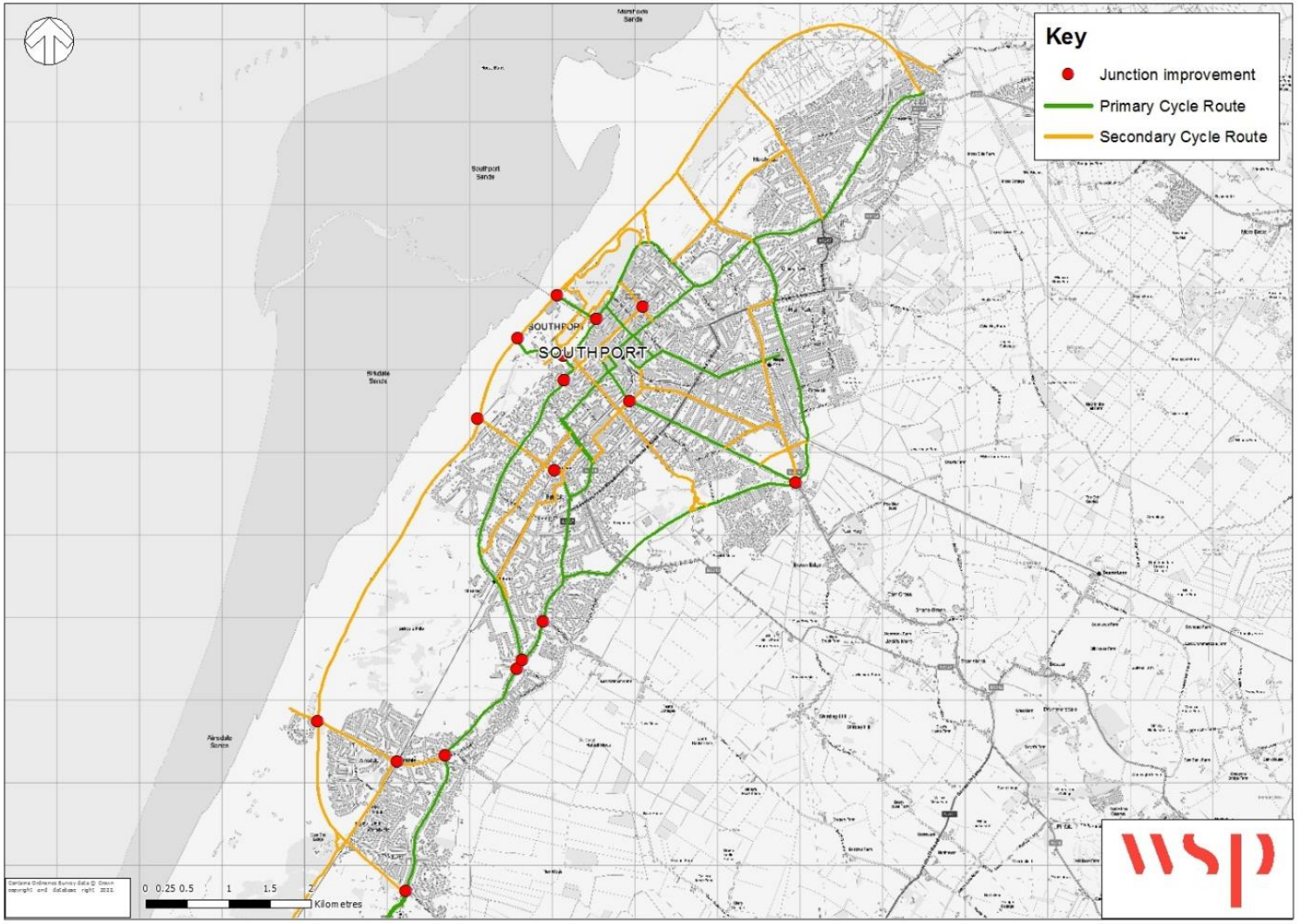
SOUTHPORT AND AINSDALE

6.4.21. The cycling audit in Southport and Ainsdale revealed that generally there was sufficient width for segregated cycle lanes to be implemented in most places, with some pinch points where alternative quiet routes would be required or would require land acquisition.

6.4.22. It was apparent that Southport currently has some cycling provision around the town centre and the coast road, with some being substandard and requiring improvement. Connecting Southport (town centre) to the wider Sefton areas seemed achievable via multiple routes, these being the coast road which already has cycling provision, the A565 which is the most direct but has some areas where road space is limited and a route may need to utilise parallel quiet streets and the last option was through Birkdale via Liverpool Road.

6.4.23. Other areas audited were connections to Southport and Formby District General Hospital and shopping area, it was apparent that Scarisbrick Road was the most direct route and may have sufficient width to accommodate cycle lanes, with some junction improvements required along the route. It was clear from the cycling audit that Southport Town Centre could be connected by cycle lanes in many locations connecting main attraction locations.

Figure 6-10 - Southport and Ainsdale Cycle Network Options Following the Cycling Audits



NETWORK VALIDATION

6.4.24. To validate the network, the study team used the information obtained from the route audits, alongside the feedback obtained from the pre-consultation stakeholder engagement workshops and site visits.

6.4.25. Sefton walking and cycling site visits were held on Tuesday 16th August, Wednesday 17th August, Thursday 1st September and Tuesday 11th October 2022. The site visits were held to validate and complement the desktop analysis study with familiarisation and further insight into the following:

- The existing walking and cycling infrastructure;
- Key trip origin and destination points such as transport hubs, employment and shopping;
- Key cycling and walking desire lines; and
- Cycling and walking barriers and opportunities.

6.5 HIGH LEVEL INFRASTRUCTURE DESIGN

6.5.1. LTN 1/20 provides local authorities with guidance and good practice for the design of cycle infrastructure based on five core design principles and 22 summary principles which should be considered when designing new cycling schemes/infrastructure.

6.5.2. The five core design principles are that cycle routes and networks must be:

- Coherent;
- Direct;
- Safe;
- Comfortable; and
- Attractive.

6.5.3. The principles are based on international and UK best practice and address the factors that determine whether people choose to cycle for a range of trip purposes.

6.5.4. LTN 1/20 sets out an overarching preference for segregation for cyclists from other users, recognising that bicycles have very different requirements from both motor vehicles and pedestrians. The determination of how this segregation is achieved considers factors such as traffic volume and speed, as well as the character of the street.

6.5.5. The improvements included within the LCWIP include the following treatments:

ON-HIGHWAY CYCLE TRACK

6.5.6. An on-highway cycle track can either take the form of a fully kerbed segregated track, or a stepped cycleway as described below. Alternatively, a more cost effective solution may be to install light segregation infrastructure alongside a mandatory cycle lane.

6.5.7. In Section 6.6 of the LCWIP, where the recommendation is for the inclusion of on-highway cycle tracks, the decision between fully segregated track, stepped cycle track and light segregation, should be made as part of the early design process depending on physical and budgetary constraints along the route.

FULLY KERBED SEGREGATED CYCLE TRACK

6.5.8. A fully kerbed segregated cycle track is protected from motor traffic by a full-height kerb, preferably with some buffer space between the cycle track and carriageway. A fully segregated track will offer the greatest level of service for cyclists, although they are also the most expensive option and can require significant changes to the highway to incorporate.

6.5.9. Fully kerbed cycle tracks alongside the carriageway can be either one-way or two-way. Two-way tracks are usually provided on one side of the carriageway whilst one-way tracks are usually provided on both sides with cyclists travelling in the same direction as vehicles.

6.5.10. There are advantages and disadvantages to both options and a decision on the type of cycle track to implement should be made on a case by case basis. Whilst two-way tracks require less space and work well where kerbside activity is prevalent on one side of the carriageway, two-way options can be unintuitive and generate risks at side roads and accesses where motorists and pedestrians don't look both ways and there can be challenges managing connectivity to and from the track.

Figure 6-11 - Segregated Cycle Track (Left, One-way; Right, Two-way)

Stepped Cycle Track

6.5.11. Stepped cycle tracks run at an intermediate height between the carriageway and the footway. Although more space efficient than a fully segregated cycleway, a stepped cycle track does not offer the same level of safety and are therefore unsuitable for high-speed roads.

6.5.12. Stepped cycle tracks are normally one-way in the same direction as vehicle flow; however, contraflow and two-way stepped cycle tracks may be appropriate in some circumstances.

Figure 6-12 - Stepped Cycle Track

Light Segregation

6.5.13. Light segregation describes the use of physical infrastructure that can be placed within mandatory cycle lanes to provide additional protection from motor traffic. They are quick to install and cost effective, meaning that they can be used to trial a new cycle track to prove the case for a more permanent cycle track to be installed. Cyclists can enter and leave the track easily, but vehicles are prevented from entering. However, light segregation provides only limited protection from motor traffic, with other solutions providing a greater feeling of safety.

Figure 6-13 - Light Segregation Infrastructure in Southport

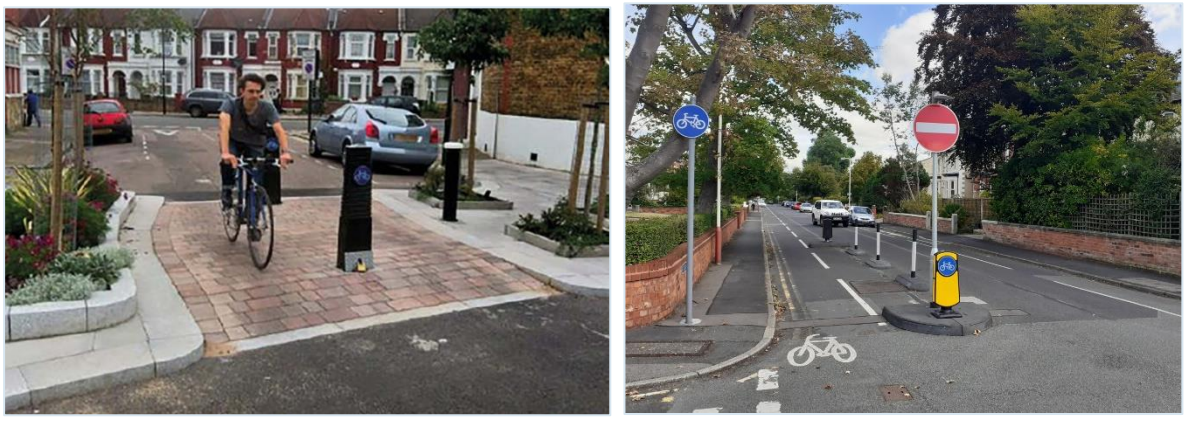
QUIET STREET

6.5.14. On existing streets where the principal function is access to local properties, there is less need to separate cyclists from motor vehicles, if lower traffic speeds and flows can be achieved. Removing through traffic and implementing traffic calming measures can serve to make conditions favourable for allowing cycling in mixed traffic. This can be achieved by the following measures.

Modal filter / Low Traffic Neighbourhood

6.5.15. Removing through traffic can enable quiet streets by lowering traffic volumes. Encouraging traffic to use alternative routes can provide benefits for pedestrians and residents as well as enabling cycling. A modal filter, typically consisting of kerb modifications, bollards, planters, or other barrier can be implemented at strategic locations to allow pedestrians, cyclists, and occasionally public transport to pass, but not other motor traffic. A modal filter can be formed with permanent infrastructure modifications or can be trialled with temporary infrastructure as shown in **Figure 6-14**.

Figure 6-14 - Temporary (Left) and Permanent (Right) Modal Filter



6.5.16. Area wide treatments, such as Low traffic neighbourhoods (LTNs), often deploy modal filters at strategic locations through an area to reduce the volume of motor traffic on a wider scale.

Traffic Calming

6.5.17. Cycling in mixed traffic only feels comfortable and safe where vehicle speeds are 20mph or lower. 20mph speed limits should be implemented on any quiet street routes, however, other traffic calming measures will often be required to ensure motor vehicles comply with the speed limit.

6.5.18. Traffic calming may consist of physical traffic calming measures, including horizontal and vertical deflection. Existing carriageways are often too wide to support safe cycling. Narrowing the carriageway can be an effective way of calming traffic and incorporating physical build outs along routes can further serve to control vehicle speeds.

6.5.19. Vertical deflection can be achieved by incorporating speed humps or cushions along streets. Locations of speed tables can be co-ordinated with crossing locations and junctions to focus interventions at higher conflict areas.

6.5.20. Varying surface treatments, building out kerb radii and highlighting pedestrian priority by providing continuous footways at priority junctions are all effective ways of reinforcing speed reduction.

NEW OFF-ROAD CYCLEWAY (GREENWAYS, RURAL ROUTES)

Shared Use Path

6.5.21. A footway converted to legally permit cycling. Can also refer to other places where cyclists and pedestrians are unsegregated, such as a bridleway or Vehicle Restricted Area. Shared use paths are generally unsuitable except where pedestrian flows are very low, as they can result in actual and perceived safety issues for both users. They are therefore most suitable for greenways, PROWs which permit cycling, or rural connections with few people on foot.

Figure 6-15 - Greenway (Segregated Cycle / Pedestrian Facilities)

NEW ROAD CROSSINGS

Continuous Footway/Cycleway Crossing

6.5.22. A method of giving people walking and cycling priority over motor vehicle movements at side junctions. The footway and / or cycleway material continues across the junction, giving a strong visual priority. There are a number of different ways to achieve this depending on the characteristics of the location.

Parallel / Tiger Crossing

6.5.23. A parallel crossing is similar to a traditional zebra crossing, but with a cycle crossing provided alongside. Drivers must give way to cyclists and pedestrians using the crossing. As with traditional zebra crossings, parallel crossings can be divided into two parts with a central refuge to improve the ease of use.

Figure 6-16 - Parallel 'Tiger' Crossing

Signal-Controlled Parallel / Toucan Crossing

6.5.24. Signal controlled cycle facilities hold the flow of general traffic to allow cyclists to cross the carriageway. These are usually appropriate where vehicle flows, and speeds are higher. Toucan crossings should be avoided and only used where it is necessary to provide a shared facility. Instead, dedicated cycle crossings should be used, and a pedestrian crossing used alongside if necessary.

NEW JUNCTIONS

6.5.25. Providing separation between conflicting streams of traffic (including pedestrians and cyclists) is essential to improve road safety, as junctions are where most collisions occur. Junctions are often the most hazardous and intimidating parts of a journey for cyclists. A junction that does not provide safe facilities may be the reason people will not use the remainder of the route.

Signal Controlled Junction

6.5.26. There are several interventions that can be incorporated at signal controlled junctions that will improve conditions for cyclists and pedestrians. In descending order of protection afforded to cyclists, they are:

- Cycle bypasses - Where space and junction form allow, it may be possible to incorporate a cycle track that bypasses the red signal completely and provide an uninterrupted route.
- Dedicated cycle phase - Generally provided where cycle traffic can perform a manoeuvre not permitted to cycle traffic or where cyclists should be separated from other traffic for safety reasons.
- Cycle and pedestrian only stage - Ideally provided where pedestrians and cyclists are separated but can be utilised in a full toucan arrangement. A good example of a segregated arrangement is the CYCLOPS junction (Cycle Optimised Protected Signals) as shown in **Figure 6-17**. CYCLOPS junctions are equipped with cycle tracks on each arm of the junction, with signalised pedestrian crossings provided inside the cycle track. Cyclists can make all movements around a junction in a single stage, usually in a clockwise direction.
- Hold the left - An arrangement where the near side cycle track is given a dedicated green signal while conflicting traffic (often turning left or right) is held on a red signal.
- Two stage right turns - This arrangement enables cyclists to turn right in two separate movements without having to move out into the centre of the carriageway and conflict with motor vehicles. This arrangement can be used in conjunction with a hold the left arrangement to provide additional protection for cyclists.
- Cycle gate - This option provides a reservoir area that is separately controlled to keep cyclists and motor vehicles separated at the junction. They can provide time and space for a cyclist to move away from a junction in advance of a motorised vehicle.
- Advanced stop lines - The lowest form of protection for cyclists at junctions and should only be implemented as a last resort and where traffic flows are low and there are no more than two entry lanes to the junction.

Figure 6-17 - Cyclops Signalised Junction

Roundabouts

6.5.27. Roundabouts designed to UK standard geometry can be hazardous for cyclists. They account for 20% of all reported cycling incidents where cyclists are killed or seriously injured. There are two ways to more safely accommodate cyclists at junctions, outlined below:

- Roundabouts with protected space for cyclists - provide cycle tracks for cyclists away from the carriageway with cycle priority (parallel 'tiger' crossings) or signal-controlled crossings of the entries and exits, as shown in **Figure 6-18**.
- Roundabouts for cycling in mixed traffic conditions - generally applicable within a quiet street area with a compact or mini-roundabout, where traffic volumes and speeds are low and lane widths are narrow.

Figure 6-18 - 'Dutch' Roundabout (Cambridge)

PROVISION OF SECURE CYCLE PARKING FACILITIES

Cycle Stands and Hubs

6.5.28. Cycle parking should be carefully considered with reference to the type of expected user, the duration of their stay, and the need for enhanced security. While cycling stands can be sufficient for short stay parking needs, such as local shops or in the town centre, it will seldom meet the needs of longer stay commuters. They will require facilities that are at least covered and well overlooked, if not fully secure lockable facilities. High quality cycle hubs should be considered at strategic locations, such as schools or transport interchanges.

Figure 6-19 - Secure cycle hub (Manchester)

6.6 CYCLING PROPOSALS

6.6.1. This section outlines the cycling recommendations for the LCWIP in terms of the most appropriate form of infrastructure. These recommendations are provided in more detail for the prioritised routes discussed later in the report. The proposals will be subject to further refinement when developed into designs when funding is identified and available.

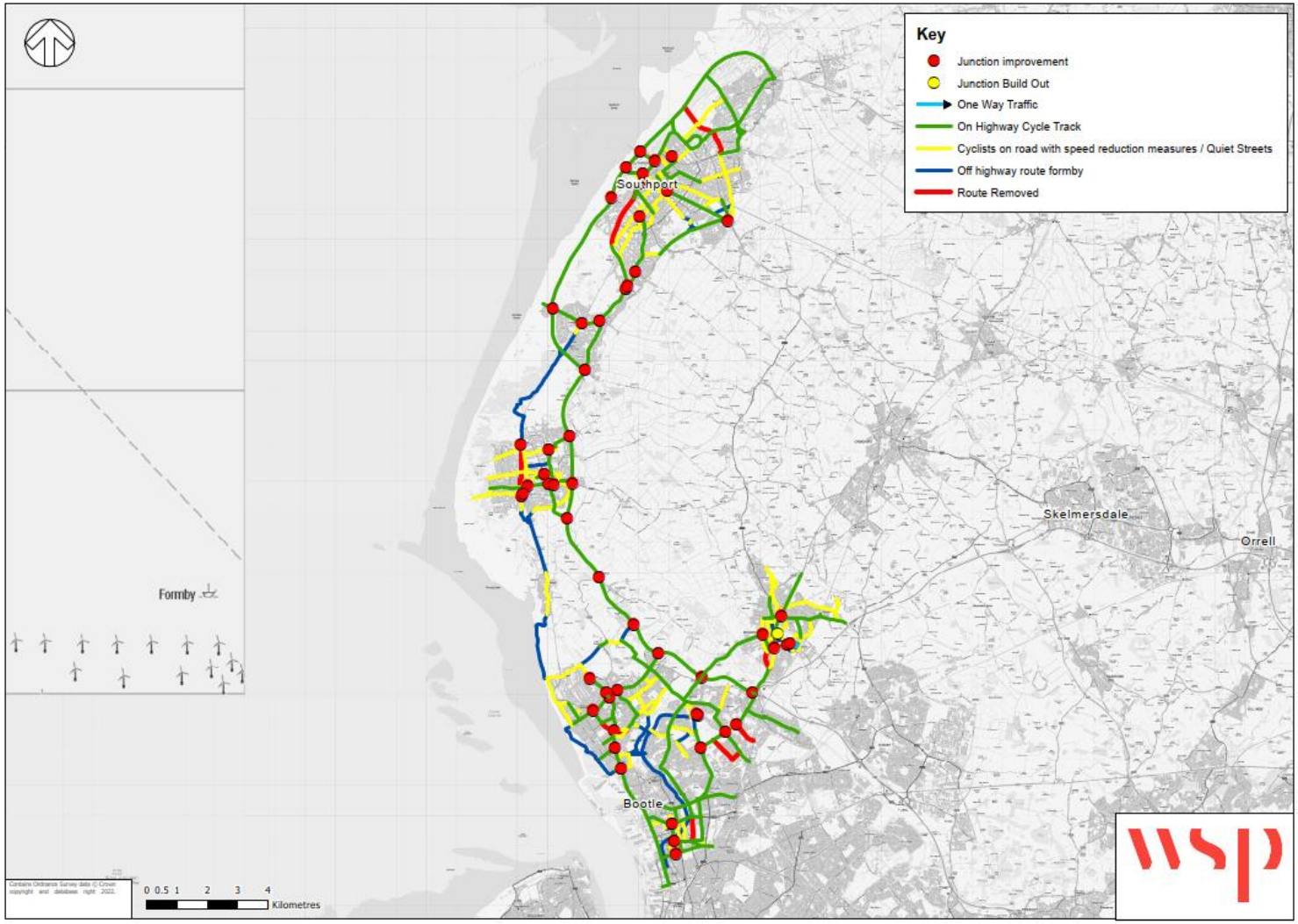
6.6.2. Following the cycle audit, a review of the network was undertaken and some of the routes have been removed at this stage (as shown in **Figure 6-20**). This is due to width constraints meaning any proposed infrastructure would not be LTN 1/20 compliant, potential land acquisition required for a route through private land and the fact that parallel routes where also available.

6.6.3. Additionally, cross boundary/area routes have been identified which would connect the Sefton Borough areas. These are:

- Coastal/leisure route between Southport and Crosby;
- A565/A5758 Southport (Woodvale) to Switch Island;
- A59/A5036 between Maghull and Bootle;
- B5422 Brickwall Lane/Bridges Lane between Maghull and Thornton; and
- A565 Great Crosby to Bootle (Regent Road).

6.6.4. It is proposed that these routes consist of segregated kerbed cycle tracks on the highway, separating cyclists from vehicles and pedestrians. In some instances, this will require some land acquisition, in particular along the A565 between Ince Blundell and Thornton and along the B5422 between Maghull and Thornton. In other instances, reallocation of road space will be required, particularly along the A565 between Great Crosby and Bootle.

Figure 6-20 - Cycling Proposals for All of Sefton



BOOTLE, LITHERLAND AND NETHERTON

Bootle Town Centre

6.6.5. As shown in the **Figure 6-21** below, a network of cycle routes is proposed around the town centre, catering for the predominant desire lines in the area. This is to consist of a combination of on-highway cycle tracks and quiet streets suitable for cycling in mixed traffic.

6.6.6. Stanley Road, through the town centre, is already restricted to buses, taxis and loading only between the hours of 7am and 7pm. It is recommended that further traffic calming measures are implemented to limit vehicle speeds along this route to ensure that conditions are fit for cycling on the carriageway in mixed traffic. Such a scheme could incorporate public realm enhancements to improve the streetscape in the town centre. This quiet street approach should be extended along Vermont Way to create a link with the Bootle New Strand Railway Station.

6.6.7. Based on the findings of the cycle audit undertaken in the town centre, cycle parking is recommended in the town centre including a sheltered cycle hub on Stanley Road near the entrance of Bootle Strand Shopping Centre as well as parking for delivery services, to be located outside of McDonald's on Stanley Road.

6.6.8. A ring route of segregated cycle tracks is proposed around the town centre, made up of routes along Washington Parade, Merton Road (A5057), Southport Road (A5038), Aintree Road and Marsh Lane (A5098). A total of 9 junctions are located on this perimeter route, comprising a mixture of signalised junctions and roundabouts. It is recommended that the junctions are modified to include segregated controlled crossing points for pedestrians and cyclists. A route along Hawthorne Road was removed due to the constrained widths precluding the implementation of a compliant cycle route, whilst Washington Road is constrained along the bridge crossing the canal. Consideration should be given to how compliant off carriageway infrastructure is achieved along this section; a short section of shared surface may be required.

6.6.9. The proposed network connects the town centre to Bootle Oriel Road Railway Station, Hugh Baird College and Bootle South Recreation Ground to the south via routes along Stanley Road, Pembroke Road and Balliol Road (A5058). To the north, two segregated cycle routes are proposed connecting to Church Road/Dunnings Bridge Road (A5036). The first, along Hawthorne Road (A5090), serves the predominant desire line between Litherland and Bootle Town Centre. The second, along the A5038, connects the town centre to the wider network towards Netherton, Thornton and Maghull.

Canal Route

6.6.10. It is recommended that the canal tow path is upgraded with improved surface treatment, removal of overgrown vegetation and additional lighting.

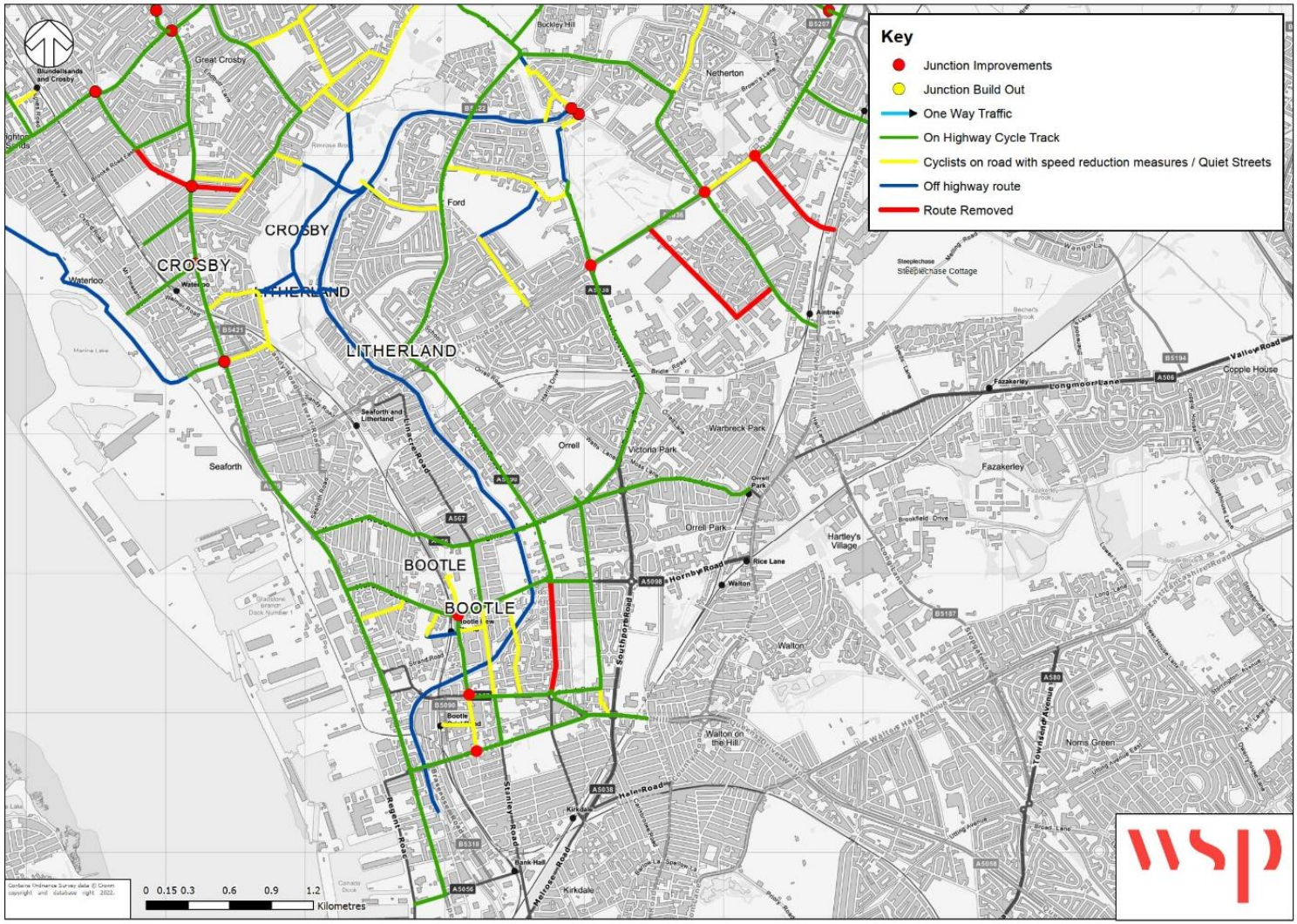
Litherland

6.6.11. A segregated cycle track is proposed along Sefton Road and Gorsey Lane, improving the existing cycle provision along part of this route. This link connects the route along Hawthorne Road with the wider network towards Thornton and Maghull. Kirkstone Road West and Sterrix Lane are included within the network, and modifications to these routes to enable on carriageway cycling in mixed traffic are proposed to provide links through to the primary schools, secondary schools and college in this area. These two roads also connect the wider network between Rimrose Valley and Dunnings Bridge Road (via Boundary Road).

Netherton

6.6.12. Segregated cycle infrastructure should be installed along Fleetwood's Lane and Park Lane West to serve the local centre in Netherton. This also provides a link through to the Dunnings Bridge Road network, accommodating the desire line between Netherton and Bootle. Further upgrades have been picked up concurrently by the proposed A59 Kenyons Lane travel scheme as described in **Annex 1 - Baseline Evidence and Future Situation.** A further link to the north of the local centre is proposed along St Oswalds Lane connecting to NCN 62.

Figure 6-21 - Cycling Proposals for Bootle, Litherland and Netherton



MAGHULL AND LYDIATE

6.6.13. The proposed network in Maghull and Lydiate is aimed at providing links into Maghull town centre, which was shown to be the predominant movement from the desire line analysis, in addition to strengthening links to schools in the area. In general, highway width is constrained, meaning full segregation is difficult to achieve in most areas. Cycling in mixed traffic along quiet streets is proposed across much of the town, which can be achieved through the implementation of modal filters and supplemented with appropriate traffic calming measures.

Westway/Eastway Route

6.6.14. A segregated cycle track is proposed along Westway/Eastway in order to provide an east-west connection to Maghull Town Centre. This route also connects the recently installed cycle infrastructure near Junction 1 of the M58 (connecting to Kirkby), the Maghull Health Park NHS Centre and Maghull North Railway Station with the town centre. Junction improvements are recommended at the junction with the A59 to provide segregated crossings for cyclists and pedestrians. Improvements at this junction should be coupled with improvements along the north/south A59 route to cater for all movements at the junction. The existing subway beneath the A59 does not have sufficient width to separate cyclists and pedestrians. The route itself has constrained width along a section of Deyes Lane. Consideration to providing compliant infrastructure in this area will be required.

Canal Route

6.6.15. It is recommended that the canal tow path is upgraded with improved surface treatment, removal of overgrown vegetation and additional lighting.

Maghull Railway Station to A59

6.6.16. This route, along Station Road, Tailor's Lane and Hall Lane, provides a link between Maghull Railway Station and the A59, whilst also serving journeys to Maricourt High school and other primary schools and nurseries in the area. Segregated cycle tracks are recommended along the route as it is unlikely that a quiet streets approach is appropriate. To achieve this, a clockwise one-way system is proposed around Hall Lane, Tailor's Lane and Station Road. There are a number of constraints along Hall Lane that will need to be overcome in order to achieve compliant infrastructure. Firstly, the carriageway is constrained west of the Station Road junction. Secondly. Hall Lane swing bridge is a pinchpoint width which is only capable of accommodating single lane traffic. Modifications to the bridge to facilitate cyclist priority should be considered. Finally, land acquisition is likely to be required to the south of Hall Lane between the A59 and the swing bridge to accommodate a cycle track.

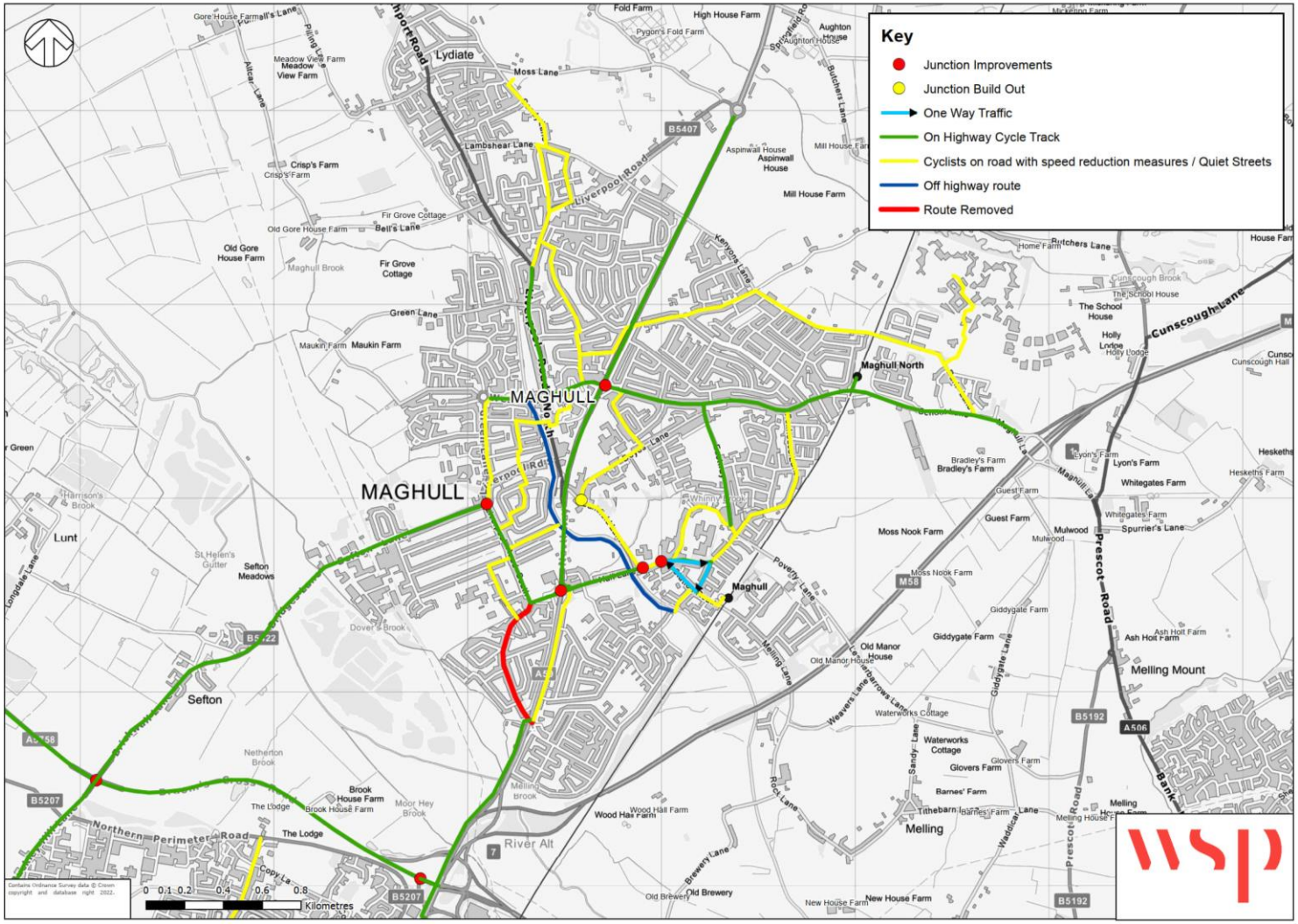
Liverpool Road North and South

6.6.17. A route along Liverpool Road North and South is proposed to serve the north/south desire line into Maghull Town Centre on the west side of the A59. It is recommended that this comprises primarily of on-highway cycle tracks, with measures incorporated at junctions along the route to provide controlled crossing facilities that are segregated from pedestrians. Along Green Lane, there is an opportunity to utilise the parallel quiet street between Westway and Liverpool Road South.

Quiet Streets

6.6.18. A network of quiet streets is proposed within the town. To the north, a quiet street route is proposed between Maghull Town Centre and Sandy Lane Park which includes links to the schools in Lydiate. To the south, a network is proposed in the area south of Deyes Lane to provide routes to the schools and nurseries in the area. Traffic flows along these routes should be restricted by implementing modal filters in appropriate locations to remove through traffic. In addition, on routes where vehicle speeds are an issue, speed reduction traffic calming measures should be implemented.

Figure 6-22 - Cycling Proposals for Maghull and Lydiate



CROSBY, FORMBY AND THORNTON

6.6.19. By establishing the primary desire lines for Formby, it can be seen that the LCWIP network for the town should establish routes into the town centre from all parts of Formby. The proposed networks seek to address this as well as providing links out of Formby towards the A565 long distance route for journeys to Southport Thornton and Crosby.

Formby Town Centre

6.6.20. A route is proposed directly through the town centre along Brows Lane and Chapel Lane by adopting a quiet streets approach. There are currently parking spaces along the street and traffic flows are likely to be too high to encourage on carriageway cycling in mixed traffic. This could be achieved by restricting vehicle movements along part of Chapel Street and incorporating traffic calming measures along Brows Lane. Alternatively, there is sufficient space to achieve on-highway cycle tracks along Chapel Street, however, this would detract from the pedestrian space and including a cycle track could encourage higher cycle speeds which would cause more conflicts between cyclists and pedestrians.

Duke Street and Kirklake Road

6.6.21. A route along Duke Street and Kirklake Road is proposed to connect Formby Railway Station, the west of the town and Formby Beach with the town centre. Whilst it is recommended to provide on carriageway cycle tracks, there are pinch points along the route which may require the inclusion of localised shared use infrastructure, particularly adjacent to the rail station where the road is on an existing structure over the rail line. Cycle crossing facilities should be incorporated into the junction arrangement at Duke Street/Freshfield Road/ Kings Road roundabout to add priority to pedestrians and cyclists at the junction. The junction configuration at the eastern end of Duke Street should also be considered in conjunction with proposals for other routes that meet this junction.

Links to A565 Formby Bypass

6.6.22. The LCWIP proposed three routes between the town centre and the Formby Bypass. The first of these routes uses the B5424 Liverpool Road and joins the bypass at the roundabout to the south of the town. Segregated on-highway cycle tracks are proposed along the route and the available cross section appears to be of sufficient width to enable this intervention. However, there appear to be localised pinchpoints that will need to be overcome as part of the design process. In addition, it is likely that the 500m that runs west to east and joins the A565 will require some land acquisition on the southern side of the carriageway to facilitate an upgrade to the cycling and walking provision.

6.6.23. Secondly, a route along Altcar Road is proposed between the town centre and the A565. This is the most direct route to the bypass but is also the most constrained route. It is not possible to facilitate any formal cycle infrastructure adjacent to the Church Road junction, due to the restricted space available, and therefore an alternative route along Whalley Drive should be considered. Between Alt Road and the bypass, there is green space to the south of the carriageway that can be utilised whilst some land acquisition from the substation at the bypass junction will also be required. Whilst this route is not the most direct and in complex to achieve, it does provide access to Formby Business Park which is subject to future development as outlined in the local plan and will become a significant employment area.

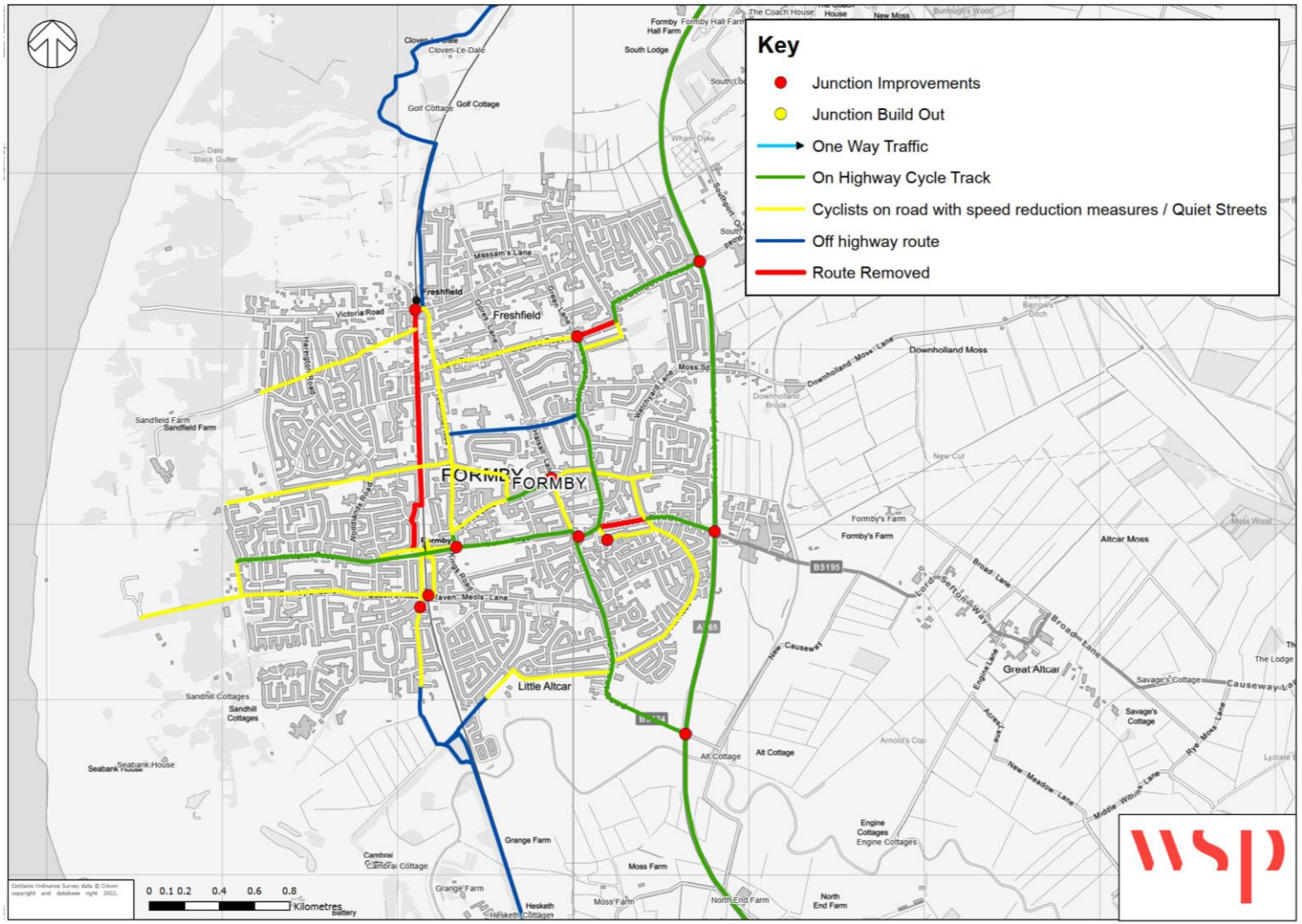
6.6.24. Finally, a route is proposed along Church Road, New Road and Southport Road, to join the bypass at the roundabout to the north of Formby. On-highway cycle tracks are recommended with carriageway space available to facilitate this. Ryeground Lane is not wide enough to facilitate a cycle track and therefore the parallel New Road is proposed to connect Church Road and Southport Road by adopting quiet street principles.

North/South Quiet Streets

6.6.25. A route connecting Freshfield Railway Station with Formby Town Centre is proposed along Freshfield Road. This route also passes Formby High School. It is recommended to adopt a quiet streets approach along this route by installing modal filters at appropriate locations.

6.6.26. A parallel route was considered on the west side of the rail line; however College Avenue is the most direct route and does not form part of the public highway and a coherent alternative that meets the principles of LTN 1/20 is not achievable in this area.

Figure 6-23 - Cycling Proposals for Formby



6.6.27. The desire line analysis in Crosby and Thornton showed a trend of journeys towards the two main local centres of Great Crosby and Waterloo. The recommendations of this LCWIP for this area focus on providing links into these two areas from around the borough, whilst the cross boundary route along the A565 is outlined above and runs through the centre of this area between Great Crosby and Waterloo.

Great Crosby to Crosby Beach/Leisure Centre via Coronation Road/Mersey Road/Mariner Road.

6.6.28. Connecting Great Crosby to Crosby beach is recommended in the LCWIP. This route also provides a connection to Blundellsands, Crosby rail station and nearby schools. It is recommended that on-highway cycle tracks are implemented as there is sufficient road space available. It should be noted that there is an isolated pinch point on Coronation Road where localised shared-use footway may need to be utilised to ensure a continuous route is achieved. Junction improvements will need to occur, mostly at the major roundabouts. A design review of the roundabout between Coronation Road, Mersey Road and College Road is required to ensure that appropriate pedestrian and cycling provision is included.

Thornton (A565) to Great Crosby via Moor Lane (including Manor Road).

6.6.29. A key route in this area is along Moor Lane, connecting Thornton and Great Crosby. This route would link both of the A565 cross boundary routes, serving both local and longer distance routes. Moor Lane is heavily trafficked by motor vehicles, meaning that a segregated route is important. Whilst the highway is of sufficient width in places, there are localised constrained sections along the route which will require a review as part of a design process.

6.6.30. The highway widens through Great Crosby Town Centre to facilitate additional lanes of traffic and a series of junctions. Segregated cycle infrastructure could be accommodated through this area, with the design of the junctions to be considered to enable coherent cycle routes through each junction whilst maintaining segregation between cyclists and pedestrians where possible.

6.6.31. Manor Road is a wide single carriageway road that could accommodate on-highway cycle tracks; however, carriageway parking is prevalent along both sides of the street.

The Northern Road and Quiet Streets Network

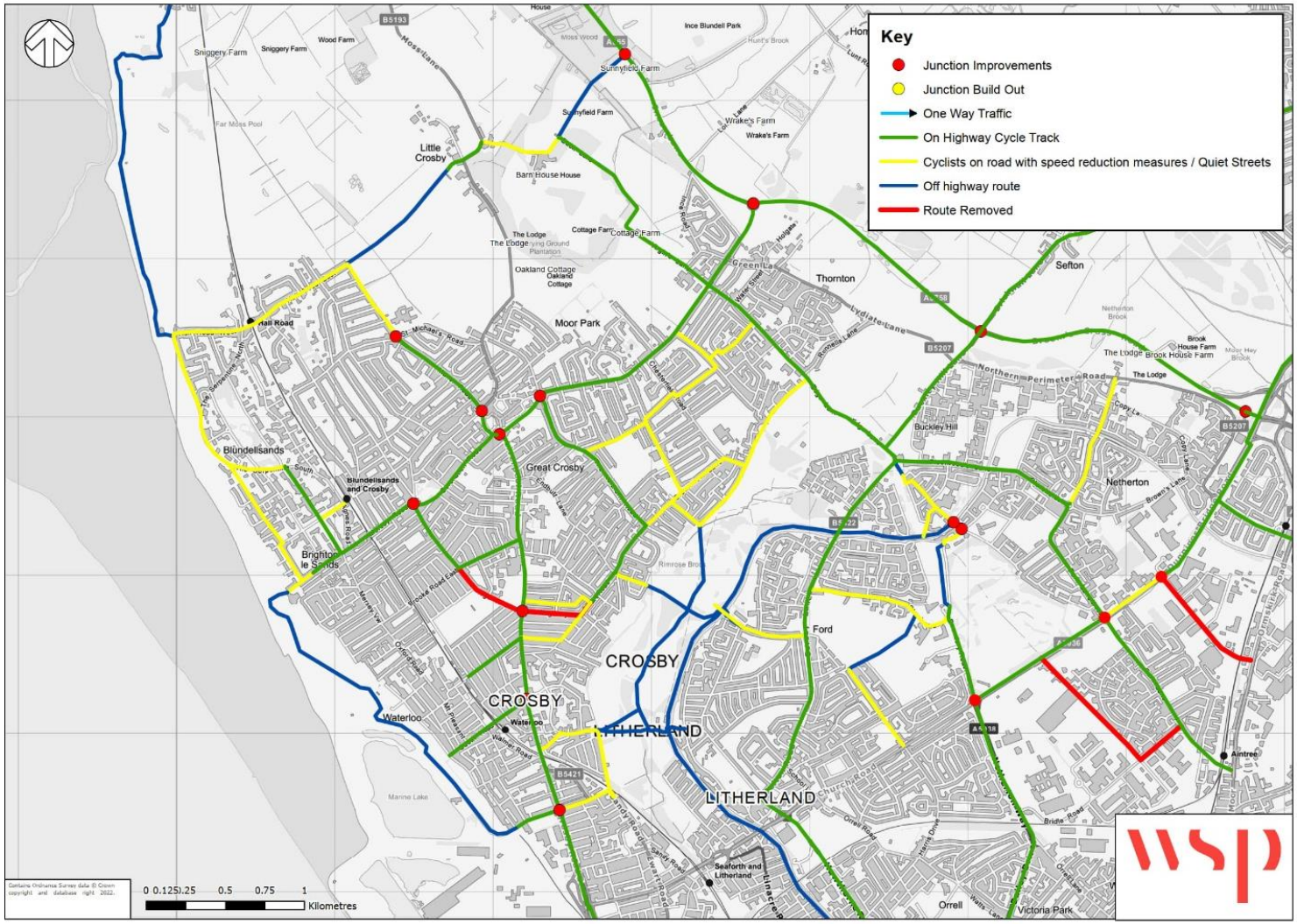
6.6.32. As a result of the potential constraints on Moor Lane, alternative parallel quiet routes have been investigated which would serve to provide a route between Thornton and Crosby without the need for intervention along Moor Lane. Modal filters have already been installed in this area and it is proposed to undertake a review of the networks adopting a low traffic neighbourhood approach to create routes appropriate for quiet mixed cycling.

6.6.33. These quiet streets would serve primary schools in the area as well as aiding the connection through to Rimrose Valley Country Park. On-highway cycle tracks are proposed

Rimrose Valley Country Park

6.6.34. The Rimrose Valley serves to connect Thornton and Crosby with Litherland via a series of off highway routes. It is proposed to strengthen these routes by formalising routes that are currently informal and widening routes where necessary to enable pedestrians and cyclists to use them.

Figure 6-24 - Cycling Proposals for Crosby and Thornton



SOUTHPORT AND AINSDALE

6.6.35. The proposed network in Southport and Ainsdale is targeted towards serving the key desire lines in the area, which generally run north and south, to and from the town centre. There is also a trend from the town centre towards Meols Cop and Southport and Formby District General Hospital. In addition to the key desire lines, the network seeks to provide links to schools and local centres in the area, as well as provision through tourist hot spots. In general, highways within Southport are wide and cycle tracks can be constructed through the reallocation of carriageway space. It is possible in some areas to install light segregation infrastructure as an alternative.

6.6.36. The Southport Eastern Access is a planned scheme that seeks to update cycling and walking infrastructure within Southport. The three phases of this plan are intended to target infrastructure around the B5276 and the A570 as shown in Figure 3-3 and further described in **Annex 1 - Baseline Evidence and Future Situation.**

Ainsdale and Southport South

6.6.37. It is recommended that a continuous route is provided between the A565 Woodvale junction and Talbot Street, tying into the emergency active travel route through Southport Town Centre. Segregated cycle tracks should be constructed along the full 5.5km length of Liverpool Road into Birkdale Village and along Upper Aughton Road and Aughton Road. A quiet streets approach can be applied to Alma Road and St Peter's Road to complete the route. There are a number of junctions along this route which require improvements to incorporate adequate cycle provision, through the inclusion of controlled cycle crossings that are segregated from pedestrians. This route will provide a link between the proposed A565 Formby Bypass long distance route with Southport Town Centre and Ainsdale and Birkdale Village Centres.

6.6.38. An alternative route into Southport Town Centre along Waterloo Road was considered but ruled out due to width constraints. It is not possible to achieve a segregated cycle track along this section and it would not be suitable for a quiet street approach. In lieu of this route, it is recommended that a low traffic neighbourhood approach should be incorporated in the area between Liverpool Road and Waterloo Road to create quiet street routes along Trafalgar Road and Dover Road.

6.6.39. It is recommended to incorporate a link to Ainsdale local centre and Ainsdale Railway Station along Station Road and Shore Road. A segregated cycle track can be provided along the route which will also close the network by connecting the Coastal Road, Coastal leisure route and Liverpool Road. Alternatively, it could be explored whether closing a section of Station Road to traffic is a viable option, providing a quiet street approach along this route.

6.6.40. A constraint to be considered to the south of Southport is the rail line. A number of level crossings create crossing points and the proposed network crosses a number of them. A solution to accommodate cyclists across these level crossings should be considered in collaboration with Network Rail.

Southport North

6.6.41. To the north of the town centre, a route along the A565 between Queens Road and Marine Drive (Plough Roundabout) is proposed, providing a link through from the borough boundary to the emergency active travel route in the town centre. Coupled with the Southport South route, this would provide a continuous route from north to south through Southport along the predominant desire lines in the town. On-highway cycle tracks should be constructed along the full route.

6.6.42. Links from this route along Marshside Road to Stanley High School and along the A5267 into Churchtown local centre are also recommended to complete the network to the north of the town.

Coastal Route

6.6.43. It is recommended that this existing route be upgraded through surface treatment and junction upgrades to provide safer and prioritised crossing points for cyclists and pedestrians.

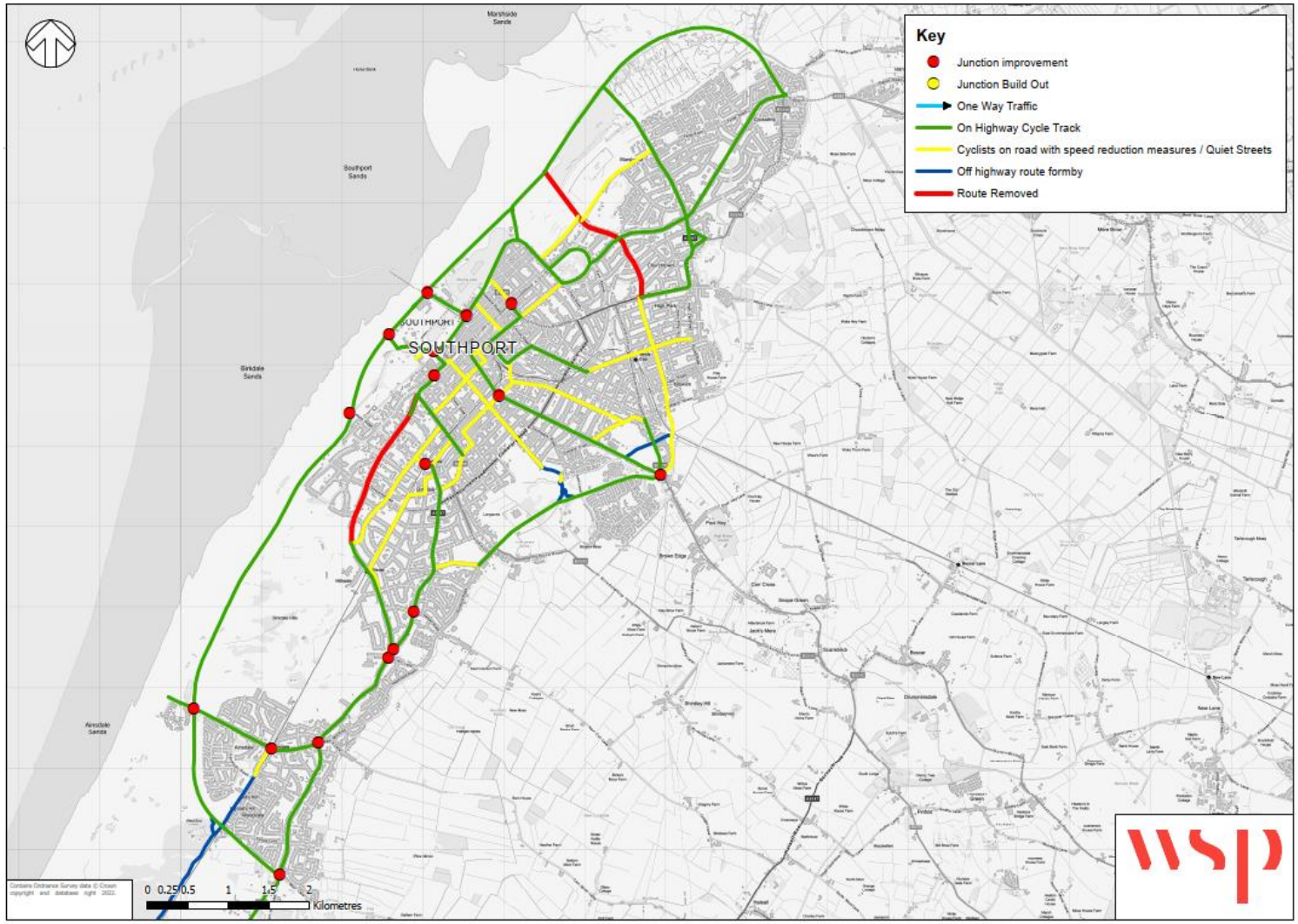
Promenade

6.6.44. The Promenade and Marine Drive already has some shared cycle space along parts of the length and footways and carriageways are wide along the full length. It is recommended to upgrade the existing infrastructure and provide fully segregated infrastructure along the Promenade to provide links to the primary tourist areas in Southport. This initiative is already underway in the form of Phase 2 of Les Transformations de Southport. This scheme 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. This is discussed in greater detail within Annex 1 - Baseline and Future Situation.

Meols Cop

6.6.45. To accommodate the desire lines from Meols Cop and the hospital, two routes along Scarisbrick New Road and Sussex Road are proposed. Scarisbrick New Road is tree lined and narrow in places and the design of an on-highway cycle track will need to be considered against the constraints on the street. Sussex Road is wide enough to incorporate on-highway cycle tracks with a localised constraint at the bridge over the rail line. A quiet streets approach should be considered along Tithebarn Road and Bispham Road to connect to Meols Cop Railway Station and the shops on Bispham Road.

Figure 6-25 - Cycling Proposals for Southport and Ainsdale



OPPORTUNITY WITH PROPOSED AND EXISTING SCHEMES

6.6.46. With ongoing and emerging cycling schemes within the Sefton area there is opportunity to tie in with the proposed schemes mentioned throughout Chapter 6.

Proposed Schemes

6.6.47. Les Transformations de Southport is looking to improve interconnectivity across the town centre of Southport. In doing so, new pedestrian and cycling routes have been proposed specifically centred on Market Quarter and the Southport Promenade. Overlap between these study boundaries may create an opportunity for collaboration, notably at the Marine Parade and within Southport Central. There may also be opportunity to overlap with A570 proposals for Phase 1 of the scheme, specifically around Market Street where cycle proposals have been raised within this LCWIP.

6.6.48. The Southport Eastern Access scheme has proposed introducing new and upgraded active travel routes along several main roads east of Southport. There is opportunity to tie in with multiple interventions within the scheme including at Bispham Road Junction, Sussex Road Junction, and Meols Cop.

6.6.49. The Netherton Maritime Corridor scheme is looking to improve junctions and introduce walking and cycling routes within the Netherton area. Through this scheme there is opportunity for overlap on Dunnings Bridge Road and Park Lane.

6.6.50. Kenyons Lane junction proposal looks to introduce a new CYCLOPS junction within the Netherton area at the intersection of the A59 and Kenyons Lane. This will introduce opportunity for collaboration with LCWIP cycle proposals within this area.

6.6.51. The Liverpool ‘A’ Lines proposed scheme is set to enhance infrastructure and promote active travel within Liverpool. While specific plans are not available at the time of writing, there is room for tie-in opportunities south of Bootle connecting in with Vauxhall Road/ Stanley Road. There are also opportunities to use the LCWIP Maghull route utilising School Lane to provide a cross-boundary connection with Knowsley Council via the M58 Junction 1 overbridge and Prescot Road. Likewise, a long-term ambition for the Stanley Road route in Bootle to connect east-west with a proposed route through the ‘gasworks’ regeneration site and to the existing Liverpool Loop Line.

6.6.52. The Liverpool City Region (LCR) Walking and Cycling Trail proposes a ringway around LCR. The proposed scheme is looking to increase walking and cycling levels by opening up the landscape. These proposals are in early stages. Although the potential routes have not yet been decided, there is likely room for overlap between these and proposals raised throughout the LCWIP.

Existing Schemes

6.6.53. Several existing active travel routes intersect with the LCWIP study area. Opportunity to tie-in proposed routes with the NCN and PRoWs are prevalent within the study area.

6.6.54. The NCN 62 runs north to south through Sefton. There is opportunity to tie-in with these existing cycle tracks within Southport along the coastal track and in Lydiate and Maghull. NCN 810 runs north-south from Crosby along the coastline and through Litherland. There is opportunity to connect in with these existing schemes when planning for cycle routes as a part of this LCWIP.

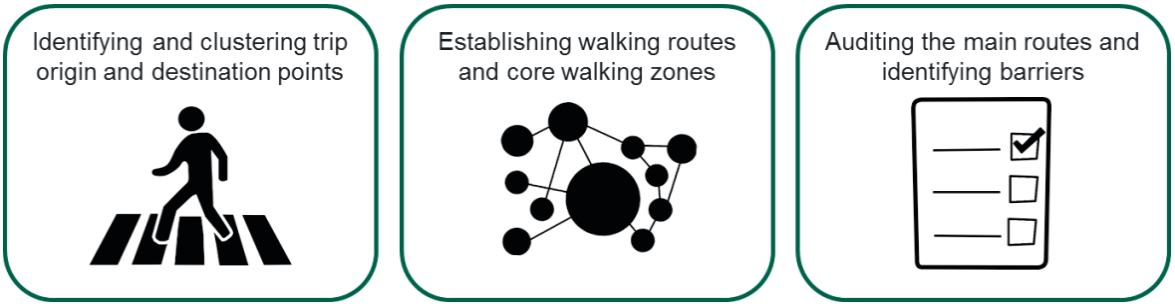
6.6.55. The Leeds Liverpool Canal Cycle route runs adjacent to the canal throughout Sefton. This route connects in at sections within Lydiate, Maghull, Litherland, and Bootle. Utilising this existing route could provide opportunities to improve connectivity throughout Sefton when integrating new cycle infrastructure.

6.6.56. The Trans Pennine Trail runs west-east from Liverpool. Although this PRoW is not within the study area of this report, is does introduce an opportunity for improving connectivity across the North of England.

7 NETWORK PLANNING FOR WALKING

7.1 INTRODUCTION

7.1.1. This section details the information used for development of the LCWIP walking network plan. This includes Core Walking and Outer Walking Zones being identified, Route Audits using the DfT's Walking Route Audit Tool (WRAT), and the definition of the High-Level Infrastructure Design for the LCWIP.



7.2 WALKING ZONES

7.2.1. The LCWIP guidance states that a Core Walking Zone (CWZ) should be a minimum of 400m in diameter and an Outer Walking Zone (OWZ) should be 2km. The key walking routes should link key origin and destination points to the CWZ, as stated in the LCWIP guidance, with the key routes being within the 2km of the CWZ referred to as the OWZ as this is deemed a reasonable walking distance for the majority of people. Therefore, both a CWZ and OWZ have been identified for each of the geographical areas and comprise of the town centres and core urban areas. Alongside the identification of the CWZ and OWZ, the origin and destination mapping exercise undertaken during the desktop analysis have been used to develop the walking network for the LCWIP.

7.3 ROUTE AUDITS - WALKING

7.3.1. Route Audits were completed focussing on the routes connecting the key origin and destination points across each area. As detailed in Section 5.3 both the walking and cycling routes have been audited separately and will have their own designated walking and cycling interventions, however, wherever possible the infrastructure improvements will be for both walking and cycling.

7.3.2. In order to carry out the route audits and assess the walking route, the Walking Route Audit Tool (WRAT) has been used. This is a spreadsheet-based tool which details a set of core design criteria for the pedestrian infrastructure, including:

- Attractiveness;
- Comfort;
- Directness;
- Safety;
- Coherence; and
- Environment.

7.3.3. Each of the core design categories is given a score on a scale of 0-4 based on the following:

- 0 (Red) - this is awarded for poor provision;
- 1 -2 (Amber) - for provision which is adequate but should be improved if possible; and
- 3-4 (Green) - Excellent or good quality provision but should be improved if possible.

7.3.4. As a result of the WRAT providing measurability of the current pedestrian infrastructure it was used to assess the existing infrastructure and provide a more strategic approach to identifies challenges and opportunities along the routes. The audit process was as follows:

- The walking network was drafted and the routes that were going to be audited were identified;
- Each of the routes were split up into sections, where there were natural breaks in the infrastructure such as a crossing point in order to assess the route in greater detail;
- Each of the routes were then assessed based on the traffic light scoring system within the WRAT based on the six core design criteria; and
- Comments and actions were then recorded for each of the routes to provide more detail of the challenges and opportunities of the infrastructure.

7.3.5. The six core design criteria include:

Table 7-1 - WRAT Six Core Design Criteria

Audit Categories	3 - 4 (Green)	1 - 2 (Amber)	0 (Red)
1. ATTRACTIVENESS	Footways well maintained, with no significant issues noted. Good natural surveillance and / or mix of active frontages. (Streets in this category have a broad mix and variety of users at different time of day and night.) Good public transport connectivity.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair. Lack of natural surveillance. Some blank frontages and/or units which are shuttered at night	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.
ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: ▪ Evidence that lighting is not present or is deficient; ▪ Temporary features affecting the attractiveness of routes (e.g. refuse sacks); and ▪ Excessive use of guardrail or bollards.		
2. COMFORT	Footway generally in excess of 2m and in good condition. No instances of vehicles parking on footways noted. Footway not shared with people on cycles. Road signs do not impede the route. A-boards are off the straight desire line. Low levels of traffic and high degree of walkability.	Footway approximately 1.5 to 2m in width and defects present. Footway parking causes some deviation from desire lines. Footway may be wider and designated as shared use for people on cycles or shared but with low levels of cycle users. Some road signs impede the route; some A-boards obstruct the footway.	Footway less than 1.5m and poor surfacing. Footway parking causes significant deviation from desire lines. Footway may be used by people on cycles (e.g., because roadway is perceived as too dangerous for cycling). Road signs and/or A-boards create hazards for people on foot or prevent safe access by restricting width or creating chicanes (e.g., for people using wheelchairs or buggies).
COMFORT - other	Examples of 'other' comfort issues include: ▪ Temporary obstructions restricting clearance width for pedestrians (e.g., driveway gates opened into footway); ▪ Barriers/gates restricting access; ▪ Bus shelters restricting clearance width; and ▪ Poorly drained footways resulting in noticeable ponding issues/slippery surfaces.		

Audit Categories	3 - 4 (Green)	1 - 2 (Amber)	0 (Red)
3. DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines and crossings are direct with single phase crossings. Pedestrians have priority at side roads. Mid-link crossings are present where necessary to serve desire lines.	Footways could be improved to better cater for pedestrian desire lines and crossings may incur delay of up to 15 seconds average or staggered crossings are present. Pedestrians mainly do not have priority at side roads.	Footways are not provided to cater for pedestrian desire lines and crossings may incur delay of more than 15 seconds average or staggered crossings result in more than 10 seconds wait in pedestrian island. Pedestrians do not have priority at side roads. Side roads have wide splays.
DIRECTNESS - other	Examples of 'other' directness issues include: ▪ Routes to/from bus stops not accommodated; ▪ Steps restricting access for all users; and ▪ Confusing layout for pedestrians creating severance issues for users.		
4. SAFETY - traffic volume	Traffic speed and volume is low, or pedestrians are able to keep distance from moderate traffic volume and speed. Visibility is good. Lighting is good.	Traffic speed and volume is moderate, and pedestrians are in close proximity. Visibility could be improved. Lighting is adequate.	High traffic volume and speed (Where the speed limit is 40mph) and pedestrians unable to keep their distance. Poor visibility. Lighting is inadequate
5. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision. Crossings are accessible to all. Frequent formal or informal stopping/resting points (e.g., benches). Clear, well-maintained wayfinding.	Dropped kerbs and tactile paving provided, but not to current standards. Some crossings may present challenges to people with large buggies or wheelchairs. Benches are irregularly spaced. Wayfinding is present but poorly maintained, outdated or inconsistent.	Dropped kerbs and tactile paving absent or incorrect. Crossings unusable for some groups. No benches or other places to sit and rest. No wayfinding.

Audit Categories	3 - 4 (Green)	1 - 2 (Amber)	0 (Red)
6. ENVIRONMENT	Air quality is good (e.g., low NOx concentrations), traffic noise levels are generally low (TfL find that 50% of people are bothered by traffic noise at 70dB or above). Trees provide shade in summer and protection from rain, other vegetation/planting/grass is well maintained.	Air quality is moderate, traffic noise is intrusive at some times of day, trees are absent or do not provide shade to people on foot, other vegetation/planting/grass is neglected.	Air quality is poor, traffic noise is intrusive (above 70dB) at many times of day. No trees or other vegetation/ planting/grass.

WALKING AUDIT RESULTS

Bootle, Litherland and Netherton

7.3.6. Bootle Town Centre and the surrounding areas including links to Bootle Oriel Road Railway Station and Hugh Baird College was the main focus of the walking audit. It was observed that while there was sufficient width available on pavements, it was restricted in places due to guard railings and bollards. The overall attractiveness of the area could be improved with resurfaced pavements to reduce the unevenness of the footway, more planters, benches and an increased number of litter bins especially in the areas with high footfall such as Stanley Road (near Bootle Strand Shopping Centre). It was apparent that the tactile paving at crossings needed to be improved at some crossings. It was observed that a number of vehicles were mounted on the kerb and parked up reducing the width of the footway for pedestrians. Some overgrown vegetation was observed outside Bootle Strand Railway Station and very little wayfinding and directional signage was in place for pedestrians. While traffic volumes where high, speed limits in and around the town centre did not exceed 30mph.

7.3.7. Dunnings Bridge Road was also audited with high traffic volumes and high speeds (40mph) being observed along the dual carriageway. There was overgrown vegetation and extremely narrow footways, which were narrowed further due to some shared footway with cyclists. The tactile paving was observed but could be upgraded due to damage.

Maghull and Lydiate

7.3.8. The walking audit was focussed on Maghull Town Centre and routes out to Maghull North Railway Station, Maghull Railway Station and Maricourt High School and Maghull High School. It was observed that visibility was reduced due to overgrown vegetation in places. The footways were extremely narrow with traffic speeds ranging from 20mph to 30mph. Tactile paving and dropped kerbs could be added in places where they are not present (side streets along Tailors Lane) upgraded and improved elsewhere where they are damaged and worn. The overall attractiveness of the area was good with very little litter and a lot of greenery.

Crosby, Formby, Thornton

Formby

7.3.9. The walking audit in Formby highlighted that the general attractiveness is high with well-maintained vegetation, planters and paving at most locations with high footfall, such as the main shopping area. Traffic speed is in Formby is low ranging from 20mph to 30mph. Routes are direct catering to desire lines connecting popular destinations, such as Formby Beach, shopping area and railway stations. Footways in Formby were approximately 1.5 to 2 metres with only minor footway parking. It was apparent that tactile paving was missing at some junctions near the main shopping areas as well as a need for some improvements to junctions, so that pedestrians have priority over vehicles. On Kirklake Road, both dropped kerbs and tactile paving was missing at junctions which require upgrading where necessary.

Crosby and Thornton

7.3.10. The walking audit focused on Crosby Town Centre and the routes along Coronation Road, Moor Lane, Liverpool Road, Victoria Road and Alexandra Road. While it was observed that traffic speeds did not exceed 30mph, there were high volumes of traffic which caused high noise levels across all routes. There was some litter observed and vegetation (in particular from residential properties and Coronation Park) was overgrown. While the majority of the routes had sufficient footway width available (Liverpool Road), the footway in some areas was significantly reduced due to the location of bus shelters and wayfinding boards (Coronation Road). The footway was uneven in places in particular along Liverpool Road due to the root growth from mature trees damaging the surface. The tactile paving that was observed needed to be upgraded due to damage in places, with routes such as Moor Lane having no tactile paving or dropped kerbs present at a number of side roads.

Southport and Ainsdale

7.3.11. Southport main shopping centre was the focus of the walking audit, with connections to and around the waterfront. It was observed to have some minor littering within the main shopping area which improved near the waterfront. Traffic speed in for the areas audited where 30mph. Planters and flower beds were maintained to a high standard increasing the overall attractiveness of shopping areas and parks. On the walking audit, it was evident that recent high standard upgrades had occurred to Scarisbrick Avenue (a pedestrianised street) including pedestrian crossing improvements on The Promenade, setting a precedent of what else can be achieved in Southport to better the walking infrastructure offer. Footways vary in width around Southport, but the majority were observed to be approximately 1.5 to 2 metres with some exceptions including Marine Drive, Esplanade and Scarisbrick Avenue.

7.3.12. Some junctions could be improved by implementing zebra or blended crossings so that pedestrians have greater priority. Most traffic signalled pedestrian crossings incurred a delay greater than 15 seconds meaning increased journey times for pedestrians. The main connection from Chapel Street to Southport Pier (waterfront) via Eastbank Street was observed to have poor footway/pedestrian crossing design outside the Scarisbrick Hotel. The current design ultimately allows vehicles to park on the Scarisbrick Hotel taxi rank/loading area which leads to the blocking of the pedestrian crossing. Footways are generally to a good standard throughout Southport with some minor defects needing replacing. It was clear that some footways did require some more intense upgrading than others in terms of dropped kerbs and tactile paving, for example footways on the east side of The Promenade needing upgrading while west side footways required minor changes.

7.4 NETWORK VALIDATION

7.4.1. In order to validate the network, the study team used the information obtained from the route audits, alongside the feedback obtained from the pre-consultation stakeholder engagement workshops and site visits to develop the walking network.

7.5 HIGH LEVEL INFRASTRUCTURE DESIGN

7.5.1. Suggested walking access improvements were developed according to the latest design standards, with key improvement types shown below.

MAINTENANCE

7.5.2. Where this is highlighted as an issue, the route likely requires immediate maintenance to bring it to standard. It may be that a longer-term programme of maintenance needs to be developed to ensure that this route is maintained to a standard commensurate with its importance in the active travel network.

INCREASE SURVEILLANCE

7.5.3. Increased surveillance can increase both the perception, and actual level, of safety for users. This can be through technology, such as CCTV or 'help' points, or natural surveillance such as that afforded by good sightlines (which could be linked to maintenance), higher levels of activity, additional access points and permeability, or police patrols were deemed necessary.

PLACE-BASED INTERVENTIONS (GREENING, STREETSCAPE, SEATING ETC)

7.5.4. These are measures that enhance the look and feel of an area, including tree planting, street art, paving, seating, and other features to make public spaces more attractive. This is likely to be very bespoke to each area where required, but can be as simple as planting, such as trees or rain gardens (perhaps as part of Sustainable Urban Drainage Systems), or could be significant changes involving use of materials, sculpture, art installations, or water features.

Figure 7-1 - Public Realm

FOOTWAY WIDENING

7.5.5. While minimum footway width guidance has changed over the decades, Transport for London's Pedestrian Comfort Guidance is based on the level of comfort that width provides to users, rather than generic recommendations. However, widening the footway can be problematic, particularly where superfluous carriageway doesn't exist. Where this is recommended, it may be most feasible were undertaken alongside cycle schemes which also require significant changes to the highway.

PARKING CONTROLS

7.5.6. Where indiscriminate parking creates an issue for pedestrians, this could be due to various issues and a bespoke solution is likely to be required. This could be through provision of dedicated bays on carriageway, appropriate parking permit schemes, or perhaps greater enforcement of existing restrictions.

Figure 7-2 - Buildouts with SUDs

NEW CROSSING POINT ON DESIRE LINE

7.5.7. Where across a major road, this is likely to be a new dedicated crossing point. A more detailed study would be required to determine the exact type and what additional changes may be required to implement it.

IMPROVE SIGNALS (WIDEN REFUGE, IMPROVED TIMINGS, FEWER REFUGES)

7.5.8. This category also includes changes to other junction types, such as roundabouts, that may not offer facilities for other road users at all. Altering any junction is likely to incur significant costs, and additional feasibility work including a traffic impact assessment is likely to be required.

Figure 7-3 - Improved Signalised Junction (Enfield)

NEW ACCESS POINT TO BUILDINGS / CAR PARKS

7.5.9. This is likely to include new access points on desire lines where these have not been provided as part of the development. These may require third party agreement.

SPEED REDUCTION SCHEME

7.5.10. Any speed reduction scheme needs to be self-enforcing, and the methods employed to do so effectively will be bespoke to the specific location. This could be through enforcement cameras (including average speed limit zones), or through physical traffic calming measures, but could also be through a wider scheme which changes the fundamental purpose and feel of a street, including public realm, parking controls, and reduced kerb radii.

Figure 7-4 - Raised Table Junction

DROP KERB / TACTILE PAVING

7.5.11. Dropped kerbs provide level access for pedestrians between the footway and carriageway. They are essential for most wheelchair users to provide them with an accessible means of crossing a road safely and coherently. Tactile paving helps people with sight impairments understand the street and crossing points.

7.5.12. It is very important for visually impaired people that tactile paving is present, correct and adheres to standards as it can communicate to visually impaired pedestrians' information about the environment that they are in.

7.5.13. These should now be provided as standard, but many locations still lack them where these need to be retrofitted.

REDUCED RADII

7.5.14. Manual for the Streets highlights the importance of kerb radii in inducing vehicle speeds and affecting pedestrians' ability to cross minor roads on their desire line. Where it is safe to do so, a reduced kerb radii can be carried out in conjunction with other interventions (such as a speed reduction scheme or blended footway) to create a low-speed environment where pedestrians are afforded priority over vehicles.

BLENDED FOOTWAY

7.5.15. 'Blended footways' describe a footway which continues over the minor arm of a priority junction, enforcing the highway code (rule 170) through good design. These can be implemented through various techniques, including at carriageway level, raised tables (footway level), use of materials, and the positioning of road markings. The appropriate design solution will need to be determined in each instance.

Figure 7-5 - Blended Footway

WAYFINDING

7.5.16. This intervention encompasses all the ways in which people orient themselves and navigate from place to place. Wayfinding improvements could be as simple as directional and distance signage at key junctions but could also be larger maps or even interactive screens where appropriate (such as a town centre).

Figure 7-6 - Information and Wayfinding (Sheffield)

7.6 WALKING PROPOSALS

BOOTLE, LITHERLAND AND NETHERTON

7.6.1. It is recommended that pedestrian improvements include Bootle New Strand Station and Bootle Town Centre within the core walking zone, linking up the shopping centre, bus station and railway station. Proposed walking improvements for Bootle include:

- Delivery parking, located on Stanley Road (outside McDonalds), in order for delivery companies such as JustEat and Deliveroo to correctly park without reducing the footway width for pedestrians.
- Junction improvements at three junctions within the town centre, Marsh Lane/Washington Parade, the Strand/Washington Parade and Merton Road/Washington Parade/Pembroke Road be upgraded to remove any unnecessary guard railings, which narrow the footway width, and provide diagonal crossings to cater for desire lines.
- Improve Ash Street and Strand Road which are already closed to vehicle traffic at the junction with Stanley Road by installing a dropped kerb and tactile paving.

7.6.2. Overall, in both the core walking zone and outer walking zone it is recommended that the area be decluttered with any unnecessary guard rails and bollards and street furniture, improvements be made to all surfaces to provide a comfortable footway and overgrown vegetation be removed where necessary.

7.6.3. Concurrently, Walkable Bootle, as described in **Annex 1 - Baseline Evidence and Future Situation** seeks to improve the walking environment around school and local areas of Bootle to encourage more walking. The Walkable Bootle Neighbourhood is specifically looking to target the areas of Dunnings Bridge, Orrell Road, Bowersdale Park, North Park, Derby Park, and Balliol Road.

7.6.4. The A5036 Church Road/Dunnings Bridge Road is a dual carriageway trunk road managed by National Highways. It carries a high volume of traffic, including large numbers of heavy duty vehicles (HDV) travelling to and from the Port of Liverpool and industrial areas along the road corridor. It forms a major barrier to pedestrian movements across the road as well as a significant risk of collisions for all users of the route. The route should therefore be prioritised as far as safety for pedestrians and traffic impacts are concerned.

7.6.5. There are footways and cycleways along the A5036 and some of the signalised junctions include pedestrian crossing provision. Currently, however, there are no adequate data available regarding the numbers of people walking and cycling along the route or using the crossings of the road. The most recent DfT SRN data for traffic on the A5036 as a whole shows that in 2024 there were significant traffic delays and unreliable journey times on some sections of the A5036, which is indicative of the high volumes of traffic using the route. Currently there is no adequate data available regarding the numbers of people walking and cycling along the route or using the crossings of the road. The most recent DfT SRN data for traffic on the A5036 as a whole shows that in 2024 there are significant traffic delays and unreliable journey times on some sections of the A5036.

7.6.6. Discussions are continuing between National Highways, Transport for the North (TfN) and the LCRCA over the long-term future of the road and links to the docks generally. The concerns about safety for active travel users have been raised with the NH Northwest Route Manager, but at present, NH have no firm plans for the crossings or active mode facilities. Sefton want to improve the available data on active travel use along the corridor and are planning to commission further traffic and active travel surveys on the A5036.

7.6.7. Making it safer, easier and more accessible for people to walk alongside and across this busy road will be important in improving the area for pedestrians. Walking improvements for the A5036 corridor are proposed as follows:

- Improved pedestrian crossing provision at key junctions along the A5036 Dunnings Bridge Road at the junctions with Heysham Road, Park Lane West/Park Lane and Boundary Road/A5038 Netherton Way.

Figure 7-7 - Bootle Core Walking Zone

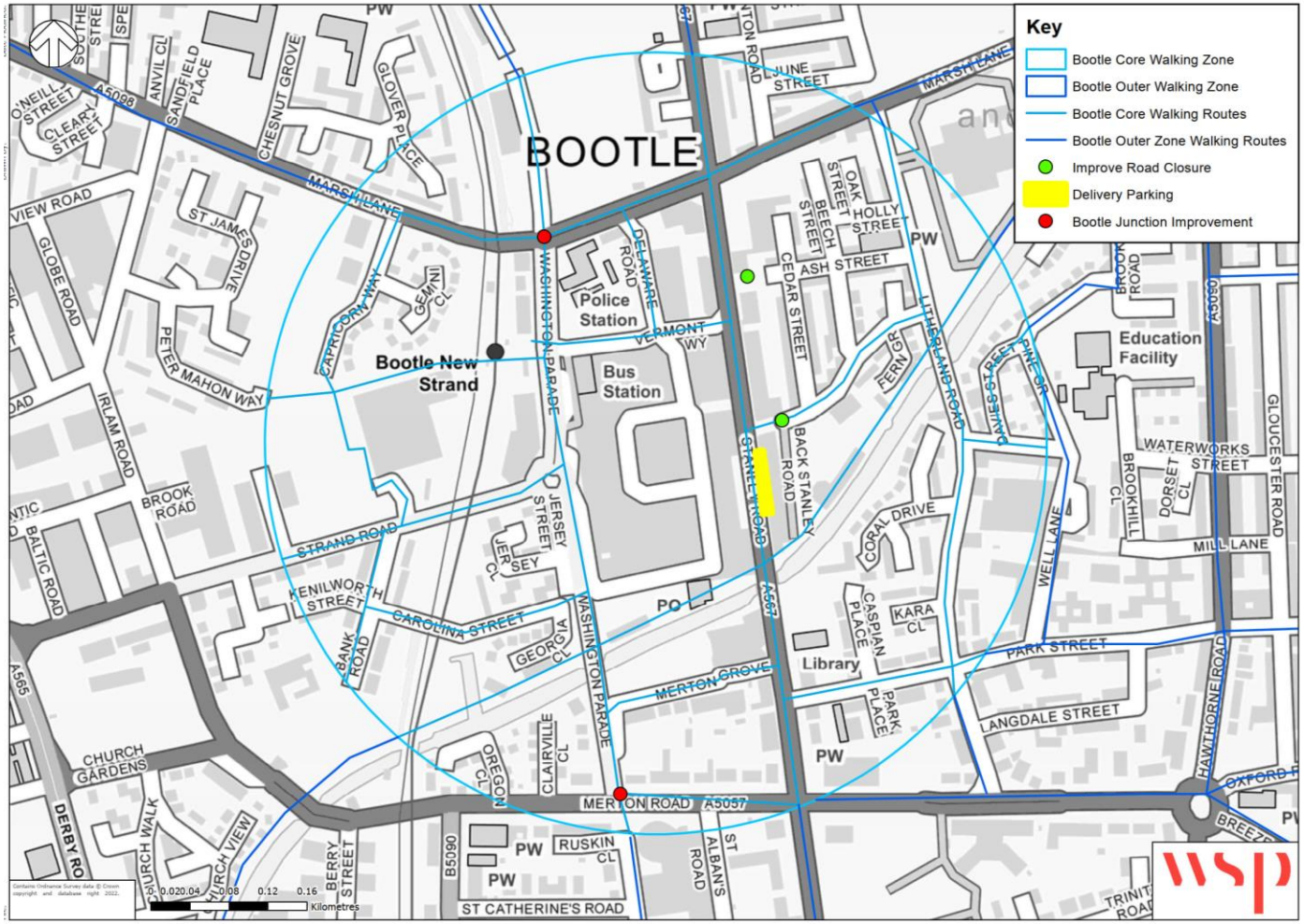
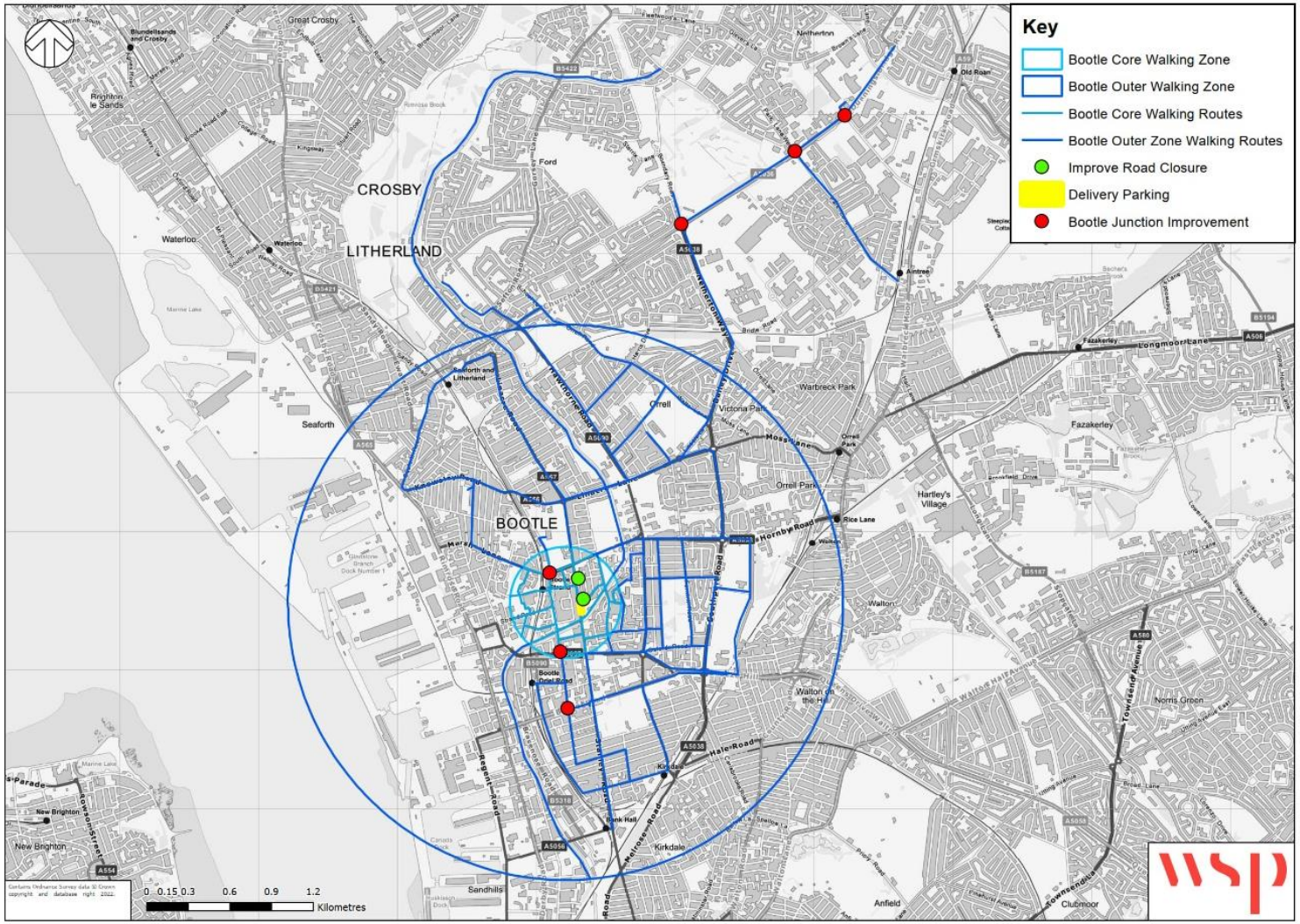


Figure 7-8 - Bootle Outer Walking Zone



MAGHULL AND LYDIATE

7.6.8. Proposed walking improvements for Maghull include;

- Public realm enhancements around the central square in the town centre with the removable of any unnecessary guard rails that restrict the width of the footway.
- Junction with Eastway / Westway be improved to include pedestrian crossing facilities as currently the subway is used by pedestrians, however, this is quite narrow and has guard rails at each entrance/exit which restricts the width further.
- In the outer walking zone it is recommended that the junction footways with Damfield Lane and Deyes Lane be built out in order to reduce the crossing width for pedestrians and improve the visibility.
- One-way system be put in place on Hall Lane/Station Road and Tailors Lane due to the narrow footways in order to improve the walking environment for pedestrians in particular for students travelling to and from Maricourt High School.
- Raised table be installed outside Maricourt High School entrance, at the junction of Hall Lane and Tailor's Lane. A controlled crossing should be investigated at this location which will reduce the speed of vehicles further and create an improved walking environment.
- In both the core walking zone and outer walking zone, it is recommended that the footways are resurfaced where needed to create a more comfortable route, dropped kerbs and tactile paving need to be upgraded/installed in places where it has been damaged/does not currently exist and traffic calming measures are installed such as speed reductions, speed bumps/chicanes.

Figure 7-9 - Maghull Core Walking Zone

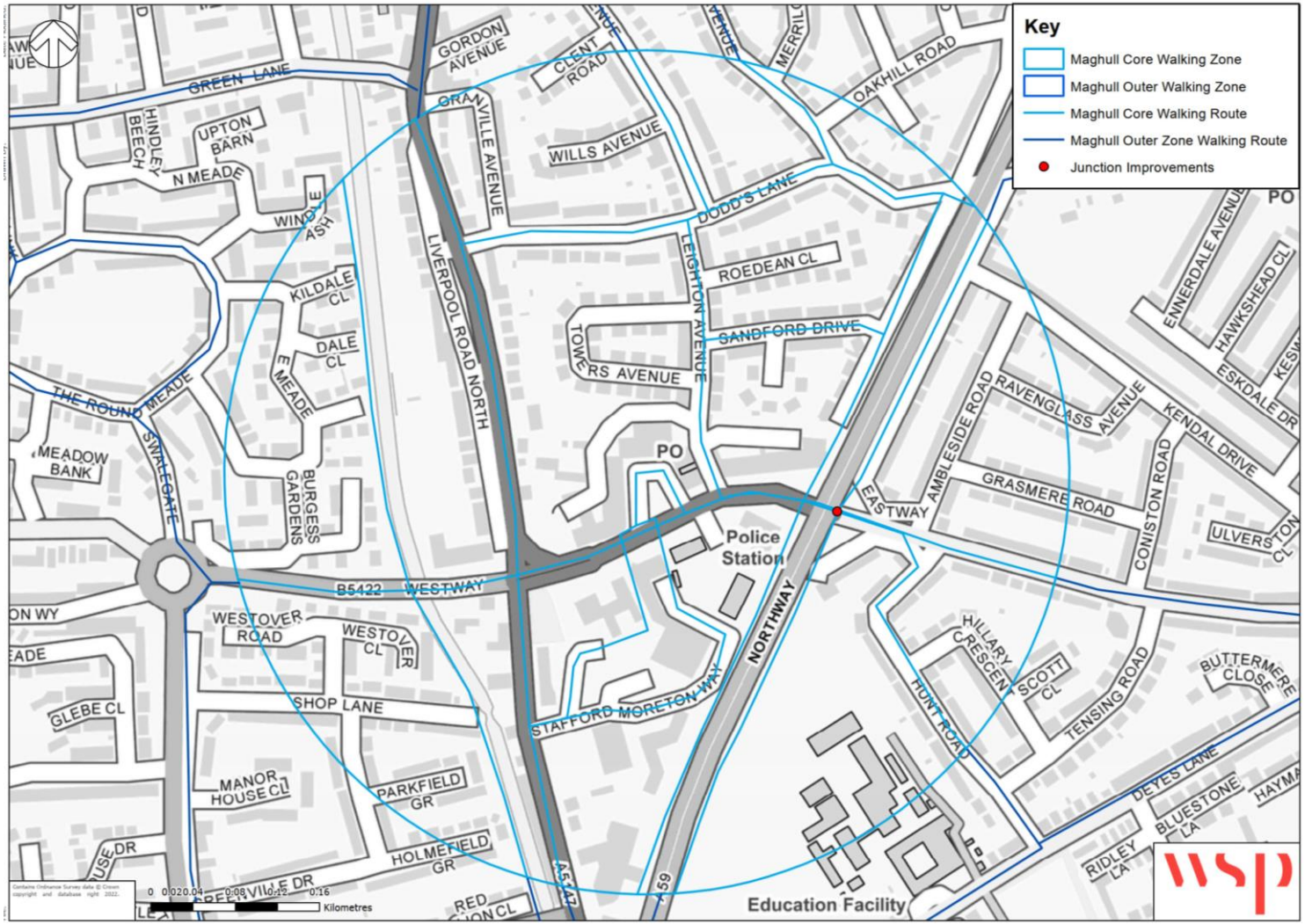
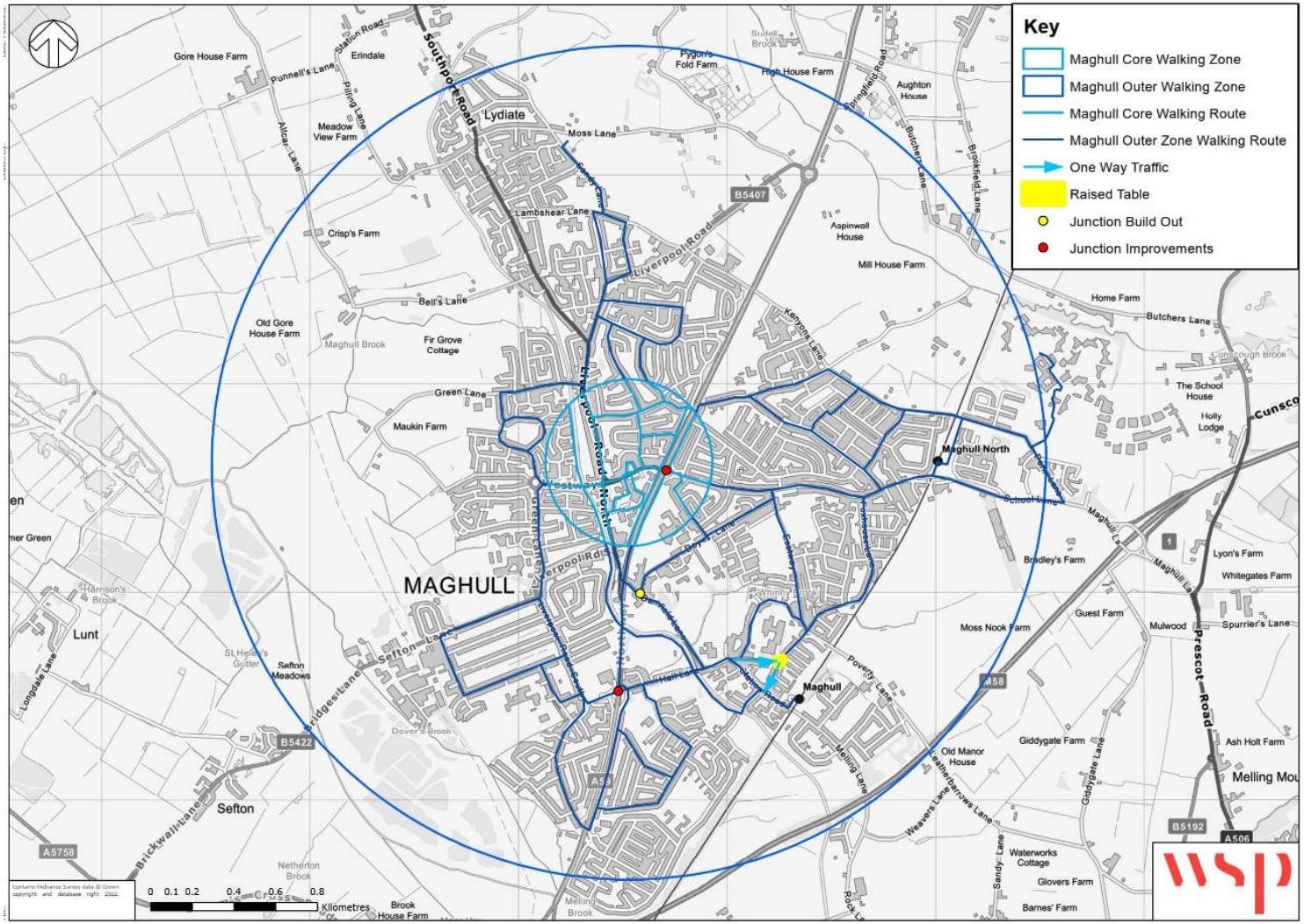


Figure 7-10 - Maghull Outer Walking Zone

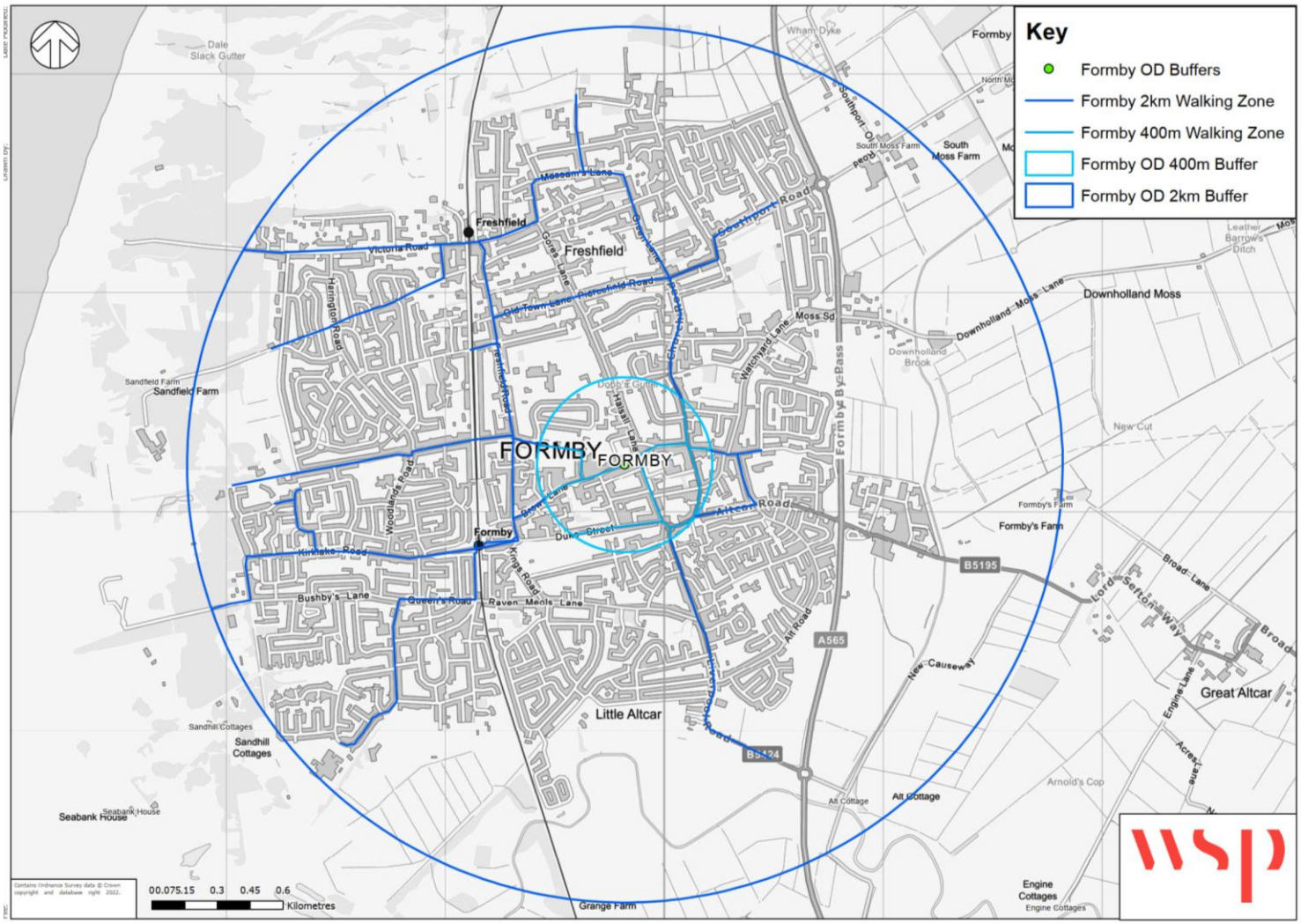


CROSBY, FORMBY AND THORNTON

7.6.9. The core walking zone includes the main shopping areas for Formby. The outer walking zone includes connections to the Freshfield Railway Station, Formby Beach and National Trust Nature Reserve as well as Formby High School. It is recommended that walking improvements for Formby include;

- The core walking routes be centred around the town centre improving access to and from Formby Railway Station;
- Overgrown vegetation be removed;
- Surfaces be upgraded including improving and adding tactile paving and dropped kerbs where necessary;
- Junction upgrades in the town centre, the roundabout at Chapel Lane / Halsall Lane / School Lane / Three Tuns Lane;
- Remove unnecessary guard railing to increase footway widths;
- Reduce carriageway widths (in particular on Halsall Lane) to restrict traffic travelling southbound to one lane and provide the additional space to pedestrians;
- Review the arrangement of the level crossing at Freshfield Railway Station in collaboration with Network Rail to understand what improvements can be incorporated for pedestrians;
- Footways at the roundabout junction with Duke Street / Formby Bridge / Kings Road / Freshfield Road, be widened through junction build out to reduce the crossing width for pedestrians; and
- Additional lighting be added on the underpass of Kirklake Road that links Andrew Lane to the west platform at Formby Railway Station to make it more useable and safer for pedestrians.

Figure 7-11 - Formby Core and Outer Walking Zone

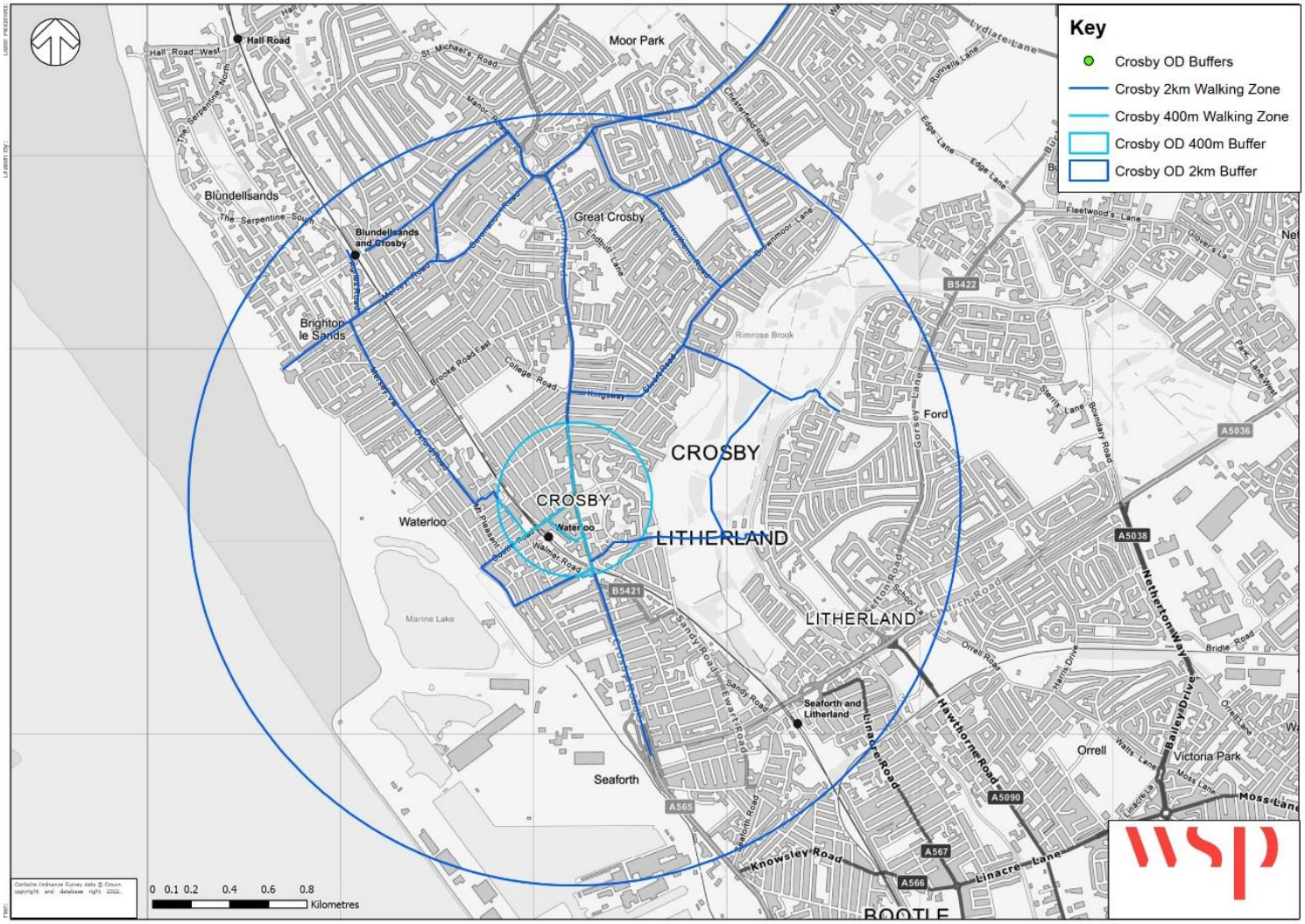


7.6.10. It is recommended that the core walking routes link Crosby Road North with Waterloo Railway Station. Proposed walking improvements for Crosby include;

- Removal of guard railing outside the station entrance and unnecessary street furniture that is no longer in use such as the telephone box.
- Bollards situation along South Road be removed and replaced with planters.
- Guard railing present at the junction with South Road and Crosby Road North and the junction with College Road / A565 be removed in order to increase the width of the footway for pedestrians.
- In the outer walking Zone, overgrown vegetation along Liverpool Road predominantly from Merchant Taylor's School grounds be cut back and maintained in order to improve the visibility for pedestrians.
- Junction improvements at Meyers Road West and Liverpool Road be built out to reduce the turning width for vehicles, improving the visibility for pedestrians and reducing the crossing width.
- Continuous footway treatment be introduced for the entrance/exit of the car parks at Argyle Court and Stanfield Mixed Infant & Junior Girls in order to provide greater priority for pedestrians over cars.
- Footway resurfacing along Liverpool Road and Coronation Road where the mature trees have damaged it.
- Guard railing removed to increase the width of footway at Coronation Road and Liverpool Road junction.
- Drainage be improved near the one-way entrance on Alexandra Road due to the current gully collecting debris, litter and leaves which is a potential trip hazard for pedestrians.
- Junction with Century Road, Vermont Road, Regent Road with Alexandra Road it is suggested that tactile paving be installed to increase the safety of the side road crossing for all users.

7.6.11. Overall, the general improvements include resurfacing, tactile paving/dropped kerb installation/upgrade and overgrown vegetation cut back.

Figure 7-12 - Crosby Core and Outer Walking Zone



SOUTHPORT

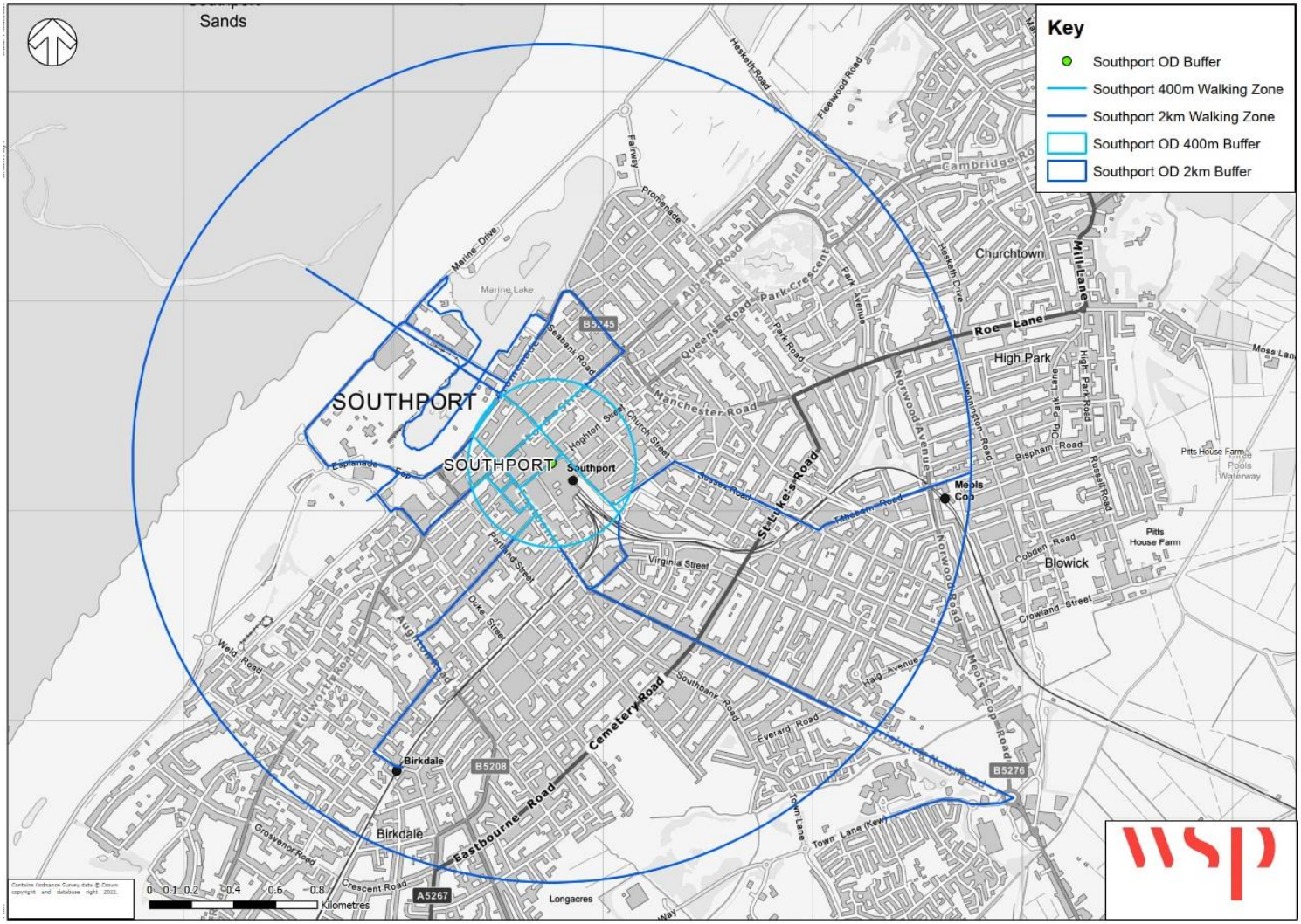
7.6.12. Proposed walking improvements for Southport include:

- Wayfinding around the town centre be improved in order to assist people in finding key places such as Southport Railway Station.
- Signage for cycling around Marina Lake be improved to make it clear that cycling is allowed in this area.
- In the outer walking zone connections are recommended to Birkdale Railway Station, Meols Cop Railway Station and Southport and Formby District General Hospital, with upgraded surfaces and tactile paving that has been damaged.
- Walking infrastructure be upgraded on Marine Parade Ocean Plaza Retail Park including wayfinding to and from key locations including the town centre.
- Lord Street and Scarisbrick Avenue junction be built out, including expanding the central reservation, in order to reduce the crossing distance for pedestrians as well as upgrade the tactile paving.

7.6.13. Overall, the general improvements include wayfinding and signage, upgraded surfaces and tactile paving. These initiatives are being undertaken concurrently through Les Transformations de Southport. Phase 1 of this scheme seeks to upgrade footways and carriageways within the “Market Quarter”, and Phase 2 focuses on making improvements to the Southport Promenade. This is further described in **Annex 1 - Baseline Evidence and Future Situation.**

7.6.14. The Southport Eastern Access is another planned scheme that is likely to overlap with proposed walking improvements as previously discussed in Section 6.6.36.

Figure 7-13 - Southport Core and Outer Walking Zone



7.7 OPPORTUNITY WITH PROPOSED AND EXISTING SCHEMES

7.7.1. With ongoing and emerging walking schemes within the Sefton area there is opportunity to tie in with the proposed schemes mentioned throughout Chapter 6.

PROPOSED SCHEMES

7.7.2. Walkable Bootle seeks to improve the walking environment around schools and local areas of Bootle to encourage more walking in the area. This scheme will specifically focus on the neighbourhoods within Bootle. This is likely to have opportunity to tie in proposed LCWIP walking proposals such as improvements along Dunnings Bridge and within Bootle Town Centre.

7.7.3. Les Transformations de Southport is looking to improve interconnectivity across the town centre of Southport. In doing so, new pedestrian and cycling routes have been proposed specifically centred on Market Quarter and the Southport Promenade. Overlap between these study boundaries may create an opportunity for collaboration on proposed walking schemes, notably at the Marine Parade and within Southport Central.

7.7.4. The Southport Eastern Access scheme has proposed introducing new and upgraded active travel routes along several main roads east of Southport. There is opportunity to tie in with multiple walking interventions within the scheme including at Castlemore Junction, Kew Roundabout, Bridge Street Junction, and Hampton Road which are all within the noted LCWIP Walking zones.

7.7.5. The Liverpool 'A' Lines proposed scheme is set to enhance infrastructure and promote active travel within Liverpool. While specific plans are not available at the time of writing, there is room for tie-in opportunities south of Bootle connecting in with Vauxhall Road/ Stanley Road.

7.7.6. THE LCR Walking and Cycling Trail proposals are in early stages. Although the potential routes have not yet been decided, there is likely room for overlap between these, and proposals raised throughout the LCWIP.

EXISTING SCHEMES

7.7.7. Several existing active travel routes intersect with the LCWIP study area. Opportunity to tie-in proposed routes with the NCN and PRoWs are prevalent within the study area.

7.7.8. The NCN 62 runs north to south through Sefton. There is opportunity to tie-in with these existing shared-use tracks within Southport along the coastal track and in Lydiate and Maghull. NCN 810 runs north-south from Crosby along the coastline and through Litherland. There is opportunity to connect in with these existing schemes when planning for walking routes as a part of this LCWIP.

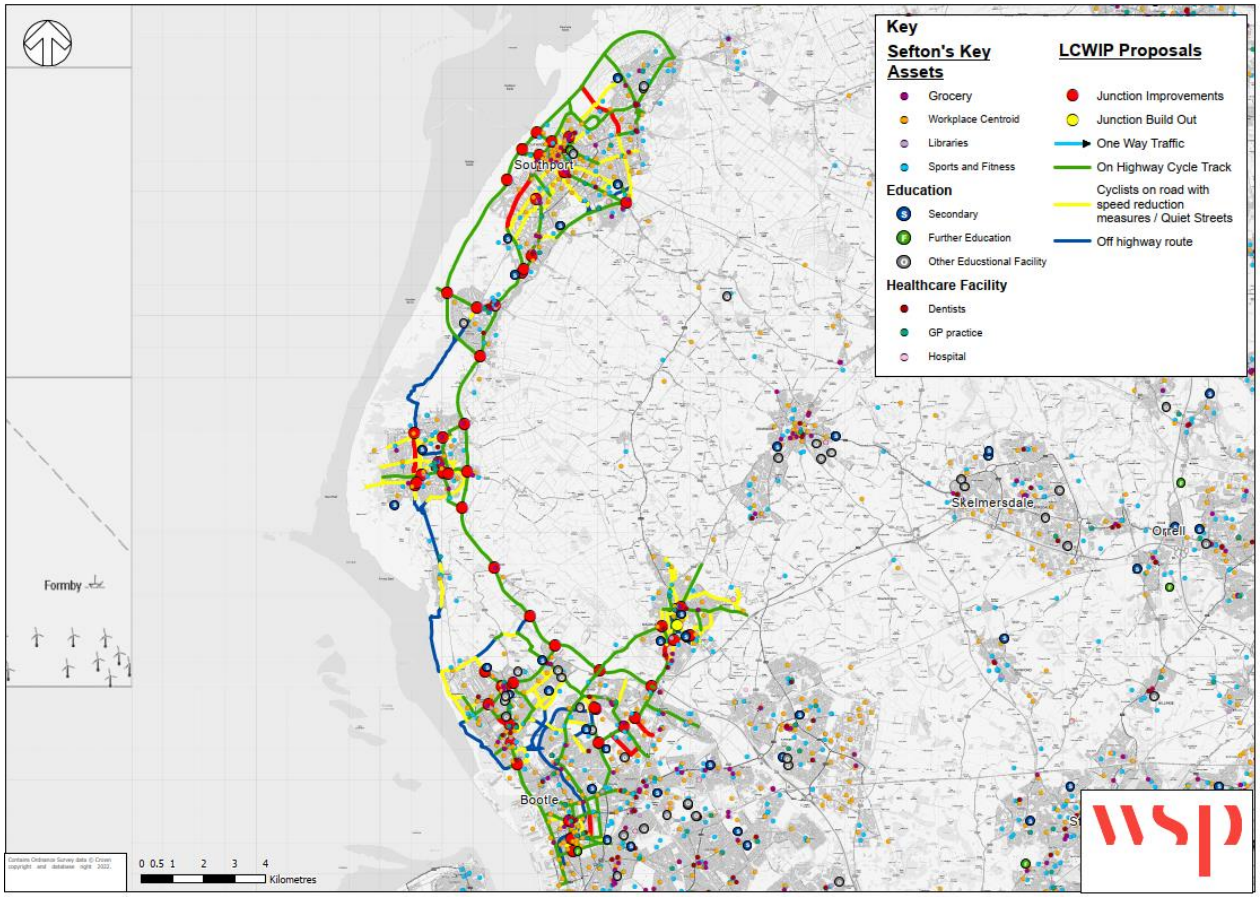
7.7.9. The Leeds Liverpool Canal Cycle route runs adjacent to the canal throughout Sefton. This route connects in at sections within Lydiate, Maghull, Litherland, and Bootle. Utilising this existing route could provide opportunities to improve connectivity throughout Sefton when integrating new walking infrastructure.

7.7.10. The Trans Pennine Trail runs west-east from Liverpool. Although this PRoW is not within the study area of this report, is does introduce an opportunity for improving connectivity across the North of England.

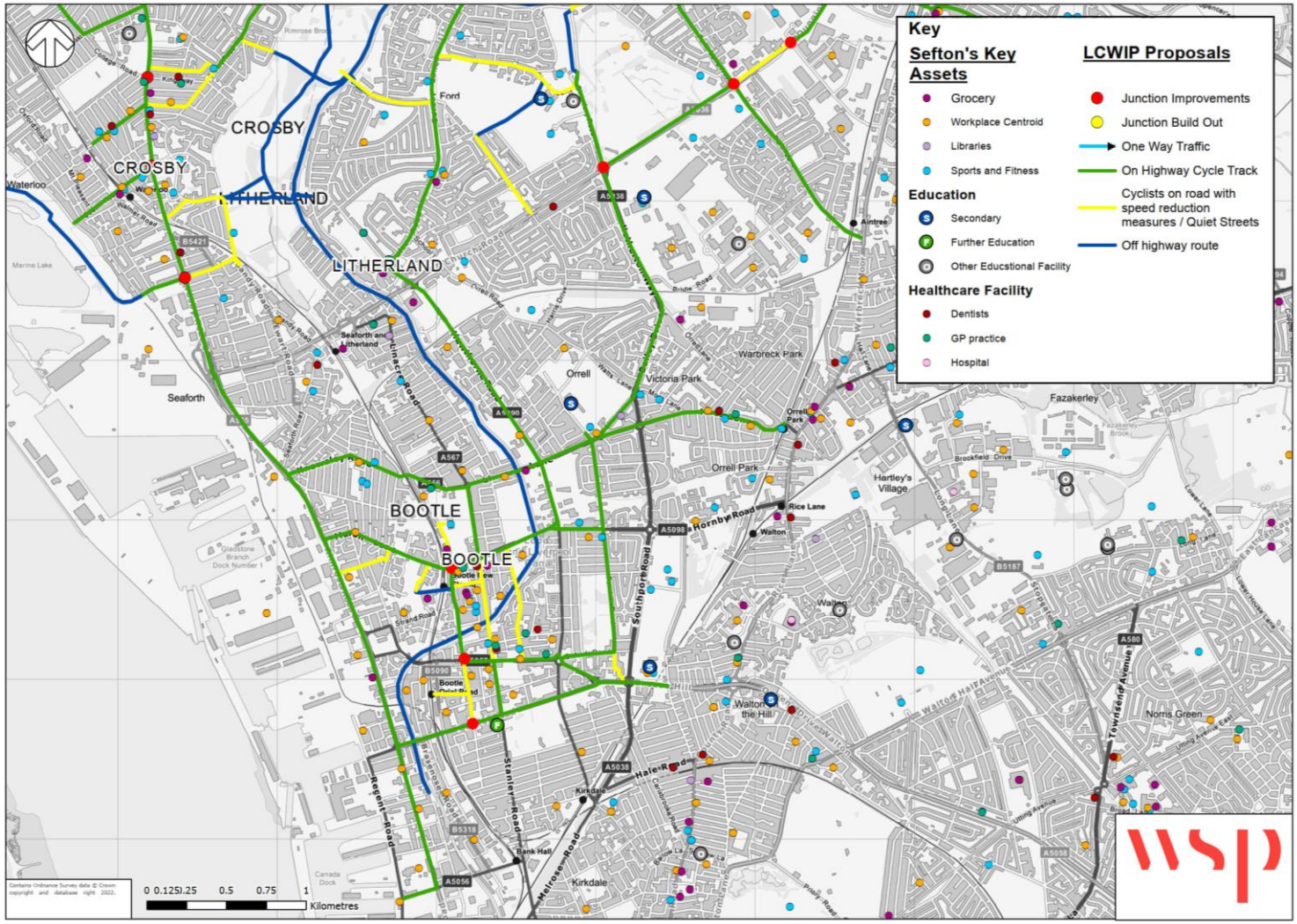
8 SEFTON LCWIP PROPOSALS

8.1 SEFTON OVERVIEW

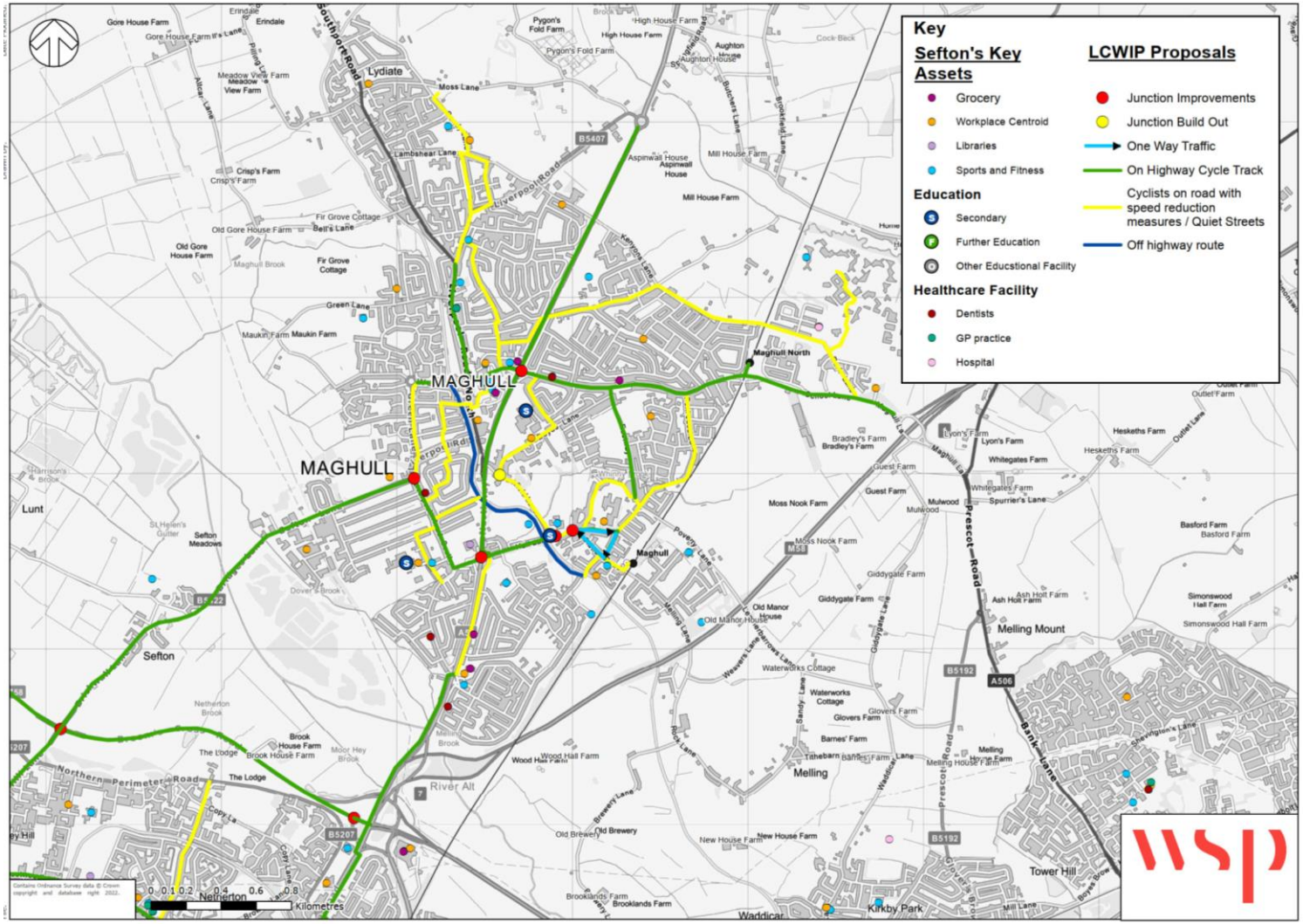
8.1.1. The finalised maps for the LCWIP are shown below.



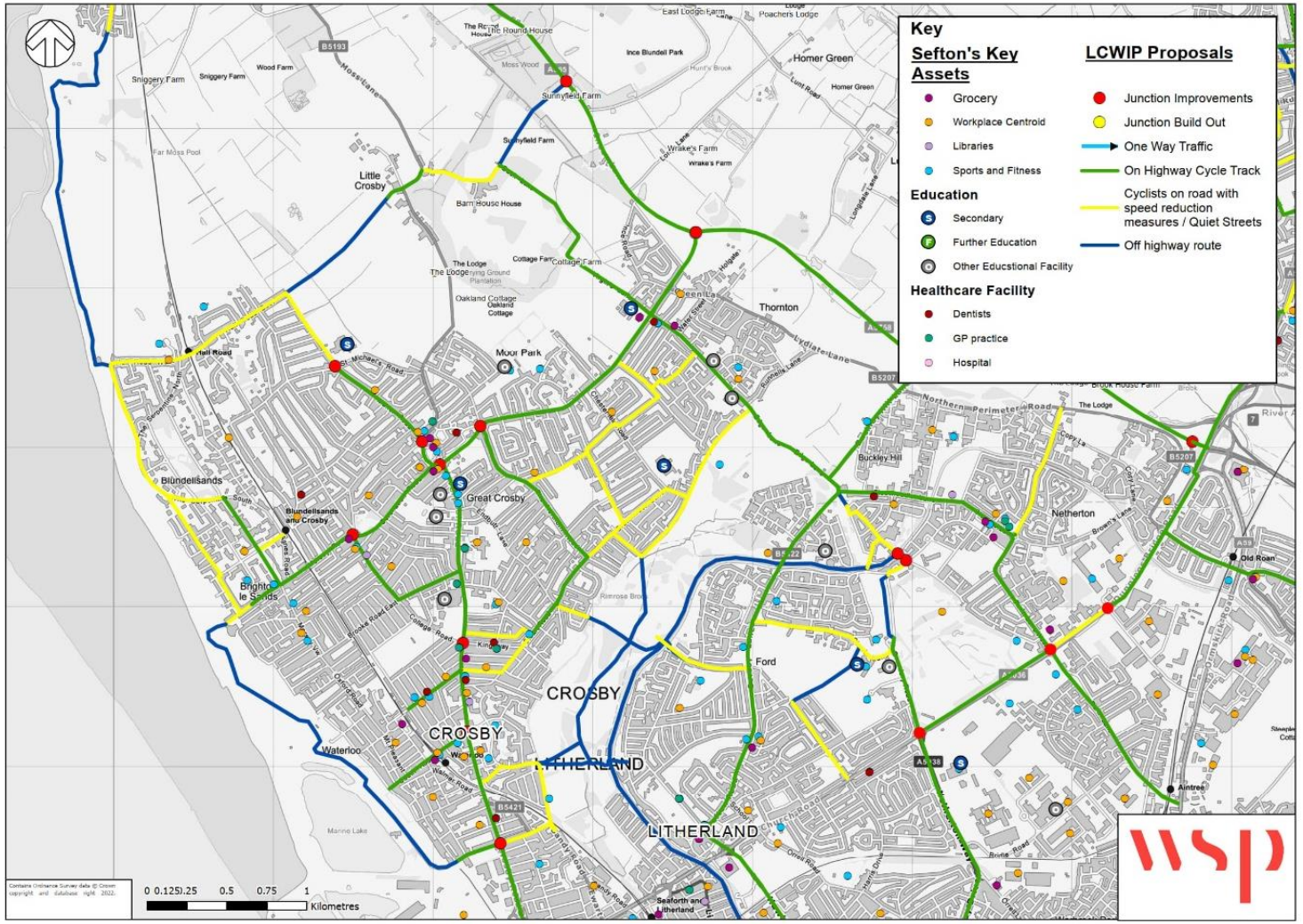
8.2 BOOTLE, LITHERLAND AND NETHERTON

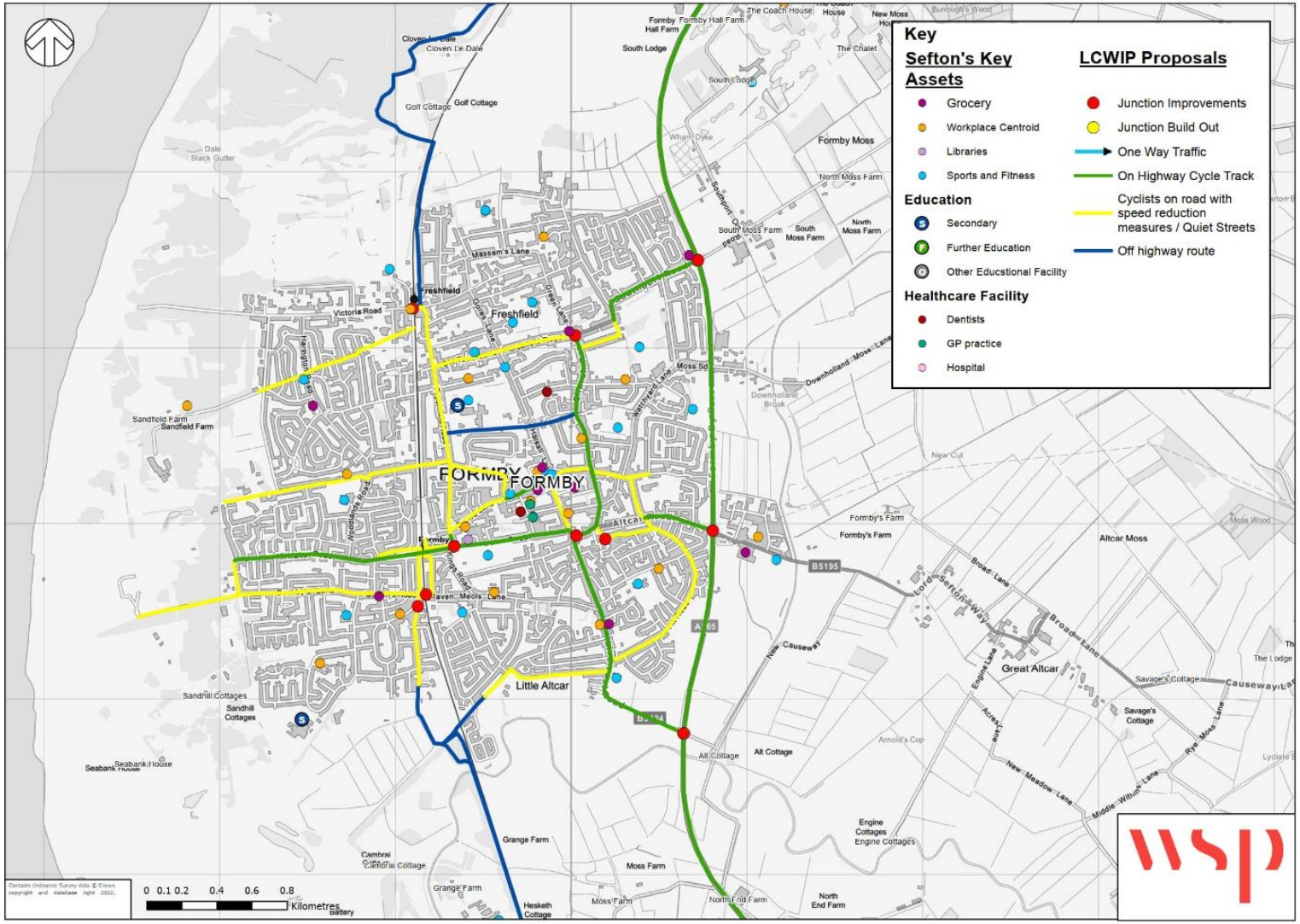


8.3 MAGHULL AND LYDIATE

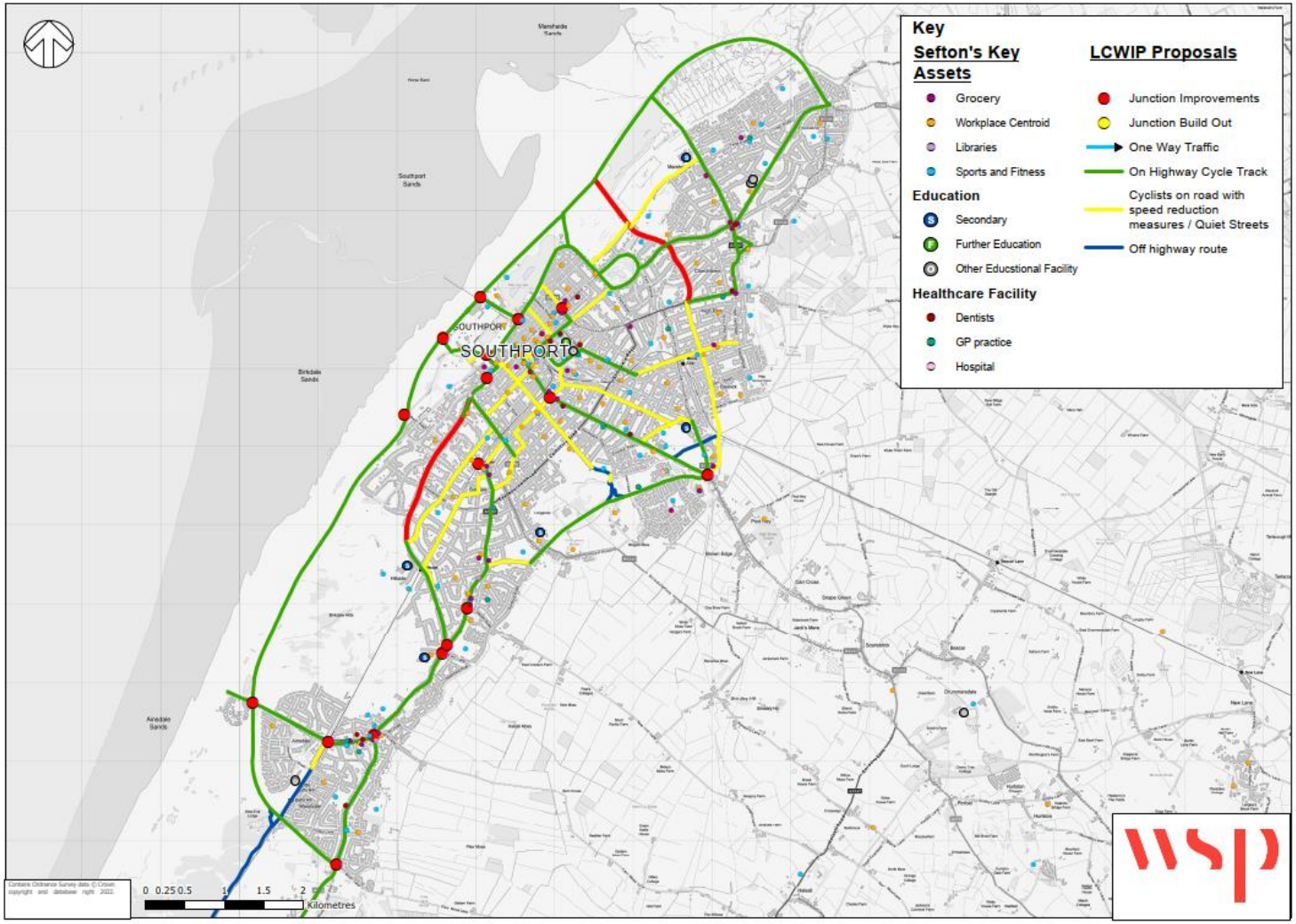


8.4 FORMBY, CROSBY AND THORNTON




Key
Sefton's Key Assets
Grocery
Workplace Centroid
Libraries
Sports and Fitness
Education
Secondary
Further Education
Other Educstional Facility
Healthcare Facility
Dentists
GP practice
Hospital
LCWIP Proposals
Junction Improvements
Junction Build Out
One Way Traffic
On Highway Cycle Track
Cyclists on road with speed reduction measures / Quiet Streets
Off highway route
FORMBY
Freshfield
Little Altcar
Great Altcar
Formby Moss
Altcar Moss
B5195
A 565
0 0.1 0.2 0.4 0.6 0.8
Kilometres

8.5 SOUTHPORT AND AINSDALE



9 APPRAISAL & PRIORITISATION

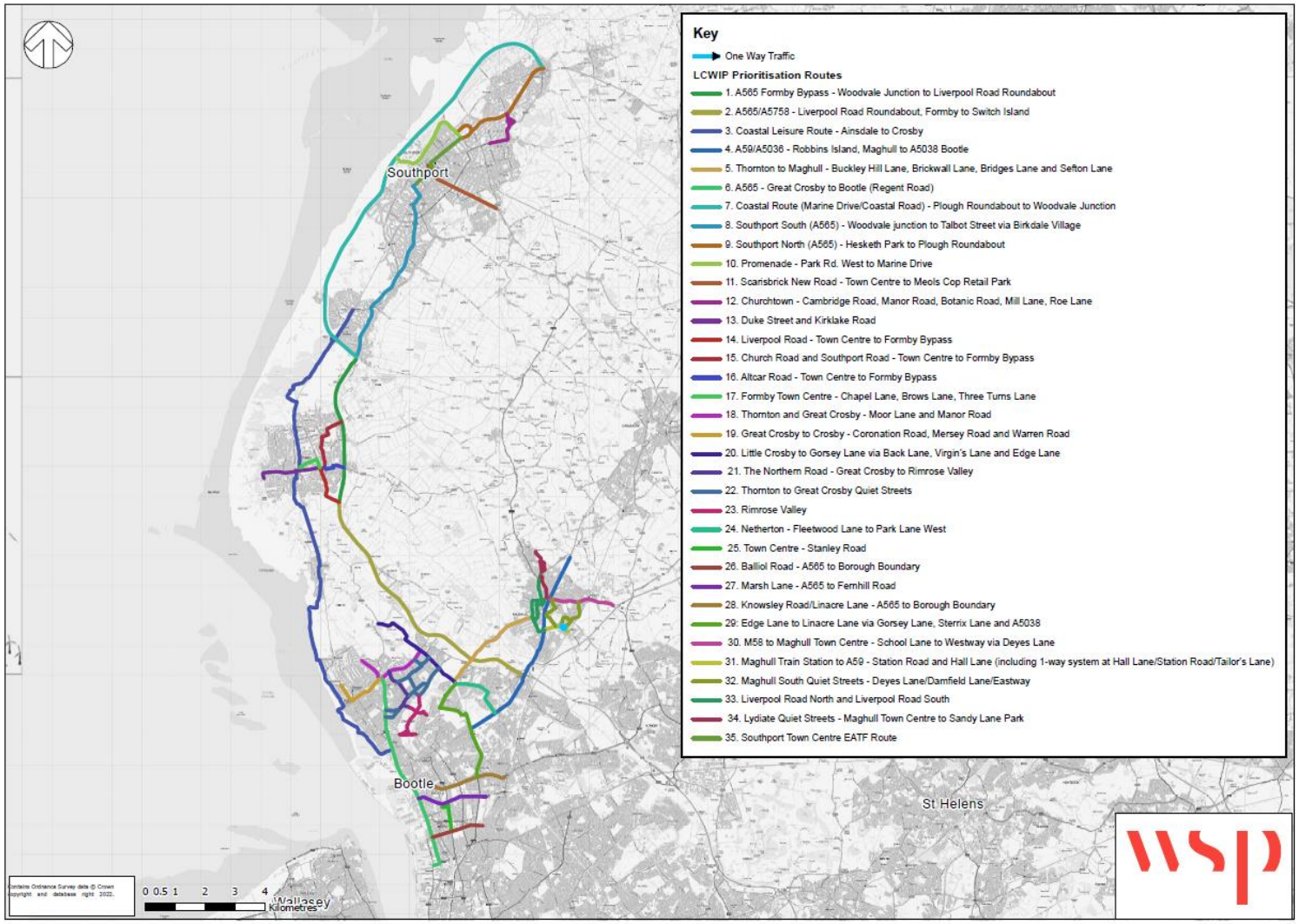
9.1 INTRODUCTION

9.1.1. This section discusses the appraisal and categorisation of the proposed LCWIP schemes.

9.2 TOP 35 PRIORITISATION ROUTES

9.2.1. 35 infrastructure proposals aimed to improve cycling and walking were proposed across the borough. For cycling, these consisted of both borough wide routes and localised routes. For walking, core walking zones and outer walking zones were identified, including more detailed proposals for each area. The full list of routes is shown in **Figure 7-1.**

Figure 9-1 - Top 35 Prioritisation Cycling and Walking Routes



9.3 INITIAL PRIORITISATION MATRIX

9.3.1. It is recommended in the LCWIP technical guidance that four factors are considered to show the aim and desired outcomes of the plan. These factors are:

- Effectiveness;
- Policy;
- Economic; and
- Deliverability

9.3.2. The categories have been tailored to Sefton's LCWIP and include:

EFFECTIVENESS

- Sefton's LCWIP Objectives;
- People:
  - Population Density;
  - Correlation with Desire Lines;
  - Indices of Multiple Deprivation;
  - Improved Health and Wellbeing; and
  - Increase in Safety of Journeys.
- Place:
  - Town Centre;
  - Employment areas of large employers;
  - Education Sites;
  - Public Transport Hub; and
  - Leisure/Tourism Sites, Community Services.
- Environment:
  - Impact on Green Space; and
  - Proximity to AQMA.

POLICY

- Fit with local policies.

DELIVERABILITY

- Scheme feasibility;
- Dependency on other schemes; and
- Pre-consultation with key stakeholders (Stakeholder Support).

9.3.3. The prioritisation matrix has been used to assess and sift the 35 routes (shown in **Appendix C**) to identify a shortlist of routes that best meet Sefton's LCWIP objectives and the effectiveness, policy and deliverability factors. An economic assessment of the shortlisted routes was then undertaken as outlined below. The prioritisation matrix is contained within **Appendix D**.

9.4 ACTIVE MODES APPRAISAL TOOLKIT

9.4.1. The LCWIP technical guidance suggests that for the purposes of ranking, an indicative appraisal will help identify which improvements will be more likely than others to present high value for money. Therefore, following the initial sifting of the routes, the Active Modes Appraisal Toolkit (AMAT), developed by DfT, has been used to appraise the schemes in order to assess and rank the schemes based on the likely value for money of each route. The inputs of the AMAT include:

- Existing walking and cycling trips;
- Existing walking and cycling infrastructure provision;
- Scheme proposals;
- Scheme costs (at 2022 prices);
- Maintenance costs (at 2022 prices); and
- Optimism bias set at 23%.

9.4.2. As the opening year and last year of funding is unknown at this stage for the scheme, 2022 has been used. In order to estimate baseline cycling and walking trips, PCT data was used and was factored to account for return trips and trips being made for all purposes. The number of journeys expected with the proposed schemes were calculated using DfT's uplift tool which was developed to estimate walking and cycling trips during the emergency active travel fund scheme developments. It has also been assumed, at this stage, that the maintenance/operating costs of the routes will be funded through the council's existing highways budget

9.4.3. The outputs of the AMAT are Analysis of Monetised Costs and Benefits (in £000s) which comprises of:

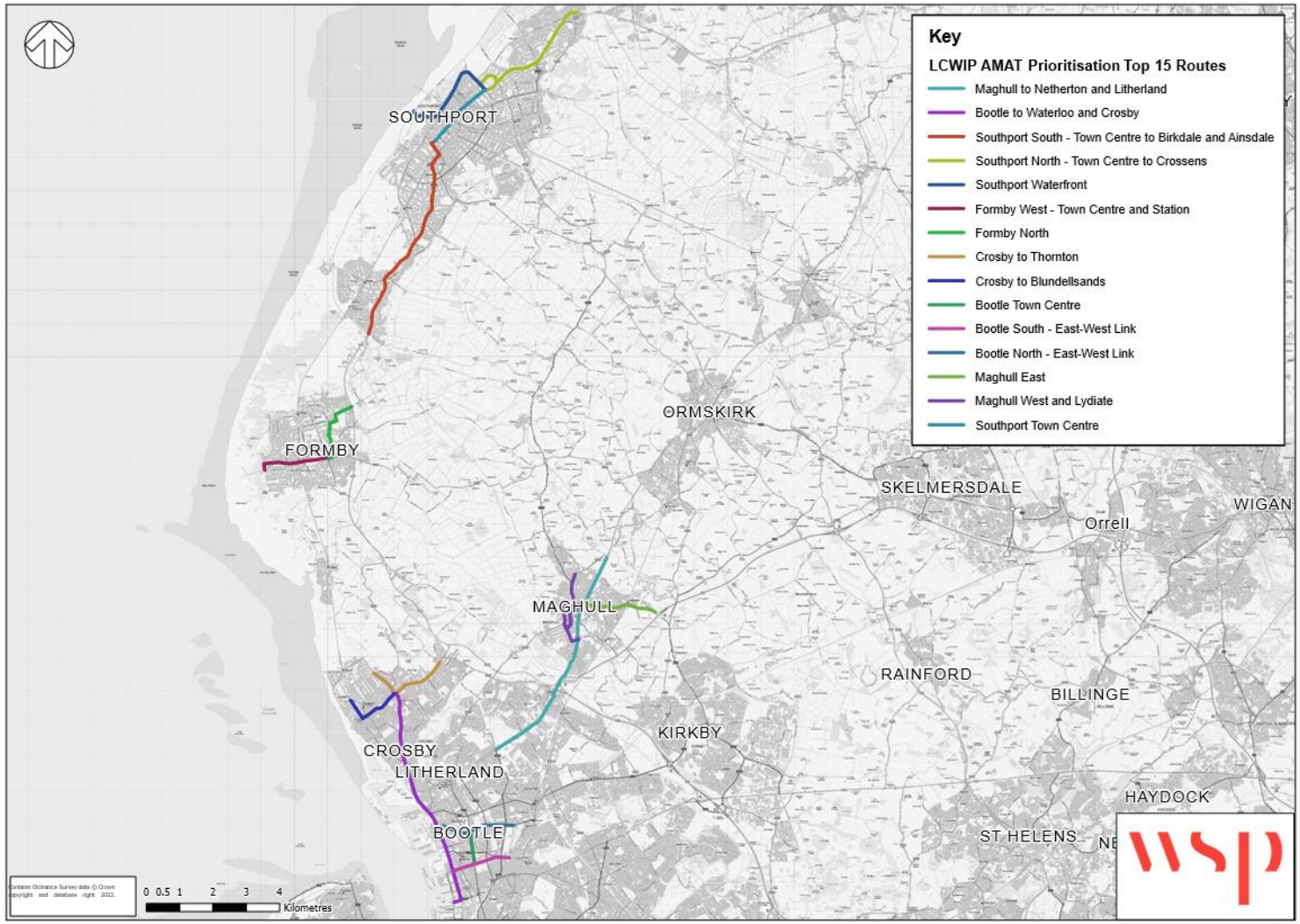
- Congestion benefit;
- Infrastructure;
- Accident;
- Local Air Quality;
- Noise;
- Greenhouse Gases;
- Reduced risk of premature death;
- Absenteeism;
- Journey Ambience;
- Indirect Taxation;
- Government costs; and
- Private contribution.

9.4.4. The balance of Present Value Costs against Present Value Benefits results in a Benefit Cost Ratio (BCR). At this early stage in the development of the LCWIP, Value for Money bands have been used to indicate the performance of the schemes. As the design of the routes progress, and the costs and benefits are refined, output BCRs are likely to reduce and greater assurance around output values will be provided.

VfM Category	Implied by…*
Very High	BCR greater than or equal to 4
High	BCR between 2 and 4
Medium	BCR between 1.5 and 2
Low	BCR between 1 and 1.5
Poor	BCR between 0 and 1
Very Poor	BCR less than or equal to 0

9.4.5. **Figure 9-2** shows the results of the AMAT in the form of the top 15 priority routes. These routes are shown in greater detail in **Appendix E**.

Figure 9-2 - Sefton LCWIP AMAT Prioritisation Top 15 Routes



9.4.6. The results show that the majority of the schemes provide high or very high value for money (VfM). This is predominantly due to there being little to no cycling provision currently in place which can be improved through the LCWIP investment. Within the Formby area, the 'Formby North' and 'Formby West - Town Centre and Station' routes are relatively low in costs which provides a strong benefit therefore these schemes have the highest VfM.

9.4.7. The 'Bootle North East-West Link' route in Bootle provides a high BCR even though there is some cycling infrastructure currently in place as the current infrastructure is fragmented and is on road and not segregated therefore, the LCWIP can improve this route.

9.4.8. The 'Bootle to Waterloo and Crosby' route provides a medium BCR, this is mainly due to their being existing infrastructure along sections of this route and high costs associated with the long length of the route. However, the existing infrastructure, while segregated from the road, is shared with pedestrians and has surface damage therefore, the LCWIP can help improve this route. In addition, the Southport Town Centre route also provides a medium BCR due to the presence of existing infrastructure along the route. However, this consists of temporary pop-up style infrastructure, and a scheme to make this route permanent will further enhance the active travel provision and reduce the maintenance burden on the Council.

9.5 TIMESCALES

9.5.1. This LCWIP is intended to inform how investment into active travel is prioritised over the next 10-year investment timeframe. Following the appraisal of the top 15 routes, the schemes have been prioritised for inclusion within the 10-year investment period. Whilst investment over the next three years has been assigned to schemes currently under development, some achievable interventions are identified for consideration within this timeframe.

9.5.2. In June 2025, the Government announced a major investment in transport infrastructure across the city regions. The Transport for City Regions (TfCR) funding announcement (previously called the City Region Sustainable Transport Settlement (CRSTS)) includes major investment in public transport and active travel infrastructure for the period of 2027-2032. The Liverpool City Region investment programme will be confirmed later in 2025 but is expected to include a substantial investment in delivering the LCWIP routes in all the City Region local authorities. The medium-term priorities listed below will form the basis of Sefton's LCWIP delivery programme over the TfCR investment period.

SHORT TERM - UP TO 3 YEARS

9.5.3. Based on our knowledge of the proposed development within Sefton over the next three years, it is proposed that the following schemes are considered for implementation within the next 3 years:

- Southport Promenade - To tie in with the proposed Marine Lake Events Centre development, a new cycle link along the promenade is suggested as an intervention that is deliverable in the short term; and
- Bootle Town Centre, including Stanley Road - Stanley Road is already restricted to motor vehicles and a quiet street solution, reinforcing these restrictions is achievable in the short term. In addition, a scheme in implement improved cycle parking and link through to Bootle New Strand Railway Station should also be explored.
- Southport Eastern Access consisting of three phases is proposed to be delivered between 2025-2027. This is a short-term project focused on introducing new and upgraded junctions and active travel routes along Scarisbrick New Road, Southport Road, Kew Roundabout, Foul Lane, Meols Cop Road, Norwood Road and Haig Avenue.

MEDIUM TERM - 3+ YEARS

9.5.4. It is recommended that the following schemes are prioritised for investment within the 10-year investment timeline:

- Bootle Town Centre - An extension of the proposals within the town centre along Stanley Road, it is recommended to implement a route along Balliol Road which would serve to improve connections between the town centre and Bootle Oriel Road Railway Station, Hugh Baird College and Bootle South Recreation Ground. The long-term aspiration for Bootle should be to continue to develop the network of cycle routes as outlined in the LCWIP.
- Formby North - the scheme along Church Road and Southport Road, which achieved a high BCR rating, will connect the town centre with the current A565 Formby Bypass scheme between Formby and Southport.
- Southport South - Town Centre to Birkdale and Ainsdale - A route along the A565 and A5267 between the Woodvale junction and the town centre would connect the current schemes along the A565 at Woodvale and the emergency active travel scheme in the town centre, in addition to strengthening links into Birkdale Village and local journeys to schools along the route. In combination with the current A565 Formby Bypass scheme and the Formby scheme above, this would create a continuous high quality cycle link between Southport and Formby town centres.
- Southport Town Centre - A scheme to improve the existing emergency active travel route in the centre of Southport is recommended to strengthen the existing scheme.
- Maghull East - this east/west scheme, which scored a very high BCR, would strengthen links between the east of the town and the town centre on the other side of the A59. Junction improvements to the A59 junction would also tie into current proposals for the scheme along the A59 and help to break down the severance that the A59 causes in Maghull. This would also complete a long-distance continuous cycle link between Maghull and Kirkby.
- Crosby to Thornton - This route along Moor Lane, Coronation Road and Mersey Road would strengthen the north/south route through the borough by connecting proposed routes along the A565 through Ince Blundell with the proposed scheme from Great Crosby to Bootle. This route would also strengthen connections between Great Crosby and the Merseyrail connections at Blundellsands and Crosby Railway Station.

QUIET STREETS NETWORK

9.5.5. The prioritisation framework and the economic appraisal undertaken using the active modes appraisal toolkit have predominantly focused on strategic long-distance routes that require a higher level of intervention and will require longer term planning. It is also recommended that quiet streets networks targeted towards achieving Sefton's strategic aims of the LCWIP are also progressed in parallel. These networks will generally be lower cost to implement, and timescales can be accelerated by adopting temporary infrastructure to install on a trial basis prior to making permanent. It is recommended that the following quiet streets be prioritised within the 10-year funding timescale:

- Litherland:
  - Routes along Kirkstone Road West, Sterrix Lane and Kirkstone Road North;
- Bootle Town Centre:
  - Further traffic calming along Stanley Road
  - Extended traffic calming measures along Vermont Way to link in with Bootle New Strand Railway Station

- Maghull and Lydiate:
  - Quiet streets network in the southeast of Maghull between Deyes Lane and Maghull Railway Station; and
  - Route between Maghull town centre and Lydiate.
- Formby:
  - A route is proposed through the ton centre along Brows Lane and Chapel Lane;
  - Route along Freshfield Road, providing links to Freshfield Station and Formby High School;
- Crosby:
  - Low traffic neighbourhood approach between Moor Lane and Rimrose Valley;
- Southport:
  - Quiet Roads approach along Alma Road and St. Peter's Road
  - Route along Fleetwood Road, connecting to Stanley High School;
  - Route around Meols Cop, connecting to the Railway Station.

9.6 DELIVERY PLAN

Table 9-1 - Delivery Plan for Top 15 Prioritised Routes

LCWIP Route	VfM Category (BCR)	Time Scale	Description
BOOTLE			
Bootle Town Centre	Very High (4.06)	Short Term	This route proposes upgrades to Stanley Road within Bootle Town Centre. This route relates to CRSTS1 Stanley Road Corridor (Phase 1), CRSTS2 - 'Bootle Town Centre - Core Area Enhancements', and 'Walkable Bootle'.
Bootle South - East-West Link	High (2.45)	Medium Term	This route along Balliol Road is proposed to connect the A565 to Borough Boundary. The route would serve to improve connections between the town centre and Bootle Oriel Road Railway Station, Hugh Baird College and Bootle South Recreation Ground.
Bootle to Waterloo and Crosby	High (3.12)	Long Term	This route proposes to reallocate road space to create segregated cycle tracks on the A565 between Great Crosby and Bootle.
Bootle North - East-West Link	High (2.38)	Long Term	This route connects Marsh Lane A565 to Fernhill Road in Bootle.
MAGHULL			
Maghull East	Very High (5.01)	Medium Term	This route proposes a segregated cycle track along Westway/Eastway in order to provide an east-west connection to Maghull Town Centre from the M58. This relates to an aspirational 'A Line' route, recently proposed to Simon O'Brien, which would connect Maghull and Knowsley Council (cross boundary) via Prescot Road.
Maghull West and Lydiate	High (2.19)	Long Term	This route connects Liverpool Road North and Liverpool Road South. It is proposed that this route will serve the north/south desire line into Maghull Town Centre on the west side of the A59.

LCWIP Route	VfM Category (BCR)	Time Scale	Description
Maghull to Netherton and Litherland	Medium (1.53)	Long Term	This route connects the A59/A5036 Robbins Island in Maghull and the A5038 in Bootle. This route intersects with the A59 Kenyons Lane junction, and in Netherton the route intersects with the Maritime Corridor (Phase 1) scheme.
FORMBY			
Formby North	Very High (5.48)	Medium Term	This route is proposed along Church Road, New Road and Southport Road, to join the bypass at the roundabout to the north of Formby. The connection from the A565 cycle path into Formby at the north and south of the town is an aspiration that is explored through planning / planning gain with housing developments to the east of Formby.
Formby West - Town Centre and Station	Very High (6.43)	Long Term	This route along Duke Street and Kirklake Road is proposed to connect Formby Railway Station, the west of the town and Formby Beach with the town centre. There are aspirations to improve pedestrian crossings on Duke Street and generally to improve active travel connections with the beach from the town centre.
CROSBY			
Crosby to Thornton	Very High (5.19)	Medium Term	This route will connect Great Crosby to Crosby Coronation Road, Mersey Road, and Warren Road
Crosby to Blundellsands	High (2.80)	Medium Term	This route will connect Thornton and Great Crosby Moor Lane and Manor Road

LCWIP Route	VfM Category (BCR)	Time Scale	Description
SOUTHPORT			
Southport Waterfront	High (3.75)	**Short Term**	This route is proposed to tie Southport Promenade - in with the proposed Marine Lake Events Centre development. This relates to the CRSTS2 Les Transformation de Southport Promenade improvement scheme for the MLEC development.
Southport South - Town Centre to Birkdale and Ainsdale	High (3.03)	**Medium Term**	This is a route along the A565 and A5267 between the Woodvale junction and the town centre connecting the current schemes along the A565 at Woodvale and the emergency active travel scheme in the town centre.
Southport Town Centre	Medium (1.89)	**Medium Term**	In Sefton, two emergency active travel routes were put in place as a response to Covid 19, one in Bootle connecting people to Bootle Town Centre and the other in Southport, connecting people to Southport Town Centre. This relates to the Southport North-South route which still has mix of temporary and permanent measures in place and is under review.
Southport North - Town Centre to Crossens	High (2.91)	**Long Term**	This route proposes to connect Southport North (A565) Hesketh Park to Plough Roundabout

10 INTEGRATION & APPLICATION

10.1 INTRODUCTION

10.1.1. This section of the report describes the next steps in the LCWIP process.

10.2 LCWIP APPLICATION & IMPLEMENTATION

10.2.1. The final stage of the LCWIP process includes the application and implementation of the LCWIP.

EMBEDDING THE LCWIP

10.2.2. It is recommended that the LCWIP document forms part of Sefton's local policy on walking and cycling in order to embed the plan. The Strategic Transport Planning and Investment Team at Sefton Council should use this document to inform future development discussions. The LCWIP routes should be reviewed and reflected in future policy and strategy updates to ensure they are embedded in future policies.

DELIVERING THE LCWIP

10.2.3. As the Sefton LCWIP contains routes for phasing of delivery the following steps are recommended in order to progress them:

- **Identify Funding Opportunities** - keep up to date with National and Regional funding opportunities to bring forward the routes and discuss the LCWIP routes with future developments.
- **Feasibility/Preliminary Design -** develop the design of the routes further in order to refine costs and benefits.
- **Detailed Design -** develop the design of the routes in detail in order to refine the costs and benefits further and reduce the risk.
- **Land Ownership -** explore land availability and ownership for route sections that require potential land acquisition for additional width for segregated cycle lanes/footway widening.

10.2.4. In order for the LCWIP to be successful it is recommended that infrastructure measures delivered by capital investment be supplemented by revenue measures such as behaviour change programmes.

MAINTENANCE AND MONITORING

10.2.5. Maintenance and monitoring are important when ensuring the LCWIP network is a success. A properly maintained network is essential to continuing the success of the enhanced network of facilities. Therefore, it is recommended that there is an ongoing programme for monitoring and maintain the LCWIP network that is specific to the active travel infrastructure. Maintenance may include but is not limited to:

- Surface repairs;
- Regular sweeping;
- Gritting in cold weather;
- Drain clearance;
- Lighting repairs;
- Vegetation clearance/cut back; and
- Maintain/update signage.

10.2.6. Monitoring the success and benefits of the investment in delivering the LCWIP routes provides a robust evidence base which is key to making the case for future active travel investment. It is important to monitor the routes in order to gather data which provides insights into the quality of a route and the experiences of the users. The monitoring approach should compare evidence from the pre- and post-scheme situations which will provide an understanding of the effectiveness of the routes and whether observed changes have resulted from the implementation of the infrastructure. As a result, it is recommended that baseline data is obtained before any of the proposals are delivered through programme wide monitoring as well as individual route monitoring. Monitoring may include but is not limited to:

- Pedestrian and Cyclist Counts (through the use of sensors or intermittent spot counts);
- Traffic Monitoring (through the use of Automated Traffic Counters (ATC) or Manual Classified Counts (MCC));
- Air quality monitoring (through the use of diffusion tubes);
- Noise monitoring (through the use of Sound Level Meters (SLM));
- Safety Monitoring (through specific route accident data or STATS19); and
- Perception and travel behaviour surveys (online or drop-in sessions).

REVIEWING AND UPDATING

10.2.7. As set out in the LCWIP technical guidance, the LCWIP should be reviewed and updated approximately every four to five years, in line with other transport plans, in order to reflect progress made with implementation. As well as this, if there are significant changes in local circumstance, such as the publication of new policies or strategies, major development sites, or new sources of funding.

Appendix A

ORIGIN AND DESTINATIONS

PUBLIC


N
Legend
Bus Stops
Railway Stations
Residential Centroid
Study Area Boundary
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2 km
(c) OpenStreetMaps Contributors
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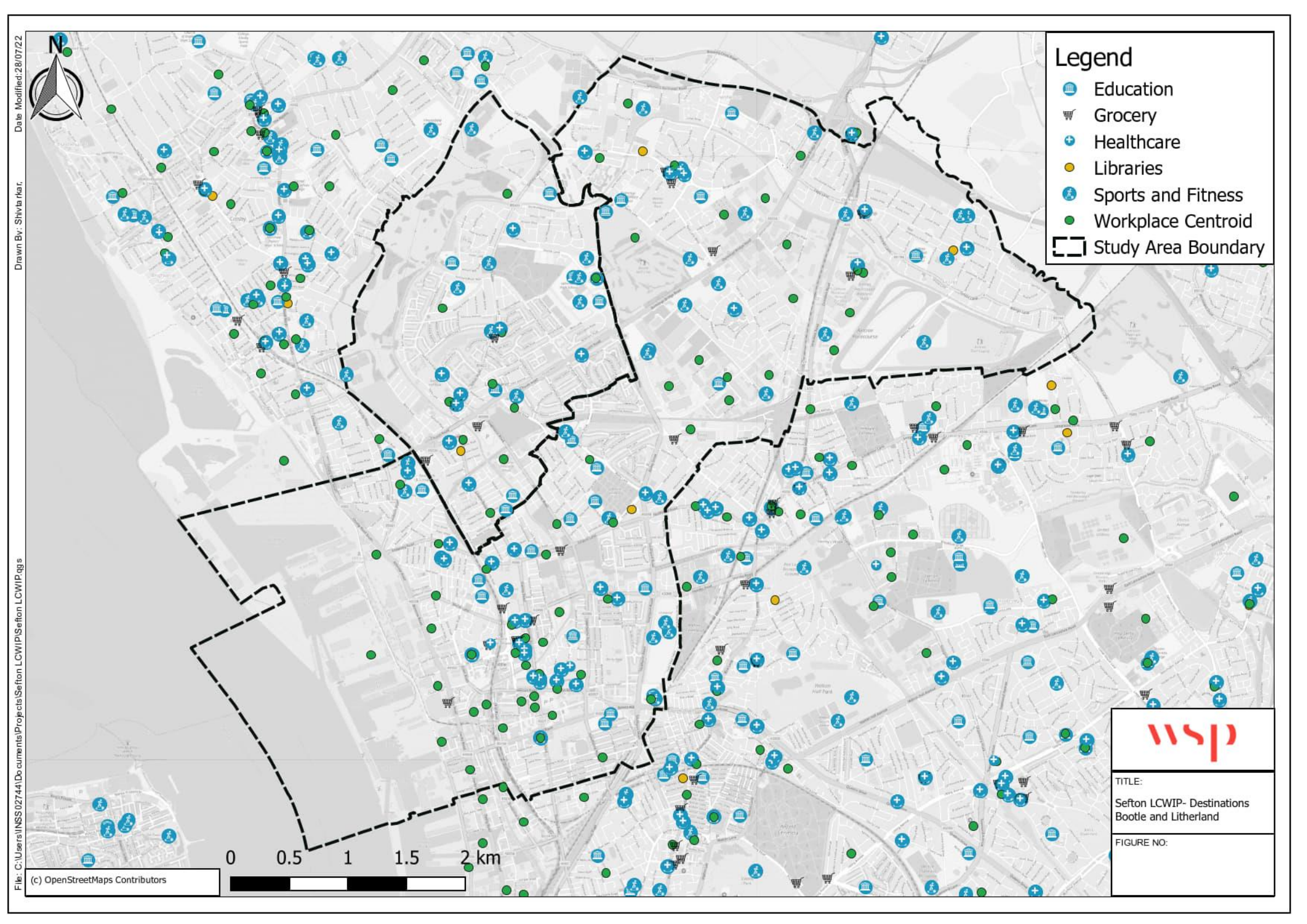
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Healthcare
Libraries
Sports and Fitness
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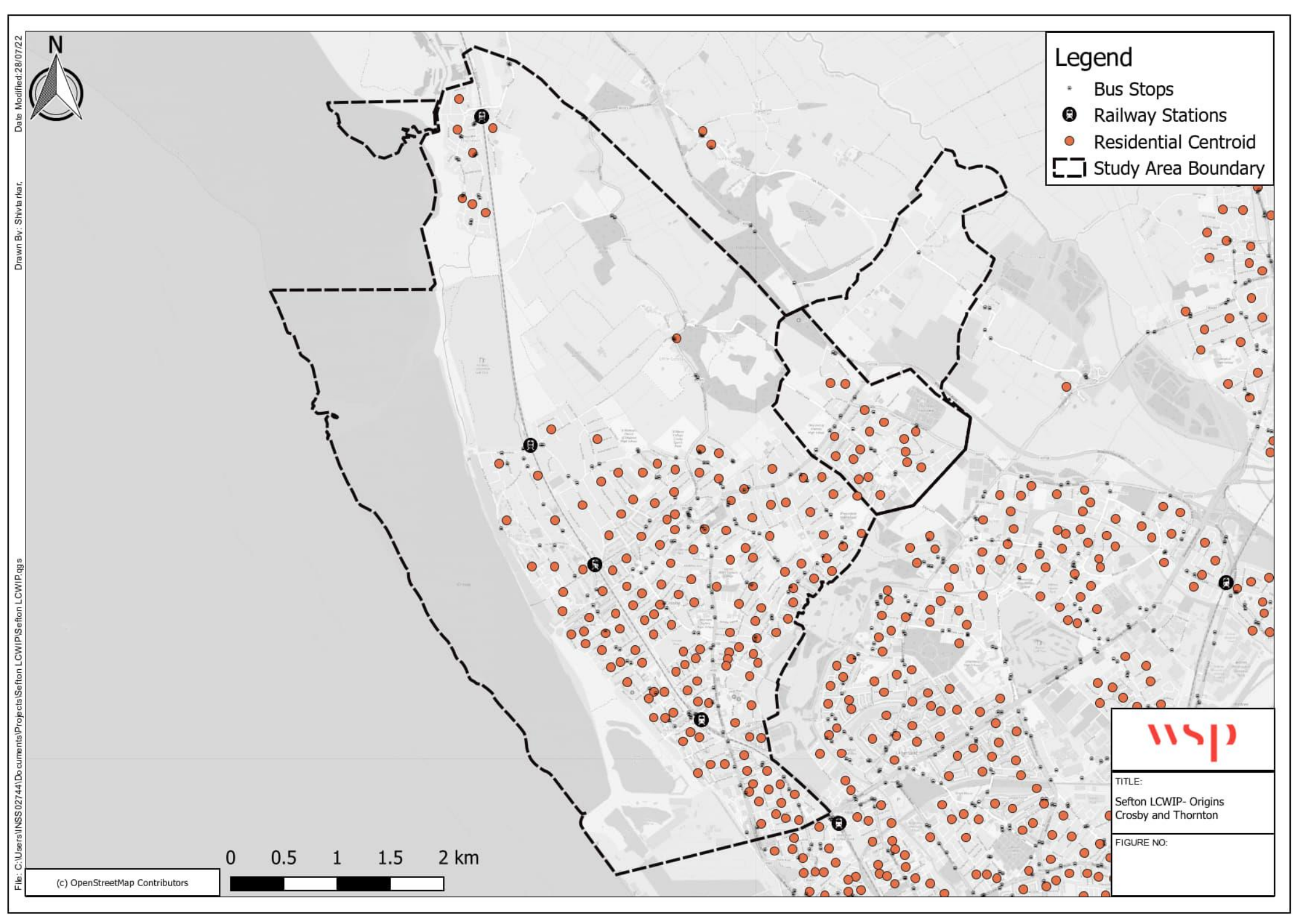
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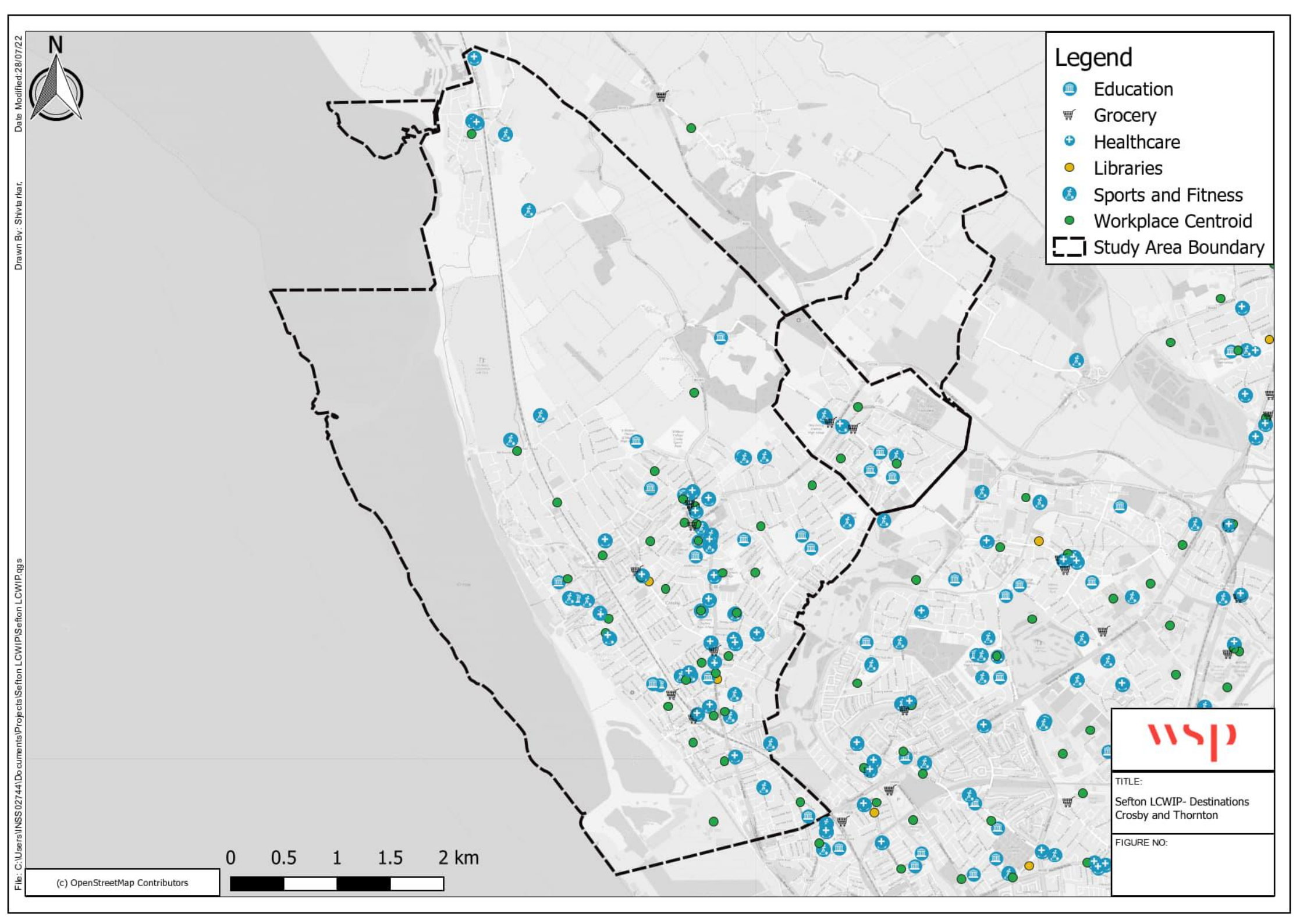
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Crosby and Thornton
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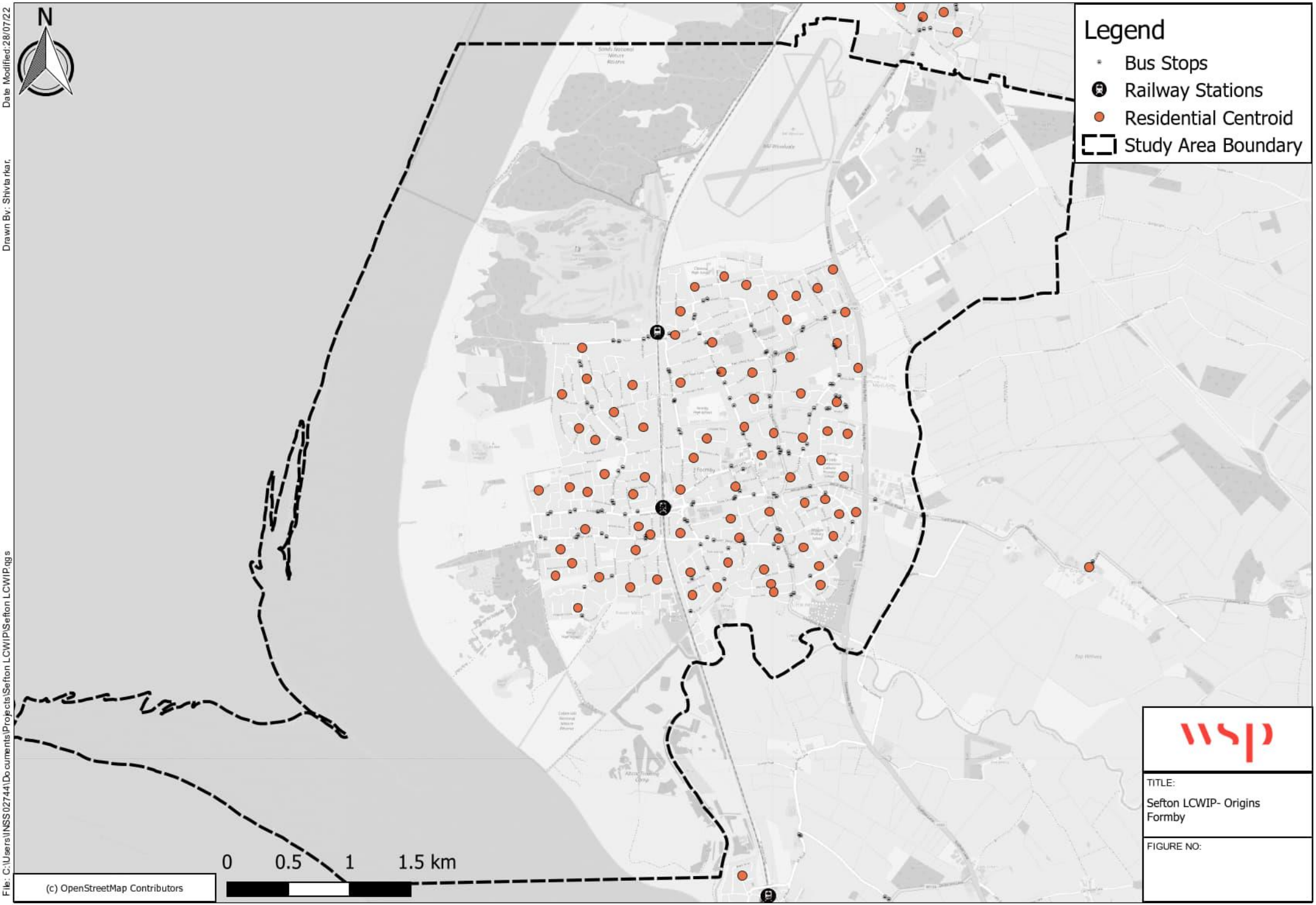
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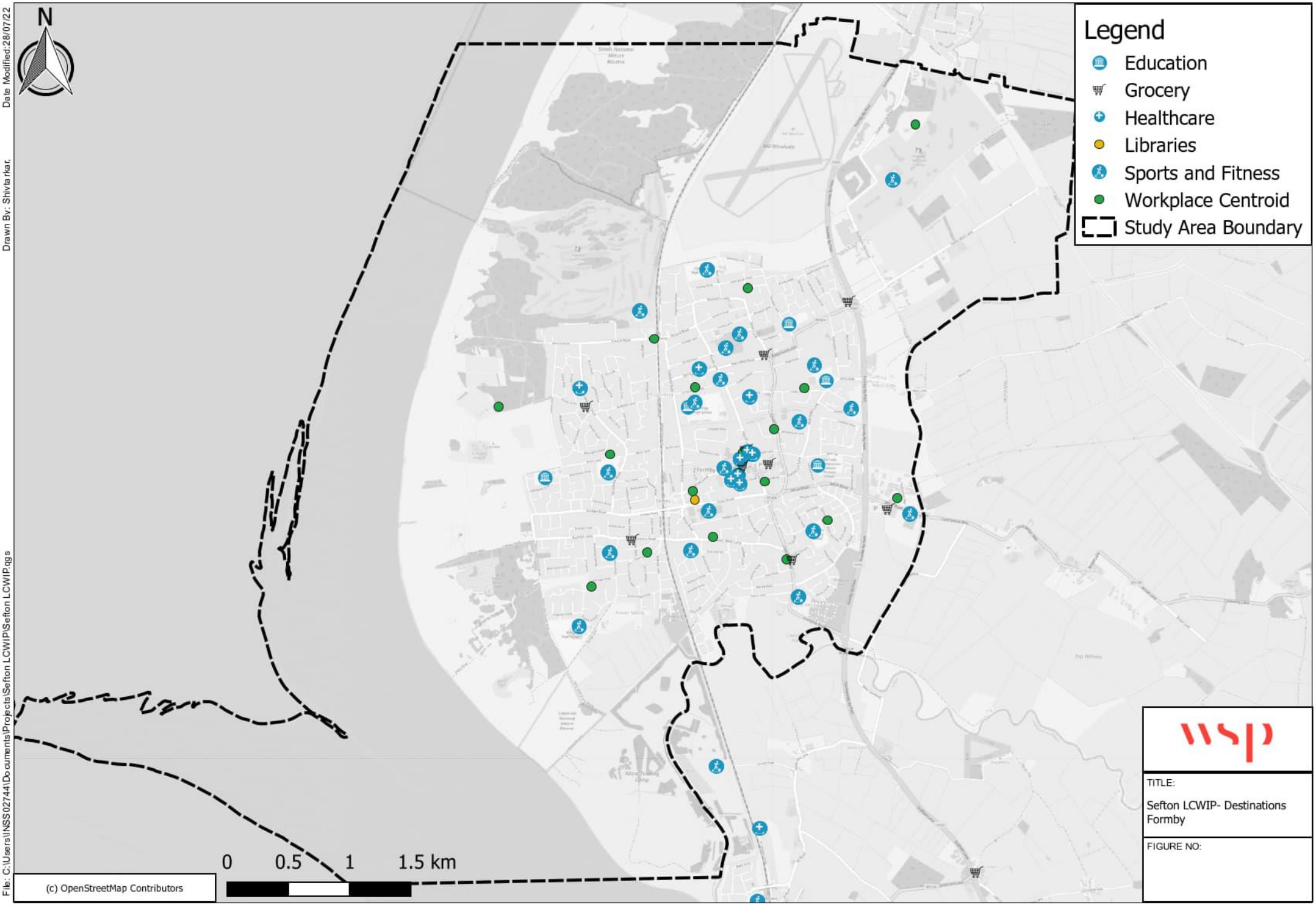
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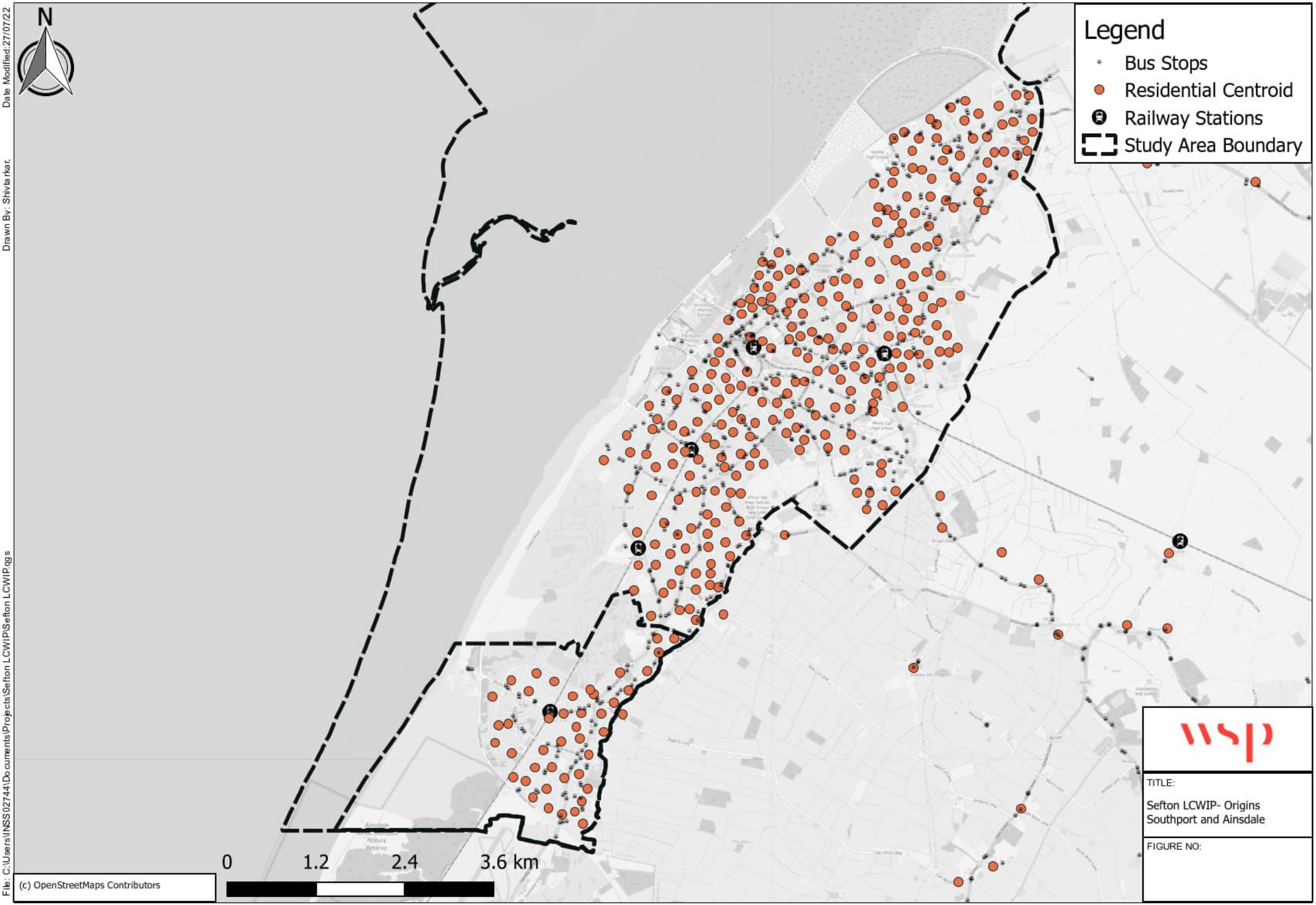
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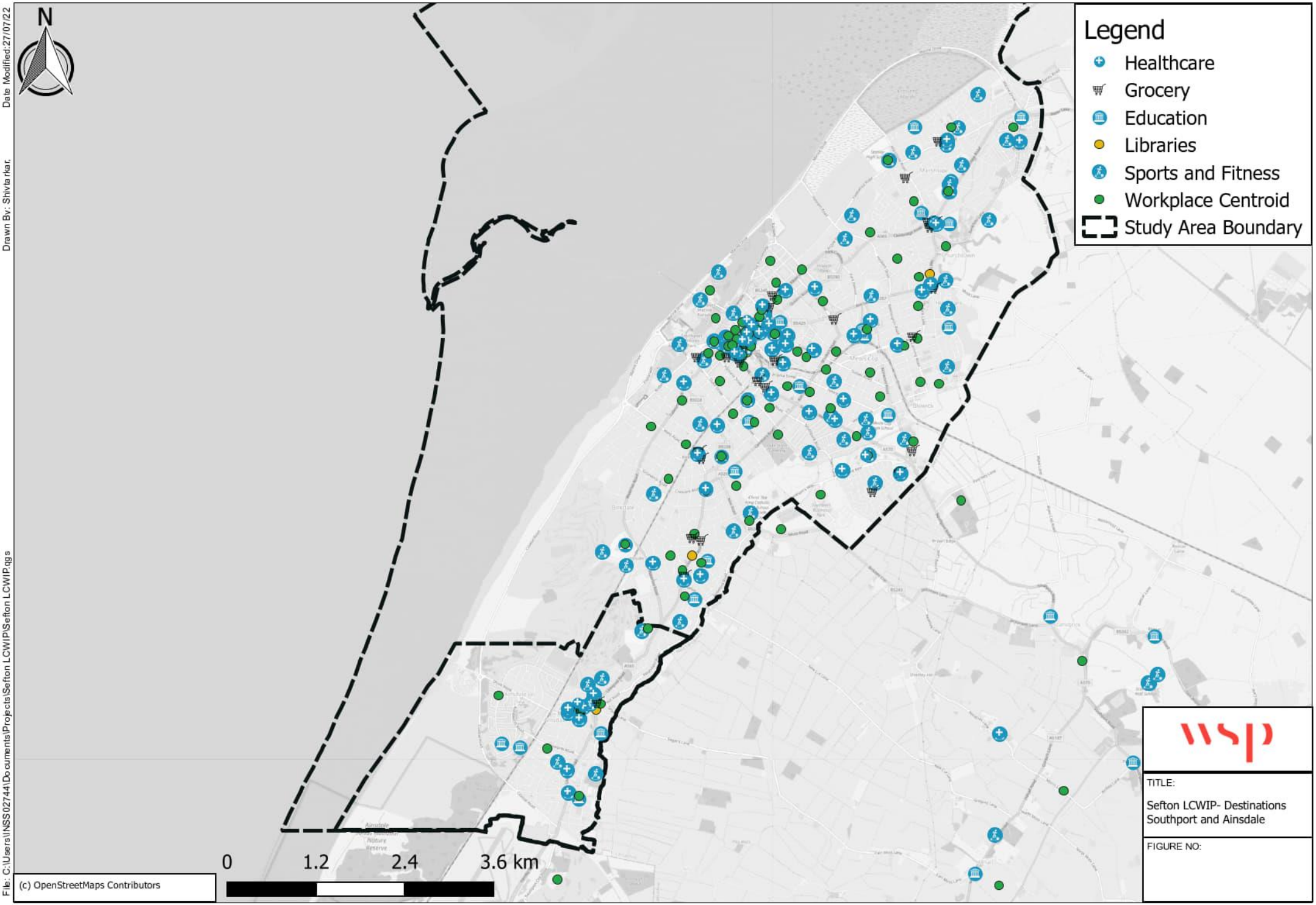
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Sports and Fitness
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Appendix B

DETAIL OF STAKEHOLDER ENGAGEMENT

This section will be added once the public survey has closed and will discuss the feedback that you have provided.

Appendix C

35 LCWIP ROUTES

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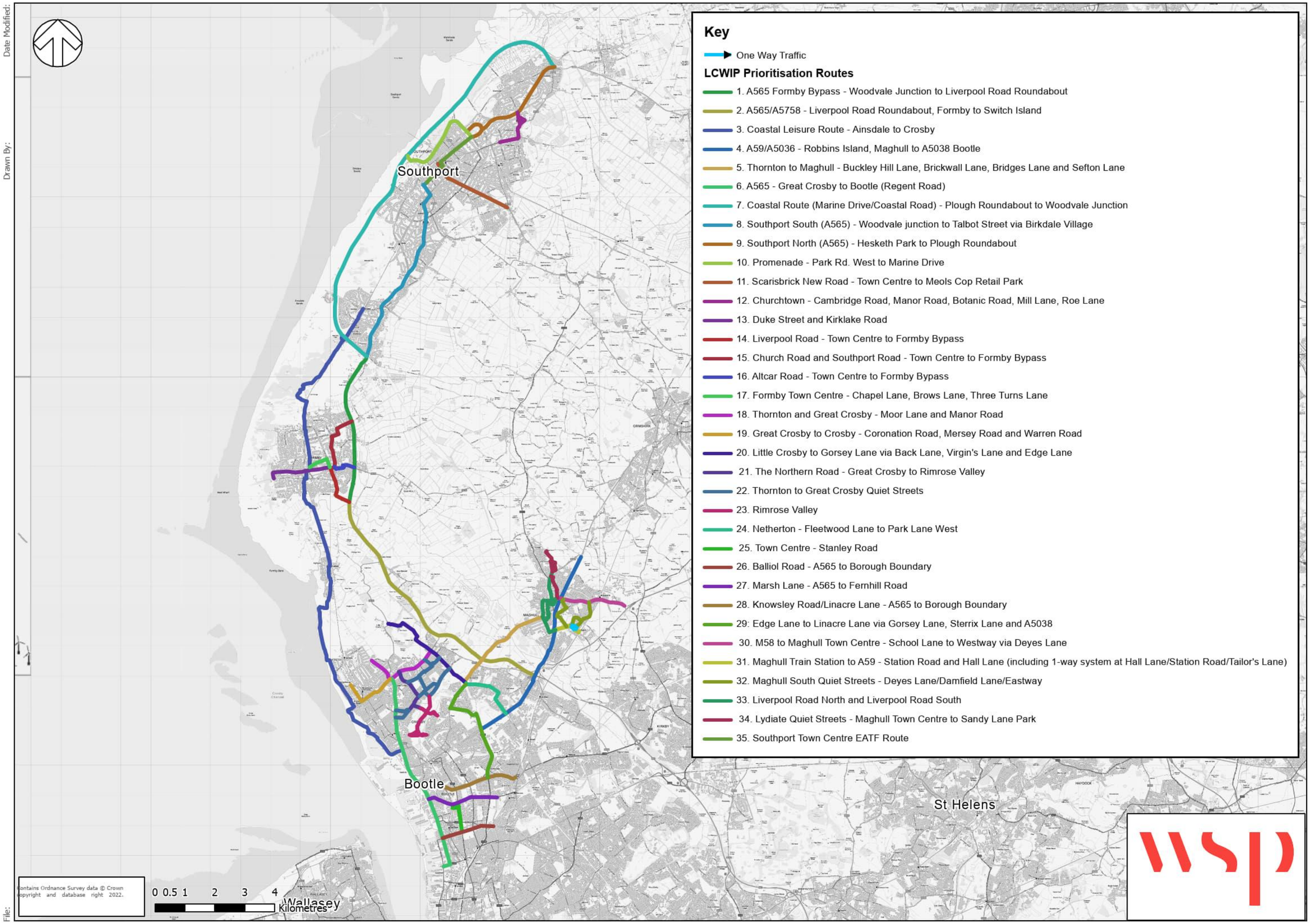

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Key

One Way Traffic

LCWIP Prioritisation Routes

1. A565 Formby Bypass - Woodvale Junction to Liverpool Road Roundabout
2. A565/A5758 - Liverpool Road Roundabout, Formby to Switch Island
3. Coastal Leisure Route - Ainsdale to Crosby
4. A59/A5036 - Robbins Island, Maghull to A5038 Bootle
5. Thornton to Maghull - Buckley Hill Lane, Brickwall Lane, Bridges Lane and Sefton Lane
6. A565 - Great Crosby to Bootle (Regent Road)
7. Coastal Route (Marine Drive/Coastal Road) - Plough Roundabout to Woodvale Junction
8. Southport South (A565) - Woodvale junction to Talbot Street via Birkdale Village
9. Southport North (A565) - Hesketh Park to Plough Roundabout
10. Promenade - Park Rd. West to Marine Drive
11. Scarisbrick New Road - Town Centre to Meols Cop Retail Park
12. Churchtown - Cambridge Road, Manor Road, Botanic Road, Mill Lane, Roe Lane
13. Duke Street and Kirklake Road
14. Liverpool Road - Town Centre to Formby Bypass
15. Church Road and Southport Road - Town Centre to Formby Bypass
16. Altcar Road - Town Centre to Formby Bypass
17. Formby Town Centre - Chapel Lane, Brows Lane, Three Turns Lane
18. Thornton and Great Crosby - Moor Lane and Manor Road
19. Great Crosby to Crosby - Coronation Road, Mersey Road and Warren Road
20. Little Crosby to Gorsey Lane via Back Lane, Virgin's Lane and Edge Lane
21. The Northern Road - Great Crosby to Rimrose Valley
22. Thornton to Great Crosby Quiet Streets
23. Rimrose Valley
24. Netherton - Fleetwood Lane to Park Lane West
25. Town Centre - Stanley Road
26. Balliol Road - A565 to Borough Boundary
27. Marsh Lane - A565 to Fernhill Road
28. Knowsley Road/Linacre Lane - A565 to Borough Boundary
29. Edge Lane to Linacre Lane via Gorsey Lane, Sterrix Lane and A5038
30. M58 to Maghull Town Centre - School Lane to Westway via Deyes Lane
31. Maghull Train Station to A59 - Station Road and Hall Lane (including 1-way system at Hall Lane/Station Road/Tailor's Lane)
32. Maghull South Quiet Streets - Deyes Lane/Damfield Lane/Eastway
33. Liverpool Road North and Liverpool Road South
34. Lydiate Quiet Streets - Maghull Town Centre to Sandy Lane Park
35. Southport Town Centre EATF Route

Date Modified:

Drawn By:

File:

Key

One Way Traffic

LCWIP Prioritisation Routes

1. A565 Formby Bypass - Woodvale Junction to Liverpool Road Roundabout
2. A565/A5758 - Liverpool Road Roundabout, Formby to Switch Island
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4. A59/A5036 - Robbins Island, Maghull to A5038 Bootle
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8. Southport South (A565) - Woodvale junction to Talbot Street via Birkdale Village
9. Southport North (A565) - Hesketh Park to Plough Roundabout
10. Promenade - Park Rd. West to Marine Drive
11. Scarisbrick New Road - Town Centre to Meols Cop Retail Park
12. Churchtown - Cambridge Road, Manor Road, Botanic Road, Mill Lane, Roe Lane
13. Duke Street and Kirklake Road
14. Liverpool Road - Town Centre to Formby Bypass
15. Church Road and Southport Road - Town Centre to Formby Bypass
16. Altcar Road - Town Centre to Formby Bypass
17. Formby Town Centre - Chapel Lane, Brows Lane, Three Turns Lane
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19. Great Crosby to Crosby - Coronation Road, Mersey Road and Warren Road
20. Little Crosby to Gorsey Lane via Back Lane, Virgin's Lane and Edge Lane
21. The Northern Road - Great Crosby to Rimrose Valley
22. Thornton to Great Crosby Quiet Streets
23. Rimrose Valley
24. Netherton - Fleetwood Lane to Park Lane West
25. Town Centre - Stanley Road
26. Balliol Road - A565 to Borough Boundary
27. Marsh Lane - A565 to Fernhill Road
28. Knowsley Road/Linacre Lane - A565 to Borough Boundary
29. Edge Lane to Linacre Lane via Gorsey Lane, Sterrix Lane and A5038
30. M58 to Maghull Town Centre - School Lane to Westway via Deyes Lane
31. Maghull Train Station to A59 - Station Road and Hall Lane (including 1-way system at Hall Lane/Station Road/Tailor's Lane)
32. Maghull South Quiet Streets - Deyes Lane/Damfield Lane/Eastway
33. Liverpool Road North and Liverpool Road South
34. Lydiate Quiet Streets - Maghull Town Centre to Sandy Lane Park
35. Southport Town Centre EATF Route

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Date Modified:

Drawn By:

File:

Key

One Way Traffic

LCWIP Prioritisation Routes

1. A565 Formby Bypass - Woodvale Junction to Liverpool Road Roundabout
2. A565/A5758 - Liverpool Road Roundabout, Formby to Switch Island
3. Coastal Leisure Route - Ainsdale to Crosby
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8. Southport South (A565) - Woodvale junction to Talbot Street via Birkdale Village
9. Southport North (A565) - Hesketh Park to Plough Roundabout
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12. Churchtown - Cambridge Road, Manor Road, Botanic Road, Mill Lane, Roe Lane
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15. Church Road and Southport Road - Town Centre to Formby Bypass
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22. Thornton to Great Crosby Quiet Streets
23. Rimrose Valley
24. Netherton - Fleetwood Lane to Park Lane West
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26. Balliol Road - A565 to Borough Boundary
27. Marsh Lane - A565 to Fernhill Road
28. Knowsley Road/Linacre Lane - A565 to Borough Boundary
29. Edge Lane to Linacre Lane via Gorsey Lane, Sterrix Lane and A5038
30. M58 to Maghull Town Centre - School Lane to Westway via Deyes Lane
31. Maghull Train Station to A59 - Station Road and Hall Lane (including 1-way system at Hall Lane/Station Road/Tailor's Lane)
32. Maghull South Quiet Streets - Deyes Lane/Damfield Lane/Eastway
33. Liverpool Road North and Liverpool Road South
34. Lydiate Quiet Streets - Maghull Town Centre to Sandy Lane Park
35. Southport Town Centre EATF Route

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0 0.175 0.35 0.7 1.05 1.4 Kilometres

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Date Modified:

Drawn By:

File:

Key

One Way Traffic

LCWIP Prioritisation Routes

1. A565 Formby Bypass - Woodvale Junction to Liverpool Road Roundabout
2. A565/A5758 - Liverpool Road Roundabout, Formby to Switch Island
3. Coastal Leisure Route - Ainsdale to Crosby
4. A59/A5036 - Robbins Island, Maghull to A5038 Bootle
5. Thornton to Maghull - Buckley Hill Lane, Brickwall Lane, Bridges Lane and Sefton Lane
6. A565 - Great Crosby to Bootle (Regent Road)
7. Coastal Route (Marine Drive/Coastal Road) - Plough Roundabout to Woodvale Junction
8. Southport South (A565) - Woodvale junction to Talbot Street via Birkdale Village
9. Southport North (A565) - Hesketh Park to Plough Roundabout
10. Promenade - Park Rd. West to Marine Drive
11. Scarisbrick New Road - Town Centre to Meols Cop Retail Park
12. Churchtown - Cambridge Road, Manor Road, Botanic Road, Mill Lane, Roe Lane
13. Duke Street and Kirklake Road
14. Liverpool Road - Town Centre to Formby Bypass
15. Church Road and Southport Road - Town Centre to Formby Bypass
16. Altcar Road - Town Centre to Formby Bypass
17. Formby Town Centre - Chapel Lane, Brows Lane, Three Turns Lane
18. Thornton and Great Crosby - Moor Lane and Manor Road
19. Great Crosby to Crosby - Coronation Road, Mersey Road and Warren Road
20. Little Crosby to Gorsey Lane via Back Lane, Virgin's Lane and Edge Lane
21. The Northern Road - Great Crosby to Rimrose Valley
22. Thornton to Great Crosby Quiet Streets
23. Rimrose Valley
24. Netherton - Fleetwood Lane to Park Lane West
25. Town Centre - Stanley Road
26. Balliol Road - A565 to Borough Boundary
27. Marsh Lane - A565 to Fernhill Road
28. Knowsley Road/Linacre Lane - A565 to Borough Boundary
29. Edge Lane to Linacre Lane via Gorsey Lane, Sterrix Lane and A5038
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33. Liverpool Road North and Liverpool Road South
34. Lydiate Quiet Streets - Maghull Town Centre to Sandy Lane Park
35. Southport Town Centre EATF Route

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Date Modified:

Drawn By:

File:

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9. Southport North (A565) - Hesketh Park to Plough Roundabout
10. Promenade - Park Rd. West to Marine Drive
11. Scarisbrick New Road - Town Centre to Meols Cop Retail Park
12. Churchtown - Cambridge Road, Manor Road, Botanic Road, Mill Lane, Roe Lane
13. Duke Street and Kirklake Road
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34. Lydiate Quiet Streets - Maghull Town Centre to Sandy Lane Park
35. Southport Town Centre EATF Route

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Date Modified:

Drawn By:

File:

Key

One Way Traffic

LCWIP Prioritisation Routes

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9. Southport North (A565) - Hesketh Park to Plough Roundabout
10. Promenade - Park Rd. West to Marine Drive
11. Scarisbrick New Road - Town Centre to Meols Cop Retail Park
12. Churchtown - Cambridge Road, Manor Road, Botanic Road, Mill Lane, Roe Lane
13. Duke Street and Kirklake Road
14. Liverpool Road - Town Centre to Formby Bypass
15. Church Road and Southport Road - Town Centre to Formby Bypass
16. Altcar Road - Town Centre to Formby Bypass
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20. Little Crosby to Gorsey Lane via Back Lane, Virgin's Lane and Edge Lane
21. The Northern Road - Great Crosby to Rimrose Valley
22. Thornton to Great Crosby Quiet Streets
23. Rimrose Valley
24. Netherton - Fleetwood Lane to Park Lane West
25. Town Centre - Stanley Road
26. Balliol Road - A565 to Borough Boundary
27. Marsh Lane - A565 to Fernhill Road
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33. Liverpool Road North and Liverpool Road South
34. Lydiate Quiet Streets - Maghull Town Centre to Sandy Lane Park
35. Southport Town Centre EATF Route

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Appendix D

PRIORITISATION FRAMEWORK

PUBLIC

Scheme Description		LCWIP Objectives					People					Place					Environment		Deliverability			Timeframe
Route / Package	Description	To develop local walking and cycling networks that will increase cycling and walking trips across the borough by creating enticing, safe, accessible routes and local networks for all.	Increase the number of children and young people walking and cycling to and from educational facilities.	Creating and maintaining barrier free networks in line with our Aging Well Better Strategy	Support and contribute to our Climate Declaration to be a net zero local authority for council operations by 2030 and as a region 2040 and nationally by 2050	To prioritise local networks/routes for delivery along with an implementation plan	Population density	Correlation with Desire Lines	Indices of Multiple Deprivation	Improved Health and Wellbeing	Increase in Safety of Journeys	Town centre	Employment areas or large employers	Education Sites	Public Transport Hub	Leisure/Tourism Sites, Community Services	Impact on Green Space	Proximity to AQMA	Scheme feasibility	Dependency on other scheme	Pre-Consultation with Key Stakeholders (Stakeholder Support)	Timeframe Short = up to 3 yrs; Medium = 3+ yers (up to 10 yrs); Long = 10+ yrs)
Borough-wide Routes																						
1	**A565 Formby Bypass - Woodvale Junction to Liverpool Road Roundabout** Physically segregated cycleway with junction improvements.																					**Long**
2	**A565/A5758 - Liverpool Road Roundabout, Formby to Switch Island** Physically segregated cycleway with junction improvements, including off-highway route																					**Long**
3	**Coastal Leisure Route - Ainsdale to Crosby** Off-highway route																					**Long**
4	**A59/A5036 - Robbins Island, Maghull to A5038 Bootle** Physically segregated cycleway with junction improvements																					**Long**
5	**Thornton to Maghull - Buckley Hill Lane, Brickwall Lane, Bridges Lane and Sefton Lane** Physically segregated cycleway with junction improvements																					**Long**
6	**A565 - Great Crosby to Bootle (Regent Road)** Physically segregated cycleway with junction improvements																					**Medium**
Southport																						
7	**Coastal Route (Marine Drive/Coastal Road) - Plough Roundabout to Woodvale Junction** Improve existing infrastructure, creating LTN compliant physiclally segregated route																					**Long**
8	**Southport South (A565) - Woodvale junction to Talbot Street via Birkdale Village** Physically segregated cycleway with junction improvements																					**Medium**
9	**Southport North (A565) - Hesketh Park to Plough Roundabout** Physically segregated cycleway with junction improvements																					**Long**
10	**Promenade - Park Rd. West to Marine Drive** Physically segregated cycleway with junction improvements																					**Short**
11	**Scarisbrick New Road - Town Centre to Meols Cop Retail Park** Physically segregated cycleway with junction improvements																					**Long**

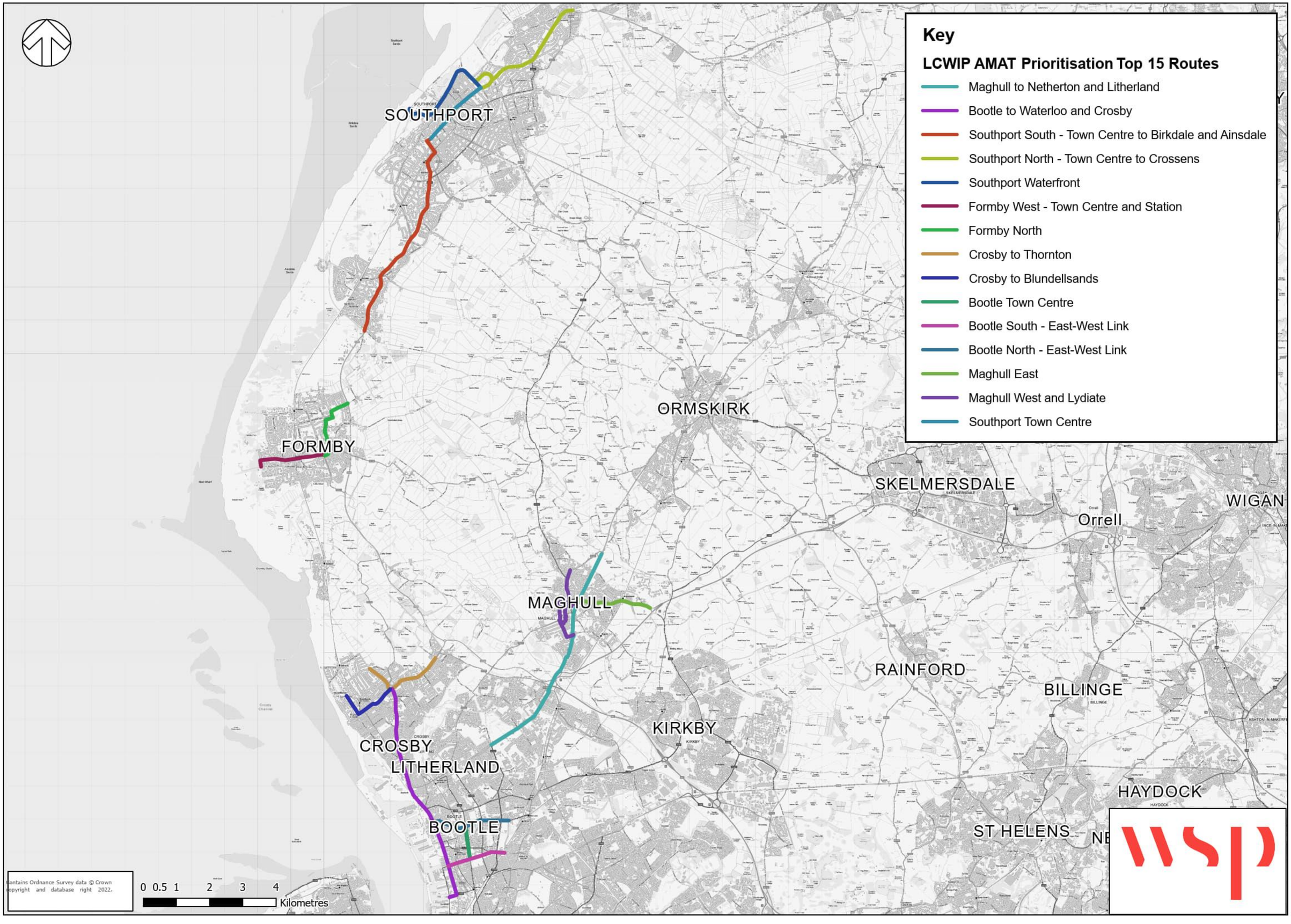
Scheme Description		LCWIP Objectives					People					Place					Environment		Deliverability			Timeframe
Route / Package	Description	To develop local walking and cycling networks that will increase cycling and walking trips across the borough by creating enticing, safe, accessible routes and local networks for all.	Increase the number of children and young people walking and cycling to and from educational facilities.	Creating and maintaining barrier free networks in line with our Aging Well Better Strategy	Support and contribute to our Climate Declaration to be a net zero local authority for council operations by 2030 and as a region 2040 and nationally by 2050	To prioritise local networks/routes for delivery along with an implementation plan	Population density	Correlation with Desire Lines	Indices of Multiple Deprivation	Improved Health and Wellbeing	Increase in Safety of Journeys	Town centre	Employment areas or large employers	Education Sites	Public Transport Hub	Leisure/Tourism Sites, Community Services	Impact on Green Space	Proximity to AQMA	Scheme feasibility	Dependency on other scheme	Pre-Consultation with Key Stakeholders (Stakeholder Support)	Timeframe Short = up to 3 yrs; Medium = 3+ yers (up to 10 yrs); Long = 10+ yrs)
12	**Churchtown - Cambridge Road, Manor Road, Botanic Road, Mill Lane, Roe Lane** Physically segregated cycleway with junction improvements																					**Long**
35	**Southport Town Centre EATF Route** Improve existing infrastructure																					**Medium**
Formby																						
13	**Duke Street and Kirklake Road** Physically segregated cycleway																					**Long**
14	**Liverpool Road - Town Centre to Formby Bypass** Physically segregated cycleway																					**Long**
15	**Church Road and Southport Road - Town Centre to Formby Bypass** Physically segregated cycleway																					**Medium**
16	**Altcar Road - Town Centre to Formby Bypass** Quiet Streets and physically segregated cycleway																					**Long**
17	**Formby Town Centre - Chapel Lane, Brows Lane, Three Turns Lane** Quiet Streets and physically segregated cycleway																					**Long**
Crosby and Thornton																						
18	**Thornton and Great Crosby - Moor Lane and Manor Road** Physically segregated cycleway with junction improvements																					**Medium**
19	**Great Crosby to Crosby - Coronation Road, Mersey Road and Warren Road** Physically segregated cycleway																					**Medium**
20	**Little Crosby to Gorsey Lane via Back Lane, Virgin's Lane and Edge Lane** Physically segregted cycleway with junction improvements																					**Long**
21	**The Northern Road - Great Crosby to Rimrose Valley** Physically segregted cycleway with junction improvements																					**Long**
22	**Thornton to Great Crosby Quiet Streets** Quiet streets																					**Long**

Scheme Description		LCWIP Objectives					People					Place					Environment		Deliverability			Timeframe
Route / Package	Description	To develop local walking and cycling networks that will increase cycling and walking trips across the borough by creating enticing, safe, accessible routes and local networks for all.	Increase the number of children and young people walking and cycling to and from educational facilities.	Creating and maintaining barrier free networks in line with our Aging Well Better Strategy	Support and contribute to our Climate Declaration to be a net zero local authority for council operations by 2030 and as a region 2040 and nationally by 2050	To prioritise local networks/routes for delivery along with an implementation plan	Population density	Correlation with Desire Lines	Indices of Multiple Deprivation	Improved Health and Wellbeing	Increase in Safety of Journeys	Town centre	Employment areas or large employers	Education Sites	Public Transport Hub	Leisure/Tourism Sites, Community Services	Impact on Green Space	Proximity to AQMA	Scheme feasibility	Dependency on other scheme	Pre-Consultation with Key Stakeholders (Stakeholder Support)	Timeframe Short = up to 3 yrs; Medium = 3+ yers (up to 10 yrs); Long = 10+ yrs)
23	**Rimrose Valley** Off-highway route																					**Long**
24	**Netherton - Fleetwood Lane to Park Lane West** Physically segregated cycleway																					**Long**
Bootle																						
25	**Town Centre - Stanley Road** Quiet Streets with public Realm Improvements and increased cycle parking																					**Short**
26	**Balliol Road - A565 to Borough Boundary** Physically segregted cycleway with junction improvements																					**Medium**
27	**Marsh Lane - A565 to Fernhill Road** Physically segregted cycleway with junction improvements																					**Long**
28	**Knowsley Road/Linacre Lane - A565 to Borough Boundary** Physically segregted cycleway with junction improvements																					**Long**
29	**Edge Lane to Linacre Lane via Gorsey Lane, Sterrix Lane and A5038** Physically segregted cycleway with junction improvements and localised section of quiet streets																					**Long**
Maghull and Lydiate																						
30	**M58 to Maghull Town Centre - School Lane to Westway via Deyes Lane** Physically segregated cycleway with junction improvements																					**Medium**
31	**Maghull Train Station to A59 - Station Road and Hall Lane (including 1-way system at Hall Lane/Station Road/Tailor's Lane)** Physically segregated cycleway with introduction of 1-way system																					**Long**
32	**Maghull South Quiet Streets - Deyes Lane/Damfield Lane/Eastway** Quiet streets																					**Long**
33	**Liverpool Road North and Liverpool Road South** Physically segregated cycleway with localised quiet streets between Westway and Liverpool Rd. South																					**Long**
34	**Lydiate Quiet Streets - Maghull Town Centre to Sandy Lane Park** Quiet streets																					**Long**

Appendix E

TOP 15 LCWIP ROUTES

PUBLIC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Maghull to Netherton and Litherland
Bootle to Waterloo and Crosby
Southport South - Town Centre to Birkdale and Ainsdale
Southport North - Town Centre to Crossens
Southport Waterfront
Formby West - Town Centre and Station
Formby North
Crosby to Thornton
Crosby to Blundellsands
Bootle Town Centre
Bootle South - East-West Link
Bootle North - East-West Link
Maghull East
Maghull West and Lydiate
Southport Town Centre
SOUTHPORT
FORMBY
ORMSKIRK
MAGHULL
SKELMERSDALE
WIGAN
Orrell
RAINFORD
BILLINGE
KIRKBY
CROSBY
LITHERLAND
BOOTLE
HAYDOCK
ST HELENS
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Kilometres

Date Modified:

Drawn By:

File:

Key

LCWIP AMAT Prioritisation Top 15 Routes

- Maghull to Netherton and Litherland
- Bootle to Waterloo and Crosby
- Southport South - Town Centre to Birkdale and Ainsdale
- Southport North - Town Centre to Crossens
- Southport Waterfront
- Formby West - Town Centre and Station
- Formby North
- Crosby to Thornton
- Crosby to Blundellsands
- Bootle Town Centre
- Bootle South - East-West Link
- Bootle North - East-West Link
- Maghull East
- Maghull West and Lydiate
- Southport Town Centre

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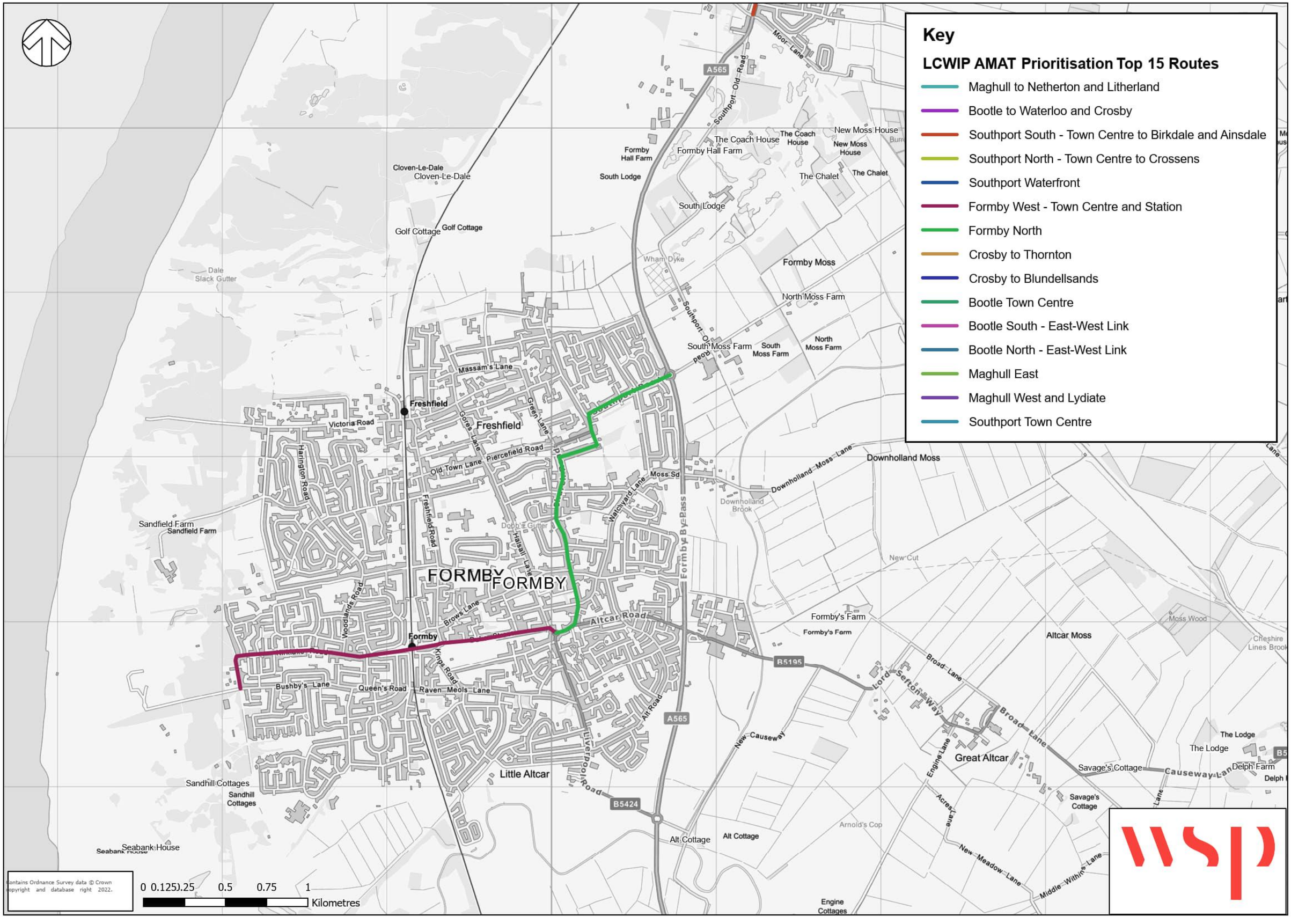
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Southport North - Town Centre to Crossens
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Formby West - Town Centre and Station
Formby North
Crosby to Thornton
Crosby to Blundellsands
Bootle Town Centre
Bootle South - East-West Link
Bootle North - East-West Link
Maghull East
Maghull West and Lydiate
Southport Town Centre
A565
Moor Lane
Southport Old Road
Formby Hall Farm
The Coach House
New Moss House
The Chalet
South Lodge
Cloven-Le-Dale
Golf Cottage
Dale
Slack Gutter
Wham Dyke
Formby Moss
North Moss Farm
South Moss Farm
Massam's Lane
Freshfield
Victoria Road
Green Lane
Gores Lane
Piercefield Road
Old Town Lane
Harrington Road
Freshfield Road
Moss Sd
Watcoyard Lane
Downholland Moss Lane
Downholland Moss
Downholland Brook
Sandfield Farm
Dodd's Gutter
Halsall Lane
Formby By-Pass
New Cut
FORMBY
Woodlands Road
Brows Lane
Altcar Road
Formby's Farm
Moss Wood
Cheshire Lines Brook
Altcar Moss
B5195
Broad Lane
Lord Sefton Way
Kings Road
Bushby's Lane
Queen's Road
Raven Meols Lane
Alt Road
Liverpool Road
B5424
New Causeway
Little Altcar
Great Altcar
Engine Lane
Savage's Cottage
Causeway Lane
Delph Farm
The Lodge
Sandhill Cottages
Seabank House
Alt Cottage
Arnold's Cop
Acres Lane
New Meadow Lane
Middle Withins Lane
Engine Cottages
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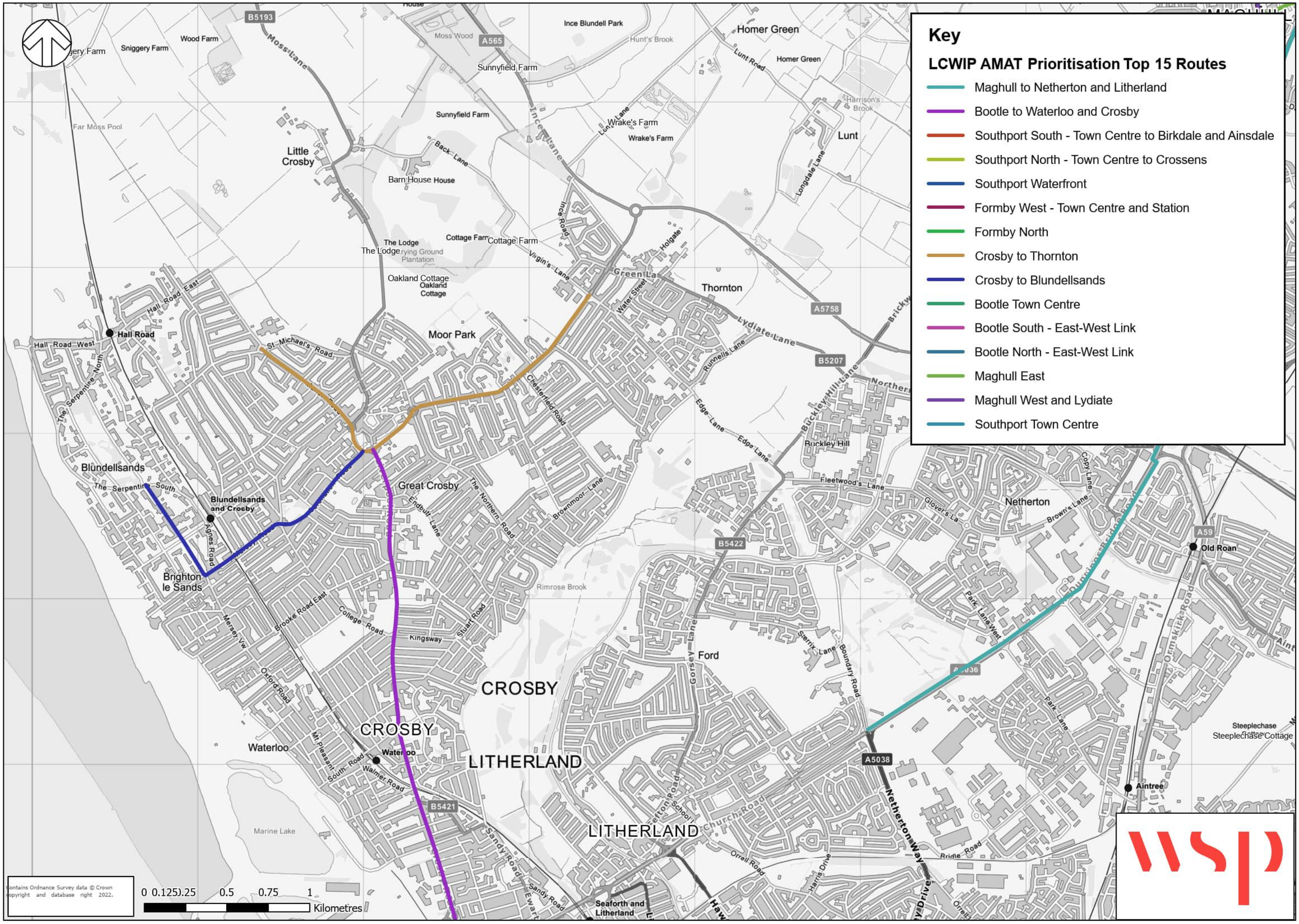
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Bootle Town Centre
Bootle South - East-West Link
Bootle North - East-West Link
Maghull East
Maghull West and Lydiate
Southport Town Centre
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Kilometres

Key

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- Maghull West and Lydiate
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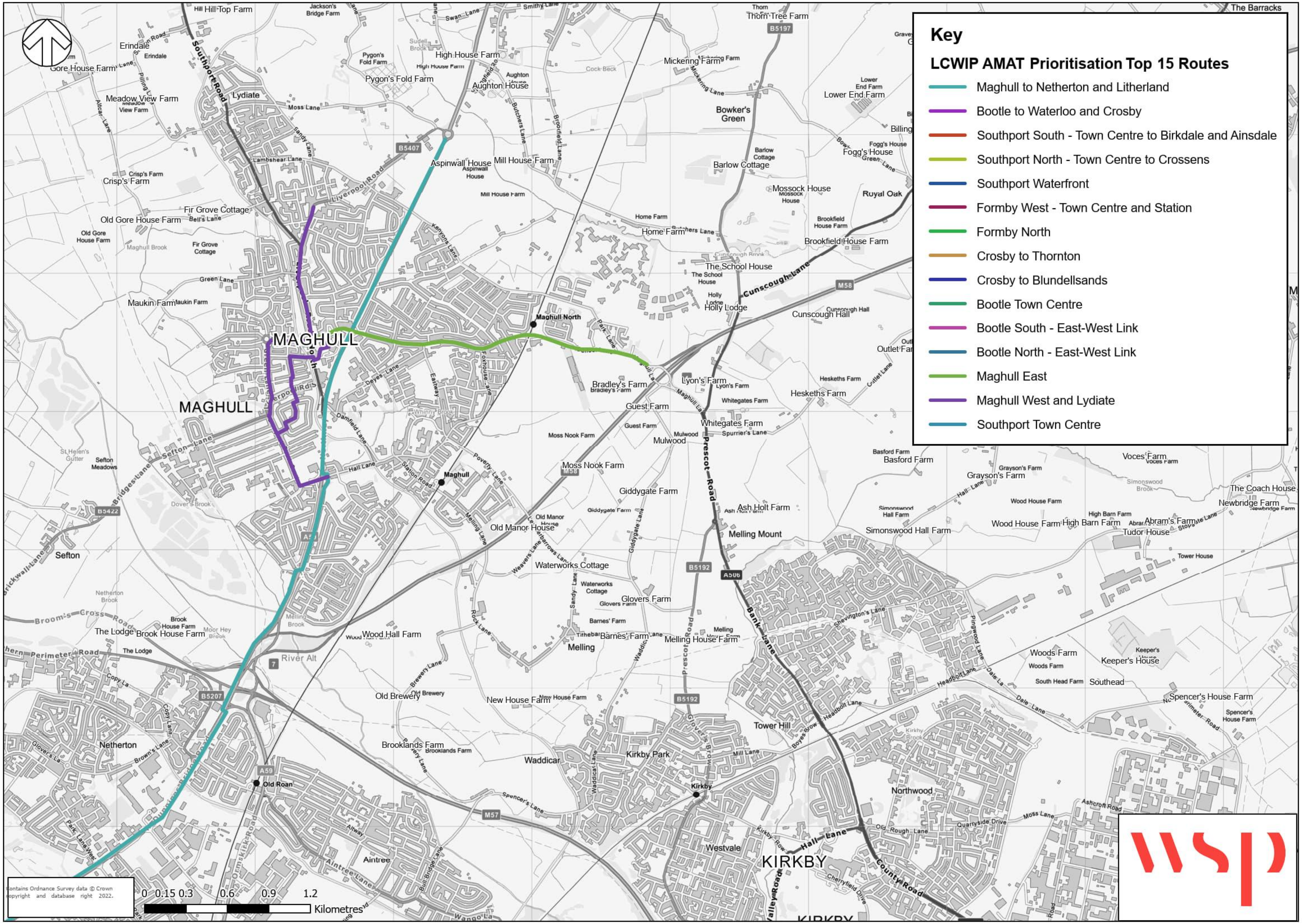

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Formby North
Crosby to Thornton
Crosby to Blundellsands
Bootle Town Centre
Bootle South - East-West Link
Bootle North - East-West Link
Maghull East
Maghull West and Lydiate
Southport Town Centre
MAGHULL
KIRKBY
Maghull North
Lydiate
Netherton
Sefton
Melling
Aintree
Waddicar
Kirkby Park
Westvale
Northwood
Tower Hill
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Kilometres
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