WIRRAL

CORE ACTIVE TRAVEL NETWORK

Placing Active Travel at the heart of everything we do

Contents

Foreword

TO BE ADDED

The Core Active Travel Network

Background

In 2024 Wirral Council published its Places for People strategy, which sets out a case for investment in active travel and making healthier, safer and more connected areas to live, work and travel.

The Places for People strategy[1] outlines Wirral Council's ambitions to put active travel and beautiful places at the heart of Wirral communities, through smarter investment in streets, neighbourhoods, and infrastructure. This will make it possible to transform how people move and experience their local areas, creating places where people and communities can flourish, helping to reduce car dependency, improve road safety and bring transformational benefits to Wirral.

The Places for People strategy sets out the policy context and justification for investment in active travel infrastructure across the borough noting that, to be able to support people who need to, or choose to walk, wheel and cycle, investment in both new and improved infrastructure will be required.

In order to deliver the PfP strategy and associated vision, the development of an active travel network for Wirral is required.

Historically, infrastructure and facilities to support walking, wheeling and cycling have been considered separately. The development of the CATN provides an opportunity for an integrated and inclusive approach to streetscape design which enhances the experience for all users whether walking, wheeling or cycling as well as creating high quality surrounding environments.

This will provide a delivery plan to create a network of safer, high quality routes for those who wish to walk, run, wheel or cycle.

Regardless of whether people use active modes, cars or public transport as their main mode of travel, most people will experience walking or wheeling on a daily basis for all or part of their journey. The development of an active travel network will therefore benefit all people travelling to, from and within Wirral.

An effective active travel network includes a **core network** of main routes which are supported by **local routes, networks and quiet streets** which together connect people with places and facilitate high quality walking, wheeling and cycling journeys for local day-to-day travel. The Core Active Travel Network (CATN) aims to provide routes where they are most needed by connecting residential areas to shops, workplaces, schools, leisure activities and stations so that people can undertake their everyday journeys easier and in whatever way they want to travel.

Overall, the development of a CATN will provide Wirral with a full core network of routes. The CATN will form the initial active travel network that can be used to facilitate local links that connect people to key origins and destinations and will used to inform investment decisions in active travel infrastructure over the next 15 years and beyond.

- Active Travel refers to journeys made by modes of transport that are fully or partially people-powered, including walking, wheeling and cycling.
- Walking and wheeling represents the action of moving as a pedestrian, whether or not someone is walking or wheeling unaided or using any kind of wheeled mobility aid, including wheelchairs, mobility scooters, prams or buggies.

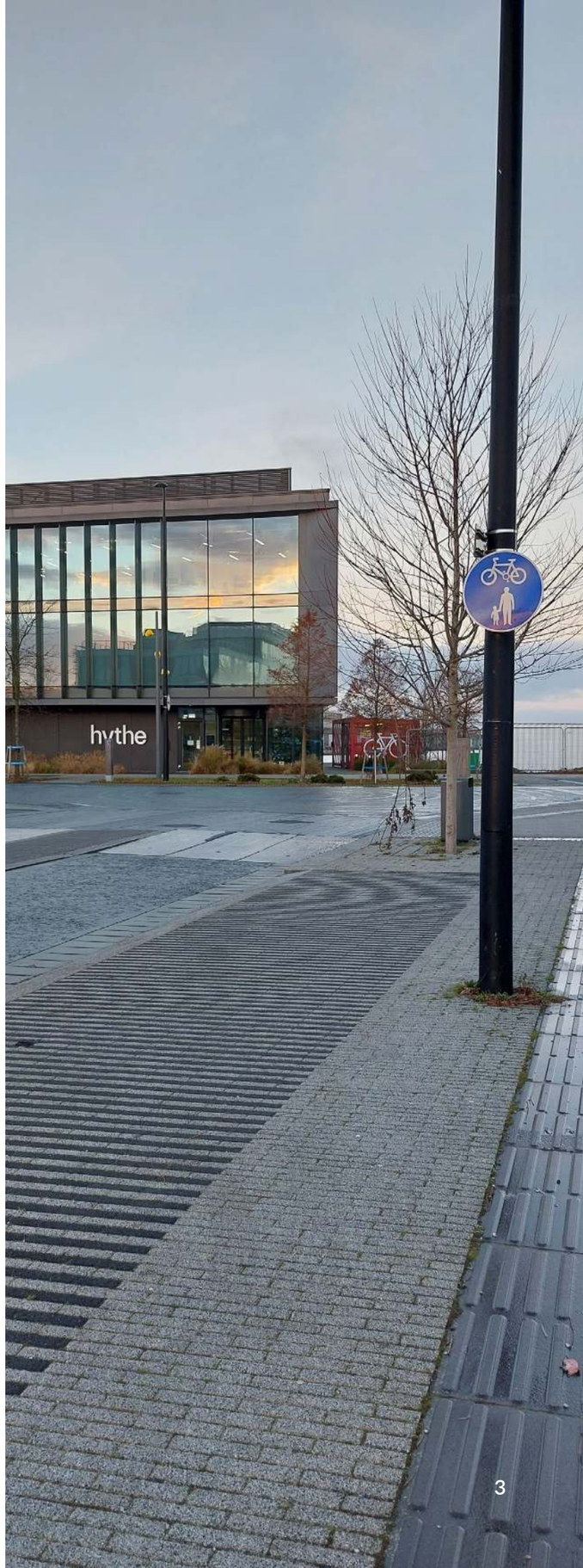
Purpose of this document

In January 2024 Wirral Council's Environment, Climate Emergency and Transport committee approved the Places for People strategy, and agreed that a CATN for Wirral should be developed. Using data, local information, Department for Transport guidance, and inputs from Wirral Council and key stakeholders, a core network has been developed. This includes; new routes, existing routes and routes already in development. This document presents the CATN that has been developed for Wirral, and summarises how routes were selected.

The CATN set out within this document will guide the development and delivery of a planned active travel network for Wirral up to 2027, 2032 and beyond, identifying where new or improved infrastructure is required to facilitate safe and enjoyable walking, wheeling and cycling for its residents, workers and visitors.

The CATN establishes routes as corridors connecting key start and end points, though it is anticipated that the majority of users will utilise only sections of these routes. The exact design of these routes will be determined through detailed feasibility studies and reviews, with engagement and co-development with communities serving as the primary method of designing these routes.

This means the CATN is flexible and will evolve over time to best suit the needs of Wirral's communities and residents and support the Council's strategic plans.



1 Wirral Places for People Strategy - See 'Plans, Information and Surveys'

Where Are We Now?

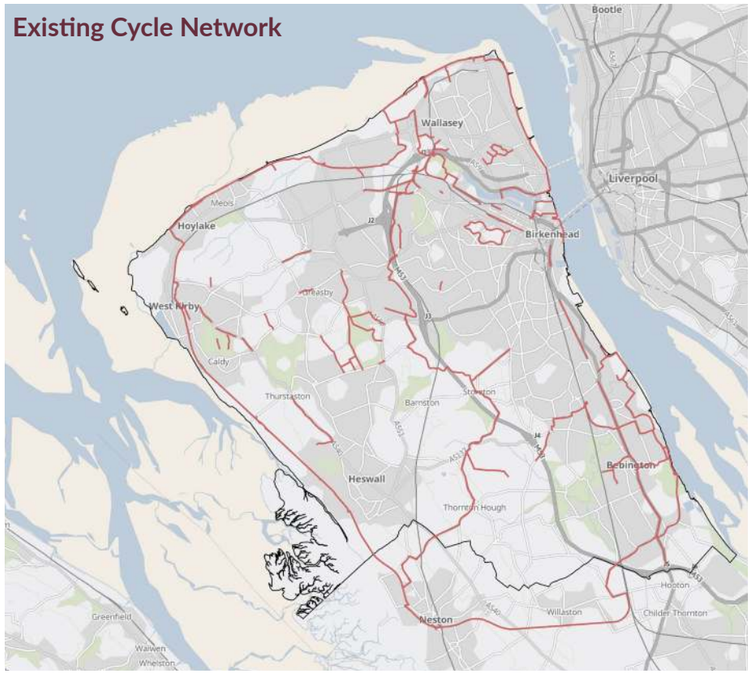
In establishing a core strategic network it is important to understand what is already in place. The current active travel network across Wirral is disjointed, of varying quality and in some areas does not connect people to places.

An extensive network of footways is in place across the borough, however a lack of crossing facilities, a prevalence of high-speed roads, and constrained infrastructure such as narrow or uneven paths limit its suitability for some users. There is also a lack of people-focused infrastructure e.g. seating and landscaping within and around local centres, reducing opportunities for residents and visitors to dwell and spend time.

Wirral's existing cycle network is shown in the map below. The Wirral Circular Trail and National Cycle Network Route 56 follow the coastline or motorway and edges of settlements and do not provide direct access to urban centres. Therefore, these routes do not provide a convenient means for the majority of people to access key destinations on a daily basis.

Use of the Wirral Way and Coastal Promenades is also largely dependent on current weather conditions with poor lighting and surfacing on some parts of the route reducing the quality and safety of journeys. As such, these routes are generally suitable for leisure cycling but not for 'year round' use, such as regular commuting, or for inexperienced users.

The map also shows that there are several sections of cycle infrastructure across the borough which exist in isolation, resulting in a disjointed network that does not connect people to places.

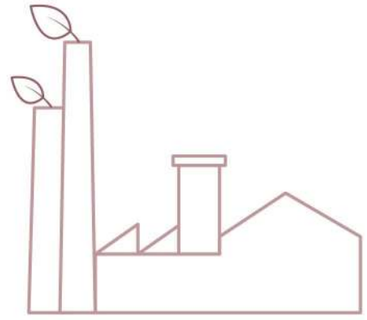


2 Wirral Draft Local Plan 2021-2037
3 Cool 2: A strategy for Wirral in the face of the global climate emergency, December 2019
4 LCR CA Local Transport Plan 4 Draft October 2024

The CATN will be key to supporting several of Wirral's wider ambitions, including:

Being a **sustainable** peninsula through sustainable travel, improving **accessibility**; **connectivity**, and **ease of movement** as set out within the draft Local Plan[2]

Reaching **net zero pollution** as early as possible **before 2041**, as set out within Wirral's Climate Strategy: Cool 2[3]



Encouraging a greater proportion of local journeys to be made by **bike** or **on foot** in line with aspirations of the Liverpool City Region Transport Plan[4]

Taking advantage of speed limit reductions as part of the **20-mph** speed limit programme to improve the quality and **safety** of the environment for **walking, wheeling and cycling**

Supporting Wirral's ambitious **regeneration** plans in and around Birkenhead.

Establishing a Core Strategic Network

Overview

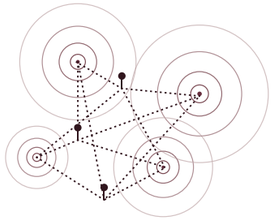
The development of the CATN provides an opportunity to create a plan for a joined up network of high quality walking, cycling and wheeling routes, and take advantage of potential central and regional Government funding opportunities for walking, cycling and wheeling. The CATN, in combination with the existing active travel infrastructure and local area networks, will create a comprehensive network across the borough which is available all year round for all abilities, in line with principles of National Design Guidance[5], and Inclusive Mobility[6].

Opportunities for enhanced public realm and placemaking will also be considered in line with precedents set by Active Travel England[7] to encourage high quality active travel infrastructure within in our local built environments such as new housing developments, town centres, commuter routes, parks and open spaces.

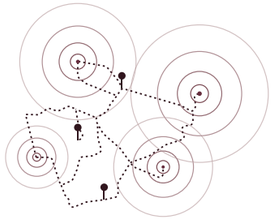
How was the CATN developed?

The CATN was developed through a number of key stages which follow the Department for Transport's Local Cycling and Walking Infrastructure Plan (LCWIP) Guidance[8] and a tailored approach developed by Mott MacDonald in collaboration with Wirral Council to consider existing travel patterns, regeneration and development.

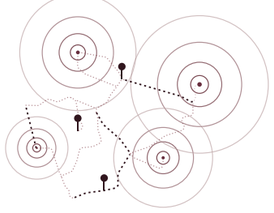
The five stages of CATN development are summarised in the graphics on this page and in more detail on the following page.



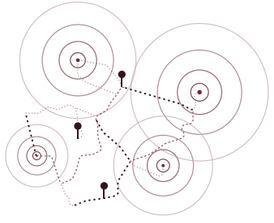
1. **Applying trendlines between key origins and destinations (schools, employment areas, hospitals)**



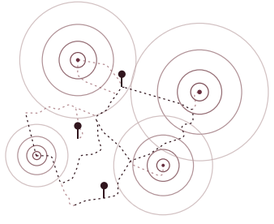
2. **Applying trendlines to the roads and footways**



3. **Prioritising strategic routes in line with deprivation, car availability, demand for cycling, location of education, housing, employment and regeneration**



4. **Considering deliverability (noise, casualties, gradient, speed limits, on-street parking)**



5. **Phasing the network (demand, funding and consultation feedback)**

5 Cycle infrastructure design (LTN 1/20) guidance, DfT
6 Inclusive Mobility: A Guide to Best Practice on Access to pedestrian and transport infrastructure
7 Active Travel England: Planning for active places
8 Local Cycling and Walking Infrastructure Plans, Technical Guidance for Local Authorities, DfT

The CATN Development Process

1. Identifying trendlines between key origins and destinations

Trendlines were first established to identify where people in Wirral are likely to travel to (destinations) and from (origins). To do this, key trip attractors were identified and placed on a map. This included:

- Education facilities
- Employment centres (including business parks and major employers)
- Doctors surgeries
- Green spaces and beaches
- Hospitals
- Leisure or sports centres
- Local and town centres
- Proposed regeneration and housing sites
- Transport hubs such as rail and bus stations, and
- Retail and commercial centres.

Origins were defined as residential areas represented by population-weighted Middle-layer Super Output Area (MSOAs)[9].

Trendlines were identified as straight lines (as the crow flies) between the two points to represent potential existing active travel demand, which at this stage does not consider existing routing.

2. Applying trendlines to highway networks and National Cycle Network

Identified trendlines were then applied to the highway networks and the National Cycle Network (NCN), using Geographical Information Software (GIS) and local knowledge from Wirral Council officers and Wirral Active Travel Forum to form the first consultation draft strategic network.

3. Prioritising routes

From the first consultation draft CATN, high priority routes were selected for further consideration and inclusion in the consultation draft CATN. Routes were broken into 300m sections and allocated scores to determine whether they should be considered as higher priority for inclusion within the consultation draft CATN based on:

- The level of deprivation within the area around the route
- Car ownership within the area around the route
- Cycle demand from the Propensity to Cycle Tool (PCT)
- Proximity to new and proposed housing and employment
- Proximity to regeneration areas, and
- Proximity to educational facilities.

4. Considering deliverability

In addition to the above which was used to determine where routes should be of a higher priority, routes were also scored in relation to deliverability considering:

- Noise
- Casualties
- Gradient
- Speed limits
- High level overview of on-street parking to determine the significance of parking as a constraint[10]
- Bus route frequency
- Traffic volumes
- Highway boundary widths
- Presence of crossing, and
- Bridges and tunnels.

All routes were then scored in relation to the key factors outlined above. This scoring exercise was used to identify high priority routes for inclusion in the CATN.

5. Phasing the consultation draft CATN

Following the identification, prioritisation and finalisation of a network of potential routes, these have subsequently been grouped into distinct phases (as outlined below) to inform decisions around investment and guide the overall development of the consultation draft CATN. The phasing has been undertaken in a concentric nature, with Birkenhead as a key destination, transport hub and focus for development and regeneration, with the network expanding outwards over time to connect local centres and communities to each other and to opportunities and development within the Birkenhead and the Waterfront area.

The consultation draft CATN was broken down into key phases as follows:

Short term
The short term network was made up of existing projects at different stages of development:

- 0-3 years -comprising routes already funded
- 3-5 years -comprising routes already in development but not yet funded.

Medium and long term
Building on the routes already being developed in and around Birkenhead and Wirral Waters, further routes were identified to form the medium and longer term networks connecting more communities to opportunities within east Wirral. The medium and longer term networks were divided into the following key phases:

- 5-10 years
- 10-15 years, and
- 15 years+

The following page illustrates the draft CATN that was subject to consultation in Summer 2024.

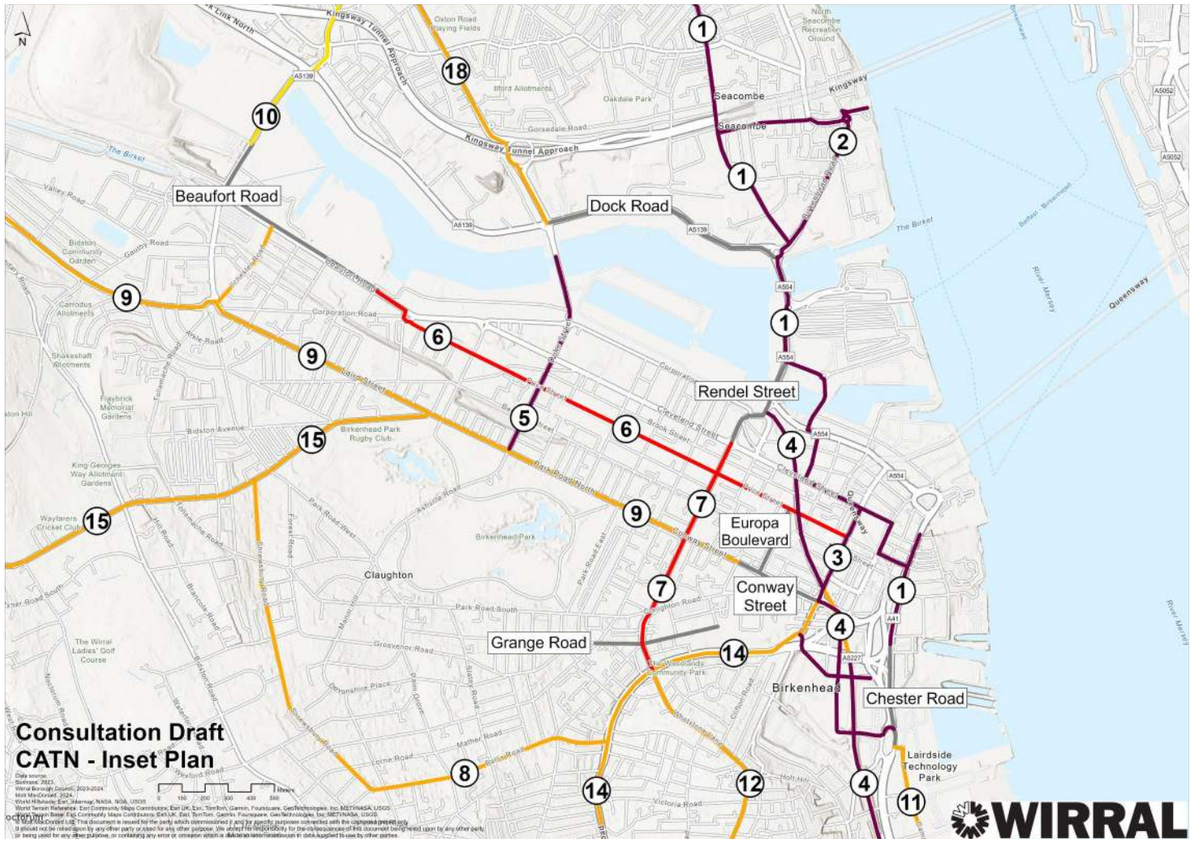
9 Middle layer Super Output Areas (MSOAs) are made up of groups of Lower layer Super Output Areas (LSOAs), usually four or five. They comprise between 2,000 and 6,000 households and have a usually resident population between 5,000 and 15,000 persons. MSOAs fit within local authorities.
10 It should be noted that this forms a high level approach to determine the significance of parking as a constraint and whether or not a active travel solution would need to be ruled out. It did not represent a detailed appraisal or consider aspects of potential design

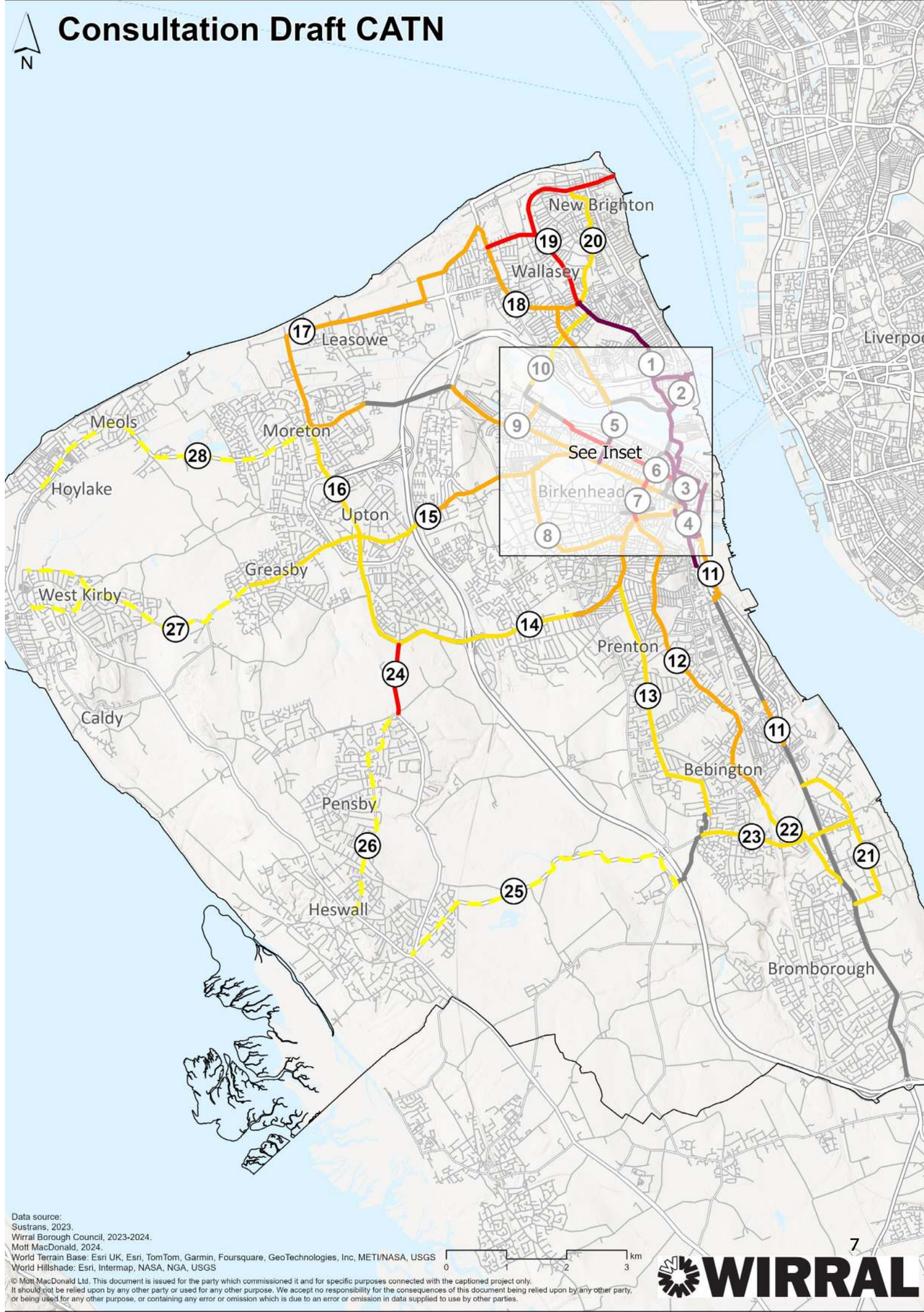
Consultation Draft CATN

Legend

- Short term 0-3 years
- Medium term 3-5 years
- Medium term 5-10 years
- Long term 10-15 years
- Long term 15+ years
- Existing core network

1. Liscard to Birkenhead
2. Birkenhead Road (Seacombe Ferry) to Birkenhead Road (Dock Road)
3. Argyle Street, Birkenhead (Hamilton Square) to Argyle Street, Birkenhead (Conway Street)
4. Dock Branch, New Chester Road to Dock Branch, Birkenhead
5. Duke Street, Wirral Waters and Dock Road to Duke Street, Wirral Waters and Dock Road
6. Price Street, Wirral Waters to Price Street, Birkenhead centre
7. Exmouth/Watson Street, Wirral Waters to Exmouth/Watson Street, Birkenhead centre
8. Borough Road, Oxton to Upton Road, Claughton
9. Conway Street, Birkenhead to Moreton
10. Beaufort Road, Wirral Waters to Liscard Town Centre
11. Birkenhead (via A41) to Bebington (via A41)
12. Birkenhead to Bebington
13. Brackenwood to Prenton
14. Birkenhead to Arrowe Park
15. Claughton and Birkenhead to Greasby and Upton
16. Arrowe Park to Moreton
17. Wallasey and Leasowe to Moreton
18. Left Bank and Liscard Town Centre to Wallasey
19. Liscard Town Centre to New Brighton and Wallasey
20. Liscard Town Centre to New Brighton
21. The Croft Retail and Emplyment Areas to Brombrough
22. The Croft Retail and Employment Areas to Port Sunglight
23. Clatterbridge to Brombrough
24. Arrowe Park Road, Arrowe Park to Arrowe Park Road, Thingwall
25. Clatterbridge to Gayton
26. Arrowe Park to Heswall
27. Greasby to West Kirby
28. Moreton to Hoylake





Post Consultation Review

Overview

A public and stakeholder consultation was undertaken to capture views on the proposed CATN, to understand if the routes within the CATN are the right ones to support active travel in Wirral, and to invite suggestions for additional or alternative routes. Details on the consultation carried out and responses can be found within the associated Have Your Say[11] report.

Over 1,100 completed surveys were received. Whilst not representative of the overall population this gave an insight into areas of concern for some parts of the network around details of implementation and cost, and support for improved prioritisation of some routes.

Following a thorough review of the consultation feedback, the key principles of the CATN remain unchanged therefore no routes are proposed to be removed from the CATN as a result of consultation. However, due to the consultation feedback, it is recognised that some routes have raised concerns and as a result will require significant further investigations to identify how/if they could be implemented, how CATN objectives and local issues can be balanced and to ensure effective engagement with local communities.

Following a review of all responses, some additional sections of CATN have been suggested and considered. These are shown in the diagram below.

Potential amendments were suggested and considered along:

1. Breck Road in Wallasey
2. Ashville Road through Birkenhead Park
3. Noctorum Way to provide a route to Upton station
4. Princes Boulevard to provide a further east west connection between Route 11 and 12
5. Irby Road and Thingwall Road to provide better access to schools and retail/leisure facilities in Pensby and Irby.
6. Heron Road to provide a direct connection between Greasby and Meols
7. The A540 between Hoylake and West Kirby to connect route 27 and 28
8. The A540 between Heswall and Gayton to connect route 25 and 26

These potential amendments were reviewed in detail in light of technical work undertaken and included in the CATN where appropriate at this stage. Routes were added as additional routes or extensions where they were indicated as higher priority within the technical work, and when serving a purpose as a strategic route. A number of routes proposed within the consultation have more of a local function and will be retained for inclusion in local area networks as and when they come forward.

Taking into account the consultation findings, the approach to developing the CATN, and potential funding opportunities the short and medium term network is proposed to focus on delivery in the wider Birkenhead and regeneration areas. Time scales for the revised CATN have been influenced by current funding opportunities up to 2027 and 2032 in line with Government funding time periods for transport.

All other routes are retained at this stage to form a complete wider network, with the opportunity for route development and timescales to be reviewed in line with when new funding becomes available. This will ensure sufficient time and funding is available to undertake engagement and co-development with local communities in detail, helping to place people and end users at the centre of the design and development process from the outset.

Next Steps

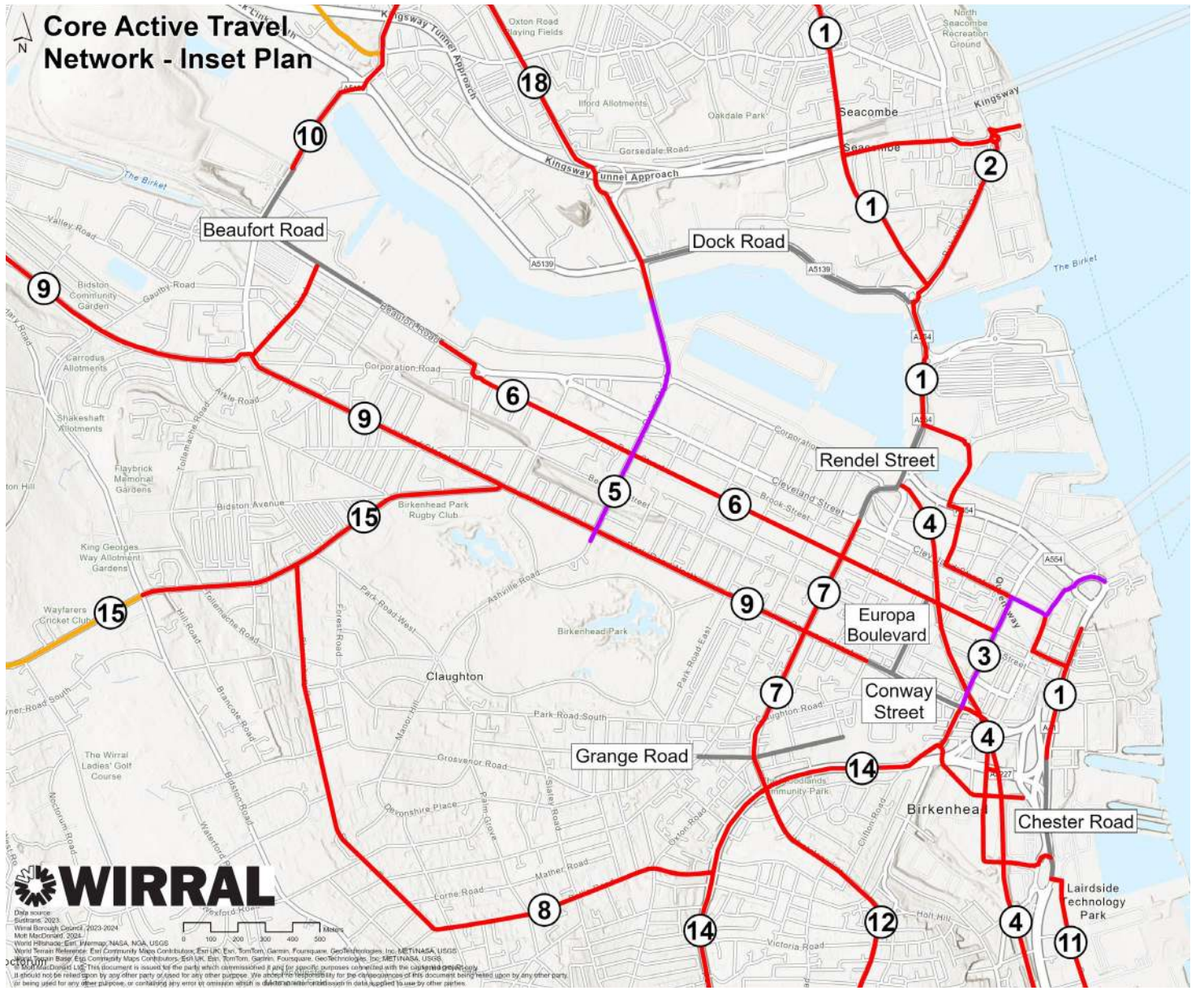
The revised CATN is shown on the next page which includes the extension of routes to Heswall (Route 25), West Kirby (Route 28) and along Breck Road in Wallasey (Route 18) as a result of consultation feedback. The phasing has also been revised to take into account amendments to the proposed delivery time frame in light of funding opportunities, and will provide the framework for active travel investment decisions in Wirral in the future.

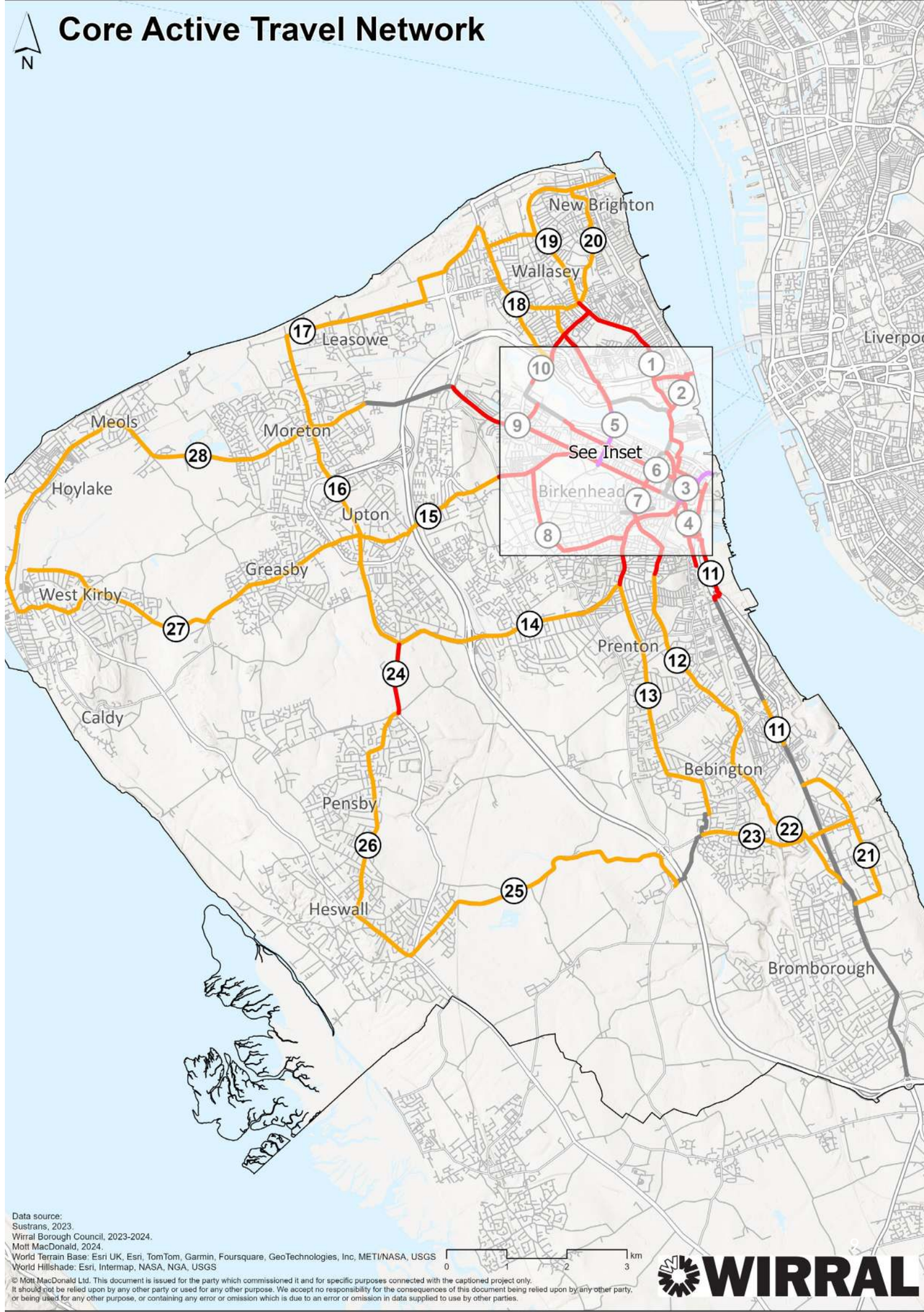
Following the development of the network around the wider Birkenhead and regeneration areas, further CATN routes will be selected for more detailed review. Alongside communities, work will be undertaken to determine feasibility and co-develop inclusive and integrated designs to support walking, wheeling and cycling.

Where concerns have been raised about parking, trees, and access, the CATN feedback will be used to support bids for development funding to ensure data gathering and community engagement is prioritised to inform further work.

11 Wirral CATN Have Your Say

Core Active Travel Network





Legend

- Short term (funded - up to 2032)
- Medium term (non funded - up to 2032)
- Long term (post-2032)
- Existing network

WIRRAL

MOTT MACDONALD

Wirral Core Active Travel Network

Technical Report

November 2024

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Mott MacDonald
Ground floor
Royal Liver Building
Pier Head
Liverpool L3 1JH
United Kingdom

T +44 (0)151 482 9910
mottmac.com

Wirral Core Active Travel Network

Technical Report

November 2024

Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
A	Nov 2024	IM/PA/KD	VS/JB/BR	DC/KC	First draft
B	Nov 2024	PA	KD	DC	Final issue
C	Dec 2024	PA	KD/BR	DC	2nd Final issue

Document reference: 100112744-020 | 1 | A |

Information class: Standard

Contents

1 Introduction

1.1 Purpose of the Report

Mott MacDonald (MM) has been commissioned by Wirral Council to provide technical support with the development of the borough-wide Core Active Travel Network (CATN). The CATN will provide a delivery plan for the creation of a strategic active travel network of safer, high-quality routes for those who wish to walk, run, wheel or cycle in Wirral. The development of the CATN will support the delivery of the Places for People strategy, published in 2024, which sets out a case for investment in active travel and making healthier, safer, and more connected areas to live, work and travel.

This technical report provides further detail on the process and outputs of the CATN development. The CATN process consists of five key stages which follow the Department for Transport's Local Cycling and Walking Infrastructure Plan (LCWIP) Guidance[1] and the tailored approach developed by MM in collaboration with Wirral Council to consider enhanced local analysis in the context of existing travel patterns, regeneration, and development. The key stages are summarised below and described in detail throughout this report:

1. Determining scope – Establish the geographical extent of the CATN, and arrangements for governing and preparing the plan.
2. Gathering information – Review related transport and land use policies and programmes.
3. Developing the core active travel network – Identify existing patterns of walking, wheeling and cycling and potential new journeys. Review existing conditions and identify barriers to walking, wheeling and cycling.
4. Refining the network – further consider identified routes against criteria which considers the current and potential future demand and key deliverability considerations.
5. Phasing the network – grouping routes into realistic phases for delivery to guide investment decisions and priorities.

Detail on each of these key stages is set out in the sections below.

1.2 Summary

So, what does this mean for development of the CATN?

The CATN has been developed over five stages in line with the DfT's LCWIP guidance considering enhanced local analysis in the context of existing travel patterns, regeneration, and development to:

- support the delivery of the Places for People Strategy; and
- provide a delivery plan for the creation of a strategic active travel network of safer, high-quality routes for those who wish to walk, run, wheel or cycle in Wirral.

[1] Local Cycling and Walking Infrastructure Plans, Technical Guidance for Local Authorities, DfT

2 Stage 1: Defining Scope

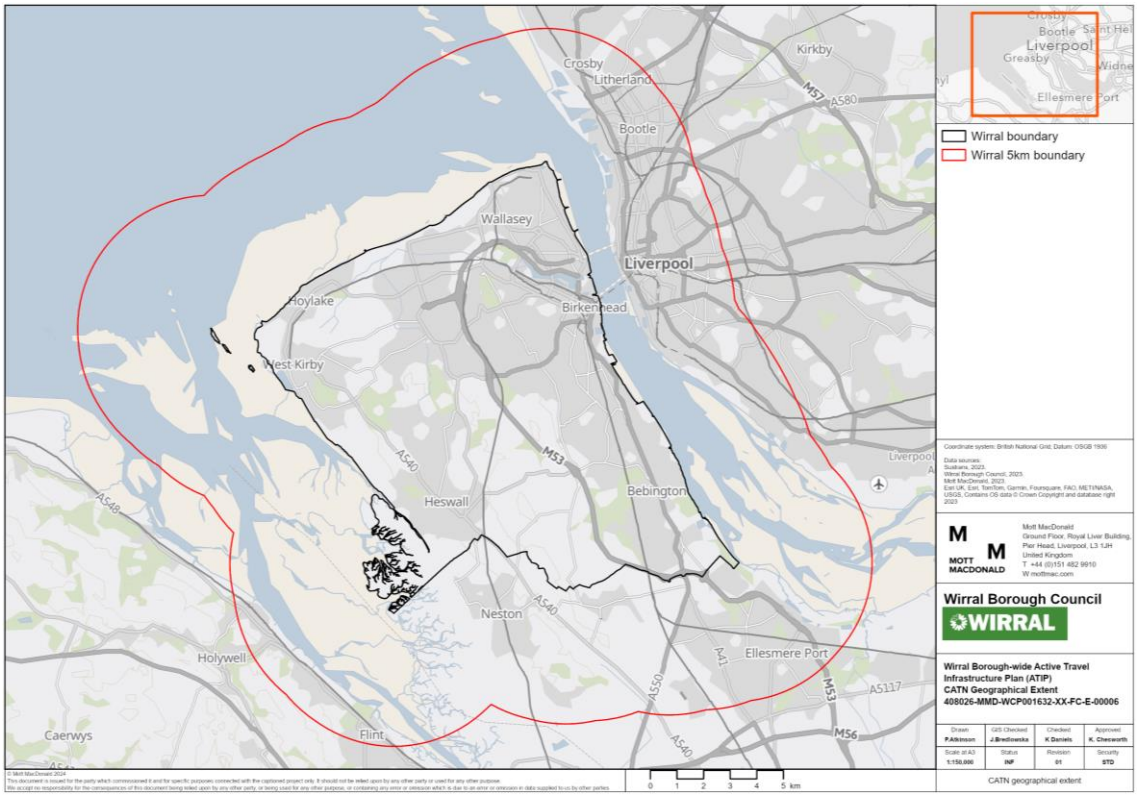
This section sets out the agreed scope that the Wirral CATN considers which informs the subsequent stages of the process.

2.1 Establishing the Geographical Extent

The purpose of this CATN is to cover the borough of Wirral as a whole, the geographical scope is therefore largely determined by the boundary of the Local Authority area.

In addition to the Wirral Borough boundary, cross boundary trips have also been considered which is particularly important given the geography of the region and strong links to key centres such as Liverpool, and within Cheshire West and Chester.

Figure 2.1: Wirral CATN Geographical Extent



Source: Mott MacDonald

Although cross boundary trips are considered in relation to key origins and destinations, the CATN focuses on routes that will be delivered by Wirral Council. Routes identified as part of the CATN therefore remain within the boundary of the Wirral Local Authority area. However, the creation of the CATN has also considered the work of the Mersey Dee Alliance (MDA) on the development of an active travel network in the Mersey-Dee area.

2.2 Establishing the User Context

Active Travel refers to journeys made by modes of transport that are fully or partially people-powered, including walking, wheeling, and cycling.

Walking and wheeling represent the action of moving as a pedestrian, whether or not someone is walking or wheeling unaided or using any kind of wheeled mobility aid, including wheelchairs, mobility scooters, prams or buggies. In turn, cycling refers to all forms of cycle including adaptive cycles, trikes, and bikes such as hand bikes and cargo bikes etc.

The scope of the CATN aims to enhance the experience for all users whether walking, wheeling, or cycling as well as creating high quality surrounding environments, such as enhanced public realm and seating provision, providing an opportunity for an integrated and inclusive approach to streetscape design.

2.3 Summary

So, what does this mean for development of the CATN?

This section outlines the geographical extent and user context:

- The CATN will cover the borough of Wirral as a whole and will consider cross boundary trips aligned with work undertaken by the Mersey-Dee Alliance.
- Active travel refers to journeys made by walking, wheeling, or cycling.
- The CATN aims to enhance the experience for all users whether walking, wheeling, or cycling.
- The CATN also aims to create high quality surrounding environments e.g. public realm and seating.

3 Stage 2: Gathering Information

This section provides an overview of the policies, information, and data that has been collated within Stage 2 to inform the initial network development.

3.1 Relevant Policies

The policy underpinning and shaping this study is derived from various national, regional and local policy guidance documents which are summarised in the sections below. It is noted that, within this section, walking is taken to include people of all abilities and, therefore, also includes wheeling to recognise the use of mobility aids, both motorised and non-motorised.

3.1.1 National Policy

3.1.1.1 Cycling and Walking Investment Strategy, Department for Transport (2022)

The Department for Transport (DfT) published the Cycling and Walking Investment Strategy (CWIS1)[2] in 2017, which sets out the Government's ambition to make walking and cycling the natural choices for shorter journeys or as part of a longer journey. A second strategy, Cycling and Walking Investment Strategy 2 (CWIS2)[3] published in 2022 sets out objectives and financial resources from 2021 to 2025 with the following four revised targets to achieve by 2025:

- To increase the percentage of short journeys that are walked or cycled from 41% in 2018-2019 to 46% in 2025.
- To double cycling to 1.6 billion cycle stages in 2025 (a trip consists of one or more stages – a new stage is defined when there is a change in the form of transport).
- To increase walking stages (a trip consists of one or more stages – a new stage is defined when there is a change in the form of transport) from 279 stages per person per year in 2021 to 365 stages per person per year in 2025.
- To increase the percentage of children that usually walk to school from 49% in 2014 to 55% in 2025.

LCWIPs form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle by identifying cycling and walking improvements required at the local level using an evidence-based approach.

3.1.1.2 Inclusive Mobility, Department for Transport (2021)

In 2021, the DfT published its updated Inclusive Mobility[4] document. This document compiles and summarises existing design guidance on disabled access for pedestrian and transport infrastructure.

Although the main purpose of these guidelines is to provide good access for disabled people, designs that satisfy their requirements also meet the needs of many other people. Those who are travelling with small children or are carrying luggage or heavy shopping will all benefit from an accessible environment, as will people with temporary mobility and many older people. Thus, the overall objective of Inclusive Mobility is to provide inclusive design and through that achieve social inclusion.

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[2] CWIS1, DfT

[3] CWIS2, DfT

[4] Inclusive Mobility, DfT

3.1.1.3 Gear Change, Department for Transport (2020)

In 2020, the DfT published Gear Change[5] a bold vision for cycling and walking wherein England will be a great walking and cycling nation. This focusses on the following key objectives:

- Healthier, happier and greener communities: People's health and quality of life is improved by more people walking and cycling.
- Safer streets: Nobody is afraid to cycle, and all road users treat each other with mutual respect.
- Convenient and accessible travel: Cycling and walking are recognised as the most convenient, desirable and affordable way to travel in local areas.

The publication advances DfT's ambitions for a step-change in cycling and walking, improving connectivity with wider public transport services, ensuring places are truly walkable, and establishing cycling as a form of mass transit. This supports issues related to public health, well-being, the economy/local business, climate change, the environment/air quality and congestion.

3.1.1.4 Cycle Infrastructure Design Local Transport Note 1/20, Department for Transport (2020)

In 2020, the DfT published its updated Cycle Infrastructure Design standards: Local Transport Note 1/20 (LTN 1/20)[6]. LTN 1/20 provides a refresh of national cycle infrastructure design guidance (previously LTN 2/08), reflective of latest best practices. It is intended to support the delivery of the high-quality infrastructure necessary to achieve the ambitions of the CWIS and Gear Change. Inclusive cycling is an underlying theme, so that people of all ages and abilities are considered and empowered to take up cycling.

3.1.1.5 National Design Guide, Ministry of Housing, Communities & Local Government (2019)

The National Design Guide (NDG)[7], published in 2019 by the Ministry of Housing, Communities, & Local Government (MHCLG) sets out the characteristics of well-designed places. The NDG highlights that patterns of movement for people are integral to well-designed places and outlines that a well-designed movement network defines a clear pattern of streets that:

- is safe and accessible for all;
- functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes;
- limits the impacts of car use by prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality;
- promotes activity and social interaction, contributing to health, well-being, accessibility and inclusion; and
- incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity.

The NDG notes that prioritising pedestrians and cyclists mean creating routes that are safe, direct, convenient, and accessible for people of all abilities and that, in well designed places, people should not need to rely on the car for everyday journeys including getting to workplaces, shops, schools and other facilities, open spaces or the natural environment.

[5] Gear Change, DfT
[6] LTN 1/20, DfT
[7] National Design Guide, MHCLG

3.1.1.6 Clean Air Strategy, Department for Environment, Food & Rural Affairs (2019)

In 2019, the Department for Environment, Food & Rural Affairs (DEFRA) published its Clean Air Strategy[8] acknowledging that road transport is responsible for a significant portion of UK air pollution and that Central Government is committed to a reduction of emissions from this sector.

Noted as a means of achieving this reduction is promoting the use of public transport and active travel (walking and cycling) through investments in infrastructure and behavioural change campaigns. The strategy also points to encouraging an increase in cycling and walking for short journeys to deliver reductions in traffic congestion and emissions from road transport, alongside delivering health benefits from active lifestyles.

3.1.1.7 Manual for Streets, Department for Transport (2007/2010)

Manual for Streets (MfS)[9] published in 2007 by the Department for Transport, Communities and Local Government (now DfT) provides technical guidance on how to design, construct, adopt and maintain new and existing residential streets and local roads. Amongst the core principles of the MfS is that streets should be designed with the safety and vitality of all users in mind, including pedestrians and cyclists - where in the past street design has been dominated by some stakeholders at the expense of others, leading to streets which tend to favour motorists over other users. A key specification in MfS is that 'walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents can access comfortably on foot'.

Manual for Streets 2 (MfS2)[10] published in 2010 by the Chartered Institution of Highways & Transportation (CIHT) considers wider application of the MfS principles covering a wider range of contexts from urban through to rural areas which will be applicable to many of the roads which form part of the CATN.

3.1.2 Regional Policy

3.1.2.1 4th Local Transport Plan Draft, Liverpool City Region Combined Authority (2024)

The Liverpool City Region Combined Authority (LCRCA) is currently in the process of developing their 4th Local Transport Plan (LTP4)[11] to supersede the existing LTP3 which outlines plans, policies and ambitions for transport services and transport investment in the city region until 2040. An initial consultation was undertaken in 2022 followed by a further consultation in 2024. The latest draft outlines a clear and concise vision for 'clean, safe, and accessible transport for moving people and goods' supported by five goals:

- Goal 1: Support good, clean job growth and opportunity for all.
- Goal 2: Achieve net-zero carbon and an improvement environment.
- Goal 3: Improve health and quality of life.
- Goal 4: Transport that's well maintained and tough.
- Goal 5: Plan and respond to uncertainty and change and be innovative.

A core aim of this LTP is to ensure that transport movement and investment supports the principle of placemaking. This is about creating new developments, regeneration schemes, streets and places that are designed well and prioritised for safe use by people to enjoy spaces and places prioritised for walking, wheeling and cycling. This will support the conditions for new

[8] Clean Air Strategy, DEFRA
[9] Manual for Streets, DfT
[10] Manual for Streets 2, CIHT
[11] LTP4 Draft, LCRCA

and better jobs, homes and places that are vibrant, attractive and interesting for everyone. There is also an acknowledgement of the need to review and reprioritise road space to make sustainable modes of travel including, walking, cycling and wheeling more attractive.

The LTP also notes that, in order to achieve net zero by 2040 within the LCRCA, cycling and walking trips will need to increase by between 8% and 35% (if an average person takes 433 individual car trips a year). As such, the LTP4 draft notes the principles of the sustainable transport hierarchy, with active travel at the top of the hierarchy as the default for short trips.

3.1.2.2 Five Year Climate Action Plan, Liverpool City Region Combined Authority (2023)

The LCRCA Five Year Climate Action Plan[12] 2023 to 2028 outlines the actions for the Combined Authority to help ensure the 2040 net zero carbon emission target is achieved.

Modelled projections show that, by 2040, the LCR will still be between 10% and 35% short of where it needs to be to achieve net zero in the transport sector by 2040. In order to be on-track in 2030, the average person needs to have reduced the number of car trips per year by between 18 and 29 trips. In turn, the uptake of alternative modes of travel needs to accelerate as per the modelled range (5-20% for walking and cycling trips) for several travel demand scenarios.

3.1.2.3 Pathway to Net Zero, Liverpool City Region Combined Authority (2022)

The LCRCA Pathway to Net Zero[13] outlines what action needs to be taken across the LCR in order to halve the amount of energy used so as to reach the net zero carbon 2040 goal. This includes increasing the use of public transport, cycling and walking – particularly for those journeys less than three miles, which account for 2/3^{rds} of all journeys in the LCR, yet half of these shorter journeys are made by car.

The LCRCA will prioritise walking and cycling rather than motorised vehicles across the whole city region and in turn people will need to choose walking and cycling for more journeys, particularly short trips, while businesses and employers will need to make it easy for employees to walk and cycle.

3.1.2.4 Road Safety Strategy, Liverpool City Region Combined Authority (2022)

The LCRCA Road Safety Strategy[14] highlights the importance of ensuring roads are as safe as possible, noting the need to improve the environment for walking and cycling as too many people still feel that on road cycling or travelling on foot poses an unacceptable risk to their safety. As such there is an acknowledged need to reduce road danger and to improve the levels of safety and perceptions of safety amongst all road users. The strategic outcomes are:

- A reduction in the number and severity of road traffic collisions working to a target of no avoidable collisions by 2040.
- Creating the conditions for more people to make safer journeys on foot or by bicycle, and enabling more children to walk or cycle to school.
- Contributing to improved air quality and reducing climate changing CO2 emissions.

These outcomes will be achieved through evidence-based activity under the Vision Zero Safe Systems model. Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. The Safe Systems approach views

[12] Five Year Climate Action Plan, LCRCA

[13] Pathway to Net Zero, LCRCA

[14] Road Safety Strategy, LCRCA

human life and health as paramount to all else and looks to formulate a response with targeted interventions to work towards Vision Zero, representing a shift away from traditional pathways.

3.1.2.5 Local Cycling and Walking Infrastructure Plan (LCWIP), Liverpool City Region Combined Authority (2020)

The LCRCA LCWIP[15] is a strategic approach, covering a period of 10 years (2019-2029), that develops a cohesive network of high standard active travel routes across the region. It has been developed in line with the DfT's CWIS, and the DfT's supporting technical guidance document, LCWIP Technical Guidance for Local Authorities (2017).

The LCRCA Local Journeys Strategy (LJS, 2017) set out an approved vision for sustainable travel in the region, with an overall aim of making it more feasible and desirable for people to walk or cycle. The LCWIP acts as the supporting implementation plan for a region-wide high-quality cycling and walking network and will also help to deliver the strategic objectives set out in the LCRCA Transport Plan (June 2019). The key priorities within the LCR LCWIP are:

- Priority 1.1 – Supporting a Clean, Inclusive Economy
- Priority 3.6 – Developing and Delivering a Comprehensive New Cycling and Walking Network
- Priority 4.3 – The Importance of Quality of Place and Placemaking

3.1.2.6 Local Journeys Strategy, Liverpool City Region Combined Authority (2017)

The LCRCA Local Journeys Strategy[16], published in 2017, outlines a plan for improving transport options for short journeys within the Liverpool City Region.

The strategy highlights the environmental and health benefits of walking, cycling and using public transport for short journeys and identifies the need to reduce reliance of private vehicular transport.

The strategy proposed a range of measures to encourage the uptake of more sustainable modes of travel, including:

- Improving pedestrian and cycling infrastructure
- Investing more in public transport
- Introducing car-free zones
- Promoting car sharing and electric vehicles

The Local Journeys Strategy recognised that 'sustainable transport not only contributes to carbon reduction and air quality levels, but also improves connectivity, facilitates easy access between key destinations, increases modal choice and improves journey time reliability'.

In conjunction with this recognition, the Local Journeys strategy aims to facilitate an increase in more sustainable local journeys as part of a planned programme of investment to meet a longer-term vision – bringing forward a delivery model to integrate smarter choices and active travel delivery as a crosscutting theme for implementing the LCRCA's wider Growth Strategy.

[15] LCWIP, LCRCA

[16] Local Journeys Strategy, LCRCA

3.1.3 Local Policy

3.1.3.1 Places for People Strategy, Wirral Council (2024)

The recently published Places for People Strategy[17] is key to supporting safe and effective movement across the borough, creating a fairer transport network, supporting the local economy and improving the health of the borough. This strategy outlines Wirral's ambitions to put walking, wheeling and cycling at the heart of communities, to increase sustainable travel mode share and create wider benefits for people and places.

The Places for People strategy provides the policy context and justification for investment in active travel infrastructure across the borough. Delivering increased active travel will require investment in new and improved infrastructure. The network of infrastructure required will be set within the Core Active Travel Network (CATN) which sets out the future Active Travel network across the borough and how routes will be delivered across distinct delivery phases. The CATN will show where infrastructure is needed, however this will be a flexible evolving document that responds to changes in policy, opportunities and demand but will always be focussed on achieving the same outcome. Together, the Strategy and CATN will provide the framework for investment decisions.

3.1.3.2 Wirral Road Safety Plan 2023 – 2027, Wirral Council (2023)

The Wirral Road Safety Plan supports the Vision Zero Safe System model adopted by the LCRCA Road Safety Strategy, which is based on the key principle that deaths and serious injury are not acceptable on LCR roads. The Wirral Road Safety Plan follows the framework of the five core pillars within the safe system model which work together to minimise risk: safe road use, safe vehicles, safe speeds, safe roads and post collision response. A total of 31 measures are outlined within the Wirral Road Safety Plan including schemes working with schools to encourage mode shift, 20mph zones, and free cycle training.

3.1.3.3 Wirral 20mph Speed Limit Programme, Wirral Council (2023)

Wirral Council is implementing a programme of 20mph speed limits[18] between 2023 and 2026 across residential streets, and in the vicinity of shops, local businesses and schools. The 20mph speed limits will focus on creating safe and healthy street environments, which work well for all people and help them live active, healthy lives in areas of good air quality. The speed limits are part of Wirral's contribution to the Liverpool City Region Road Safety strategy, which has a bold vision that no one will die or be seriously injured on the region's roads by 2040, that was adopted in November 2022.

Speed limit reductions in local areas will help support the strategic routes identified within the CATN, improving the quality and safety of the environment for walking, wheeling, and cycling on more local routes to/from end destinations.

3.1.3.4 Wirral Local Plan 2021 – 2037 (Submission Draft), Wirral Council (2022)

The Wirral Local Plan[19] sets out the strategy, policies and proposals for meeting the Borough's development needs in a sustainable and transformational manner from 2021 up to 2037.

The strategic objectives of the Local Plan are as follows:

- A sustainable peninsula:

[17] Places for People Strategy, Wirral

[18] Wirral 20mph Speed Limits, Wirral Council

[19] Wirral Local Plan 2021-2037, Wirral Council

  - Support sustainable approaches to the location, design, construction, operation and impact of new development and infrastructure.
  - Realise the potential of industrial legacy.
  - Secure sustainable travel, improve accessibility, connectivity, and ease of movement and direct new development to locations which will provide easiest access to existing centres.
  - Make responsible use of land and natural resources.
  - Protect and enhance the connectivity, quality and accessibility of urban and rural green space.
  - Manage flood risk through an approach which: directs incompatible development away from high-risk areas.
- A special and healthy place to live:
  - Enable the provision of sufficient housing to meet identified local housing needs and a choice of housing, including social and affordable housing, for people at all stages of life and incomes.
  - Ensure that high quality new development integrates with and respects the peninsula's distinctive character.
  - Ensure the provision and promotion of essential local infrastructure.
  - Reduce social, economic and environmental deprivation, especially in the eastern part of the peninsula.
- A thriving peninsula:
  - Provide a range of employment and mixed-use sites to meet needs, attracting inward investment.
  - Enable Birkenhead and the Borough's other town, district and local centres to adapt to changing shopping patterns.

3.1.3.5 Wirral Traffic Network Management Plan, Wirral Council (2020)

The Wirral Traffic Network Management Plan (NMP)[20], published in 2020, sets out how Wirral intends to make transport accessible for all, to enable everyone to move around and access the goods and services they require. The NMP looks to address the challenge of balancing competing road user demands whilst also improving air quality and reducing carbon emissions. It also aims to account for the significant changes in vehicle operations in years to come, both in terms of fuel types/technological enhancements, and future road users making different choices about how they wish to travel.

The NMP sets out how Wirral will manage the highway network in order to minimise disruption and ensure the efficient movement of people and goods by all modes in Wirral, throughout the Liverpool City Region as a whole and on cross boundary borders with Cheshire West & Chester Council's highway network. The NMP acknowledges the need to ensure an inclusive highway network for all users.

3.1.3.6 Cool 2: A Strategy for Wirral in the Face of the Global Climate Emergency, Wirral Council (2019)

In May 2019, Wirral Council declared an Environment and Climate emergency. In response to this, a new climate strategy for the borough was developed, building in the existing climate strategy in place – Cool 2[21]. This strategy seeks to speed up the action and investment needed to change Wirral into a place that:

[20] Traffic Network Management Plan, Wirral Council

[21] Cool2, Wirral Council

- No longer adds to the problem of unnatural climate change.
- Is adapted to cope with the damage already being done by climate change, and
- Plays a part in reversing this damage.

The strategy sets Wirral on the path to achieve two main goals:

- To stay within a local emissions 'budget' of 7.7 million tonnes (Mt) of CO2 between 2020-2100 and to reach 'net zero' pollution as early as possible before 2041.
- To ensure a climate resilient Wirral adapts to cope with existing change and further unavoidable disruption this century.

Cleaner travel is recognised as the key factor in achieving these goals. This will be achieved by:

- A greater proportion of local journeys made by bike or on foot.
- A greater proportion of journeys in town and between towns made by public transport.
- Easier connection between different modes of sustainable travel – walk and ride, cycle and ride, park and ride, bus and train.
- A shift from individual ownership of vehicles to the use of travel services, e.g. car clubs, travel passes.
- Increase in the proportion of zero emission vehicles with widespread adoption of electric vehicles and plug-in hybrids.
- More people adopting smarter efficient and safer driving styles.

3.1.3.7 Strategic Transport Framework Action Plan, Wirral Council (2018)

The Strategic Transport Framework Action Plan[22] provides a series of preferred options for each of the five spatial priority areas identified in the Council's Strategic Regeneration Framework, to enable the desired growth to be achieved and to ensure that the transport network is fully aligned with Wirral's regenerations plans.

Within the strategic transport framework action plan, a number of active travel schemes are referenced for further consideration and development which have been considered as part of the development of the CATN. This includes routes across the M53, enhanced active travel connectivity to local centres, routes towards Arrowe Park and the hospital and a package of interventions within and around Wirral Waters.

3.2 Data Sources

The DfT's LCWIP Guidance notes that a broad range of data should be collected to inform the preparation of the LCWIP including the following:

- Transport network, including proposed schemes.
- Travel patterns.
- Location of trip generators.
- Perception of existing facilities.

The DfT LCWIP guidance provides a list of potentially useful sources of data; however, it is not intended that all need to be used in the development of an LCWIP. The following sections summarise the data sources that have been used for Wirral's CATN and will continue to be used in the design of individual routes.

[22] Strategic Transport Framework Action Plan, Wirral Council

3.2.1 Transport Network

The existing highway network (A-, B-, C-, and unclassified roads), cycle network, including National Cycle Network (NCN)[23] routes, and public rights of way (PROW's) have been mapped and considered to inform the development of the CATN.

A number of schemes are planned by Wirral Council or have been proposed through previous studies, which are set out later within Section 6.1. As the area continues to develop, there may be emerging schemes not outlined as part of this report.

3.2.2 Travel Patterns

Travel patterns have been obtained using a combination of outputs from the Propensity to Cycle Tool[24] (PCT) and locations of existing origins and trip generators. The PCT uses the 2011 Census Journey to Work data to show the current and potential future distribution of commuter cycling trips under different growth scenarios. Although this focuses on commuter trips, this provides a good indication of the overall distribution of cycling trips.

Trip generators were provided by Wirral Council and included:

- Education facilities.
- Employment centres (including business parks and major employers).
- Doctors surgeries.
- Green spaces and beaches.
- Hospitals.
- Leisure or sports centres.
- Local and town centres; and
- Retail and commercial centres.

Location of proposed housing, employment and regeneration sites outlined within the emerging Local Plan were also provided by Wirral Council for consideration within the network development.

The data sources set out within the section above were used to inform development of the CATN, using the process which is set out in Section 4. In addition to data sources recommended for consideration within DfT's LCWIP guidance, additional data was considered later in the process to further refine and prioritise routes as set out in detail in Section 5.1.

3.3 Summary

So, what does this mean for development of the CATN?

This section outlines the policy and data sources used in the development of the CATN:

- The CATN takes account of all relevant Department for Transport policy including Cycling and Walking Investment Strategy, Gear Change and Clean Air strategy and will take into account the key principles of National Design Guidance.
- The CATN supports the aims of all relevant Liverpool City Region Combined Authority Policy in improving walking, wheeling and cycling infrastructure to enhance sustainable travel and contribute towards carbon reduction targets as well as recognising the importance of enhancing quality of place and improving safety for all journeys.

[23] National Cycle Network

[24] Propensity to Cycle Tool

- The CATN takes account of all relevant Wirral Council policy including the Places for People Strategy, Wirral Local Plan 2021-2037 and Cool2 to ensure the network supports the strategic aims of the Council, and delivers beneficial outcomes for its people, places and the environment.
- The CATN considers the use of the existing highway network, cycle network and PROW network and takes account of existing and potential future travel demand.

4 Stage 3: Developing the First Consultation Draft CATN

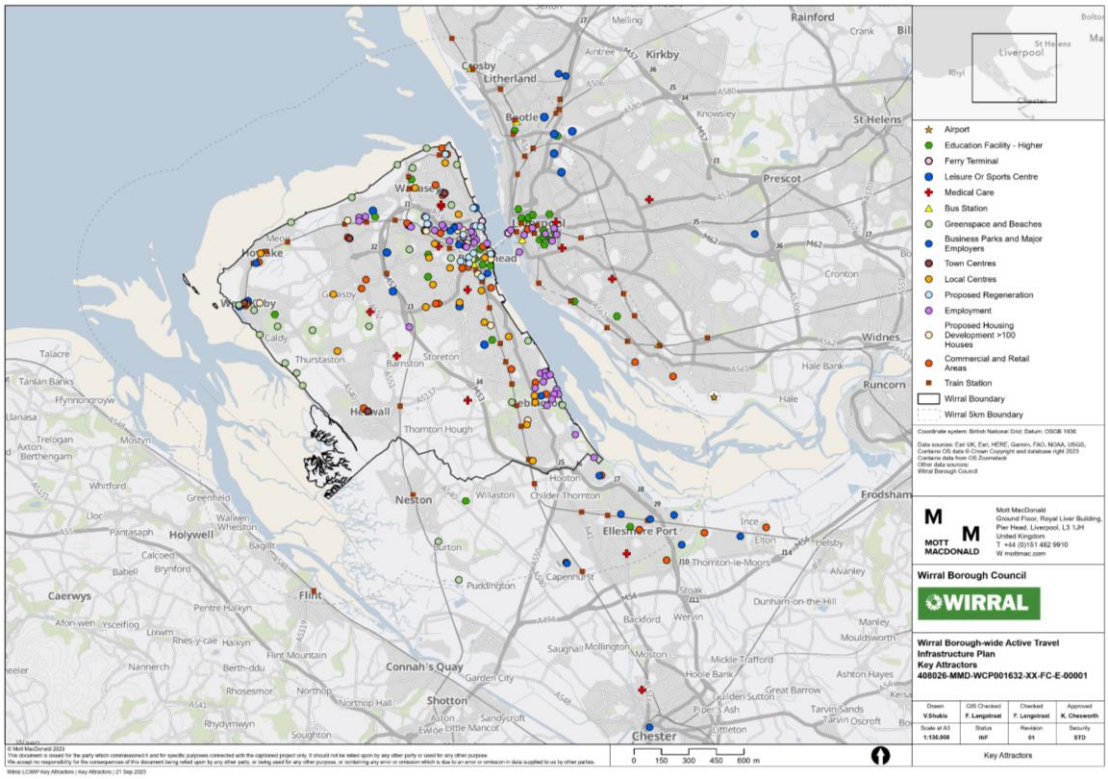
This section outlines the development of the first consultation draft CATN for sifting and review. The first consultation draft CATN refers to the network developed within the early stages prior to any sifting undertaken as described in Section 5. This includes the methodology for identifying key demand corridors and selecting potential active travel routes for further consideration and inclusion within the consultation draft CATN. It should be noted that the route-identification process for a boroughwide CATN, outlined in the following stages, sets out a network of key active travel corridors which will, in turn, provide the framework for local-level journeys to be considered in further detail at the design stage (particularly for those walking and wheeling).

4.1 Origin and Destination Analysis

The first step in developing the CATN was to identify the key attractors (destinations) within Wirral. Information from OS Data Hub[25] was used to identify key attractors through a visual assessment, which included key destinations as noted in Section 3.2.2.

Transport hubs such as rail and bus stations were also included. Discussion with Wirral Council, and a review of outputs from the emerging Local Plan sites were also undertaken to identify proposed regeneration and housing sites. The final version of the key attractors map is shown in Figure 4.1.

Figure 4.1: Key Attractors in Wirral



Source: Mott MacDonald

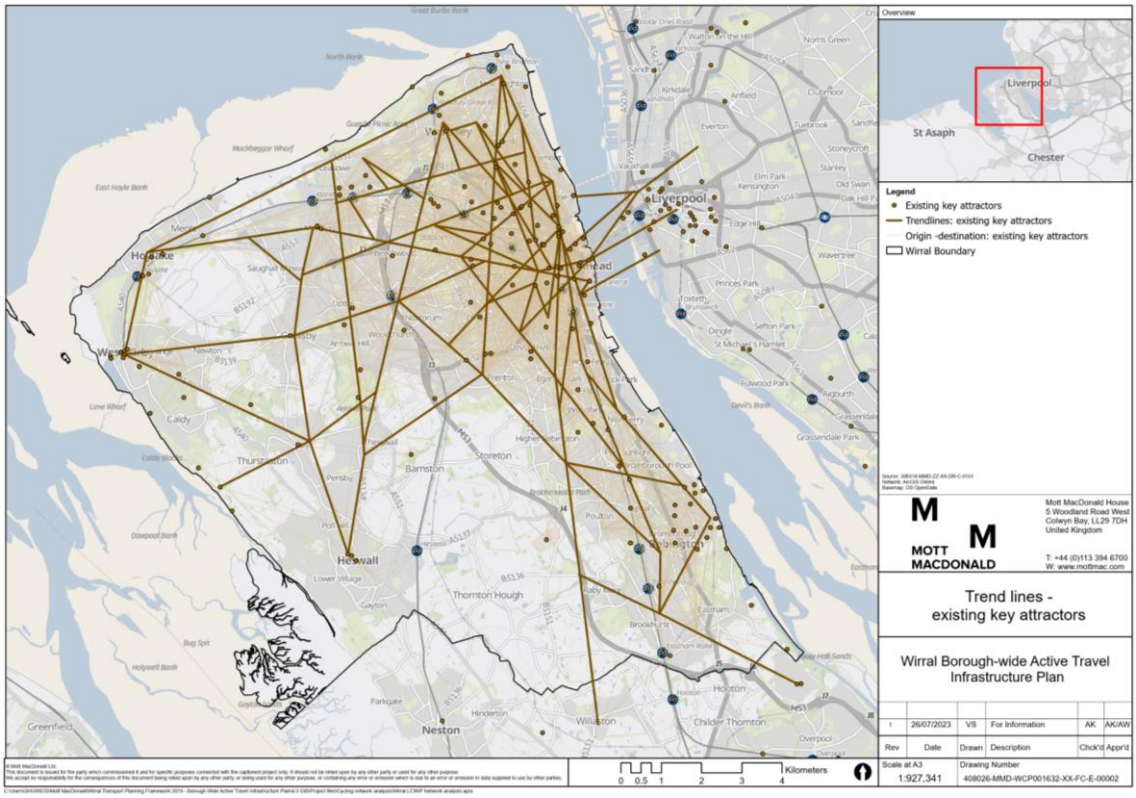
[25] OS Data Hub

The second step was to identify trendlines (desire lines) between origins and key attractors (destinations) as defined in Figure 4.1. Origins were defined as residential areas, represented by population-weighted MSOA (Middle-layer Super Output Area) centroids.

For this exercise the key attractors were treated as destinations, and the MSOA centre point as origins. Using an origin destination analysis tool within GIS Software, trendlines were generated between these origins and destinations. Trendlines were identified as straight lines (as the crow flies) between the two points to represent potential existing active travel demand, which at this stage does not consider existing routing.

Figure 4.2 shows the initial desire lines between existing origins and destinations, assuming a maximum distance of 5km.

Figure 4.2: Trendline Analysis – Existing Key Attractors



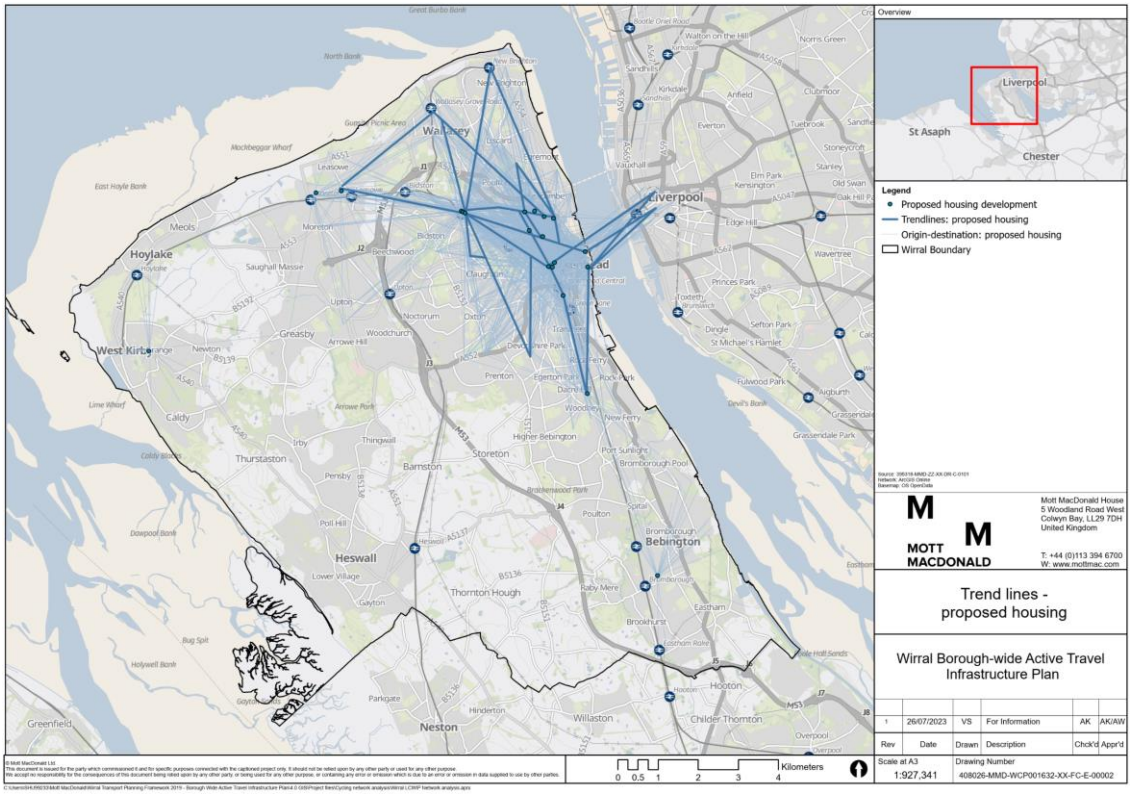
Source: Mott MacDonald

The above process was then repeated to account for future demand in relation to proposed housing and regeneration sites. This involved repeating the analysis using:

- Proposed regeneration locations as destinations, and the MSOA centroids for existing residential areas as origins.
- Proposed housing sites were treated as origins, and the existing key attractors as destinations.

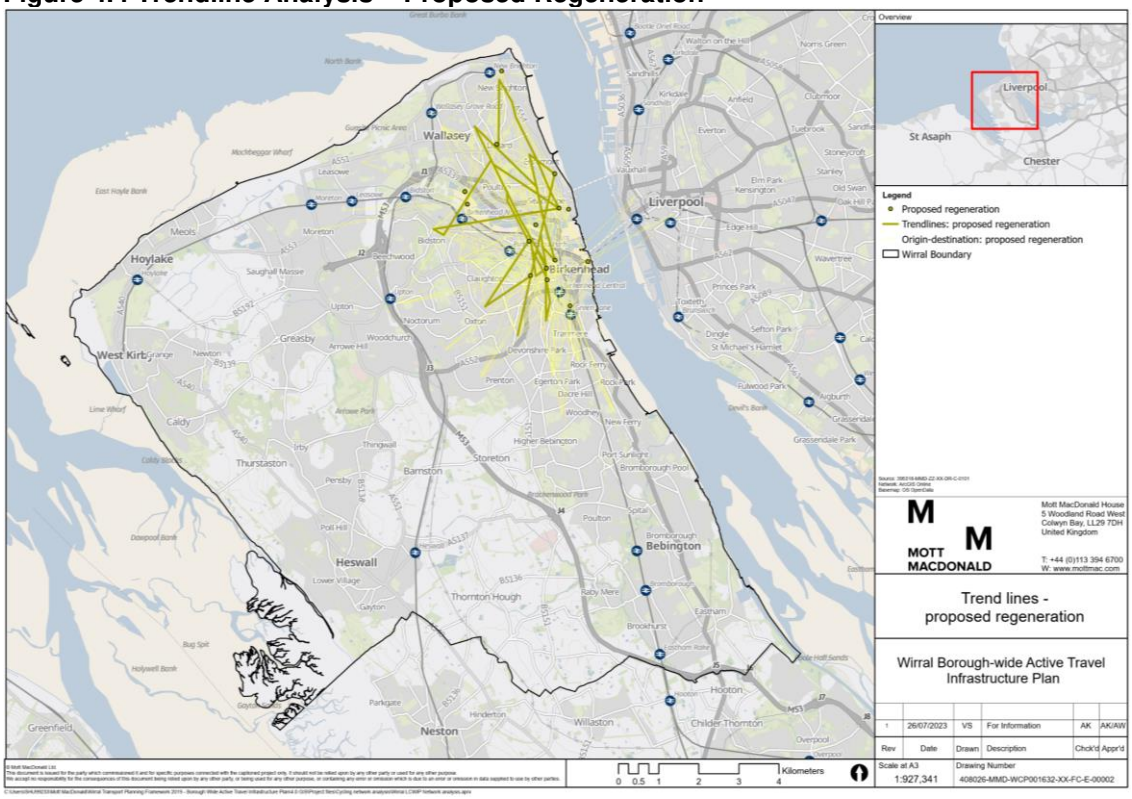
The outputs of the additional trendline analysis are set out within Figure 4.3 and Figure 4.4.

Figure 4.3: Trendline Analysis – Proposed Housing



Source: Mott MacDonald

Figure 4.4 Trendline Analysis – Proposed Regeneration

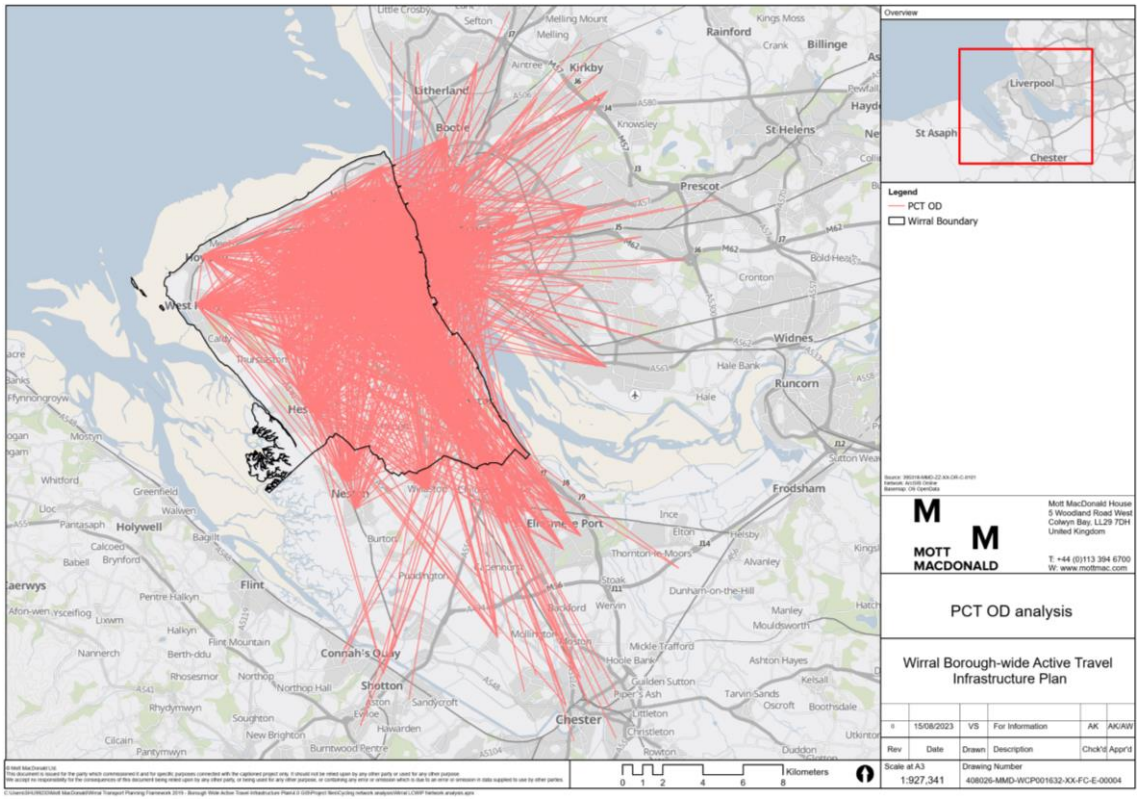


Source: Mott MacDonald

Figure 4.5 outlines the outputs of the PCT origin destination pairs for school and commuter trips within the Go Dutch Scenario. This shows strong north south links towards the east of the borough, high density of trips within the north east, and strong links to neighbouring areas such as Liverpool and Cheshire West and Chester.

The PCT Go Dutch scenario uses Dutch likelihoods of cycling trips of particular length and gradient, and applies this to English commutes, providing an ambitious scenario under which we assume that infrastructural and cultural barriers to cycling have been overcome. It is noted that a similar route planning tool is not available for walking and wheeling, and would not be applicable at this scale, however future design and consultation on individual routes will look at walking/wheeling desire lines in further detail.

Figure 4.5: Propensity to Cycle Commuter and School Origin Destination Pairs



Source: Mott MacDonald

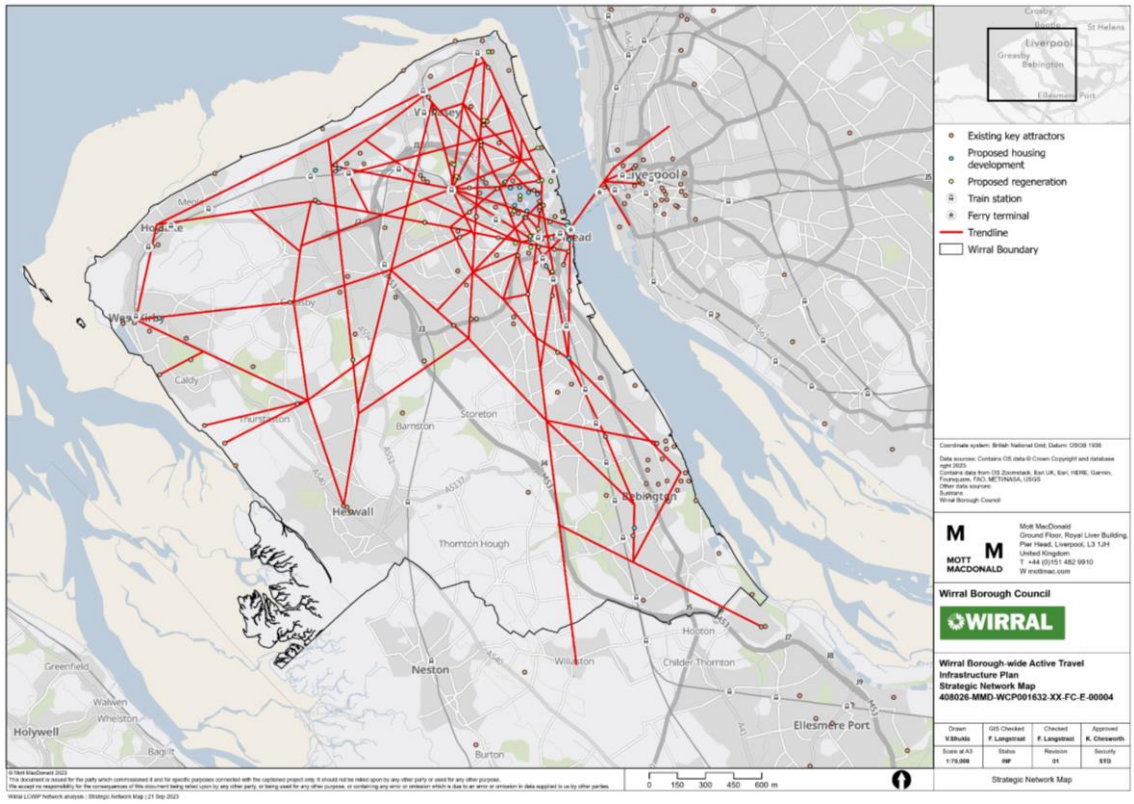
4.1.1 Overlaying Desire Lines on the Network

Figure 4.6 below overlays the trendlines from the preceding figures onto the study area map to give a high-level overview of where active travel routes should be developed. This provides an indication of where walking, wheeling, and cycling facilities could be provided. However, it should be noted that specific routing, interventions, and other considerations, such as connections to public transport, will be refined in more detail at a local level during the design stage.

Red lines in Figure 4.6 below are the combined trendlines indicating a desire path of travel between multiple origins and destinations. These lines do not represent actual routes, but important movement corridors to demonstrate where active travel infrastructure should be provided.

Figure 4.7 overleaf applies the trendlines to the actual highway network to develop the first consultation draft CATN. Outputs from GIS analysis have been reviewed and amended where necessary based on local knowledge and responses to stakeholder consultation and engagement.

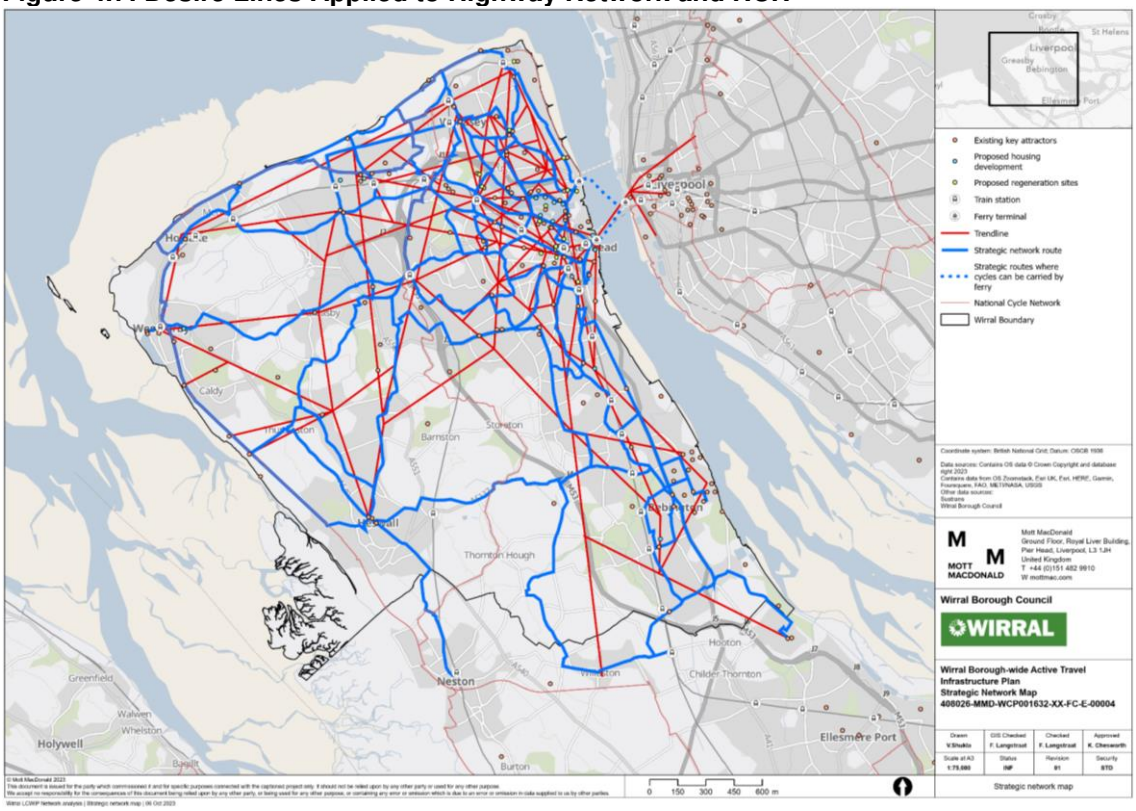
Figure 4.6: Final Trendline Analysis



Source: Mott MacDonald [26]

[26] It is recognised that there is no service from Woodside ferry terminal at present to support regular cross boundary trips. However, this link was included in analysis to consider the potential for cross boundary trips in the future.

Figure 4.7: Desire Lines Applied to Highway Network and NCN



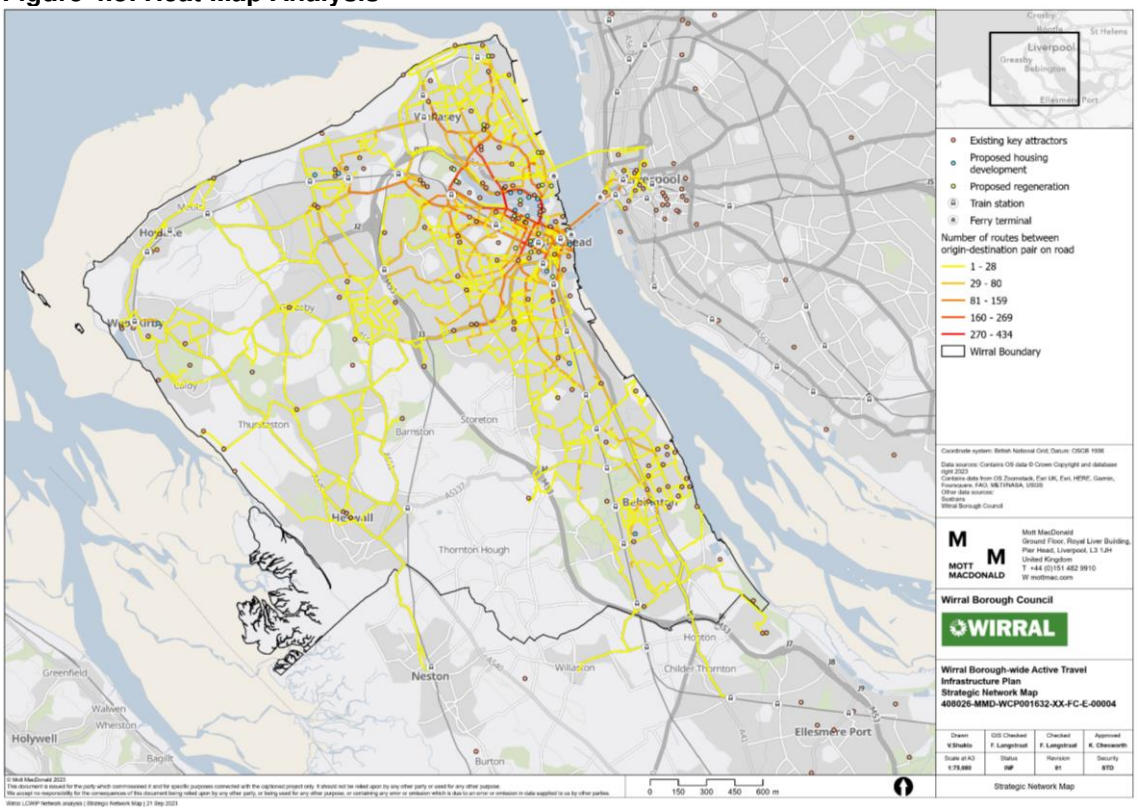
Source: Mott MacDonald

Following this, heat map analysis was undertaken using GIS heat map analysis tools[27]. The purpose of this task is to sense check the CATN when compared to most used highway networks (including the NCN) within Wirral. The heat map analysis first allocates each origin-destination pair to Wirral's highway network, using the shortest available route between them.

There will be several origin and destination pairs that use common sections of the Wirral highway network. The heat map analysis shows which sections of the Wirral highway network are 'used' by most origin-destination pairs. The more used sections are darker in colour (see Figure 4.8). The number classes against each colour represent the number of origin-destinations pairs that use that section of the Wirral highway network.

[27] GIS heat map analysis identifies areas or routes which are most popular (hot) and least popular (cold)

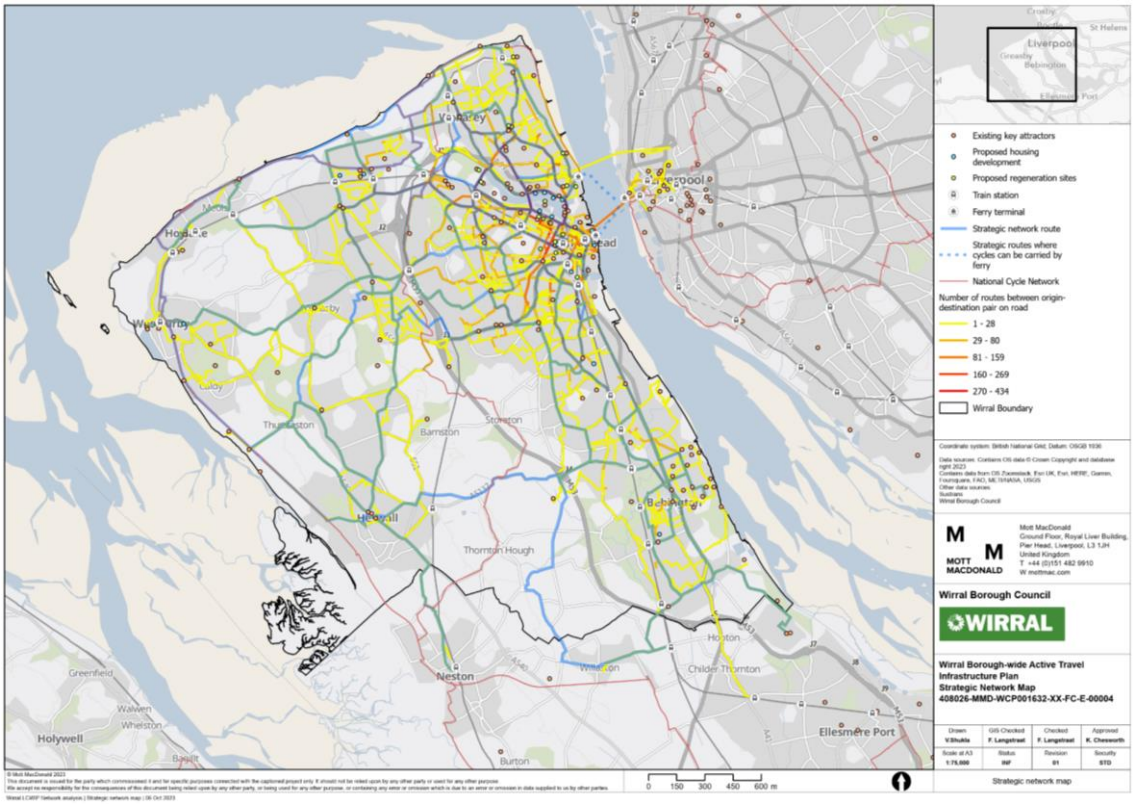
Figure 4.8: Heat Map Analysis



Source: Mott MacDonald

The heat map analysis was then overlaid on the first consultation draft CATN (Figure 4.9) to understand if the CATN considers the shortest route between origins and destinations. Although some orange routes were identified within the heat map analysis that did not form part of the CATN, these were not deemed to be more suitable alternatives to routes already proposed.

Figure 4.9: First consultation draft CATN on Heat Map



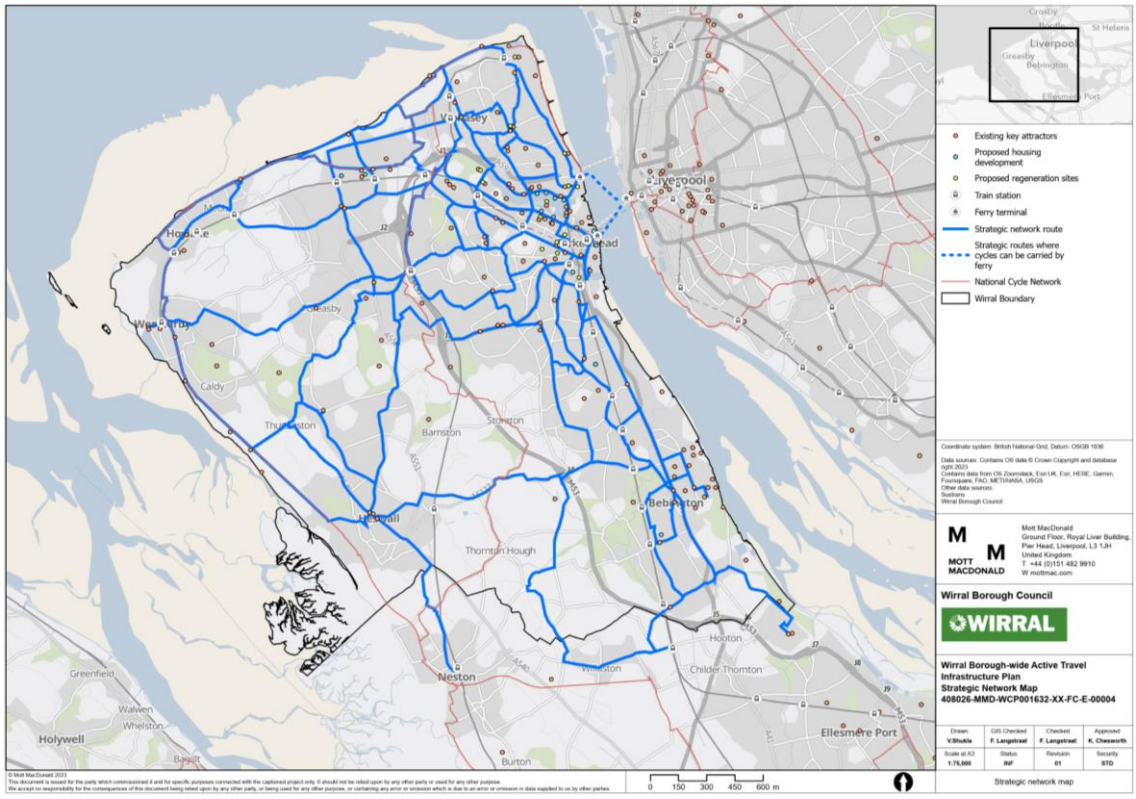
Source: Mott MacDonald

Based on the technical analysis above, a first consultation draft CATN has been identified, which links the origins and destinations to meet both existing and future active travel demand as show in Figure 4.10. For the purposes of the CATN, it has been assumed that there are existing walking and wheeling facilities of some standard on each route, however the existence of formalised footways and the quality of them will be audited at the scheme design stage.

It should be noted that the CATN map does not always follow the most used routes represented in the heatmap analysis. The network also takes into consideration the trendlines and they may not necessarily connect all possible destinations within Wirral. The network is also informed qualitatively by local knowledge and intelligence – for example, where possible it avoids very hilly sections, or sections where road space is very constrained. The Mersey Tunnels are also avoided.

It should also be noted that LCRCA have been working on a Region-wide LCWIP, and the suggested routes have been considered and included. Furthermore, the Mersey Dee Alliance (MDA) have also commissioned some work to consider cross-borough active travel routes in the Mersey Dee area, and the outputs of this work have also been considered and are incorporated into the first consultation draft CATN, shown in Figure 4.10, where these routes have been assessed as suitable for inclusion.

Figure 4.10: First consultation draft CATN Map



Source: Mott MacDonald

4.2 Summary

So, what does this mean for development of the CATN?

This section outlines the first stages in developing the consultation draft CATN for further review and sifting:

- Trendlines (desire lines) were identified between key origins and destinations including proposed regeneration and housing locations as an indication of existing and potential future travel patterns.
- As no tool is currently available for suitable use at the borough wide scale to consider walking and wheeling, the Propensity to Cycle tool was used to identify school and commuter trips under a Go Dutch scenario where it is assumed that the infrastructural and cultural barriers to cycling have been overcome. This was used to inform the potential future demand for active travel trips.
- The overall trendlines were mapped and applied to the road network (including the national cycle network) to provide an initial guide as to where walking, wheeling and cycle routes could be provided as part of the CATN.
- This was reviewed in line with local knowledge and responses to stakeholder consultation and engagement, followed by a heat mapping exercise to consider shortest possible routes, to develop the first consultation draft of the CATN for further sifting and review.

5 Stage 4: Refining the Network – Enhanced Local Analysis

The technical work outlined within the previous section developed the first consultation draft CATN, as the starting point for routes selected for inclusion within the CATN. In addition, further work was undertaken to consider this alongside other active travel investment planned or underway across the borough and key factors which determine the potential demand and deliverability.

This analysis not only determines the potential future active travel network for the borough but demonstrates how schemes currently being developed and delivered (e.g. the Birkenhead to Liscard Active Travel Project) fit into a longer-term vision for a coherent network.

5.1 Defining the Existing Active Travel Network

Following the identification of the first consultation draft CATN, it was important to consider where infrastructure is already provided.

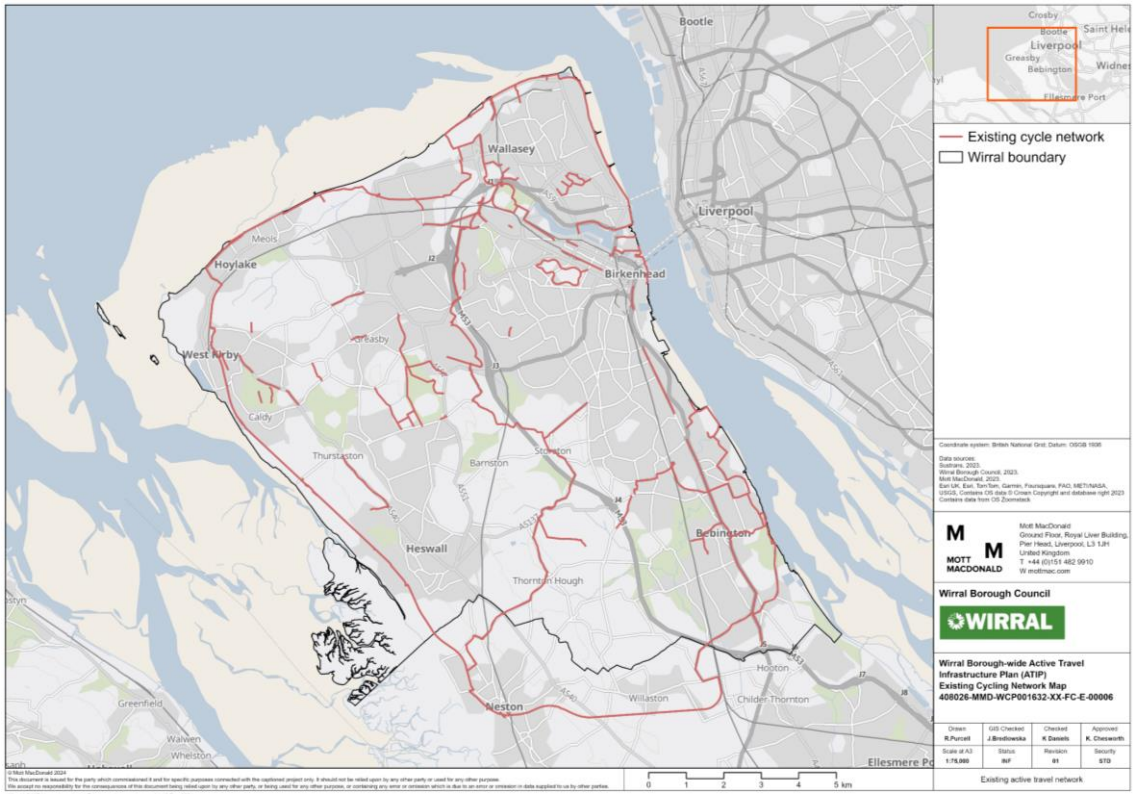
An extensive network of footways is in place across the borough, however a lack of crossing facilities, a prevalence of high-speed roads, and constrained infrastructure such as narrow or uneven paths limit its suitability for some users. There is also a lack of people-focused infrastructure e.g. seating and landscaping within and around local centres, reducing opportunities for pedestrians and cyclists to dwell and spend time.

Wirral's existing cycle network is shown in Figure 5.1 below. This was established using data from sources such as Wirral Cycle Map, Sustrans National Cycle network, and in discussion with Wirral Council officers on recently completed schemes.

The Wirral Circular Trail and National Cycle Network Route 56 follow the coastline or motorway and edges of settlements and do not provide direct access to urban centres. Therefore, these routes do not provide a convenient means for the majority of people to access key destinations on a daily basis. Use of the Wirral Way and Coastal Promenades is also largely dependent on current weather conditions with poor lighting and surfacing on some parts of the route reducing the quality and safety of journeys.

As such, these routes are generally suitable for leisure walking, wheeling, and cycling but not always suitable for 'year round' use, such as regular commuting, or for inexperienced users. The map also shows that there are several sections of cycle infrastructure across the borough which exist in isolation, resulting in a disjointed network that does not connect people to places.

Figure 5.1: Existing Cycle Network



Source: Mott MacDonald

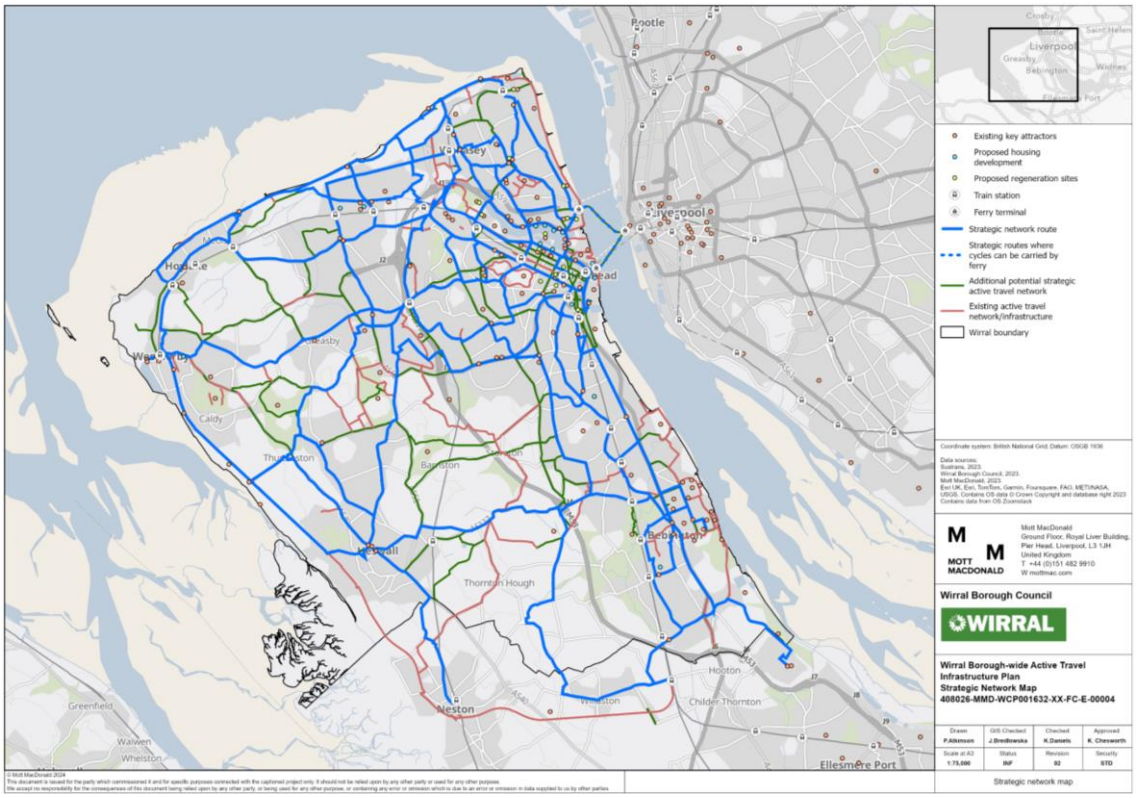
5.2 Prioritising the Strategic Network

The next step was to prioritise the draft network to select the priority corridors for inclusion within the CATN and consideration for further development. High priority corridors represent the routes which will provide the greatest opportunity to improve a variety of social, economic, and environmental needs which will in turn support the development of business cases for future route delivery.

The first consultation draft CATN outlined in Figure 4.10 above, was used as the basis for prioritisation. Ahead of prioritisation, further amendments were made to the network to take account of discussions with key stakeholders (such as Mersey Dee Alliance, LCRCA, and Wirral Council officers). This included further consideration of existing routes, and additional routes which may provide alternatives to strategic network routes identified in Figure 4.10 if required.

As the CATN is an active travel network for walking, wheeling, and cycling, a number of PROW's were included within the routes for consideration. However, the suitability of these routes for all year-round walking, wheeling, and cycling was later considered within the prioritisation and phasing process and sifted out where appropriate due to potential deliverability constraints – such as access issues for mobility impaired, width constraints and lack of suitable lighting. The full network considered within the prioritisation process is outlined in Figure 5.2.

Figure 5.2: First consultation draft CATN Map Pre-prioritisation



Source: Mott MacDonald

5.2.1 Prioritisation Criteria

The network of routes for potential inclusion within the CATN outlined in Figure 5.2 has been prioritised in accordance with the criteria detailed in Table 5.1 below.

Table 5.1: Prioritisation Criteria

Factor	Dataset	Source:
Deprivation	2019 Index of Multiple Deprivation data by decile per section. For network sections which pass through multiple IMD deciles, the most deprived decile was recorded.	Indices of Multiple Deprivation (IMD) 2019
Car availability	Percentage of households with no cars or vans	Census 2021
Propensity to cycle	PCT Data 'Go Dutch' commuting scenario – flows of cyclists along the route	PCT Data. Data for Liverpool City Region - commuting layer
Proposed housing	Distance to proposed housing sites with > 100 homes (m)	Wirral Council Local Plan data
Employment	Proximity to employment locations	Wirral Council
Educational facilities	Proximity to higher and further educational facilities	Gov.uk[28]
Regeneration sites	Direct links to regeneration area	WBC Local Plan data

Source: Mott MacDonald

5.2.2 Prioritisation Scoring

The prioritisation scoring exercise has been undertaken in line with the DfT LCWIP guidance, outlined in Section 3.2, as a starting point in the process of identifying the CATN. It is

[28] https://get-information-schools.service.gov.uk/Downloads

recognised that there is an element of subjectivity to the scoring exercise, however it has been undertaken in accordance with DfT guidance and local knowledge in order to generate the consultation draft CATN which can be refined through further consultation and engagement with the public and stakeholders, allowing the technical work and local views to combine to produce the final CATN as presented in Figure 7.2

The above datasets were imported into GIS and assigned a scoring matrix, so all routes could be allocated a score between 0 and 10 to allow equal comparison for all datasets. To undertake the scoring, the network was divided into logical short sections (e.g. junction-to-junction), with an average length of around 300m per section. This provides a detailed assessment of proposed routes which can be reviewed within consideration of more local networks. Data for each of the data sets outlined in Table 5.1 was then spatially joined to each section of the network. A final score was then derived for each section based on the total across all datasets.

Proximity analysis was undertaken for housing, employment, regeneration and PCT factors. For the PCT, the analysis also considered the value of using the Go Dutch Scenario of cycling flows. As noted earlier in Section 4.1 a similar route planning tool is not available for walking and wheeling, and would not be applicable at this scale, however future design and consultation on individual routes will look at walking/wheeling desire lines in further detail through further analysis and consultation and engagement with stakeholders. This enabled the scoring process to pre-prioritise routes which link to employment areas and development sites, and where the cycle demand is likely to be higher based on PCT data established which of the above routes are likely to be most deliverable, and of highest priority.

Further detail on how scores were assigned within each dataset is set out in the following sub sections.

5.2.2.1 Deprivation

The routes with the highest scores are those adjacent to more deprived areas.

Table 5.2: Deprivation Prioritisation Scoring Matrix

Decile	Score	
1	10	Most deprived
2	9	
3	8	
4	7	
5	6	
6	5	
7	4	
8	3	
9	2	
10	1	Least deprived

Source: Mott MacDonald

5.2.2.2 Car Availability

Routes with a higher score were those in proximity to areas where high proportions of residents don't have access to a car, meaning there is potential for greater levels of demand.

Table 5.3: Car Availability Prioritisation Scoring Matrix

Percentage of households with no access to a car or van	Score	
0-10	2	High car ownership
>10-20	4	
>20-30	6	
>30-40	8	
>40	10	Low car ownership

Source: Mott MacDonald

5.2.2.3 PCT

Routes with a higher score are close to routes with a higher combined flow between the school and commuting data, based on the 'Go Dutch' scenario. Double weighting was applied to this criteria given the importance of potential demand in selecting priority routes.

Table 5.4: PCT Prioritisation Scoring Matrix

Value (Number of cyclists)	Score	
No data	0	Low demand
1 to 25	4	
>25 to 50	8	
>50 100	12	
>100 to 200	16	
>200	20	High demand

Source: Mott MacDonald

5.2.2.4 Housing

Higher scoring routes indicate routes that were close to proposed housing development sites with >100 homes.

Table 5.5: Housing Prioritisation Scoring Matrix

Distance to housing site (m)	Score	
1 to 250	10	Close proximity
>250 to 500	9	
>500 to 750	8	
>750 to 1000	7	
>1000 to 1500	6	
>1500 to 2000	5	
>2000 to 2500	4	
>2500 to 3000	3	
>3000 to 3500	2	
>3500	1	Greatest distance

Source: Mott MacDonald

5.2.2.5 Employment

Higher scoring routes indicate routes that were close to town centres, local centres, or key areas of employment.

Table 5.6: Employment Prioritisation Scoring Matrix

Distance to employment (m)	Score	
1 to 250	10	Close proximity
>250 to 500	9	
>500 to 750	8	
>750 to 1000	7	
>1000 to 1500	6	
>1500 to 2000	5	
>2000 to 2500	4	
>2500 to 3000	3	
>3000 to 3500	2	
>3500	1	Greatest distance

Source: Mott MacDonald

5.2.2.6 Regeneration

The routes that scored highest show routes that are in close proximity to key development sites as defined by WBC.

Table 5.7: Regeneration Prioritisation Scoring Matrix

	Score
Links within Regeneration Area	10
Links outside Regeneration area	0

Source: Mott MacDonald

5.2.2.7 Education

Higher scoring routes indicate routes that were close to high schools, colleges and further education facilities.

Table 5.8: Education Prioritisation Scoring Matrix

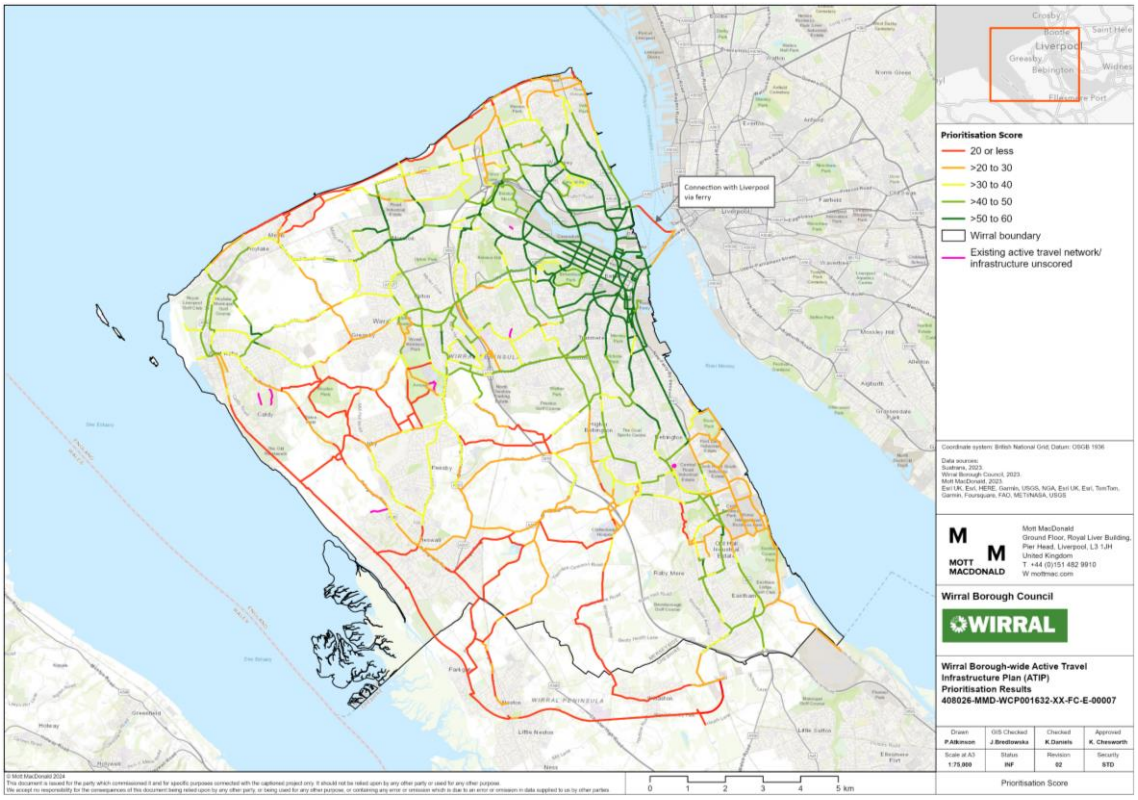
Distance to education (m)	Score	
1 to 250	10	Close proximity
>250 to 500	9	
>500 to 750	8	
>750 to 1000	7	
>1000 to 1250	6	
>1250 to 1500	5	
>1500 to 2000	4	
>2000 to 2500	3	
>2500 to 3000	2	
>3000	1	Greatest distance

Source: Mott MacDonald

5.2.3 Prioritisation Results

Figure 5.3 illustrates the results of the scoring exercise considering the following criteria to provide an indication of route priority; deprivation, car availability, PCT, housing, employment, regeneration and education.

Figure 5.3: First consultation draft Prioritisation Score



Source: Mott MacDonald

Figure 5.3 illustrates how high priority routes are centred around the core urban area of the borough. This analysis was used to inform the next steps in defining the core network, highlighting the need to focus on key areas surrounding Birkenhead in the short term. In order to consider the above results in the context of existing infrastructure, and routes already underway or being developed by Wirral Council, further work was undertaken to phase the network which is set out in Section 6.1.

5.2.4 Deliverability Criteria

The network of routes for potential inclusion within the CATN outlined in Figure 5.2 has additionally been scored against the deliverability criteria detailed in Table 5.9 below.

Table 5.9: Deliverability Criteria

Factor	Dataset	Source:
Noise	Road Noise -Laeq16h (i.e. the annual average noise levels for the 16-hour period between 0700 – 2300, in dB) per section. For network sections which pass through multiple noise bands, the highest noise band was recorded.	Defra Strategic Noise Mapping
Gradient	Approximate peak gradient (slope in degrees)	Esri World Elevation Service
Speed limits	Speed limit on proposed route[29]	OS National Geographic Database

[29] It should be noted that speed limits considered were those in place at the time of the assessment in Spring 2024. However, any potential impact of the 20mph speed limit programme across Wirral (See Section 3.1.3.3) was considered qualitatively within the later stages of network refinement and can be reviewed on an ongoing basis as further areas of 20mph speed limits come forward.

Factor	Dataset	Source:
On-street parking	Presence of restrictions (double yellow lines, marked bays, single yellow lines, unclassified or No Parking)	Esri aerial imagery, supplemented with Streetview observations
Bus routes	Average frequency of buses within Monday AM peak period along proposed routes	Basemap, Data Cutter, Q12024
Traffic volumes	Annual Average Daily Flows (AADF) for all vehicles and HGVs along the proposed route	Wirral Traffic Model (WTM) flows for it's base year of 2022, Mott MacDonald
Highway boundary width	Highway boundary width along proposed route to give indication of available land within Wirral ownership	Wirral Council
Crossings/Traffic Signal/Mini-roundabout	Presence of Crossings/Traffic Signal/Mini-roundabouts along the route	Open Street Map and OS MasterMap
Bridges and tunnels	Presence of bridges and/or tunnels along the route	Open Street Map and OS MasterMap

Source: Mott MacDonald [30]

5.2.5 Deliverability Scoring

As with prioritisation scoring, the above datasets were imported into GIS and assigned a scoring matrix, so all routes could be allocated a score between 0 and 10 to allow equal comparison for all datasets. To undertake the scoring, the network was divided into logical short sections (e.g. junction-to-junction), with an average length of around 300m per section. This provides a detailed assessment of proposed routes which can be reviewed within consideration of more local networks. Data for each of the data sets outlined in Table 5.9 was then spatially joined to each section of the network. A final score was then derived for each section based on the total across all datasets.

5.2.5.1 Noise

Higher scoring routes were those with lower recorded levels of noise.

Table 5.10: Noise Deliverability Scoring Matrix

Noise level (db)	Score	
0 (Not covered by data/lowest noise)	10	Lowest noise
55.0-59.9	8	
60.0-64.9	6	
65.0-69.9	4	
70.0-74.9	2	
>=75	0	Highest noise

Source: Mott MacDonald

5.2.5.2 Gradient

Routes with the lowest gradient scored higher than routes with steep slopes.

[30] Data on casualties on the road network was also considered using DfT STATS 19 Data (208-2022). However, data was insufficient for many of the routes/sections and therefore was not included within the final scoring exercise.

Table 5.11: Gradient Deliverability Scoring Matrix

Average slope (degrees)	Score	
0 to 1	10	Flattest routes
>1 to 2	8	
>2 to 3	6	
>3 to 4	4	
>4 to5	2	
>5	0	Greatest slope

Source: Mott MacDonald

5.2.5.3 Speed Limits

Routes with lower speed limits scored higher as these create safer environments for active travel. It is noted that speed limits used were those in place at the time the scoring exercise was undertaken.

Table 5.12: Speed Limit Deliverability Scoring Matrix

Speed limit	Score	
5	10	Lowest speed
10	9	
15	8	
20	7	
30	6	
40	5	
50	4	
60	3	
70	2	Highest speed

Source: Mott MacDonald

5.2.5.4 On-street Parking

Routes with no parking or lower level of restriction scored higher as these have the least constraints in terms of deliverability. It should be noted that this forms a high level approach to determine the significance of parking as a constraint and whether or not an active travel solution would need to be ruled out. It did not represent a detailed appraisal or consider aspects of potential design.

Table 5.13: On-street Parking Deliverability Scoring Matrix

Speed limit	Score	
No parking	10	Least restrictive
Unclassified	8	
Single yellow line	6	
Double yellow line	4	
Marked bay	2	Most restrictive

Source: Mott MacDonald

5.2.5.5 Bus Route

Routes with the lowest frequency of buses scored higher as these have the least constraints in terms of deliverability and an increased level of demand as a result of no or fewer services. In addition, lower frequency routes are likely to have more road space available for walking, wheeling and cycling.

Areas where there are no, or limited public transport services often mean people can be excluded from accessing key services and facilities. Therefore, improving active travel routes is a higher priority in these areas. It should be noted that this does not mean that routes where there are higher frequency public transport are not considered for active travel - these are also extremely important to support integration of modes and much of the detail about improved integration with public transport will be considered in later stages of work.

Table 5.14: Bus Route Deliverability Scoring Matrix

Monday AM Average buses per hour	Score	
No bus	10	Least busy bus route
0.06 to 0.4	8	
>0.4 to 0.6	6	
>0.6 to 0.8	4	
>0.8	2	Most busy bus route

Source: Mott MacDonald

5.2.5.6 Traffic Volumes

Routes with lower levels of traffic scored higher as these create safer environments for active travel. Quieter vehicle routes will also have lower impacts on traffic during construction and are likely to be easier to deliver. It should be noted that this does not mean that busier routes are not considered for active travel, as it is important to ensure appropriate facilities are provided for the safety of vulnerable road users.

Table 5.15: Traffic Volumes (all vehicles) Deliverability Scoring Matrix

Annual average daily flow (ADDF)	Score	
No data	10	Least busy vehicle route
1 to 2000	8	
>2000 to 4000	6	
>4000 to 8000	4	
>8000	2	Most busy vehicle route

Source: Mott MacDonald

Table 5.16: Traffic Volumes (HGV only) Deliverability Scoring Matrix

Annual average daily flow (ADDF)	Score	
No data	10	Least busy HGV route
1 to 50	8	
>50 to 100	6	
>100 to 200	4	
>200	2	Most busy HGV route

Source: Mott MacDonald

5.2.5.7 Highway Boundary

More narrow routes scored lower due to less available space to consider during the scheme design process that is within the ownership of Wirral Council. In turn, routes which would not require the acquisition of third-party land score higher.

Table 5.17: Highway Boundary Deliverability Scoring Matrix

Highway boundary width	Score	
No boundary data available	1	Most narrow route
Less or equal to 5m	2	
>5-10	3	
>10-15	4	
>15-20	5	
>20-25	6	
>25-30	7	
>30-35	8	
>35-40	9	
>45	10	Widest route

Source: Mott MacDonald

5.2.5.8 Crossings

Proposed CATN routes with a lower number of crossings scored higher as these will have the least impact on deliverability in terms of construction. However, it is recognised that the presence of a crossing/junction along some routes can impact safety or walking, wheeling and cycling and will therefore be considered in further detail at the design stage.

Table 5.18: Crossings/Traffic Signal/Mini-roundabout Deliverability Scoring Matrix

Number of Crossings/Traffic Signal/Mini-roundabout	Score	
No data	10	Lowest number of crossings
0	10	
1	9	
2	8	
3	7	
4	6	
5	5	
6	4	
7	3	
8	2	
>8	1	Highest number of crossings

Source: Mott MacDonald

5.2.5.9 Bridges and Tunnels

Routes without bridges and/or tunnels scored higher as these will present fewer constraints and increase deliverability. It is noted that scoring is split per 300m section, and as such the

presence of an individual bridge would result in a score of 10 for the relevant section(s) only to avoid impacting the scores the of whole routes or areas of Wirral where bridges/tunnels are present.

Table 5.19: Bridges and Tunnels Deliverability Scoring Matrix

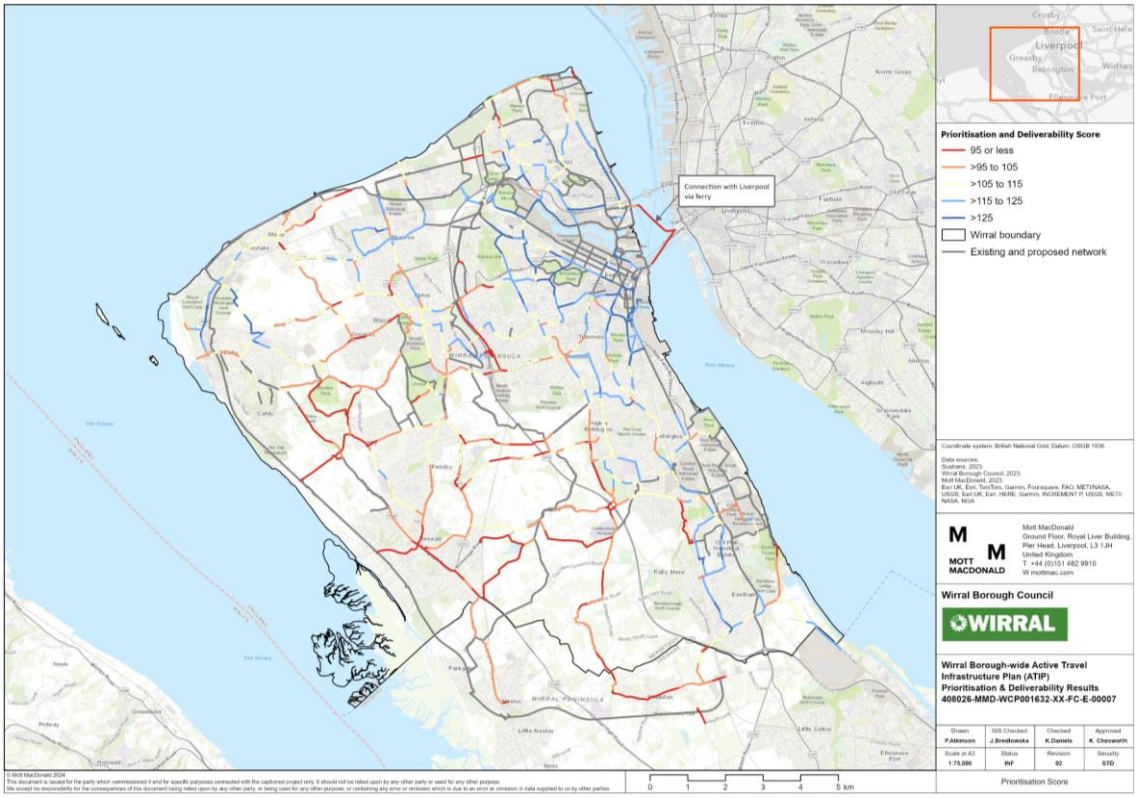
Presence of bridge/tunnel	Score
Yes - present on the link section	0
No - not on the link section or in proximity	10

Source: Mott MacDonald

5.2.6 Deliverability Results

Figure 5.4 below illustrates the prioritisation scores when combined with deliverability criteria (noise, gradient, speed limits and on-street parking, bus routes, traffic volumes for cars and HGVs, highway boundary width, presence and bridges and tunnels and crossings). Deliverability scores were not allocated to existing routes, or routes proposed within existing schemes. This shows a similar trend to Figure 5.3 in that the highest scoring routes are centred around the north east, south east and north west of the borough.

Figure 5.4: First consultation draft Prioritisation/Deliverability Score



Source: Mott MacDonald

5.3 Summary

So, what does this mean for development of the CATN?

This section shows how the first draft CATN (presented in Section 4) was further analysed and refined to produce the consultation draft CATN:

- Existing active travel infrastructure plus additional potential routes identified in discussion with Wirral Council were collated to produce a complete overview of all possible routes to be considered for potential inclusion within the consultation draft CATN (Figure 5.2).
- All routes were broken down into 300m sections for scoring against prioritisation criteria including deprivation, car availability, potential demand, proposed housing, employment, education facilities and regeneration sites.
- An initial prioritisation score indicated how priority routes are centred around the core urban area of the borough, highlighting the need to focus on key areas surrounding Birkenhead in the short term.
- Further analysis was undertaken to determine the potential deliverability of routes considering noise, gradient, speed limits, on-street parking, buses traffic volumes, highway widths and the presence of bridges, tunnels and crossings.
- Results of the scoring exercise were used to determine potential priority of routes in relation to criteria which provides an indication of demand, and the potential for the route to provide socioeconomic and environmental benefits.
- The highest priority routes were considered in relation to schemes already proposed or underway within the next stages for inclusion within the consultation draft CATN.

6 Stage 5: Phasing the Network – Creating the Consultation Draft CATN

The process set out in Chapter 5 presented a core network of potential active travel routes across the borough, and determined their potential priority in relation to criteria which provides an indication of demand, and the potential for the route to provide socioeconomic and environmental benefits.

In order to identify the consultation draft CATN and break this down into deliverable sections, the network was split into distinct phases to guide delivery and investment.

6.1 Phasing the Network: Defining the Shorter-term Network

The short-term network was defined as 0-5 years, so it was important to consider the existing network and the significant amount of work already ongoing/underway within Wirral to develop walking, wheeling and cycling infrastructure. In recognition that routes proposed are at varying stages of development the short-term network was sub divided into:

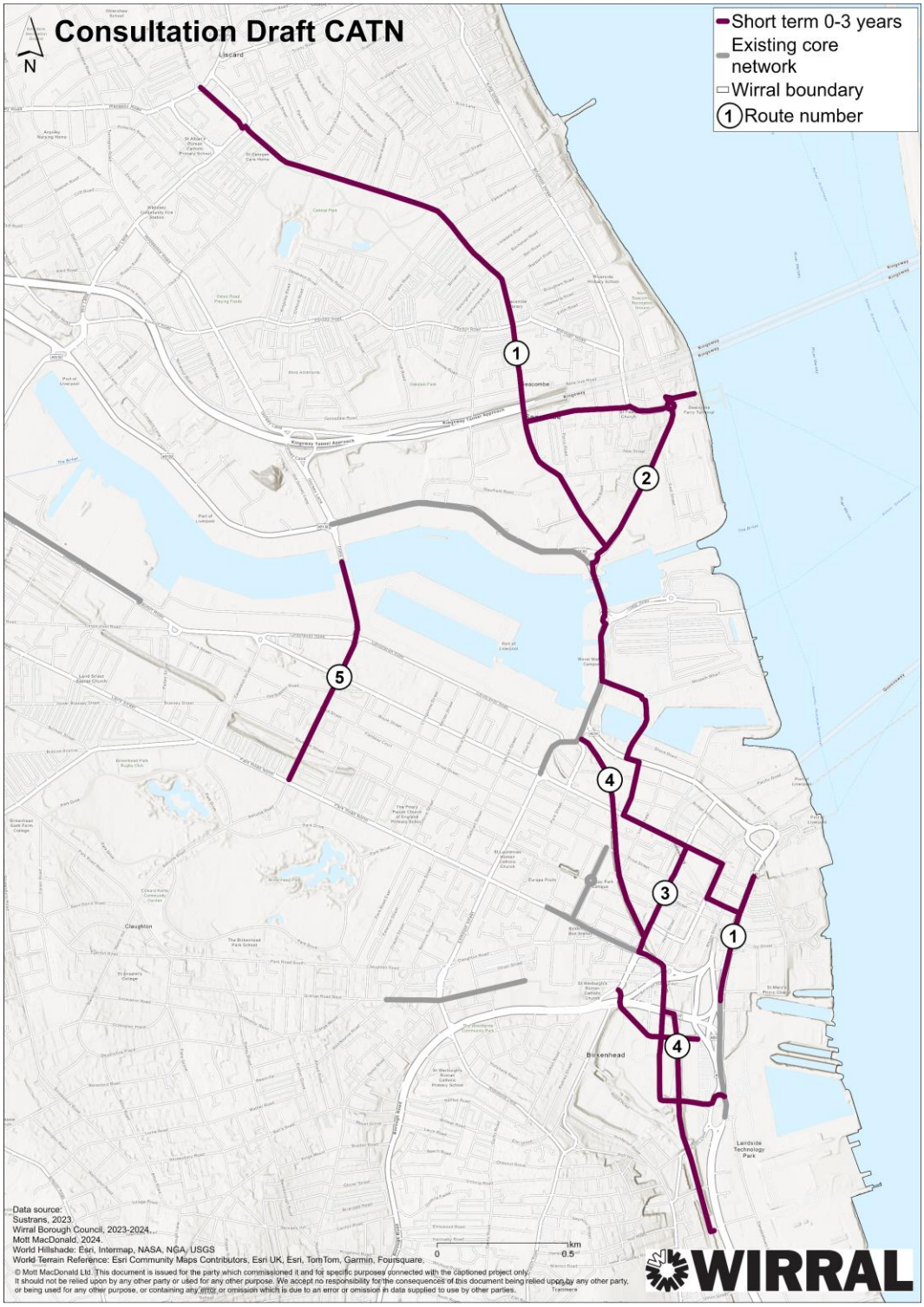
- 0-3 years
- 3-5 years

An overview of the consultation draft short term networks (0-3 and 3-5 years) is set out within the sections overleaf.

6.1.1 0-3 Years

The 0-3 year network is illustrated in Figure 6.1. This accounts for existing infrastructure (including recently completed schemes) and schemes that are currently being progressed and/or funded (as of mid-2024).

Figure 6.1: Wirral 0-3 Year Consultation Draft CATN

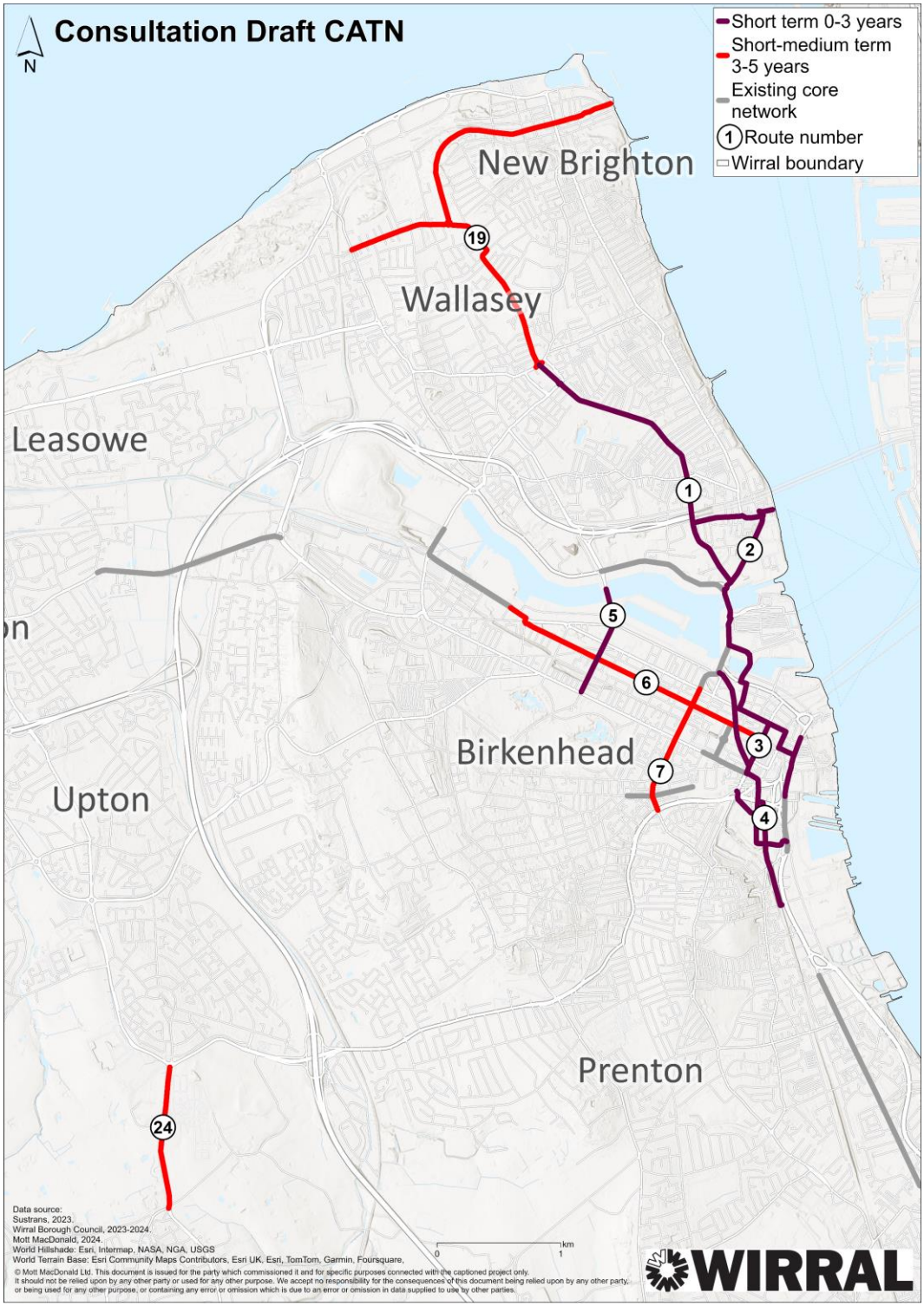


Source: Mott MacDonald

6.1.2 3-5 Years

Figure 6.2 shows what the potential network could look like in the next five years following delivery of schemes that are currently being developed within the short/medium term but don't yet have funding secured (as of mid-2024).

Figure 6.2: Wirral 3-5 Year Consultation Draft CATN



Source: Mott MacDonald

6.2 Phasing the Network: Defining the Longer-term Networks

The draft consultation short term network outlined above was then built upon to start to determine the longer-term network, using the technical analysis outlined above in Section 4 and 5.

Based on the prioritisation exercise set out within Section 5, and the identified 0–5-year network, routes were selected using professional judgement and local knowledge, which built on the short term routes and started to connect surrounding areas to opportunities and key destinations in and around the centre of Birkenhead.

The longer-term network was also divided into distinct phases. Timescales were defined in collaboration with WBC and to reflect what is realistic and achievable in terms of delivery. The longer-term network was divided into the following distinct phases:

- 5-10 years
- 10-15 years
- 15+ years (setting out what the overall CATN could look like in the future)

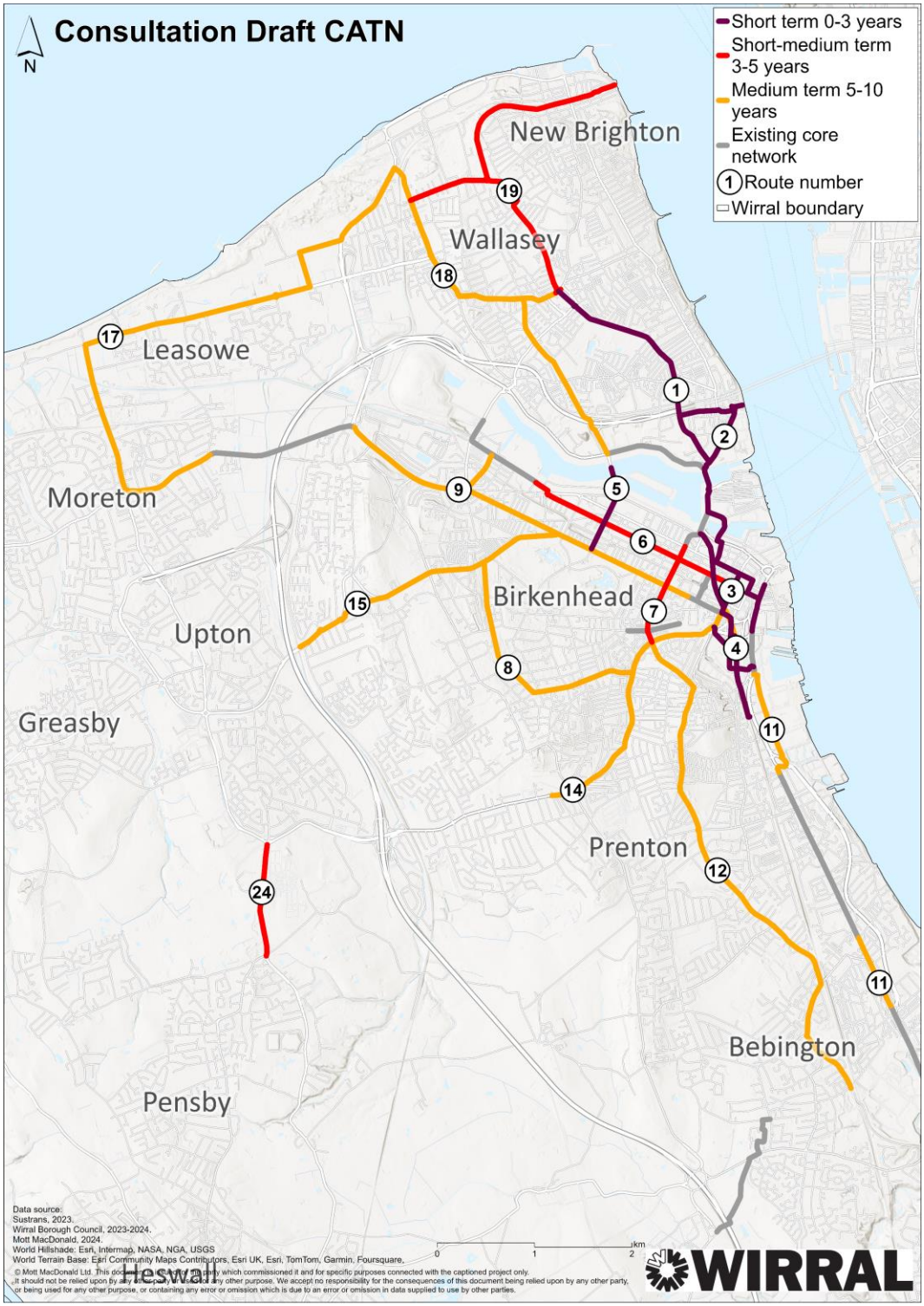
To inform the identification of timescales/delivery phases consideration was given to the total number of kilometres (kms) to be delivered within each timeframe. The above timescales meant that approximately 15-20km of new and/or improved active travel infrastructure would be delivered within each period.

An overview of how the proposed network develops through each timeframe is set out within the sections overleaf.

6.2.1 5-10 Years

The 5-10 year network is illustrated in Figure 6.3. These additional routes look to connect communities on the outer urban areas of Wirral to opportunities within Birkenhead and Wirral Waters.

Figure 6.3: Wirral 5-10 Year Consultation Draft CATN

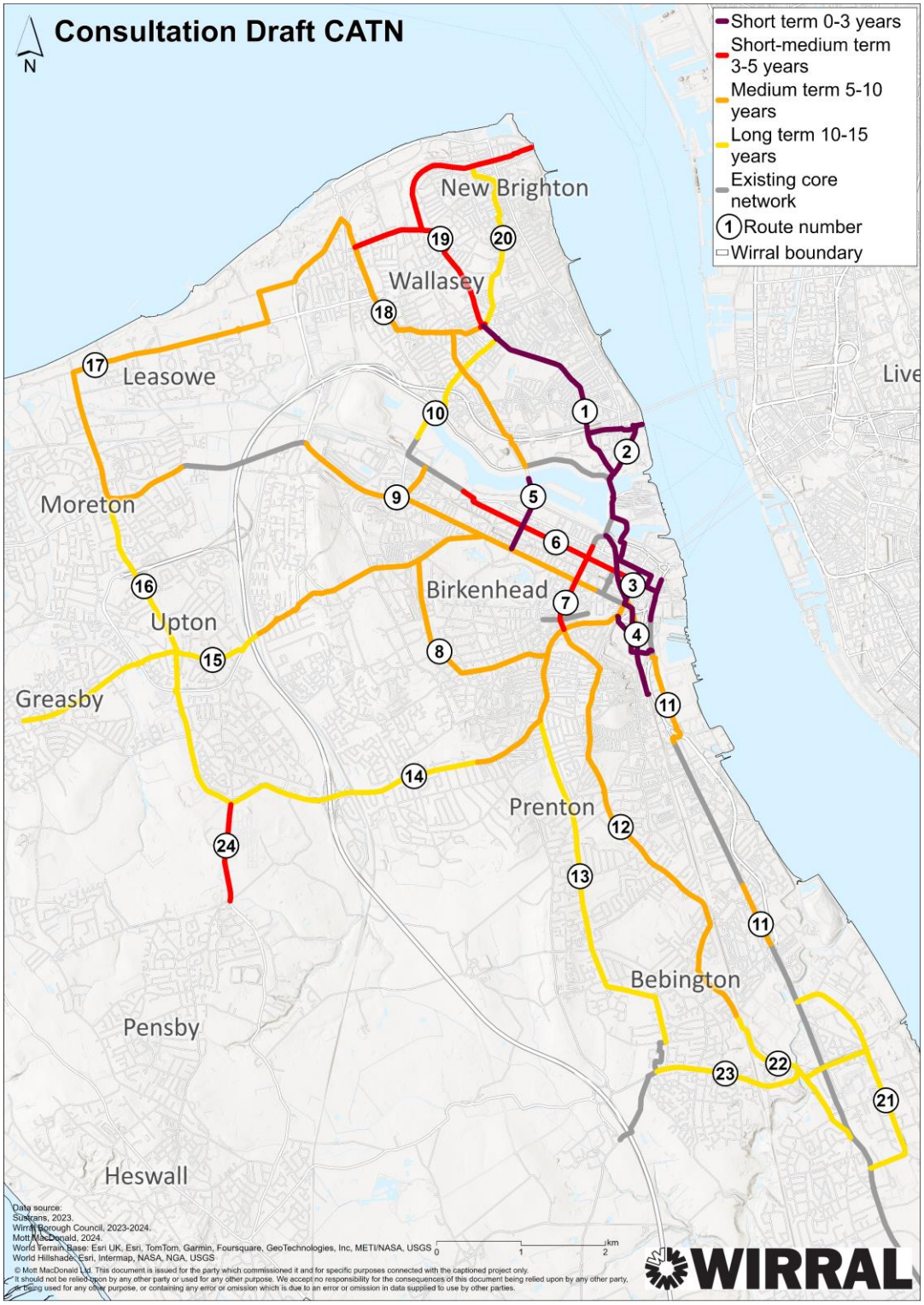


Source: Mott MacDonald

6.2.2 10-15 Years

Figure 6.4 below shows how the network extends these connections in the 10-15 year period to communities further afield.

Figure 6.4: Wirral 10-15 Year Consultation Draft CATN



Source: Mott MacDonald

6.2.3 15+ Years

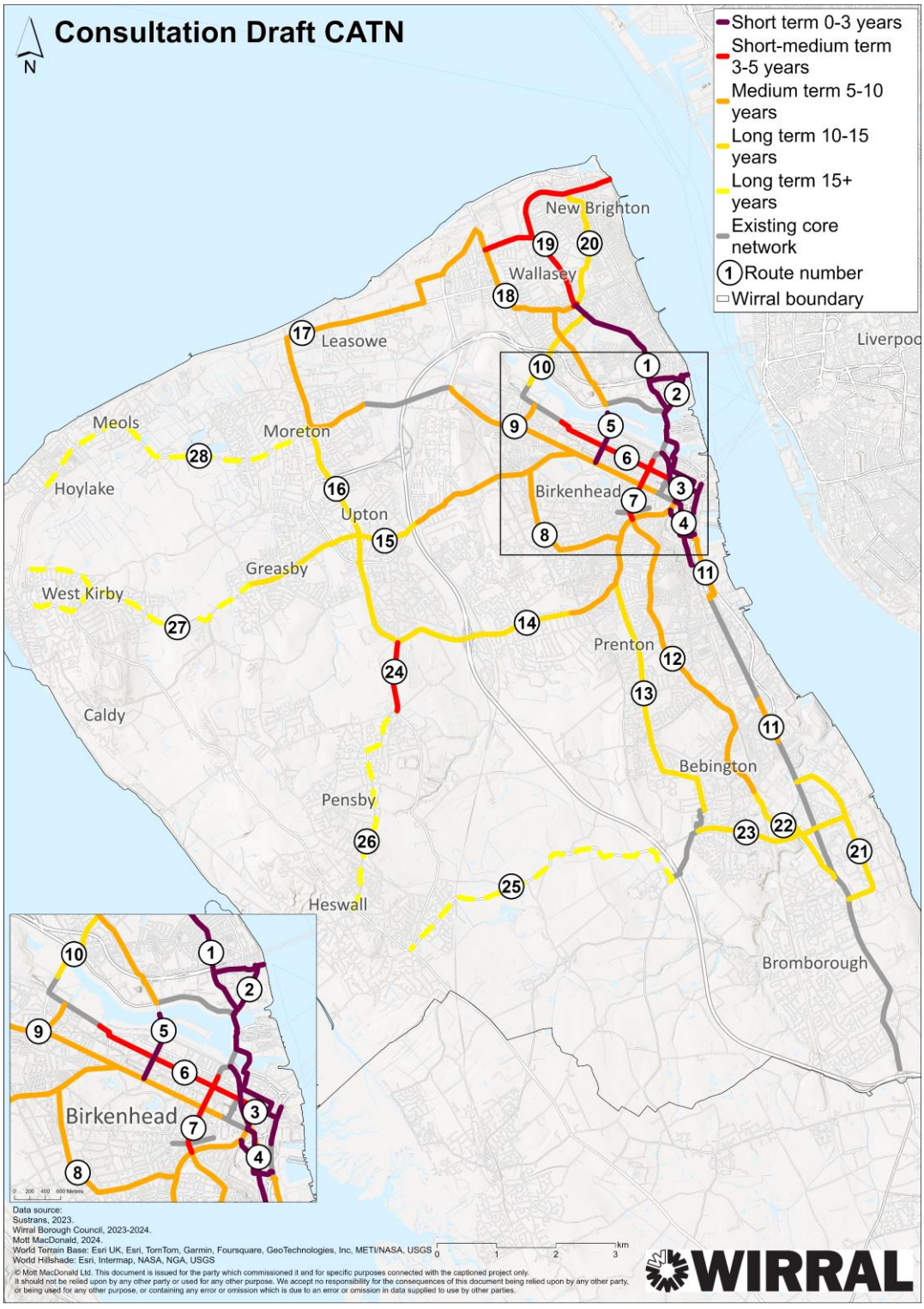
Figure 6.5 (overleaf) illustrates additional routes identified for development within the 15+ years timeframe to connect further communities to opportunities in Birkenhead and wider Wirral, which shows the full draft CATN for consideration.

6.3 Consultation Draft Core Active Travel Network

Figures 6.1 to 6.5 set out how prioritised routes build up over time to create the long-term vision for the CATN. The first consultation draft CATN is set out within Figure 6.5 which was subject to public and stakeholder consultation in Summer 2024.

The consultation draft CATN presented in Figure 6.5 was therefore subject to change based on comments received within the consultation. The extent of routes within each delivery timeframe, and the network as a whole was also reviewed ahead of finalising the CATN and will continue to be reviewed on an ongoing basis by Wirral Council in light of potential funding opportunities and any other factors which may increase or decrease deliverability.

Figure 6.5: Wirral CATN (Consultation Draft)



Source: Mott MacDonald

6.4 Summary

So, what does this mean for development of the CATN?

- The results of the prioritisation and deliverability scoring exercise were considered in relation to schemes already proposed or underway to start to identify the consultation draft CATN.
- The network was split into distinct phases to break into deliverable sections and guide delivery and investment considering a short, medium and long term network
- The consultation draft short term network proposed routes for delivery in 0-5 years and comprised existing infrastructure (including recently completed schemes), schemes that are currently being progressed and/or funded (as of mid-2024) and schemes that are currently being developed within the short/medium term but don't yet have funding secured (as of mid-2024).
- The medium term (5-10 years) built on this to add additional routes which look to connect communities on the outer urban areas of Wirral to opportunities within Birkenhead and Wirral Waters.
- The long term network (10-15 years and 15+ years) showed how the network extends these connections to communities further afield across the borough.

7 Amending the Network Post-consultation

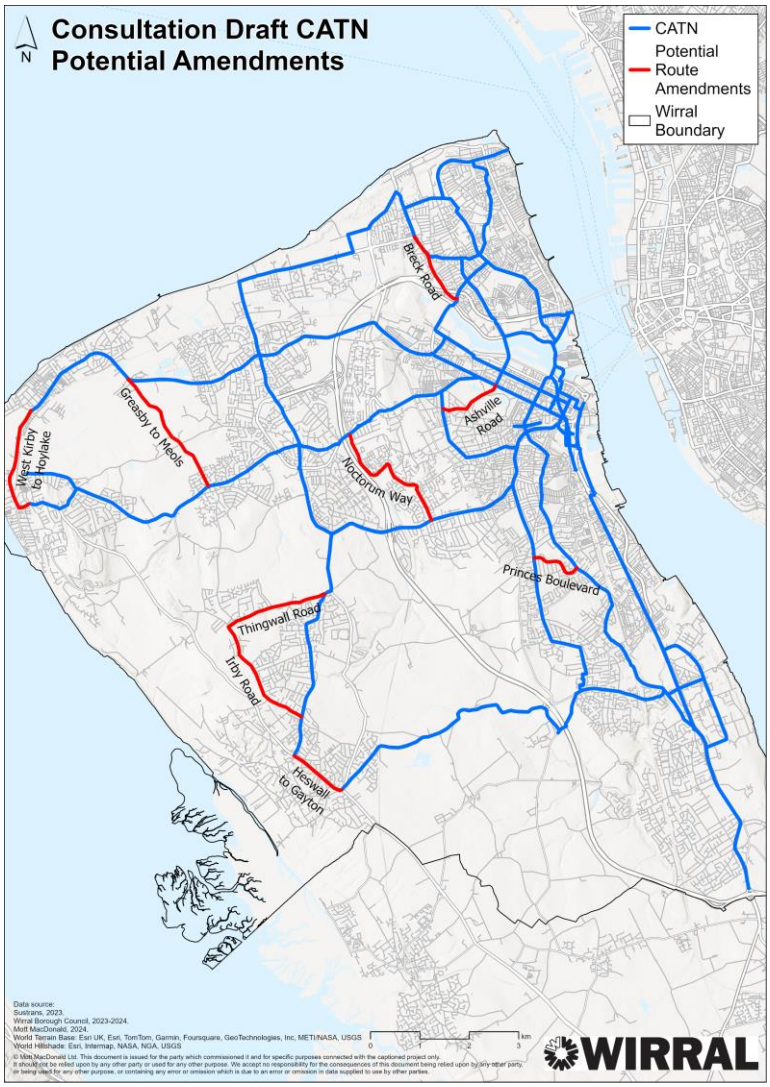
Figure 6.5 in Section 5 illustrates the consultation draft CATN that was subject to public and stakeholder consultation in Summer 2024.

In total, 1,130 completed surveys were received. Details of the consultation process and results can be found within the Have Your Say Report produced by Wirral Council. A summary of the work undertaken by Mott MacDonald to review the consultation responses is provided below.

7.1 Additional or Amended Routes within the Consultation Draft CATN

MM and Wirral Council undertook a review of responses where suggestions were made around potential additional routes or alternative routes to those proposed within the consultation draft network. Following a review of all responses some additional sections of CATN were suggested and considered, these are illustrated in the figure below.

Figure 7.1: Potential Amendments to the Consultation Draft CATN



Source: Mott MacDonald

All proposed amendments arising from the consultation were considered. Routes were added as additional routes or extensions to routes already proposed where they were indicated as higher priority within the technical work, and when serving a purpose as a strategic route. A number of routes proposed within the consultation have more of a local function and can therefore be considered through future work to develop local networks and are not proposed to form part of the CATN.

A summary of the recommendations for each proposed change is set out within the table below.

Table 7.1: Summary of Recommendations in Response to Consultation

Proposed amendment	Review	Recommendation	Include within CATN?
Greasby to Meols	Heron Rd is the most direct road to connect Greasby to Meols. This route would provide a good connection, however there are issues with deliverability such as requirement for third party land. Scored relatively low on prioritisation and deliverability scoring. Prioritisation scoring shows much higher score for route through Upton and Moreton to Meols due to high levels of demand and less constraints.	Whilst this provides a good connection between Greasby and Meols and provides connectivity to Meols station from Greasby the technical appraisal indicates lower levels of potential use than adjacent CATN routes, and would be better considered within local area networks. The technical work did not indicate a strong enough score to consider this route as additional to the CATN. There are also considerable deliverability issues with this route such as the consideration for third party land.	No
Noctornum Way	Provides good opportunity to connect residential areas to Upton station This route was identified during the initial sifting process, but scored relatively low in a priority as a strategic active travel route– hence, was not included in the overall strategy.	Whilst this route scores relatively well within the prioritisation scoring exercise, it is deemed to be more a local connection and therefore not recommended for inclusion within the CATN. The route does provide local residents with access to Upton station, however the station is served by low frequency services.	No
Breck Road	This route scores highly within prioritisation (50-79) and offers opportunity to connect route 10 and route 18. Could be added as additional or alternative route.	This route scores high within the technical work and provides access to retail in Bidston and provides access to Weatherhead High School. Recommended as additional rather than alternative as adjacent routes score equally high. Small section of Breck Rd scores fairly low on deliverability likely due to issues associated with on street parking, however similar issues likely to be experienced on adjacent route already proposed within the CATN.	Yes
Thingwall Road	Potential to explore route along Thingwall Road which would connect to Route 24 and Route 26. Thingwall Road was included in the first consultation draft CATN as an alterative route and scored between 20 and 40 (out of 79) for prioritisation.	This route scored fairly low within the technical work and is not recommended to form part of the CATN, However, the route does provide a good link for people in Irby to existing CATN routes and surrounding facilities and should therefore be considered as a local connection.	No
West Kirby to Hoylake	Missing section to West Kirby scored quite highly (40-50).	The technical work indicates a strong level of demand for routes between West Kirby and Hoylake,	Yes

Proposed amendment	Review	Recommendation	Include within CATN?
	Could be added to join up route 27 and route 28.	which was supported within the consultation responses. It is therefore recommended that this route is included within CATN as an extension to Route 28.	
Irby Road	This was a route identified as part of the first consultation draft CATN (before prioritisation) through the process followed in line with DfT LCWIP guidance, however, was not included as part of the CATN due to slightly lower scoring within the prioritisation.	This route scored medium within the technical work, however this route as addition to the CATN without the connection on Thingwall Road would provide a strategic link that forms part of a connected network of routes.	No
Ashville Road	This route scored highly within the prioritisation scoring. Potential for connection between Route 5 and Route 8 through Birkenhead Park which scored within prioritisation exercise (via Ashville Road).	The technical works indicated sufficient demand for this route due to its location in Birkenhead and proximity to key facilities and opportunities. However, there are likely deliverability issues associated with the route which does not make it a better alternative to routes already proposed. The link could form part of a more local network with measures that take into account the route through the country park.	No
Princes Boulevard	Consider potential additional east west link between route 12 and 13 – via Woodburn Blvd, Kingswood Blvd and Princes Blvd which scored medium within prioritisation.	This route scored well in terms of priority however scored low in terms of deliverability likely as a result of on street parking. This link would be better considered as a local route.	No

Source: Mott MacDonald

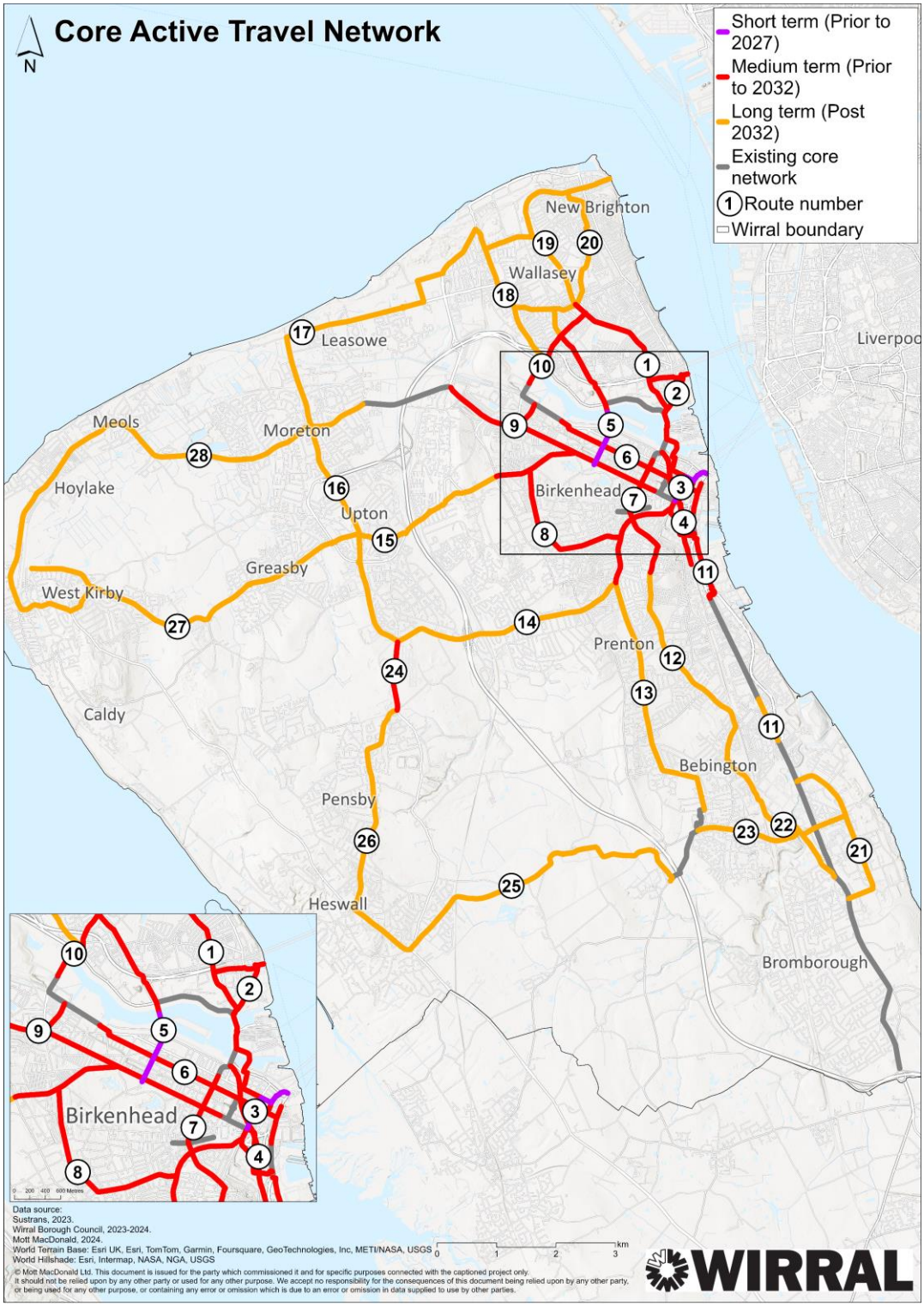
As the key principles of the CATN remain unchanged, no routes were removed from the final CATN. As the CATN has been developed to deliver a coherent active travel network which delivers the greatest benefits, routes and phases in early years focus on the main urban area surrounding Birkenhead.

Therefore, it was proposed that the revised draft CATN reflects the following:

- All consultation draft routes are retained at this stage to form a complete wider network, with the opportunity for route development and timescales to be reviewed in line with when new funding becomes available.
- The primary focus of the CATN will be the delivery of a joined-up network in and around the wider Birkenhead and regeneration areas by 2032, in line with likely funding window timescales. Phasing of routes within the CATN has therefore been revised on this basis.
- Some additional route sections, including the extension of routes to Heswall (route 25), West Kirby (route 28) and along Breck Road in Wallasey (route 18) have been added to the consultation draft CATN as set out in the table above.

Figure 7.2 illustrates the CATN which takes into account the changes as a result of consultation and revised phasing.

Figure 7.2: Final CATN



Source: Mott MacDonald

This CATN will provide the framework for active travel investment decisions in Wirral in the future. Following the development of the network around the wider Birkenhead and regeneration areas, further CATN routes will be selected for more detailed review and alongside communities

work will be undertaken to determine feasibility and co-develop inclusive and integrated designs to support walking, wheeling and cycling.

Where concerns have been raised about parking, trees, and access, the CATN feedback will be used to support bids for development funding to ensure data gathering and community engagement is prioritised to inform further work.

The CATN will be regularly reviewed to assess progress and review routes and priorities where evidence of demand and financial resources change over time.

7.2 Summary

So, what does this mean for development of the CATN?

- The consultation draft CATN was presented to the public in Summer 2024. Feedback on the consultation draft CATN was received through over 1,100 completed surveys.
- Consultation feedback was reviewed by MM and Wirral Council to identify where suggestions were made around potential additional routes or alternative routes to those proposed.
- All consultation draft routes are retained to ensure a coherent strategic active travel network. All proposed routes will be subject to further feasibility work and engagement with local communities.
- A number of additional routes, and amendments to routes already proposed within the consultation draft CATN were identified and were reviewed against the technical work outlined in Section 5. This resulted in some additional route sections, including the extension of routes to Heswall, West Kirby and along Breck Road in Wallasey.
- The primary focus of the CATN is the delivery of a joined-up network in and around Birkenhead regeneration areas by 2032, in line with likely funding window timescales. Phasing of routes within the CATN was also therefore revised on this basis.