



## ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

MONDAY, 27 JANUARY 2025

<b>REPORT TITLE</b>	<b>WIRRAL CORE ACTIVE TRAVEL NETWORK</b>
<b>REPORT OF</b>	<b>DIRECTOR OF NEIGHBOURHOOD SERVICES</b>

### REPORT SUMMARY

This report provides Members with an update on the outcome of the recent public consultation on the proposed Wirral Core Active Travel Network (CATN) and seeks approval for the revised CATN, which has been amended in response to the consultation to be adopted to support the delivery of active travel. Active travel refers to journeys made by modes of transport that are fully or partially people-powered, including walking, wheeling and cycling. Wheeling represents the action of moving aided or unaided using any kind of wheeled mobility aid, including wheelchairs, mobility scooters, prams or buggies.

The development of a CATN is critical to support the delivery of the Wirral Council Places for People (PfP) Strategy, which was adopted in January 2024. The CATN sets out a core network which will improve the existing highway asset by improving and delivering new infrastructure and public realm enhancements in order to reduce social exclusion by improving connectivity and accessibility, enabling safer active and sustainable travel and supporting the wider regeneration and public health programmes.

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

- Continue our ambitious regeneration programme through increased investment, jobs and new businesses throughout the borough;
- Play our part in addressing the climate emergency and protecting our environment;
- To work across communities with community, voluntary and faith organisations and partners to improve all residents' life chances.

It also supports the 'Protecting our Environment', 'People-focused Regeneration' and "Promoting Independence and Healthier Lives" themes of the Council plan.

This matter affects all wards.

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

## **RECOMMENDATION**

The Environment, Climate Emergency and Transport Committee is recommended to approve the revised Core Active Travel Network as set out in Appendix 6 of this report.

## **SUPPORTING INFORMATION**

### **1.0 REASONS FOR RECOMMENDATION**

- 1.1 The Liverpool City Region Combined Authority is currently developing the Local Transport Plan 4 for the region which will set out plans, policies and ambitions for transport services and transport investment in the Liverpool City Region until 2040. Currently two thirds of all journeys in the Liverpool City Region are 3 miles or less but more than half of these journeys are taken by car. The impacts of this traffic dominance on the lives of local people are widespread, impacting on resident's health, their environment and quality of life. The Wirral CATN will be one of the documents to support the delivery of the wider transport plan for the region. The CATN aims to provide safer and higher quality walking, wheeling and cycling routes, wider infrastructure and improved public realm and linkages to key destinations and public transport hubs. It also provides the framework for adding local area public realm and safety improvements to reduce health inequalities and social exclusion by providing connectivity and permeability to local services and facilities such as schools, employment opportunities and leisure facilities.
- 1.2 The Wirral CATN project supports increased levels of sustainable movement and connectivity within the wider context of sustainable economic growth and regeneration, delivery of the Council Plan 2023-2027, the Cool Wirral Strategy and the PfP strategy, as well as other strategies to reduce health inequalities and improve health and wellbeing, air quality and sustainable economic growth and regeneration of the borough, including Birkenhead 2040, the Environment and Climate Emergency Declaration and the emerging Local Plan. The ambitions for the local plan are to deliver a sustainable left bank of the Mersey which includes increasing levels of journeys being undertaken by sustainable modes as part of a multi modal transport network as a key part of the vision.

### **2.0 OTHER OPTIONS CONSIDERED**

- 2.1 The Council could decide not to agree the CATN. This is not considered to be appropriate as delivery of an active travel network is part of the PfP strategy as well as supporting regeneration and delivery of the Birkenhead 2040 Framework, improving the health of our residents and the delivery of the emerging Local Plan. The CATN also sets a strategic context for future investment in active travel and will assist the council to secure additional funding for the delivery of schemes going forward across wider transport, regeneration and environment programmes. Failure to deliver improved active travel infrastructure could result in reputational issues for the Council in terms of its commitment to active travel and achieving net zero which could result in future funding allocations being reduced or funding not being able to be secured by the Council. Funding for active travel schemes cannot be used for any other purpose.
- 2.2 The Council could decide to progress a more fragmented network. This is not considered appropriate as providing a core, joined up active travel network will

support the promotion of active travel as a genuine choice for everyone who wishes to travel by walking, wheeling or cycling, in areas of highest demand.

### **3.0 BACKGROUND INFORMATION**

3.1 The PfP Strategy sets out the ambition to put active travel (walking, wheeling and cycling) at the heart of Wirral's communities, placing active travel users at the top of the road user hierarchy and creating places where people and communities can flourish. Active travel refers to journeys made by modes of transport that are fully or partially people-powered, including walking, wheeling and cycling. Wheeling represents the action of moving aided or unaided using any kind of wheeled mobility aid, including wheelchairs, mobility scooters, prams or buggies.

3.2 In January 2024 the Environment, Climate Emergency and Transport Committee resolved that:

*(1) The Places for People strategy be approved; and*

*(2) The Director of Regeneration and Place be authorised to undertake public and stakeholder consultation to support the development of an Active Travel Infrastructure Plan.*

3.3 Due to a clash with the naming of a national project, the Active Travel Infrastructure Plan was re-named the Core Active Travel Network (CATN) to avoid confusion.

3.4 The key principles of the CATN are to improve health and wellbeing, improve air quality and support the sustainable economic growth and regeneration of the borough by enabling those residents who wish to walk, wheel or cycle to do so effectively and efficiently through the provision of a strategic and prioritised active travel and by doing so enable the delivery of the PfP Strategy.

3.5 The proposed CATN, as set out in Appendix 1, was developed through a number of key stages. These stages follow the Department for Transport (DfT) Local Cycling and Walking Infrastructure Plan (LCWIP) Guidance but reflects local knowledge and data including the consideration of existing travel patterns, regeneration plans and funding windows. The key stages of the CATN development process are summarised below, and further detail is set out in Appendix 2 to this report.

- Identifying trendlines between key origins and destinations and applying to roads/footways;
- Prioritising core routes (in line with deprivation, car availability, demand for walking and cycling, location of education, housing, employment and regeneration sites);
- Considering deliverability (noise, casualties, gradient, speed limits, on-street parking); and

- Phasing routes based on highest levels of use first, creating a joined-up network, and estimated funding/timescales.
- 3.6 This work identified a consultation draft CATN of 28 routes based on national technical guidance as well as key local information as set out above.

### Consultation and Engagement Strategy Summary

- 3.7 The consultation strategy for the draft CATN was designed to enable a range of opportunities for the wider community to engage. A summary of the strategy is provided below with further details set out in section 2.4 of Appendix 3 to this report.
- Eight-week consultation period from 29<sup>th</sup> July to 23<sup>rd</sup> September 2024
  - Use of Have your Say online portal
  - Hardcopy material provided at eight locations spread around the borough
  - Production of an 'Easyread' version of the survey
  - Dedicated project email address
  - Stakeholder emails sent out
  - Organic social media posts on the council's corporate accounts.
  - Media releases to local print and digital media
  - Wirral View news article (732 views)
  - Resident emails (22,110 subscribers)
  - Wirral Chamber of Commerce newsletter article
  - Wirral Council staff internal news
  - Email to all schools via the Schools Road Safety Bulletin
  - Email to all councillors; and
  - Briefings with Merseyside Cycling Campaign, Cool Wirral Partnership, Wirral Active Travel Forum and Wirral Metropolitan College
- 3.8 In total 688 people completed the survey questionnaire, generating 1130 online and hardcopy comments via the survey. 5,364 visits were recorded to the Have Your Say (HYS) website. The survey responses are summarised as follows:
- 662 respondents used the online HYS portal to generate 1104 responses; and
  - 25 respondents used a hardcopy survey and 1 'Easyread' survey to generate 26 responses.
- 3.9 Responses are higher than respondents for the HYS online portal as the consultation allowed people to complete multiple surveys so that they could provide feedback on multiple routes within the CATN.
- 3.10 In addition to the completion of the survey questions, 33 responses were also received via email or the council's Traffic Scheme online feedback form.
- 3.11 A significant amount of the HYS consultation responses were from the Wallasey ward. 44.5% of responses (495) were from Wallasey ward, 11.4%

(127) from Leasowe and Moreton East, 8.5% (94) from Liscard and 7.1% (79) from New Brighton. Section 4.0 of Appendix 3 to this report provides the details of the distribution of responses across all wards.

- 3.12 Many of the responses received referred to ‘cycle lanes’ only, and not to active travel routes. The objective of the CATN is to support walking, wheeling and cycling through the implementation of improved infrastructure and public realm. Although the design of routes is yet to be progressed it is anticipated that routes will provide safety benefits for all road users with schools, high streets and main roads on the network benefitting from improved crossings and junctions and improvements to footways, facilities for cyclists, pedestrian and cycle crossing facilities, improved surfacing, seating and planting.
- 3.13 The consultation asked for comments regarding the following aspects of the CATN
- the overall network;
  - the individual routes (including asking for suggestions for alternative routes or to suggest any amendments to the proposed routes); and
  - delivery timescales/route prioritisation.

Summary of Comments Received Regarding Overall Network

- 3.14 A number of recurring themes were received in response to the overall network, the detail of which is set out in section 1.1 of Appendix 3. Officer responses to each individual consultation comment received are set out in Appendix 4, however a summary of the main themes of the comments received and a response to that thematic comment is provided in Table 1 below.

**Table 1 - Summary of Recurring Consultation Themes – Overall Network**

<b>Consultation comment</b>	<b>Officer response</b>
Against the CATN, that it is unnecessary and the cost of delivering it	<p>The adoption of the PfP Strategy in January 2023 set out the Council’s approach to active travel and the context for the CATN. An adopted CATN will allow the council to secure contributions towards delivery from third parties (e.g. grant funders and developers) and active travel routes are not funded from council revenue. Funding for active travel schemes cannot be used for any other purpose. Funding provided for active travel schemes will also result in improvements to the wider highway asset such as improved footway and carriageway conditions and improved crossing facilities which otherwise would not be able to be supported by existing budgets.</p> <p>Business Cases will be required for all routes to assess the viability of schemes, these will identify the costs to deliver and maintain routes as well as the benefits to the community.</p>

<p>A lack of demand for the CATN</p>	<p>The CATN is to support walking, wheeling and cycling and has been identified based on local evidence, national guidance and consideration of local strategies and masterplans.</p> <p>The existing highway infrastructure does not encourage walking, wheeling and cycling however in many areas car ownership levels are low and residents are reliant on these modes to travel to education, employment and other opportunities or to provide access to public transport hubs.</p>
<p>The CATN will have a negative impact on congestion, road safety and trees</p>	<p>Given the strategic nature of the CATN at this stage it is not possible to comment in detail on the potential impacts of any active travel routes in relation to congestion. Individual assessments would be undertaken in relation to each scheme as it progressed to support the development of the individual scheme design.</p> <p>The CATN is intended to promote more shorter distance journeys by active modes and may help to reduce reliance on motor vehicles, therefore helping to reduce congestion. Without a network, the potential for active travel to have this impact will not be realised.</p> <p>With regard to safety, it is not possible to comment in detail at this stage but detailed design and consultation will be undertaken for each proposed route and safety for all users is prioritised as part of this process. This includes Road Safety Audits and assessments using Active Travel England Tools, which include a safety assessment. The needs of all road users will be considered at design stage and it could be assumed that many design features delivered as part of these schemes would improve safety such as improved crossing points, dropped crossings, improved footway and carriageway surfacing etc.</p> <p>With regard to any potential impact on trees, scheme designs will be supported through engagement with the appropriate internal technical team and in line with the approved Tree, Woodland and Hedgerow Strategy.</p>
<p>The CATN will have a negative impact on parking and the value of properties and businesses. Many responses commented</p>	<p>The CATN is to support walking, wheeling as well as cycling. At this stage the information provided did not enable any assessment to be made regarding the impact on parking for any of the routes.</p>

<p>on the negative impact of “cycle lanes”</p>	<p>Further local engagement with communities, data gathering and detailed design work would be required to identify design options for each route. This will include traffic and parking surveys. It should be noted that no active travel project will prevent access to off street private driveways and any on street disabled parking locations would be retained or re-provided in a location agreed with the resident.</p> <p>Responses that refer to “cycle lanes” only may have been influenced by a previous proposed design which was consulted on in 2020 regarding the Birkenhead to New Brighton project. The Birkenhead to New Brighton project design has not been progressed and a revised design for Birkenhead to Liscard only was consulted on in 2024 following consideration of the 2020 consultation responses. The current CATN is a network which supports walking, wheeling and cycling as part of a wider multi modal transport network enabling residents to have a choice of travel modes.</p>
<p>General support for the CATN</p>	<p>Support for the CATN is noted.</p>

### Summary of Comments Received Regarding Individual Routes

- 3.15 The proposed CATN consultation asked for feedback on each of the 28 individual routes. Some respondents provided comment on all routes, whereas other respondents provided comment on only one, or a smaller number of routes.
- 3.16 Section 3 of Appendix 3 provides an overview of responses per route and Appendix 4 provides the detail of the feedback and individual officer comments in relation to this feedback.
- 3.17 Where comments have suggested amendments to or alternatives to a specific route, this has been considered by the project consultant alongside more general suggestions for additional/alternative routes (see paragraph 3.14 of this report).

### Summary of Comments Received Regarding the Prioritisation/Delivery Timescales of the Routes

- 3.18 The following summarises the overall response on prioritisation of the delivery of 28 individual routes. Further detail is set out in section 3 of Appendix 3 and in Appendix 4. In summary there was
  - Broad agreement with prioritisation for 11 routes;



- Responses suggesting 3 of the routes should be a higher priority; and
  - Overall response that 14 routes should be less of a priority.
- 3.19 Some respondents expressed concern that the option to ‘never deliver’ some routes was not available to select. This was generally in relation to views regarding site specific issues. It should be noted that the CATN proposals focus on the principle of providing a strategic active travel network and not the detailed form routes may take which would be subject to further assessment, design work and consultation and engagement. The CATN is also designed to operate as a comprehensive network so removing individual routes at this stage would undermine that core principle. Comments regarding site specific issues raised however are included in the relevant sections of the consultation feedback.

#### Proposed Revisions to the Consultation Draft of the CATN

- 3.20 In response to the consultation a review of the CATN has been undertaken. Appendices 2, 5 and 6 provide the detail of the updated CATN. Further consideration the next funding window has also influenced the timings of the revised CATN although it should be noted that detail of this funding is not known at the time of preparing this report. The next funding window will be available from 2027- 2032 to the Liverpool City Region via the second round of the City Region Sustainable Transport Settlement (CRSTS2).
- 3.21 The key principles of the CATN, as set out in section 3.4 of this report, remain unchanged.
- 3.22 It is not proposed to remove any routes from the revised CATN. However, it is recognised that following consultation some of the proposed routes will require significant work to further understand concerns that have been raised through this consultation. Due to this requirement, proposed delivery timescales for many of the routes which received negative responses have been amended to a later phase.
- 3.23 Some additional sections of CATN have been suggested and considered, either as alternatives or supplements to the draft CATN. The revised CATN reflects this work and Appendix 4. sets out the detail of these suggestions and responses.
- 3.24 The CATN has been developed to deliver a coherent active travel network, as part of a comprehensive multi modal network which delivers the greatest benefits (in line with national guidance and local priorities). Accordingly, the CATN routes and phases focus in early years on the main urban area surrounding Birkenhead. In summary, it is proposed that the revised draft CATN reflects the following
- All consultation draft routes have been retained to ensure a coherent strategic active travel network however it is noted that some routes, primarily those in the later delivery timescales will required significant assessment to further define/agree;

- The primary focus of the CATN will be to 2032, in line with likely funding window timescales, and it is proposed that this will deliver a joined-up network in and around Birkenhead aligned with the agreed regeneration areas;
- Some additional route sections have been added to the consultation draft CATN and the phasing of them reflects the delivery strategy to 2032 described above;
- 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 design work; and
- The CATN will be regularly reviewed to assess progress and review routes and priorities where evidence of demand and financial resources change over time.

3.25 Any responses from this consultation that refer to the existing Fender Lane and New Chester Road active travel schemes, will also be fed into both of those scheme reviews to be reported to committee later in 2025.

#### **4.0 FINANCIAL IMPLICATIONS**

- 4.1 The Council has the potential to receive significant investment to support the delivery of active travel infrastructure in the Borough. The CATN can be used to support funding applications as it demonstrates a strategic and prioritised plan to illustrate the ambition of the council in relation to support increased levels of walking, wheeling and cycling. Any funding for active travel cannot be used for any other purpose however the delivery of active travel projects would enable the enhancement of the highway asset such as improvements to carriageway and footway condition and improved crossings and street furniture.
- 4.2 The revised CATN reflects current known funding via the LCRCA to the end of 2027 via various grants included City Region Sustainable Transport Settlement, Levelling Up, and Active Travel Fund. The CATN will be reviewed again, once funding available from the City Region Sustainable Transport Settlement for 2027-2032 is known. The phasing of the CATN has been aligned to reflect the anticipated funding timescales.
- 4.3 The delivery of active travel infrastructure in the Borough and associated costs/budget provision will be subject to standard Council governance arrangements in place for the capital programme.

#### **5.0 LEGAL IMPLICATIONS**

- 5.1 The Council has statutory duties as defined by the Highways Act 1980, Road Traffic Regulations Act 1984, Road Traffic Act 1988, Local Government Act 1972 and the Traffic Management Act 2004. Traffic Regulation Orders (TROs) are created under the Road Traffic Regulation Act 1984. TROs will be required for changes to waiting and loading restrictions, speed limits and any changes

to motor-vehicle movements and would be subject to the appropriate statutory consultation processes should any of the routes progress.

- 5.2 Consultancy support may be required to undertake further design work, and the full cost of detailed design and costing work will be finalised via a compliant procurement process and contractual arrangement.

## **6.0 RESOURCE IMPLICATIONS: ICT, STAFFING AND ASSETS**

- 6.1 Existing staff resources, supplemented with external consultant support if required will be used for the further delivery of the CATN. Budget required for any external consultant support will be included in requests for funding from the LCRCA for project delivery, and appropriate governance and procurement rules will be followed to support any appointments.
- 6.2 There are no asset or ICT implications arising from this report.

## **7.0 RELEVANT RISKS**

- 7.1 Failure to develop the CATN would be viewed negatively by the LCRCA, the DfT and Active Travel England, and may impact future funding allocations for transport and regeneration projects, as well as impact the councils ability in delivering programmes in relation to improving the health of residents and addressing the Environment and Climate Emergency. Failure to secure active travel funding will impact on future investment in the highway asset including interventions to support improving the condition of the highway,
- 7.2 As with all highway schemes there is the risk that detailed design will identify technical issues that affect the current proposed network. Further design work would need to be undertaken using detailed topographical survey information, and therefore the design process may identify changes required to the network based on more accurate survey information.
- 7.3 Should the individual routes proceed to further design and business case development, risks associated with those areas of work will be recorded in a detailed risk register and management and mitigation of these risks will be undertaken by the project manager.

## **8.0 ENGAGEMENT/CONSULTATION**

- 8.1 The consultation draft of the CATN was developed in line with appropriate DfT guidance with local input. A borough-wide consultation has been undertaken on the draft CATN with information provided online and at 8 exhibitions located around the borough. The results of the consultation are set out in Appendices 3 and 4. The results of the consultation are reflected in the revised CATN set out in Appendices 5 and 6.
- 8.2 All Ward Councillors have been notified of the consultation and pre-consultation was undertaken with the Active Travel Members Working Group.

- 8.3 A public and stakeholder consultation has taken place on this project, the details of which are set out in this report and Appendix 3. Pre-consultation was also undertaken with the Active Travel Forum. Views were also sought from numerous stakeholders including emergency services and accessibility groups via further email engagement.
- 8.4 A petition was submitted to Full Council on 2nd December 2024 and was signed by 1,023 people. The petition was entitled 'Stop This Combined Active Travel Network Route'.
- 8.5 The consultation draft of the CATN was developed in line with appropriate Department for Transport (DfT) design guidance with local input, and a comprehensive borough wide public consultation exercise has been undertaken. Officers have reviewed the comments with support from external consultant and feedback from the consultation has been considered alongside technical work and funding windows, and the revised CATN reflects these considerations.
- 8.6 Any further development of the design of individual active travel routes would be further progressed in line with further design tools published in February 2024 by Active Travel England. Further engagement and consultation, including statutory consultation, would be required to be undertaken on the designs of individual routes, and further decision making by this committee would need to take place regarding consideration of that consultation, funding and design prior to the implementation of any infrastructure works.

## **9.0 EQUALITY IMPLICATIONS**

- 9.1 Wirral Council has a legal requirement to make sure its policies, and the way it carries out its work, do not discriminate against anyone. An Equality Impact Assessment is a tool to help council services identify steps they can take to ensure equality for anyone who might be affected by a particular policy, decision or activity. The Council has an obligation under the Equality Act 2010 and the Public Sector Equality duty (Sect 149 2011) to show due regard to the duty and show due regard to mitigate any negative impacts that may affect people with protected characteristics under the Act.
- 9.2 An Equality Impact Assessment has been completed for this project and it is published at <https://www.wirral.gov.uk/communities-and-neighbourhoods/equality-impact-assessments> .

## **10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS**

- 10.1 In July 2019 Wirral Council declared an Environment and Climate Emergency with a commitment to take action to address the ecological and climate crisis. The aim is to achieve 'net zero' carbon emissions from our own council activities by 2030, and for the whole of Wirral to achieve net zero carbon emissions by 2041. Encouraging walking, wheeling and cycling and use of

public transport through higher quality networks and improved public realm will help to achieve this goal.

- 10.2 Liverpool City Region Combined Authority has published its Five-Year Climate Action Plan. It builds upon the Pathway to Net Zero document, which set out our ambition to achieve net zero by 2035 or sooner. 67% of the carbon emissions from transport in Liverpool City Region are from cars. To reduce this environmental impact, we need to enable people who wish to walk, wheel and use public transport to do so, for short journeys or as part of longer journeys that use public transport.
- 10.3 Delivery of active travel projects will enable increased numbers of journeys to be undertaken by sustainable modes, especially for local journeys, therefore reducing residents' reliance on the private car and reducing carbon emissions in Wirral and the wider Liverpool City Region. Increasing cycling and walking will help combat climate change. By encouraging and enabling people to travel more on foot and by cycle instead of private car, harmful emissions will be reduced. Promoting active travel can result in reduced emissions of nitrogen dioxide, particulate matter and carbon dioxide helping to tackle air pollution and the declared Environment and Climate Emergency. As part of the detailed design stage, additional public realm and sustainable urban drainage features will be considered to be introduced to help improve the local environment and biodiversity.
- 10.4 The PfP strategy acknowledges the important role that active travel can play in addressing global as well as local environmental issues. This follows the council's declaration of an Environmental and Climate Emergency in 2019 and adoption of the Cool Wirral Strategy.

## **11.0 COMMUNITY WEALTH IMPLICATIONS**

- 11.1 This project helps deliver Wirral's wider Community Wealth Building commitments to deliver a prosperous, inclusive economy that benefits local residents.
- 11.2 It supports several key Community Wealth Building aims, including: Maximising the Wirral Pound. Evidence shows that making changes that are good for walking, wheeling and cycling are also good for local businesses. Local people who walk and cycle spend more in local shops than those who drive as they visit more often and cumulatively spend more.
- 11.3 The CATN will help support access for the socially excluded and more vulnerable members of the local community by providing cost effective transport for non-car owners and to help provide an alternative to off-set the rise in motoring costs for car owners be that through walking, cycling or improved access to public transport.
- 11.4 The project also supports community development – enabling resilient local communities that are more sustainable by protecting the environment, minimising waste and energy consumption and using resources efficiently.

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## **APPENDICES**

- Appendix 1:** Consultation draft CATN
- Appendix 2:** CATN Technical Report (Mott MacDonald)
- Appendix 3:** Have Your Say CATN consultation report
- Appendix 4:** Public Consultation Comments and officer responses
- Appendix 5:** Revised CATN summary table
- Appendix 6:** Revised CATN (for approval)

## **BACKGROUND PAPERS**

**Wirral Places for People** – Our strategy to place active travel at the heart of everything we do [Wirral Core Active Travel Network \(CATN\) | Have your say Wirral](#)

**CATN Have Your Say project consultation page-** [Wirral Core Active Travel Network \(CATN\) | Have your say Wirral](#)

### **Cool Wirral Strategy**

<https://www.wirral.gov.uk/files/cool2-strategy-2020.pdf/download?inline>

### **Developing a vision for Local Transport Plan 4 (LCRCA)**

[Local-transport-plan-4-public-consultation-draft-october-2024-v4.pdf](#)

### **Propensity to Cycle Tool**

<https://www.pct.bike/>

### **Council Plan 2023-2027**

[Council Plan | wirral.gov.uk](#)

### **Department for Transport (DfT) guidance**

[Planning local cycling and walking networks - GOV.UK](#)

### **Other relevant design guidance**

#### **National Design Guide**

[National design guide.pdf](#)

### **Manual for Streets**

[Designing and modifying residential streets: Manual for streets - GOV.UK](#)

**Active Travel England Design Tools**

[Planning for active places | Active Travel England](#)

[Active Travel England scheme review tools - GOV.UK](#)

**Inclusive Mobility**

[Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure](#)

**Cycle Infrastructure Design**

[Cycle infrastructure design \(LTN 1/20\) - GOV.UK](#)

**Liverpool City Region Road Safety Strategy**

<https://merseysideroadsafety.org/wp-content/uploads/2023/11/lcr-road-safety-strategy-nov2023.pdf>

**Wirral Road Safety Plan 2023-2027**

[mgConvert2PDF.aspx](#)

**SUBJECT HISTORY (last 3 years)**

Council Meeting	Date
<b>Environment, Climate Emergency and Transport Committee, Minute 67.</b> <a href="#">Minutes Template (wirral.gov.uk)</a>	29 January 2024