# Liverpool City RegionWalking and Cycling Index 2021

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Liverpool City Region Combined Authority

Metro Mayor Liverpool City Region

Sustrans

## Foreword

Our vision for walking, wheeling and cycling in Liverpool City Region

From the UK’s first cycle society more than 150 years ago, to the formation of the country’s first rambling group in 1938, the Liverpool City Region has a proud tradition as a home for walkers and cyclists. But as we look to take steps to improve our air quality and save the planet, it is vital that more and more people see walking and cycling as a viable mode of getting around, not just a hobby.

Over the last two years, and especially during the first Covid-19 lockdown, we saw a big increase in people getting back out on their bikes and travelling by foot. The conditions that so many of us enjoyed – clearer air, proper space for cycling, improved health and wellbeing and a real sense of community – offered a window into the future that we are trying to build.

Since I was elected, I have made it a priority to build a transport network that I believe our region deserves. The aim is to create a London-style system that makes getting around as cheap, quick, green and reliable as possible.

That includes significant investment in active travel infrastructure to build and join walking and cycling routes up to the rest of our transport network. We want to make it as easy as possible for people travelling by foot or on bike to seamlessly connect to our public transport system.

Work is already well underway to construct a comprehensive 600km network of new and upgraded walking and cycling routes. When complete, it will stretch right the way from Hooton and Haydock to Speke and Southport.

In October 2021, we managed to secure £710 million of funding from government to help make that London-style vision a reality. A significant portion of that money will go towards making our region one of the best places to get around by walking and cycling.

We are making solid progress but there is still much more to do.

Over 300 million journeys taken by car in the Liverpool City Region are less than three miles long, many of which could easily be taken by foot or on a bike. We estimate that if 80% of these journeys were made actively it would help cut carbon emissions by 100,000 tonnes annually. That’s the equivalent of taking over 50,000 cars off our roads every single year.

We understand active travel is an issue which people are passionate about. That is why in 2022 we will be convening our region’s first Cycling and Walking Summit, bringing together activists and experts to discuss our vision for the future of the network.

Since the last edition of this report so much has changed about active travel in the Liverpool City Region. But, one thing has remained the same: our ambition to make this the best place to walk and cycle in the country.

**Steve Rotheram, Mayor of the Liverpool City Region**

**Simon O’Brien, Liverpool City Region Cycling and Walking Commissioner**

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## The Walking and Cycling Index

The Walking and Cycling Index (formerly Bike Life) is the biggest assessment of walking and cycling in urban areas in the UK and Ireland. This is the first year walking has been included.

It is delivered by Sustrans in collaboration with 18 cities and urban areas. Each city[[1]](#footnote-1) reports on the progress made towards making both walking and cycling more attractive, everyday ways to travel.

The Walking and Cycling Index reports every two years. This is the second report from the Liverpool City Region (LCR) produced in partnership with Liverpool City Region Combined Authority. The data in this report comes from 2021 and includes local walking and cycling data, modelling and an independent survey of 1,297 residents aged 16 or above in LCR. The survey was conducted from June to August 2021 following Covid-19 travel restrictions across the UK being lifted. Social research organisation NatCen conducted the survey which is representative of all residents, not just those who walk or cycle.

Across this report we have included comparisons to 2019 data where available.

Our thanks to the people of LCR who took part in the survey and shared their stories with us.

More details on all Walking and Cycling Index reports can be found at [**www.sustrans.org.uk/walkingcyclingindex**](http://www.sustrans.org.uk/walkingcyclingindex)

Map of the UK and Ireland showing the cities participating in the Walking and Cycling Index: Aberdeen, Belfast, Bristol, Cardiff, Dublin Metropolitan Area, Dundee, Edinburgh, Glasgow, Greater Cambridge, Greater Manchester, Inverness, Liverpool City Region, Perth, Southampton City Region, Stirling, Tower Hamlets, Tyneside and West Midlands.

### Defining wheeling

We recognise some people, for example wheelchair or mobility scooter users, identify with the term wheeling instead of walking. Therefore we use the terms walking and wheeling together and consider walking and wheeling to include the use of mobility aids and pushchairs.

All walking survey responses within this report include responses from people who wheel. However, please note for graph labels we use walking as a shorthand for walking and wheeling.

## Report summary

Liverpool City Region

### Population[[2]](#footnote-2)

1,559,320

### Survey area

Map showing the area covered by the survey with Southport, St Helens, Huyton, Liverpool, Birkenhead and Runcorn highlighted. The area is approximately 351 square miles and covers all of Liverpool City Region.

### The impact of the pandemic

The Covid-19 pandemic has had a huge impact on how, when and the amount we travel, especially in relation to public transport and driving.

Transport use during the coronavirus (Covid-19) pandemic, Department for Transport, June 2020.

#### Residents who travel by the following modes five or more days a week in Liverpool City Region

##### Walking

2019: 50%

2021: 47%

##### Driving[[3]](#footnote-3)

2019: 50%

2021: 46%

##### Public transport

2019: 19%

2021: 10%

##### Cycling

2019: 4%

2021: 5%

Participation in cycling on a regular basis has increased since 2019, but fewer people walk daily.

47% of residents walk at least five days a week (50% in 2019)

16% of residents cycle at least once a week (13% in 2019)

### Walking, wheeling and cycling participation is not equal

Certain groups feel safer and more comfortable, and walk or cycle more.

#### Proportion of residents who walk at least five days a week

40% of people from ethnic minority groups

48% of white people

#### Proportion of residents who cycle at least once a week[[4]](#footnote-4)

10% of women

22% of men

### Not all residents feel safe and welcome in their neighbourhood

#### Proportion of residents who think walking safety is good

59% of socio-economic group DE

73% of socio-economic group AB

Socio-economic group is a classification based on occupation maintained by the Market Research Society. Groups A and B are professional and managerial. Groups D and E are semi-skilled and unskilled manual occupations, homemakers and people not in employment.

#### Proportion of residents who think cycling safety is good

33% of disabled people

41% of non-disabled people

#### Proportion of residents who feel welcome and comfortable walking or spending time on the streets of their neighbourhood

58% of socio-economic group DE

75% of socio-economic group AB

### Everyone benefits when more people walk, wheel and cycle

Every year, walking and cycling in Liverpool City Region:

* Prevents **3,552** serious long-term health conditions
* Creates **£925.9 million** in economic benefit for individuals and the region
* Saves **51,000 tonnes** of greenhouse gas emissions

### Walking, wheeling and cycling help to tackle the climate emergency

Every day, walking and cycling in LCR takes up to 330,000 **cars** off the road[[5]](#footnote-5)

However, 310.9 millionjourneys up to three miles are driven in LCR each year

If 80% of these journeys were walked or cycledit could save approximately 100,000 tonnesof greenhouse gas emissions[[6]](#footnote-6)

### Residents want more funding for walking, wheeling, cycling and public transport

#### Percentage of residents who would like to see more government spending on:

60% on walking (61% in 2019)

54% on cycling (61% in 2019)

68% on public transport (73% in 2019)

34% on driving (45% in 2019)

### This would help support more liveable neighbourhoods

#### Among LCR residents:

61% support, while 20% oppose, more cycle tracks along roads, physically separated from traffic and pedestrians

65% agree, while 16% disagree, increasing space for people socialising, walking and cycling on their local high street would improve their local area

81% support, while 5% oppose, the creation of more 20-minute neighbourhoods[[7]](#footnote-7)

85% agree, while 4% disagree, more measures to reduce crime and antisocial behaviour on the street or in public spaces would improve their local area

69% support, while 11% oppose, the creation of more low-traffic neighbourhoods

54% agree, while 19% disagree, closing streets outside local schools to cars during school drop-off and pick-up times would improve their local area

## Walking in Liverpool City Region

Walking and wheeling participation, safety and satisfaction

### Walking and wheeling participation

Overall in Liverpool City Region the number of people walking and wheeling regularly (at least five days a week) has decreased since 2019.

Walking and wheeling are often overlooked in transport. This is despite being an efficient use of space, good for our health and having no environmental impact.

94% of all residents walk (94% in 2019)

47% of residents walk at least five days a week (50% in 2019)

#### Proportion of residents who walk or wheel at least five days a week

##### Gender[[8]](#footnote-8)

48% of women (52% in 2019)

45% of men (48% in 2019)

##### Ethnicity

40% of people from ethnic minority groups (48% in 2019)

48% of white people (50% in 2019)

##### Sexuality

59% of LGBQ+ people

46% of heterosexual people

##### Age

59% of people aged 16–25 (57% in 2019)

40% of people aged 26–35 (47% in 2019)

41% of people aged 36–45 (53% in 2019)

50% of people aged 46–55 (51% in 2019)

50% of people aged 56–65 (44% in 2019)

43% of people aged 66+ (51% in 2019)

##### Disability

42% of disabled people (49% in 2019)

49% of non-disabled people (51% in 2019)

##### Socio-economic group[[9]](#footnote-9)

47% of AB (52% in 2019)

50% of C1 (50% in 2019)

41% of C2 (44% in 2019)

45% of DE (53% in 2019)

### Walking and wheeling safety and satisfaction

Important differences exist in how safe people feel when walking or wheeling. Safety includes both road and personal safety.

69%of residents think the level of safety for walking is good

53%of residents think the level of safety for children walking is good

#### Proportion of residents who think walking or wheeling safety in their local area is good

##### Gender

67% of women

71% of men

##### Ethnicity

68% of people from ethnic minority groups

69% of white people

##### Sexuality

67% of LGBQ+ people

70% of heterosexual people

##### Age

61% of people aged 16–25

69% of people aged 26–35

68% of people aged 36–45

70% of people aged 46–55

74% of people aged 56–65

71% of people aged 66+

##### Disability

62% of disabled people

72% of non-disabled people

##### Socio-economic group

73% of AB

70% of C1

71% of C2

59% of DE

76%of residents think their local area overall is a good place to walk

### Quote from Vivienne Formby

During lockdown my husband and I started to go for longer walks. I lost a stone. Walking helped reduce my blood pressure and improved my wellbeing.

It’s good to walk for a purpose but also for the sheer enjoyment of it. In the past we’d take the car to see my mum. Now we walk the three and a half miles there and back. We feel so much better.

I also started walking regularly with my daughter, who was pregnant at the time. It was good for her and good for me. Since the baby was born we’ve continued to walk.

One thing we notice is cars parked on the pavement. We can’t get the pram past them. I have to go out on the road to check for cars so she can come around.

It would be good to have more trees and bushes to enhance the surroundings and improve air quality. Anything to counteract the pollution of cars.

## Cycling in Liverpool City Region

Cycling participation, safety and satisfaction

### Cycling participation

Overall in Liverpool City Region the number of people cycling has increased since 2019. Despite a much larger potential, only 16% of people cycle regularly.[[10]](#footnote-10)

Cycling participation, however, is not equal. Barriers to cycling can be far more pronounced for some people. Safety, including road safety and personal safety, is the single largest barrier to cycling.[[11]](#footnote-11) Encouragingly, perceptions of cycling safety have improved since 2019.

38% of all residents cycle (30% in 2019)

16% of all residents cycle at least once a week (13% in 2019)

### Proportion of residents who cycle at least once a week

##### Gender

10% of women (6% in 2019)

22% of men (19% in 2019)

##### Ethnicity

18% of people from ethnic minority groups (10% in 2019)

16% of white people (13% in 2019)

##### Sexuality

14% of LGBQ+ people

17% of heterosexual people

##### Age

20% of people aged 16–25 (12% in 2019)

20% of people aged 26–35 (10% in 2019)

14% of people aged 36–45 (21% in 2019)

16% of people aged 46–55 (17% in 2019)

16% of people aged 56–65 (11% in 2019)

9% of people aged 66+ (8% in 2019)

##### Disability

15% of disabled people (7% in 2019)

16% of non-disabled people (15% in 2019)

##### Socio-economic group

18% of AB (17% in 2019)

13% of C1 (10% in 2019)

14% of C2 (12% in 2019)

17% of DE (12% in 2019)

### Cycling safety and satisfaction

38% of all residents think the level of safety for cycling in their local area is good (27% in 2019)

31% of all residents think the level of safety for children cycling is good (16% in 2019)

46% of all residents think their local area overall is a good place to cycle (38% in 2019)

#### Proportion of residents who think cycling safety in their local area is good

##### Gender

36% of women (27% in 2019)

41% of men (28% in 2019)

##### Ethnicity

45% of people from ethnic minority groups (15% in 2019)

38% of white people (28% in 2019)

##### Sexuality

41% of LGBQ+ people

38% of heterosexual people

##### Age

46% of people aged 16–25 (31% in 2019)

41% of people aged 26–35 (18% in 2019)

42% of people aged 36–45 (30% in 2019)

31% of people aged 46–55 (29% in 2019)

37% of people aged 56–65 (23% in 2019)

34% of people aged 66+ (32% in 2019)

##### Disability

33% of disabled people (26% in 2019)

41% of non-disabled people (27% in 2019)

##### Socio-economic group

38% of AB (29% in 2019)

35% of C1 (23% in 2019)

43% of C2 (25% in 2019)

43% of DE (32% in 2019)

### Quote from Naheed Tahir

During lockdown I tried cycling again because the roads were quieter. I couldn’t believe how good it made me feel mentally and physically.

Cycling helped eliminate my symptoms of anxiety and my blood pressure stabilised.

My daughter has also taken up cycling. She has Global Developmental Delay and learning difficulties. She finds it difficult to walk but much easier to cycle. I often ride on the road and she’ll ride on the pavement near me. Physically, it’s helped her mobility and she is more active. It’s also given her a sense of freedom and independence.

## Benefits of walking

Why everyone gains when more people walk or wheel

The large numbers of walking and wheeling trips in Liverpool City Region produce important health, economic and environmental benefits for everyone.

### LCR residents walk or wheel 70 times around the world every day

570.2 millionwalking and wheeling trips were made in LCR in the past year, which adds up to

634.1 million **miles** = 1.7 million **miles** a day.

This equates to each resident spending 5 **days** walking or wheeling continuously in the past year

#### Annual walking and wheeling trips by purpose[[12]](#footnote-12)

Destination – adults only (eg work, school, shopping): 276,600,000 (49%)

School – children only: 39,400,000 (7%)

Enjoyment or fitness – adults and children (including running): 254,300,000 (45%)

### Walking and wheeling benefit residents and the local economy in the region

In LCR, the net annual economic benefit for individuals and society from all walking and wheeling trips is £797 million

Of this total, £35.4 millionis from people with a car choosing to walk or wheel for transport in the past year.

26**p** net benefit from each mile walked or wheeled instead of driven

These figures are based upon monetising the costs and benefits of driving and walking. This includes travel time, vehicle operating costs, medical costs, work absenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.

### Walking and wheeling unlock health benefits for everyone

#### Walking in Liverpool City Region prevents 3,027 serious long-term health conditions each year

##### Cases prevented

Hip fracture: 1,206

Dementia: 926

Depression: 298

Coronary heart disease: 317

Other conditions: 280

‘Other conditions’ includes type 2 diabetes, stroke, breast cancer, colorectal cancer.

Saving the NHS in LCR £19.7 million **per year**

equivalent to the cost of 660,000 **GP appointments**

These figures are based on Sport England MOVES tool which shows the return on investment for health of sport and physical activity.

In LCR the physical activity benefits of walking **prevent** 669 **early deaths annually** which is valued at £2.2 billion**[[13]](#footnote-13)**

Please note, wheelchair and mobility scooter trips are modelled as walking trips for the purposes of the MOVES and HEAT models.

People walking and wheeling more instead of driving improves air quality, saving annually: 110,000 **kg of NOx** and 15,000 **kg of particulates** (PM10 and PM2.5)

46% of residents agree the air is clean in their local area

### Walking and wheeling in LCR help mitigate our climate crisis

38,000 tonnesof greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by walking or wheeling instead of driving, equivalent to the carbon footprint of 86,000 **people taking flights** from Liverpool to Tenerife

Transport now accounts for 27% of the UK’s greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Between 1990 and 2019, transport emissions went down by only 5%, while overall emissions went down by 44%.

Department for Business, Energy and Industrial Strategy, 2019 UK Greenhouse Gas Emissions, Final Figures.

### Walking and wheeling keep LCR moving

Studies show walking or cycling free up road space in comparison to driving.[[14]](#footnote-14) This helps to keep LCR moving for all road users.

300,000 **return walking trips** are made daily in LCR by people that could have used a car.

If these cars were all in a traffic jam it would tail back 898 milesequivalent to the distance from Liverpool to Glasgow and back, twice over.

## Benefits of cycling

Why everyone gains when more people cycle

### Liverpool City Region residents cycle 16 times around the world every day

There has been a reduction in commuter trips since 2019 as more people work from home. However, cycling levels increased for leisure journeys.

#### Annual cycling trips by purpose in LCR[[15]](#footnote-15)

##### 2021: 39.4 million trips

Work: 9,000,000 (23%)

School, college or university (adults): 3,400,000 (9%)

School (children): 2,000,000 (5%)

Shopping, personal business and social trips: 11,600,000 (29%)

Leisure: 13,500,000 (34%)

This adds up to 146.3 million **miles** = 400,000 miles **a day**

##### 2019: 39.3 million trips

Work: 13,100,000 (33%)

School, college or university (adults): 900,000 (2%)

School (children): 2,100,000 (5%)

Shopping, personal business and social trips: 13,500,000 (34%)

Leisure: 9,700,000 (25%)

This adds up to 136.5 million **miles** = 370,000 miles **a day**

### Cycling benefits residents and the local economy in the region

In LCR, the net annual economic benefit for individuals and society from all cycling trips is £128.9 million(£123.5 millionin 2019)

Of this total, £56.8 million**[[16]](#footnote-16)** is from people with a car choosing to cycle for transport in the past year. (£83.3 millionin 2019)

£1.15net benefit from each mile cycled instead of driven (£1.39in 2019)

These figures are based upon monetising the costs and benefits of driving and cycling. This includes travel time, vehicle operating costs, medical costs, work absenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.

### Cycling unlocks health benefits for everyone

#### Cycling in Liverpool City Region prevents 525 serious long-term health conditions each year (542 in 2019)

##### Cases prevented

Hip fracture: 192

Dementia: 134

Depression: 80

Coronary heart disease: 62

Other conditions: 57

‘Other conditions’ includes type 2 diabetes, stroke, breast cancer, colorectal cancer.

Saving the NHS in LCR £3.4 million **per year** (£3.5 millionin 2019)

equivalent to the cost of 110,000 **GP appointments** (120,000in 2019)

These figures are based on Sport England MOVES tool which shows the return on investment for health of sport and physical activity.

In LCR the physical activity benefits of cycling **prevent** 47 **early deaths annually** (45 in 2019)

which is valued at £156 million**[[17]](#footnote-17)** (£139 millionin 2019)

People cycling more instead of driving improves air quality, saving annually:

26,000 **kg of NOx** (35,000 **kg** in 2019)

And 3,900 **kg of particulates** (PM10 and PM2.5) (4,800 **kg** in 2019)

46% of residents agree the air is clean in their local area

### Cycling in LCR helps mitigate our climate crisis

14,000 tonnes(17,000 tonnesin 2019) of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by cycling instead of driving, equivalent to the carbon footprint of 31,000 **people taking flights** from Liverpool to Tenerife (39,000 **people** in 2019)

Transport now accounts for 27% of the UK’s greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Between 1990 and 2019, transport emissions went down by only 5%, while overall emissions went down by 44%.

Department for Business, Energy and Industrial Strategy, 2019 UK Greenhouse Gas Emissions, Final Figures.

### Cycling keeps LCR moving

Studies show walking or cycling free up road space in comparison to driving.[[18]](#footnote-18) This helps to keep LCR moving for all road users.

27,000 **return cycling trips** are made daily in LCR by people that could have used a car. (28,000in 2019)

If these cars were all in a traffic jam it would tail back 80 miles equivalent to the distance from Liverpool to Sheffield. (82 milesin 2019)

## Walking solutions

What would help make walking and wheeling better?

### Residents want more services and amenities within walking and wheeling distance

Ideally, walking should be the most attractive transport option for the vast majority of short journeys. A city region can support this by ensuring many of the things people need are found near to where people live. The walking environment should be safe, comfortable, welcoming and attractive.

Neighbourhoods where many facilities can be reached on foot are known as 20-minute neighbourhoods. You can walk from your home to many of the things you need on a regular basis and back again within 20 minutes. This equates to around 800m each way.

62%of Liverpool City Region households are in neighbourhoods of at least 40 dwellings per hectare. These are or can become 20-minute neighbourhoods.[[19]](#footnote-19)

Lower density neighbourhoods have too few people to make much local business or public transport viable.[[20]](#footnote-20)

53%agree they can easily get to many places they need to visit without having to drive

#### What percentage of residents would find more local amenities and services useful to help them walk or wheel more?

82%More shops and everyday services, such as banks and post offices, close to your home

75%More government services, such as doctors surgeries and schools, close to your home

84%More parks or green spaces close to your home

82%More things to see and do close to your home, eg cafés or entertainment venues

#### Proportion of households within an 800m walk or wheel of the following amenities and services

Park or space for recreation 98%

Primary school 80%

Doctors surgery 67%

Post office 60%

Railway station 26%

A mix of cultural and leisure venues[[21]](#footnote-21) 59%

Bus stop (within 400m) 95%

### Residents want better streets

There are many ways to make our streets and neighbourhoods safe, welcoming and comfortable for everyone to walk in.

#### What percentage of residents think that these changes would help them walk or wheel more?

73% Wider pavements

74% More frequent road crossings, with reduced wait times

84% Nicer places along streets to stop and rest, eg more benches, trees and shelters

73% Better accessibility, eg level surfaces, dropped kerbs at crossing points

67% Fewer cars parked on the pavement

74% Less fear of crime or antisocial behaviour in your area

##### In LCR:

49% of A and B roads have a pavement width greater than 3m[[22]](#footnote-22)

71% of C and unclassified roads have a pavement width greater than 2m

On all roads making up junctions, 28% of those with traffic lights for cars have no red and green man for pedestrians

85%of residents agree more measures to reduce crime and antisocial behaviour on the street or in public spaces would improve their local area

### Quote from Jason Kirby, Liverpool John Moores University

During the lockdowns the roads were quieter and safer. Everyone was walking or cycling.

We began to look more at how staff health and wellbeing fits with active travel and climate emergency work. We wanted to reduce car parking. It was the right time to map it all together.

As part of our strategy we formed an active travel steering group, including most of the academic faculty areas. We carried out a number of staff workshops too. Any new capital or refurbishment will be based on cycling and walking as the first principle for travel.

Our staff travel survey showed that 68% of staff who drove to work before the pandemic are considering alternatives. There was also an opportunity to make a more attractive offer for students.

Our new Student Life building connects Mount Pleasant campus and Lime Street station with accessible walkways. We’ve just put in a bid to provide more secure bike storage. We will also hold regular bike mechanic workshops and guided bike rides.

## Cycling solutions

What would make cycling better?

### Many Liverpool City Region residents want to cycle

#### How do residents see themselves when it comes to cycling?

Regularly cycle: 9% (8% in 2019)

Occasionally cycle: 17% (16% in 2019)

New or returning to cycling: 6% (4% in 2019)

Do not cycle but would like to: 30% (30% in 2019)

Do not cycle and do not want to: 39% (42% in 2019)

#### What proportion of residents said they ‘do not cycle but would like to’?

30% of women (30% in 2019)

45% of people from ethnic minority groups (53% in 2019)

31% of disabled people (27% in 2019)

### Residents want improved cycling infrastructure

#### What percentage of residents would be helped to cycle more by better facilities?

68% More traffic-free cycle routes away from roads, eg through parks or along waterways (79% in 2019)

65% More cycle tracks along roads that are physically separated from traffic and pedestrians (76% in 2019)

64% More signposted local cycle routes along quieter streets (73% in 2019)

64% Better links with public transport (eg secure cycle parking at train stations) (69% in 2019)

There are 2,104cycle parking spaces across all 87 railway stations[[23]](#footnote-23) and 68cycle parking spaces across all 15 bus stations in LCR. (2,104in 2019)

##### LCR has[[24]](#footnote-24):

223 milesof traffic-free cycle routes away from the road

24 milesof cycle tracks physically separated from traffic and pedestrians[[25]](#footnote-25)

101 milesof signposted routes along quieter streets

18%of households are within 125m of these routes

61%of residents support building more cycle tracks physically separated from traffic and pedestrians even when this would mean less room for other road traffic (69% in 2019)

### Residents want more support to cycle

#### What percentage of residents think that these kinds of support would help them cycle more?

46% Cycling training courses and organised social rides (56% in 2019)

48% Access or improvements to a city cycle sharing scheme

54% Access to secure cycle storage at or near home

52% Access to a bicycle

43% Access to an electric cycle (49% in 2019)

34% Access to a cargo cycle (with space to carry children or shopping) (37% in 2019)

26% Access to an adapted cycle, eg a tricycle or handcycle (27% in 2019)

##### Liverpool City Region cycle share scheme[[26]](#footnote-26)

250 shared cycles (350 in 2019)

97 cycle share stations (97 in 2019)

51,403 annual trips (43,159 in 2019)

##### Reported cycle thefts

There were 1,499 reported cycle thefts in LCR in 2020/21. (1,863 in 2019/20)

For every 411people who own an adult cycle in LCR, there was 1reported cycle theft in the past year.

There is a public cycle parking space for every 131 people who cycle in LCR. (102 in 2019)

##### Cycle access

48%of residents have access to an adult pedal cycle (49% in 2019)

15%of households are within 800m of a cycle shop[[27]](#footnote-27)

### Quote from Ellis Palmer Babe

Until the lockdown came, I had never cycled independently before. I’m a wheelchair user with cerebral palsy, which affects my balance and co-ordination. I’d bought into the narrative that cycling wasn’t for people like me.

A few months before lockdown I bravely bought a handcycle from local manufacturer DaVinci Mobility. The roads were suddenly a lot, lot quieter and I was able to have the space and time on the tarmac to learn to cycle independently. The elation I felt at the freedom I had was incredible.

There’s been quite a bit of active infrastructure put in to create safer spaces on the Wirral. Previously, the pavement was difficult to use. If you were cycling on Tower Road, you had to share the road with HGVs and vans heading to or from the Belfast boat.

But, now I’m able to ride safely, smoothly and independently from the coast into town along a segregated mobility route. Having routes like this that are accessible for all types of wheelers and walkers and barrier-free can encourage more people to live active lifestyles and get around shorter distances car-free.

## Neighbourhood solutions

What would help make neighbourhoods better?

### All residents should feel welcome in their neighbourhood

#### Proportion of residents that feel welcome and comfortable walking, wheeling or spending time on the streets of their neighbourhood

68% of residents

68% of women

69% of men

72% of people from ethnic minority groups

68% of white people

57% of disabled people

72% of non-disabled people

68% of LGBQ+ people

69% of heterosexual people

58% of socio-economic group DE

75% of socio-economic group AB

### The dominance of motor vehicles can discourage walking, wheeling and cycling

Only 27% of residents think that their streets are not dominated by moving or parked motor vehicles.

#### Residents would find fewer motor vehicles on their streets useful to:

65% Walk more

58% Cycle more (63% in 2019)

Unclassified roads are not designed to carry through-traffic, but in LCR 28% of their total length has nothing to prevent it. This can result in rat-running.[[28]](#footnote-28)

60% agree that restricting through-traffic on local residential streets would make their area a better place. (64% in 2019)

36% of LCR’s streets have 20mph speed limits.[[29]](#footnote-29) (36% in 2019)

##### Residents would find more streets with 20mph speed limits useful to:

59% Walk more

53% Cycle more (58% in 2019)

**Residents want local streets to be better spaces for people to spend time in**

65%agree increasing space for people socialising, walking and cycling on their local high street would improve their local area (76% in 2019)

57%agree they regularly chat to their neighbours, more than just to say hello

69%support low-traffic neighbourhoods

### Quote from Mark Bousfield, Director of Regeneration and Local Economy at Liverpool City Council

I ride a Brompton. It’s the best way to appreciate Liverpool. There is something about riding slowly, you are participating in the full drama of the place, the daily theatre of being Liverpudlian. Cycling is about being part of a neighbourhood, seeing things unfold as you go past.

Combining bike and train is easier than before. The new Merseytravel trains have loads of space for bikes. Infrastructure is improving but has a way to go.

The main challenges for active travel are the wind, and keeping up the momentum of investment and culture change at the same pace. Liverpool drivers are still not fully used to people cycling.

Good cycling infrastructure should be about lots of good local journeys. In Liverpool we’re engaging much more deeply with neighbourhoods, particularly looking at improving liveability and local transport. Walking and cycling is not just about your journey into work. It’s also about local and leisure journeys in your neighbourhood.

In the city race for talent we’re all competing on talent and liveability. No one is going to win the liveability race with a car-focussed approach.

### Neighbourhoods must be designed with children in mind

Neighbourhoods should be places for children to thrive: to grow up in, live their lives in and grow old in. Increasing independence, providing space to play and socialise, and improving the journey to school are all important.

If we design neighbourhoods with children in mind they will then work better for everyone else too.

12 **years old** average age when people living with children would let them walk or cycle independently in their neighbourhood.

Over 80% of seven-year-olds in Germany are allowed to go alone to places within walking distance, other than school (parents’ responses).[[30]](#footnote-30)

48% of residents agree there is space for children to socialise and play

64% of households are within 800m of a children’s playground

#### Among LCR residents:

54% agree, while 19% disagree, closing streets outside local schools to cars during drop-off and pick-up times would improve their local area

(63% agreed, while 19% disagreed, in 2019)

These kind of closures are known as ‘School Streets’.

4permanent School Streets schemes exist in Liverpool City Region[[31]](#footnote-31)

## Developing Liverpool City Region

Recent walking, wheeling, cycling and neighbourhood changes

The best vehicle for short journeys is YOU.
– Active Travel campaign, summer 2021.

The last two years have been so different to how anyone could have predicted back when Bike Life 2019 was published. The Global Covid-19 pandemic has been an incredibly difficult time for everybody, and throughout lockdown situations, people adapted to rapidly changed circumstances. Cycling, walking and other types of active travel were seen across the globe as a Covid-19 safe way to travel, with additional benefits to general health and mental health. People also made use of the quieter roads during lockdown to walk and cycle more.

### Covid-19 response

The Liverpool City Region Combined Authority (LCRCA) reacted quickly to this sudden demand increase by implementing pop-up cycle lanes across the region, making use of central government funding allocations as well as local authority initiatives. Cycle lanes installed using government funding have seen over one million journeys made using the reallocated road space to cycle and walk. When businesses began to open in summer 2020, street closures and one-way systems were introduced at locations such as Castle Street and Bold Street in Liverpool City Centre to allow cafés and businesses to operate with outdoor dining and waiting areas. School Street road closures were introduced outside a number of schools across the LCR as pupils were able to return, to enable social distancing outside schools.

### Improving infrastructure

At the same time, our permanent active travel programmes continued and some remarkable infrastructure was completed, including the impressive segregated cycleway across the Silver Jubilee Bridge in Runcorn and the Princes Avenue scheme making use of the central reservation to create a Parisian boulevard feel with wide, high-quality cycle lane and separate flagged walking path. These schemes were both part of the completion of the £40 million Sustainable Transport Enhancements Programme (STEP), which has provided new and improved active travel routes across the city region. In addition to this, the European funded Green Sustainable Transport Corridors scheme has enabled more than 34 miles of new or improved cycle routes, to be implemented, creating safe and improved links between residential areas, employment, education and training, leisure and retail sites.

### Using new technology

To promote and incentivise active travel across the LCR, with Liverpool John Moores University, we are using intelligent digital technologies such as machine learning sensors, big data analytics, and mobile phone applications.

We have installed a network of 50 motion sensors with plans to increase this network over the next four years, plus six weather and quality sensors across the LCR, providing accurate real-time data. These sensors can distinguish between cyclist, pedestrian and various traffic types such as car, lorry, van, motorcycle, and correlate them with air quality and weather. Taken together, these data sets can, for the first time, provide insight into the effects weather has on cycling and walking or how air quality is affected by traffic volumes and weather.

To help us better understand the data, a web-based dashboard for local authorities to access live motion, weather and air quality data has been developed. This innovative tool provides invaluable up-to-date information and evidence for decision-makers, helping shape future strategies across the Liverpool City Region.

### Supporting walking and cycling journeys

A mobile phone application designed to incentivise active travel has now been launched (Smart Green Journeys app available on IoS and Android and free to download). Users can plan journeys on quietest routes, set goals and record their activities against them and monitor their CO2 and money saved through cycling and walking.

A campaign to promote cycling and walking has been developed and rolled out across the city region with the tag line ‘The best vehicle for short journeys is YOU’. This promotional activity is helping to increase the number of people choosing active modes for short trips. We are also working with key stakeholders and Sustrans to develop a programme of Liveable Neighbourhoods across the LCR over the next two years.

All of these exciting measures support the LCR’s commitment to making cycling and walking a greater part of everyday life and a natural, safe, convenient option.

## Looking forward

Better streets and places for everyone

The move towards walking and cycling and to clean, sustainable transport, is critical to achieve our aims around decarbonisation, clean air, health, clean economic recovery and inclusion. The Mayor of the Liverpool City Region has pledged to deliver a cleaner city region and active travel will play a key part of that. The Liverpool City Region Combined Authority (LCRCA) has adopted a new Corporate Plan to guide our priorities to enable the city region to achieve its decarbonisation ambition.

We already know that future funds will be allocated and commissioned in a way that supports the government’s Gear Change, the National Bus Strategy: Bus Back Better and City Region Sustainable Transport Settlement (CRSTS) guidance. The principles set out in these guidance documents are also embedded in existing Combined Authority strategies and plans and will be articulated in more depth both in our new Local Transport Plan and the Climate Action Plan. The scale of the opportunity is clear:

The LCR allocation of the City Region Sustainable Transport Settlement (CRSTS) is £710 million over the next five years.

The new funding environment from 2022 is very different – the new CRSTS allocation will allow the city region more flexibility to decide and develop long-term strategies that integrate local transport priorities. The city region will contribute at least 15‑20%, additional to the money granted by government.

There is also a clear requirement for CRSTS to set out explicitly how these investments will contribute to the delivery of the National Bus Strategy and support Cycling and Walking Investment Strategies. Any local road projects will also deliver or improve cycling and walking infrastructure and include bus priority measures, where applicable. Across the LCR, there are unlikely to be locations where this is not necessary or desirable. Proposals for investment in new and upgraded cycling infrastructure must meet the standards outlined in government guidance [Local Transport Note 1/20]. Simply put, any proposals which do not meet this criteria will not receive central government funding support.

The Covid-19 pandemic is changing how we live, work, travel and do business. It has severely disrupted the transport system while placing greater emphasis on the need for homes and businesses to have strong digital connectivity, which is accessible to all. The long-term impact on transport demand and travel patterns is still unclear and we need to continue to understand and reflect these changes in our long-term transport plans and ensure we continue to deliver a commercially viable transport system while supporting sustainable forms of travel.

In order to achieve this, a new long term Local Transport Plan for the LCR, is being developed. Ensuring that the strategy meets and delivers our zero-carbon objectives will be a critical part of this process. As will delivering the clear commitments to increased levels of regular walking and cycling linked to an increased number of accessible cycling and walking routes. This will be in tandem with a new Plan for Prosperity[[32]](#footnote-32) and the Spatial Development Strategy (SDS). Through the SDS process, we are aiming to develop policy areas on 15-minute neighbourhoods and a transport hierarchy for new developments, placing importance on walking and cycling infrastructure, as examples of the sorts of spatial policies we need.

The health and well-being of our 1.5 million people, the improvement of our air quality and the recovery of our local economy depend on it. Along with our ability to make all modes of active travel the simple, attractive, everyday mode of choice.

### Regeneration of Birkenhead and Wirral Waters

Providing high-quality infrastructure for trips on foot and by bike is integral to Birkenhead’s regeneration strategy. In some areas 50% of households do not have access to a car. So helping people and goods to move around efficiently, cleanly, safely and healthily is central to the vision for a sustainable and healthy Birkenhead.

The aim is to create ultra sustainable neighbourhoods with safe and appealing walking and cycling networks at the heart of residential areas. These include cycle parking hubs and supporting infrastructure.

Recent delivery of a transformational redesign of the streetscape at Tower Road, Four Bridges in Wirral Waters has set a high standard for the quality of infrastructure to be delivered going forward. This busy route once prioritised motorised vehicles. It now has narrower lanes to slow road traffic and wider pavements with five new crossings, making walking and cycling safer and more attractive.

Wirral Council and the Liverpool City Region Combined Authority worked with Peel L&P to transform Tower Road to a vibrant walking and cycling ‘place to be’ on the left bank of the Mersey. Embedding active travel within the streetscape design is an important part of making it a place where people are happy to live, work and visit.

## Notes on methodology:

The attitudinal survey was conducted from June to August 2021 by independent social research organisation NatCen.

The survey is representative of all Liverpool City Region residents, not just those who walk or cycle.

2019 survey data was collected from April to July 2019, also by NatCen, following the same methodology.

All other data is sourced from our city partners, national data sets or modelled and calculated by Sustrans.

Trip estimates use a model developed by Sustrans. When comparing to other travel surveys, some variation may exist in the proportion of journeys cycled by journey purpose.

Rounding has been used throughout the report. In many cases we have rounded to the nearest whole number. Rounding is avoided where this may cause confusion, for example with modelled estimates shown in the summary and benefits sections.

More information and a detailed methodology are available at [www.sustrans.org.uk/walkingcyclingindex](http://www.sustrans.org.uk/walkingcyclingindex)

Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute. Join us on our journey. [www.sustrans.org.uk](http://www.sustrans.org.uk)

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Liverpool City Region Combined Authority

Metro Mayor Liverpool City Region

Sustrans

1. City is used as a shorthand for Walking and Cycling Index cities, city regions and boroughs. [↑](#footnote-ref-1)
2. NOMIS mid-year 2019 population estimates. This is the most recent available for LCR. [↑](#footnote-ref-2)
3. Travelling as driver or passenger of car, van or motorcycle. In 2019, questions did not include traveling by motorcycle. [↑](#footnote-ref-3)
4. The sample size for respondents who identified their gender ‘in another way’ was too low to be statistically significant and therefore is not presented here. [↑](#footnote-ref-4)
5. Based on walking and cycling by residents that live in a household with a car. Does not include leisure cycling or leisure walking trips. [↑](#footnote-ref-5)
6. Based upon each journey being 1.5 miles in length. [↑](#footnote-ref-6)
7. See definition on [page 25](#_Residents_want_more) [↑](#footnote-ref-7)
8. The sample size for respondents who identified their gender ‘in another way’ was too low to be statistically significant and therefore is not presented here. [↑](#footnote-ref-8)
9. Socio-economic group is a classification based on occupation maintained by the Market Research Society. Groups A and B are professional and managerial. Group C1 is supervisory/clerical and students. Group C2 is skilled manual. Groups D and E are semi-skilled and unskilled manual occupations, homemakers and people not in employment. [↑](#footnote-ref-9)
10. Based on people who cycle at least once a week. [↑](#footnote-ref-10)
11. See Bike Life, 2019 Liverpool City Region report. [↑](#footnote-ref-11)
12. Trips for enjoyment or fitness include adults and children (with and without adult accompaniment). School trips are shown separately for children only. [↑](#footnote-ref-12)
13. Based on WHO/Europe Health Economic Assessment Tool (HEAT), which enables an economic assessment of the health benefits of walking by estimating the value of reduced mortality resulting from specified amounts of walking. [↑](#footnote-ref-13)
14. Litman, 2021. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept. [↑](#footnote-ref-14)
15. Leisure trips include adults and children (with and without adult accompaniment). Education trips are shown separately for adults and children. All other trips are just adults. [↑](#footnote-ref-15)
16. Benefit has gone down despite more trips compared to 2019, because there are more leisure rides, which do not displace car trips. [↑](#footnote-ref-16)
17. Based on WHO/Europe Health Economic Assessment Tool (HEAT), which enables an economic assessment of the health benefits of cycling by estimating the value of reduced mortality resulting from specified amounts of cycling. [↑](#footnote-ref-17)
18. Litman, 2021. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept. [↑](#footnote-ref-18)
19. Ministry of Housing, Communities and Local Government, 2021, National Model Design Code. [↑](#footnote-ref-19)
20. Sustrans, 2017. Linking Active Travel and Public Transport to Housing Growth and Planning. [↑](#footnote-ref-20)
21. A minimum of three distinct types of cultural and leisure venues, eg cafés, pubs, bingo halls, cinemas, museums. [↑](#footnote-ref-21)
22. A and B roads are main roads. C roads and unclassified roads are more minor roads and often residential streets. Pavement width does not account for obstructions, such as bus stops or litter bins. [↑](#footnote-ref-22)
23. Total number of cycle parking spaces at rail and ferry stations. [↑](#footnote-ref-23)
24. To ensure comparability, figures given are correct as of 26 May 2021 for all city reports. [↑](#footnote-ref-24)
25. This does not include ‘pop-up’ cycle tracks installed during the pandemic. [↑](#footnote-ref-25)
26. Citybike cycle hire data. 2021 data for July 2020–June 2021 and 2019 data for July 2018– June 2019. [↑](#footnote-ref-26)
27. Credit to the Association of Cycle Traders (ACT) and Cycling UK for their assistance with cycle shop locations and services offered. [↑](#footnote-ref-27)
28. Based on analysis by CycleStreets [www.lowtrafficneighbourhoods.org](http://www.lowtrafficneighbourhoods.org). Unclassified roads are all public roads that are neither motorways, A, B nor C roads. [↑](#footnote-ref-28)
29. Excludes motorways. [↑](#footnote-ref-29)
30. Children’s Independent Mobility: an international comparison and recommendations for action, 2015. [↑](#footnote-ref-30)
31. Figure given is correct as of 28 February 2022. [↑](#footnote-ref-31)
32. Plan for Prosperity | Liverpool City Region Combined Authority ([liverpoolcityregion-ca.gov.uk](https://www.liverpoolcityregion-ca.gov.uk/)). [↑](#footnote-ref-32)