

Liverpool City Region

Walking and Cycling Index 2021

Published May 2022



**LIVERPOOL
CITY REGION**
COMBINED AUTHORITY

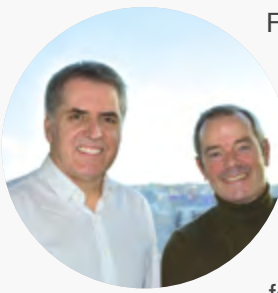
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Foreword

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 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



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.

i. City is used as a shorthand for Walking and Cycling Index cities, city regions and boroughs.

Report summary

Liverpool City Region

Populationⁱ

1,559,320

Survey area

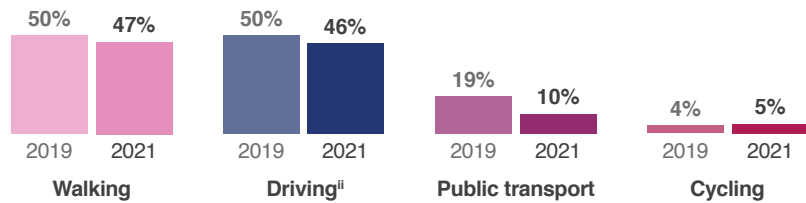


The impact of the pandemic

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



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

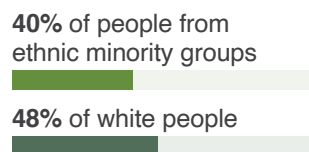
47% of residents walk at least five days a week
50% in 2019

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

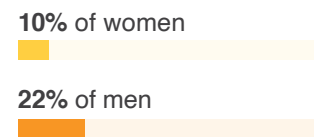
Walking, wheeling and cycling participation is not equal

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

Proportion of residents who walk at least five days a week

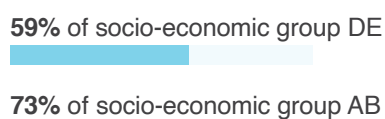


Proportion of residents who cycle at least once a weekⁱⁱⁱ

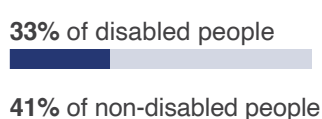


Not all residents feel safe and welcome in their neighbourhood

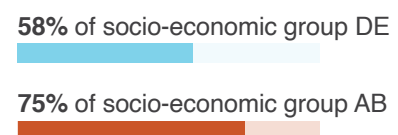
Proportion of residents who think walking safety is good



Proportion of residents who think cycling safety is good



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



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.

i. NOMIS mid-year 2019 population estimates. This is the most recent available for LCR. ii. Travelling as driver or passenger of car, van or motorcycle. In 2019, questions did not include traveling by motorcycle. iii. 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.

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^{iv}

However,

310.9 million

journeys up to three miles are driven in LCR each year

If **80%** of these journeys were walked or cycled it could save approximately

100,000 tonnes

of greenhouse gas emissions^v

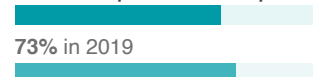
Residents want more funding for walking, wheeling, cycling and public transport

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

60% on walking



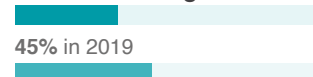
68% on public transport



54% on cycling



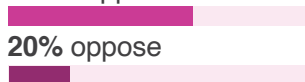
34% on driving



This would help support more liveable neighbourhoods

Among LCR residents:

61% support



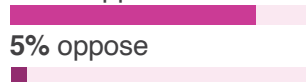
more cycle tracks along roads, physically separated from traffic and pedestrians

65% agree



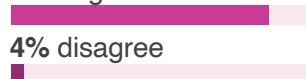
increasing space for people socialising, walking and cycling on their local high street would improve their local area

81% support



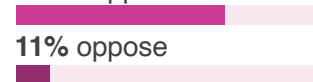
the creation of more 20-minute neighbourhoods^{vi}

85% agree



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

69% support



the creation of more low-traffic neighbourhoods

54% agree



closing streets outside local schools to cars during school drop-off and pick-up times would improve their local area

iv. Based on walking and cycling by residents that live in a household with a car. Does not include leisure cycling or leisure walking trips.

v. Based upon each journey being 1.5 miles in length. vi. See definition on page 14



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.

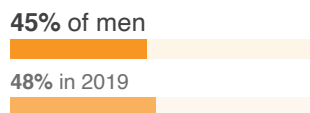
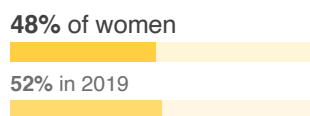
Walking and wheeling are often overlooked in transport. This is despite being an efficient use of space, good for our health and having no environmental impact.

94% of all residents walk 94% in 2019

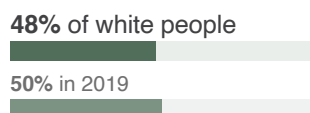
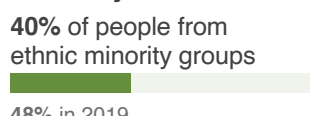
47% of residents walk at least five days a week 50% in 2019

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

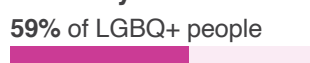
Genderⁱ



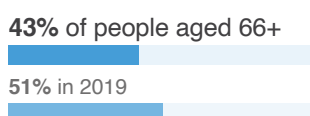
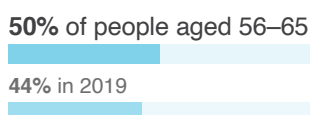
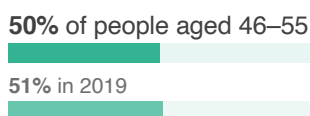
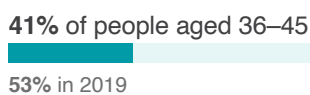
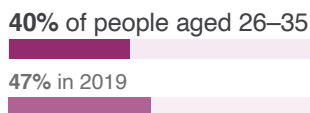
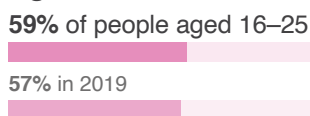
Ethnicity



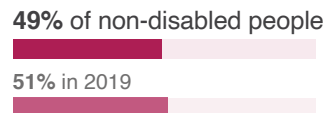
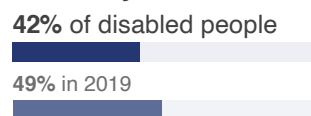
Sexuality



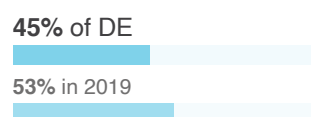
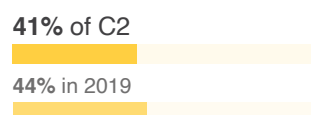
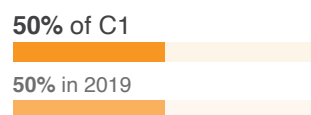
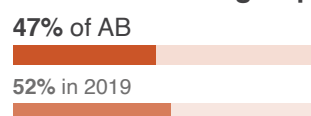
Age



Disability



Socio-economic groupⁱⁱ



i. 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.

ii. 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.

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 LGBTQ+ 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



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.ⁱ

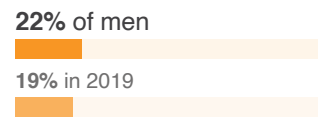
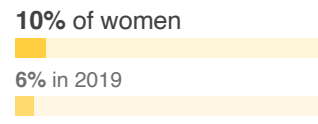
Cycling participation, however, is not equal. Barriers to cycling can be far more pronounced for some people. Safety, including road safety and personal safety, is the single largest barrier to cycling.ⁱⁱ Encouragingly, perceptions of cycling safety have improved since 2019.

38%
of all residents cycle
30% in 2019

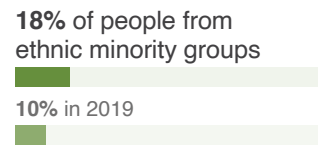
16%
of all residents cycle at
least once a week
13% in 2019

Proportion of residents who cycle at least once a week

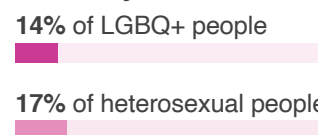
Gender



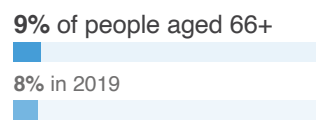
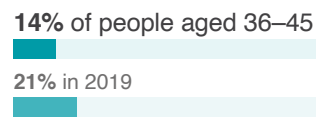
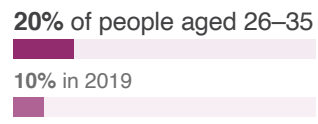
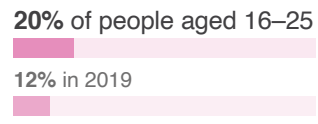
Ethnicity



Sexuality



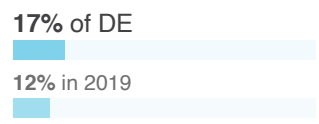
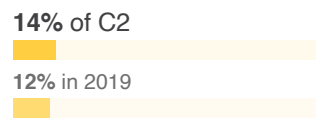
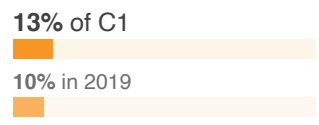
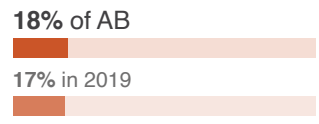
Age



Disability



Socio-economic group



i. Based on people who cycle at least once a week.
ii. See Bike Life, 2019 Liverpool City Region report.

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%

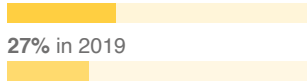
of all residents think their local area overall is a good place to cycle

38% in 2019

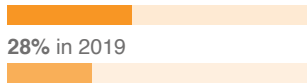
Proportion of residents who think cycling safety in their local area is good

Gender

36% of women

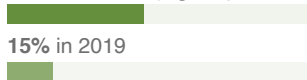


41% of men

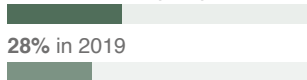


Ethnicity

45% of people from ethnic minority groups



38% of white people

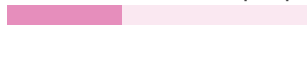


Sexuality

41% of LGBTQ+ people



38% of heterosexual people

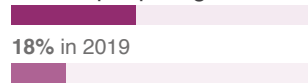


Age

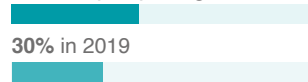
46% of people aged 16–25



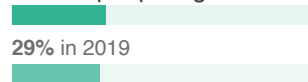
41% of people aged 26–35



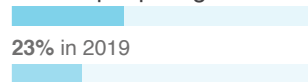
42% of people aged 36–45



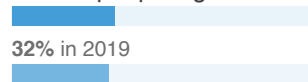
31% of people aged 46–55



37% of people aged 56–65

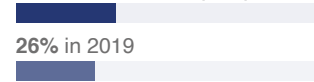


34% of people aged 66+

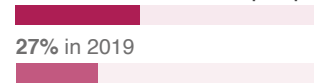


Disability

33% of disabled people

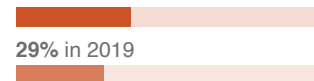


41% of non-disabled people

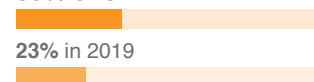


Socio-economic group

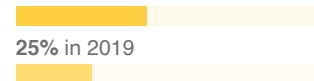
38% of AB



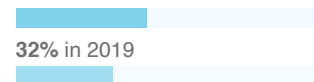
35% of C1



43% of C2



43% of DE



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 million

walking 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 purposeⁱ

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

45%

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

49%

School – children only:
39,400,000

7%



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 million

is from people with a car choosing to walk or wheel for transport in the past year.

26p

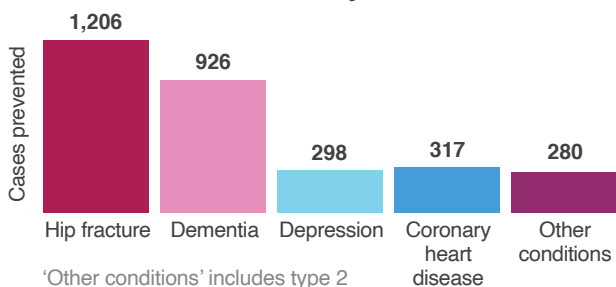
net benefit from each mile walked or wheeled instead of driven



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



'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

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 billionⁱⁱ

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 NO_x

and

15,000 kg of particulates

(PM₁₀ and PM_{2.5})

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



Walking and wheeling in LCR help mitigate our climate crisis

38,000 tonnes

of 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.ⁱⁱⁱ 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.

iii. Litman, 2021. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

If these cars were all in a traffic jam it would tail back

898 miles

equivalent to the distance from Liverpool to Glasgow and back, twice over.



ii. 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.



Benefits of cycling

Why everyone gains when more people cycle

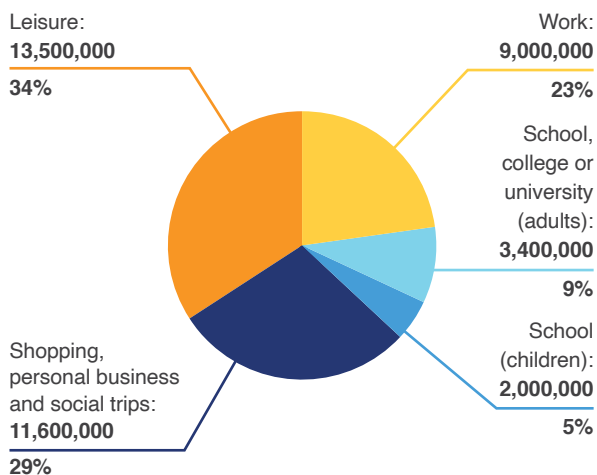
Liverpool City Region residents cycle 16 times around the world every day

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 LCRⁱ

2021:

39.4 million trips



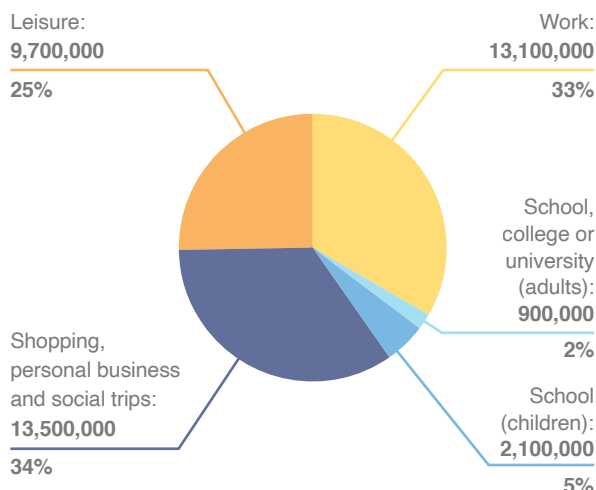
This adds up to

146.3 million miles

= 400,000 miles a day

2019:

39.3 million trips



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

Of this total,

£56.8 millionⁱⁱ

is from people with a car choosing to cycle for transport in the past year.

£1.15

net benefit from each mile cycled instead of driven

£1.39 in 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.

£123.5 million in 2019

£83.3 million in 2019

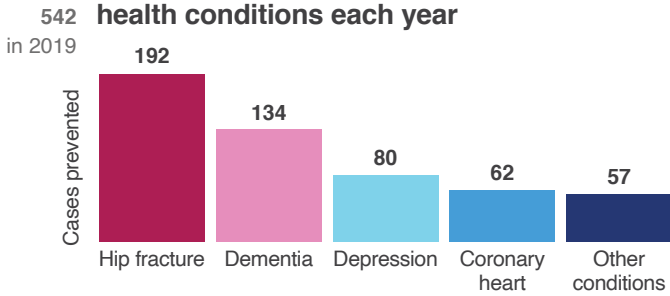
i. Leisure trips include adults and children (with and without adult accompaniment).

Education trips are shown separately for adults and children. All other trips are just adults.

ii. Benefit has gone down despite more trips compared to 2019, because there are more leisure rides, which do not displace car trips.

Cycling unlocks health benefits for everyone

Cycling in Liverpool City Region prevents 525 serious long-term health conditions each year



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

Saving the NHS in LCR

£3.4 million per year

£3.5 million in 2019

120,000 in 2019



equivalent to the cost of **110,000 GP appointments**

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 millionⁱⁱⁱ

£139 million in 2019

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

26,000 kg of NO_x

35,000 kg in 2019

and

3,900 kg of particulates (PM₁₀ and PM_{2.5})

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

17,000 tonnes in 2019

14,000 tonnes

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by cycling instead of driving, equivalent to the carbon footprint of

39,000 people in 2019

31,000 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.

Cycling keeps LCR moving

Studies show walking or cycling free up road space in comparison to driving.^{iv} This helps to keep LCR moving for all road users.

28,000 in 2019

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

iv. Litman, 2021. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

If these cars were all in a traffic jam it would tail back

80 miles

equivalent to the distance from Liverpool to Sheffield.

82 miles in 2019



iii. 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.



Walking solutions

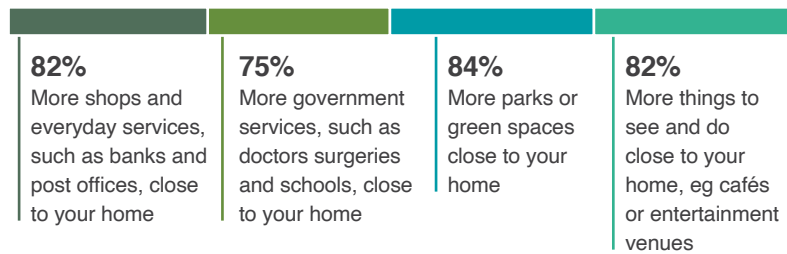
What would help make walking and wheeling better?

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.

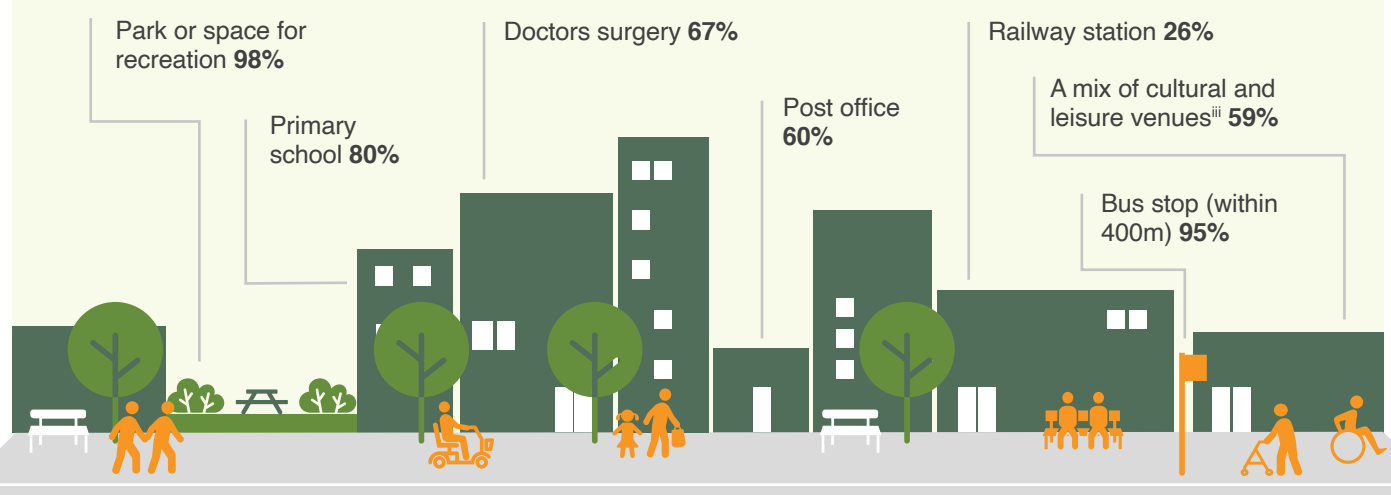
What percentage of residents would find more local amenities and services useful to help them walk or wheel more?



62% of Liverpool City Region households are in neighbourhoods of at least 40 dwellings per hectare. These are or can become 20-minute neighbourhoodsⁱ. Lower density neighbourhoods have too few people to make much local business or public transport viableⁱⁱ.

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

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

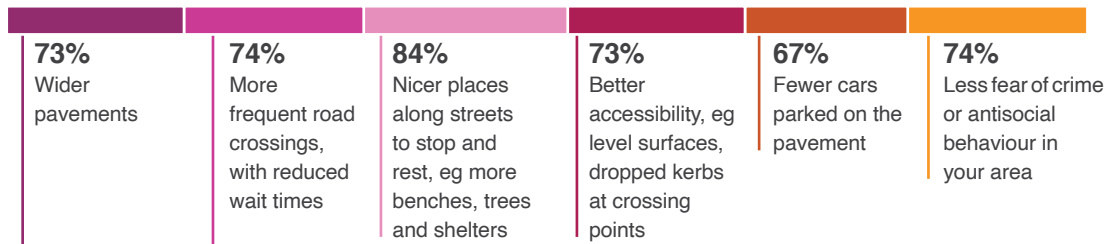


i. Ministry of Housing, Communities and Local Government, 2021, National Model Design Code.
 ii. Sustrans, 2017. Linking Active Travel and Public Transport to Housing Growth and Planning.
 iii. A minimum of three distinct types of cultural and leisure venues, eg cafés, pubs, bingo halls, cinemas, museums.

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?



In LCR:

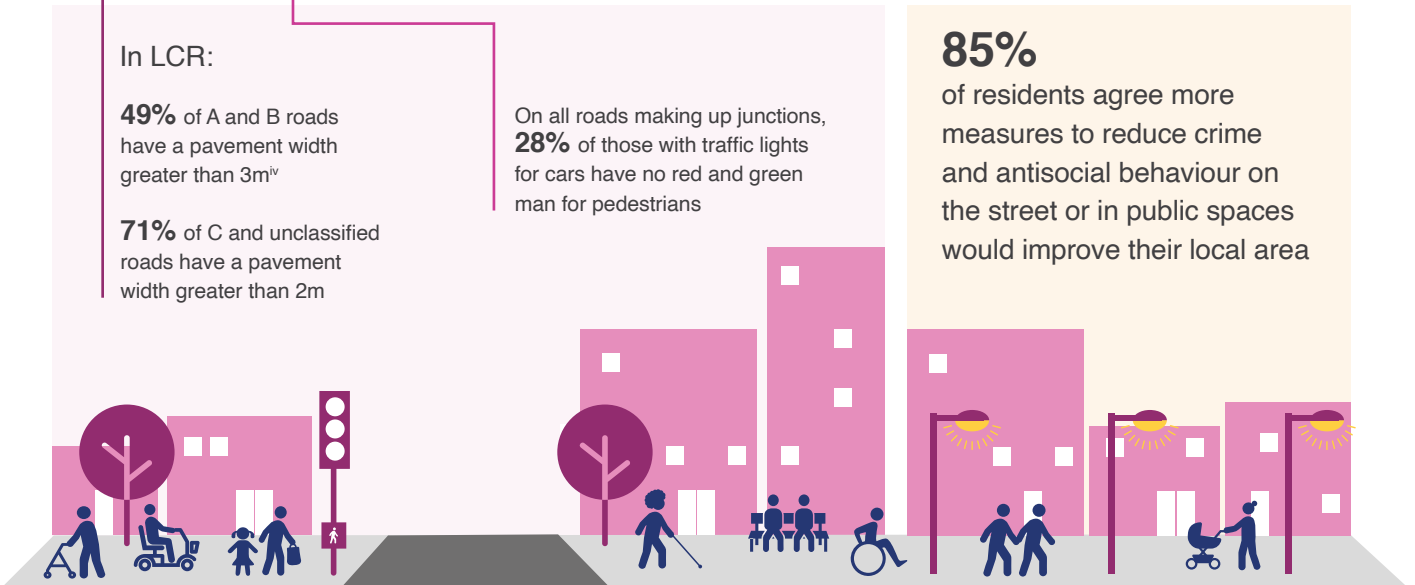
49% of A and B roads have a pavement width greater than 3m^{iv}

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



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.

iv. 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.



Cycling solutions

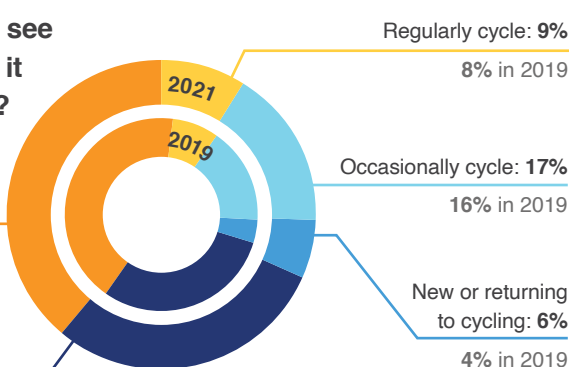
What would make cycling better?

Many Liverpool City Region residents want to cycle

How do residents see themselves when it comes to cycling?

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

Do not cycle but would like to: **30%**
30% 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 **2,104** cycle parking spaces across all **87** railway stationsⁱ and **68** cycle parking spaces across all **15** bus stations in LCR. 2,104 in 2019

LCR hasⁱⁱ:
223 miles of traffic-free cycle routes away from the road

24 miles of cycle tracks physically separated from traffic and pedestriansⁱⁱⁱ

101 miles of signposted routes along quieter streets

18% of households are within 125m of these routes

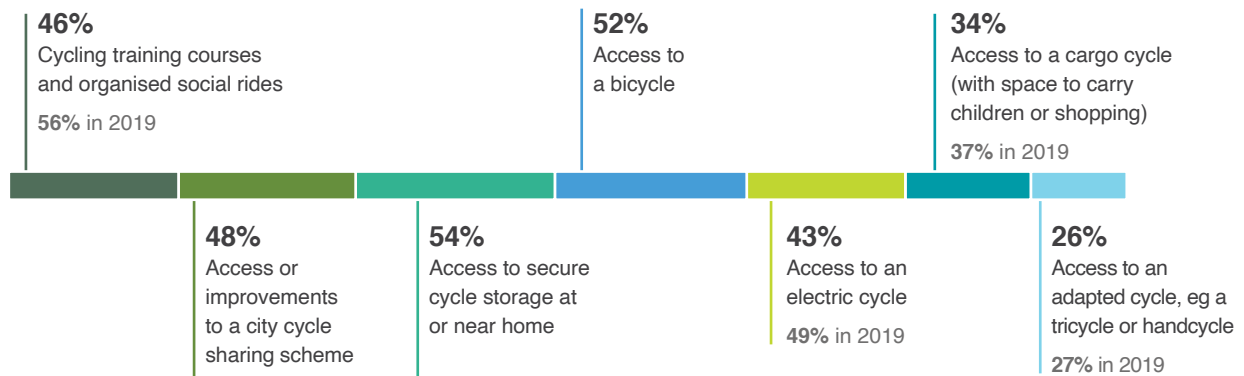
61% of residents support building more cycle tracks physically separated from traffic and pedestrians even when this would mean less room for other road traffic
69% in 2019



i. Total number of cycle parking spaces at rail and ferry stations.
ii. To ensure comparability, figures given are correct as of 26 May 2021 for all city reports.
iii. This does not include 'pop-up' cycle tracks installed during the pandemic.

Residents want more support to cycle

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



Liverpool City Region cycle share scheme^{iv}

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

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^v



There is a public cycle parking space for every **131** people who cycle in LCR.



102 in 2019



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.

iv. Citybike cycle hire data. 2021 data for July 2020–June 2021 and 2019 data for July 2018– June 2019. v. Credit to the Association of Cycle Traders (ACT) and Cycling UK for their assistance with cycle shop locations and services offered.

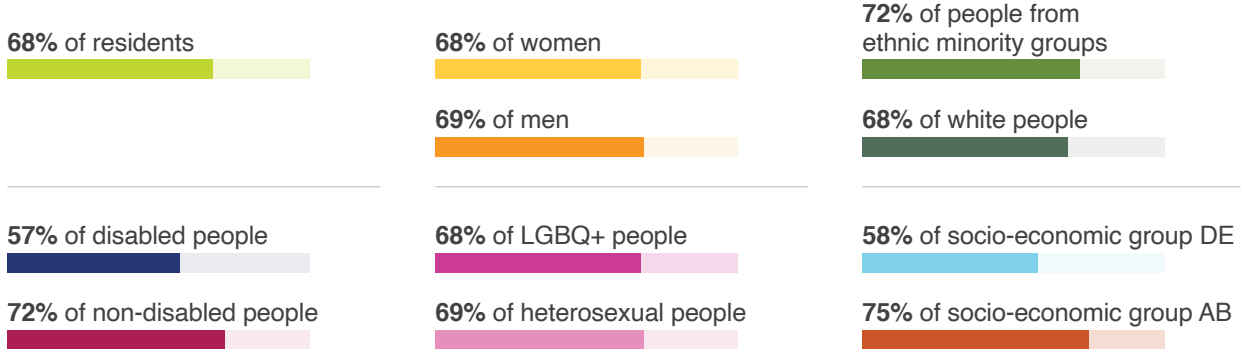


Neighbourhood solutions

What would help make neighbourhoods better?

All residents should feel welcome in their neighbourhood

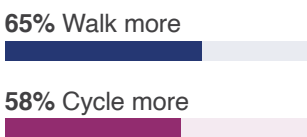
Proportion of residents that feel welcome and comfortable walking, wheeling or spending time on the streets of their neighbourhood



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:



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.ⁱ

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.ⁱⁱ
36% in 2019

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



58% in 2019

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

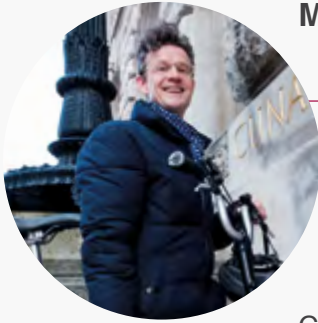
65% agree increasing space for people socialising, walking and cycling on their local high street would improve their local area

76% in 2019

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

69% support low-traffic neighbourhoods

i. Based on analysis by CycleStreets www.lowtrafficeighbourhoods.org.
Unclassified roads are all public roads that are neither motorways, A, B nor C roads.
ii. Excludes motorways.



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 Liverpoolian. 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

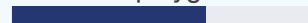
average age when people living with children would let them walk or cycle independently in their neighbourhood.

Over **80%** of seven-year-olds in Germany are allowed to go alone to places within walking distance, other than school (parents' responses).ⁱⁱⁱ

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



63% agree in 2019

19% disagree



19% disagree in 2019

closing streets outside local schools to cars during drop-off and pick-up times would improve their local area

These kind of closures are known as 'School Streets'.

4 permanent School Streets schemes exist in Liverpool City Region^{iv}



iii. Children's Independent Mobility: an international comparison and recommendations for action, 2015.
iv. Figure given is correct as of 28 February 2022.



Developing Liverpool City Region

Recent walking, wheeling, cycling and neighbourhood changes

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.



The best vehicle for short journeys is YOU.

– Active Travel campaign, summer 2021.

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 health and wellbeing of our 1.5 million people, the improvement of our air quality and the recovery of our local economy depend on our ability to make all modes of active travel the most simple, attractive, everyday mode of choice.

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 Prosperityⁱ 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

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

Sustrans is a registered charity in the UK No. 326550 (England and Wales) SC039263 (Scotland)

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COMBINED AUTHORITY

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