



Liverpool City Region

# Walking and Cycling Index 2023

Published March 2024



**LIVERPOOL  
CITY REGION**  
COMBINED AUTHORITY

**METRO MAYOR**  
LIVERPOOL CITY REGION

**Sustrans**  
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# Foreword

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



In the wake of what's been an unprecedented few years for the health of our people and our planet, it's shown that how we choose to navigate through our daily lives

has never been more important.

Embracing healthier, more sustainable ways to travel has been one of the driving forces behind our plans to build a London-style transport network.

From our £500m publicly owned trains, some fitted with pioneering battery technology, to our publicly owned fleet of zero emission hydrogen buses, we're making it faster, cheaper and cleaner than ever to get around our area.

Yet, despite the exceptional progress we've made, we know there is still a huge task ahead of us.

At present, nearly half of all car journeys in the Liverpool City Region are less than 5km – a statistic which poses a real challenge for both our residents' wellbeing and our environment.

With nearly 1,000 deaths every year associated with air pollution, it's clear that we need to influence a seismic shift to encourage more people to leave their car at home for shorter journeys.

To help us do that, we've invested nearly £70m in active travel infrastructure, including 600km of new and upgraded walking and cycling routes right across our area.

Walking and cycling are so much more than just a means to take us from A to B – they connect us to the outside world in a way that no other means of transport can.

By better connecting the rest of our transport network to active travel routes, it's our hope that we can encourage more people to walk or cycle for short journeys – cutting down congestion on our roads and massively improve air quality for our children.

Active travel presents an opportunity for us to empower our residents to permanently change the way they think about travelling in our area and the impact it has on the world around us – and it's vital if we're serious about hitting our target to reach net zero by 2040.

We're under no illusions: we know we have a massive challenge ahead of us. However, if anywhere can achieve it, then it's the Liverpool City Region.

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

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## The Walking and Cycling Index

The Walking and Cycling Index (formerly Bike Life) is the biggest assessment of walking, wheeling and cycling in urban areas in the UK and Ireland.

It is delivered by Sustrans in collaboration with 23 cities and urban areas. Each city reports on the progress made towards making walking, wheeling and cycling more attractive, everyday ways to travel.

The Walking and Cycling Index reports every two years. This is the third report from Liverpool City Region produced in partnership with Liverpool City Region Combined Authority. The data in this report comes from 2023 and includes local walking, wheeling and cycling data, modelling and an independent survey of 1,167 residents aged 16 or above in Liverpool City Region. The survey was conducted from March to June 2023. Social research organisation NatCen conducted the survey, which is representative of all residents, not just those who walk, wheel or cycle.

Across this report we have included comparisons to 2021 data where available.

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

More details on all reports can be found at [www.sustrans.org.uk/walking-cycling-index](http://www.sustrans.org.uk/walking-cycling-index). For more data, including 2019 figures where available, see the [Index Data Tool](#).



### Defining wheeling

We recognise that some people who use wheeled mobility aids, for example a wheelchair or a mobility scooter, may not identify with the term walking and may prefer to use the term wheeling. We use the terms walking and wheeling together to ensure we are as inclusive as possible.

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

# Headlines

## Liverpool City Region

### Population<sup>i</sup>

1,551,522

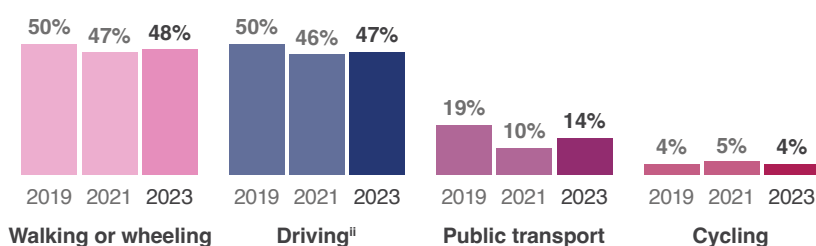
### Survey area



## The impact of the pandemic

The Covid-19 pandemic had a big impact on travel. In 2021 whilst most restrictions had been lifted, many people were taking fewer journeys and working from home.

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



Walking and wheeling on a regular basis has remained the same since 2021, however cycling has decreased.

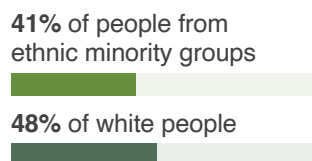
**48%**  
of residents walk or wheel at least five days a week  
47% in 2021

**13%**  
of residents cycle at least once a week  
16% in 2021

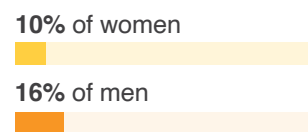
## Walking, wheeling and cycling participation is not equal

Residents' travel choices and their perceptions of walking, wheeling and cycling sometimes vary widely between different groups.

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



### Proportion of residents who cycle at least once a week<sup>iii</sup>



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

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

54% of socio-economic group DE

61% of socio-economic group AB

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

28% of disabled people

39% of non-disabled people

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

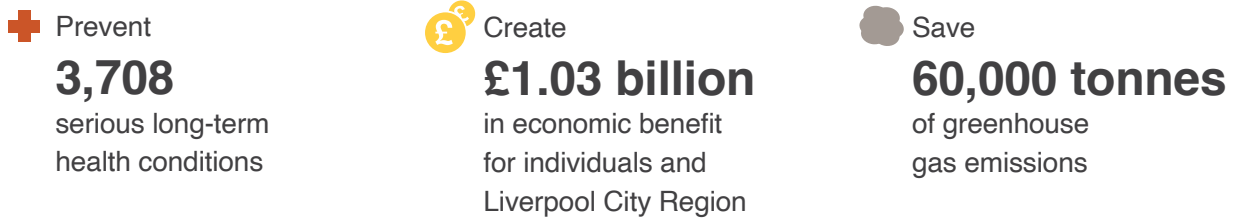
62% of socio-economic group DE

77% 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.

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

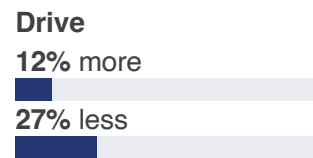
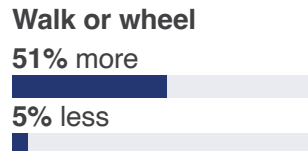
Every day, walking, wheeling and cycling in Liverpool City Region take up to **340,000** cars off the road.<sup>iv</sup> Each year in Liverpool City Region these three modes combined:



## Residents want to walk, wheel and cycle more and drive less

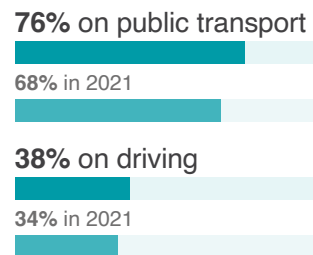
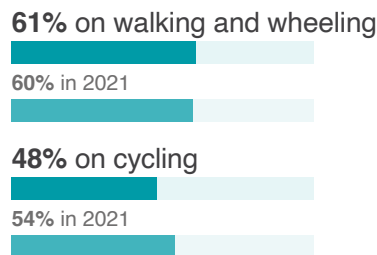
Percentage of residents who would like to use different types of transport more or less in the future:

27% of residents want to drive less, yet 36% of residents often use a car because no other transport options are available.



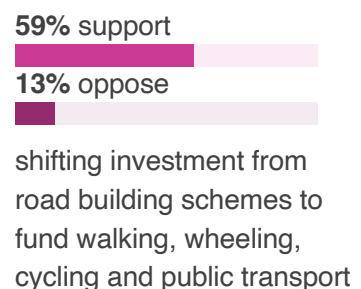
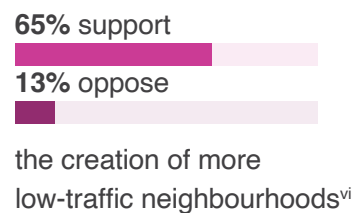
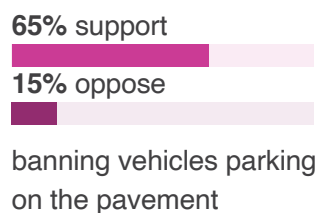
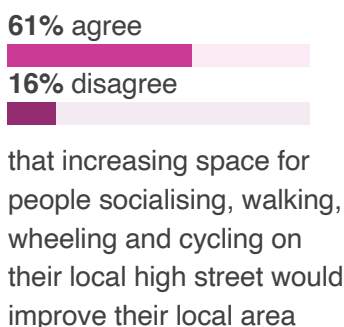
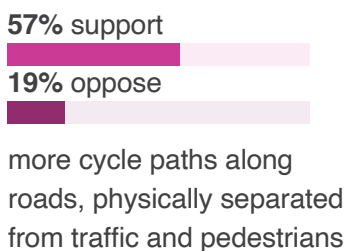
## Residents want more funding for walking, wheeling, cycling and public transport

Percentage of residents who would like to see more government spending in their local area:



## Increased funding would help support more liveable neighbourhoods

Among Liverpool City Region residents:



iv. Based on walking, wheeling and cycling by residents that live in a household with a car. Does not include leisure cycling or leisure walking or wheeling trips.  
v. See definition on page 14. vi. For definition see [Methodology document](#).





# 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 stayed about the same since 2021.

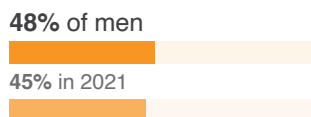
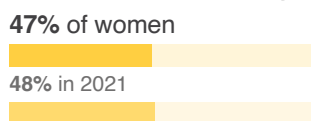
Walking and wheeling are often overlooked in transport. This is despite being an efficient use of space, good for our health and having no environmental impact.

**94%** of all residents walk or wheel 94% in 2021

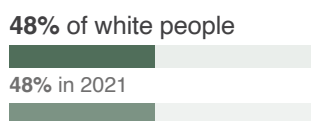
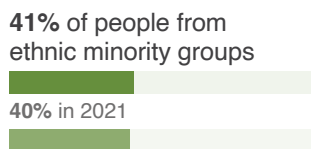
**48%** of residents walk or wheel at least five days a week 47% in 2021

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

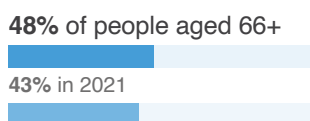
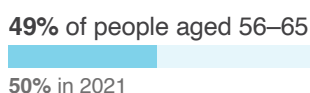
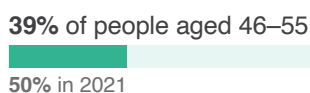
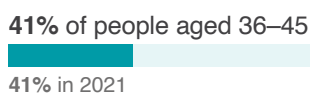
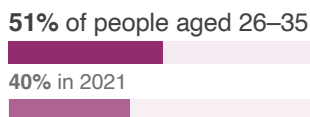
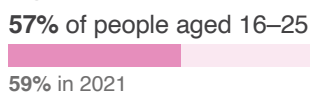
#### Gender<sup>i</sup> and sexuality



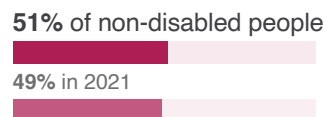
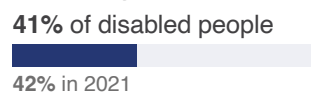
#### Ethnicity



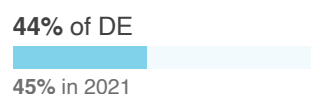
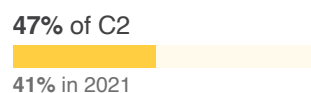
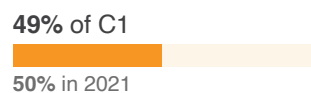
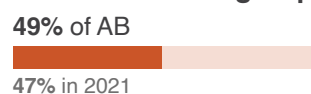
#### Age



#### Disability



#### Socio-economic group<sup>ii</sup>



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

**59%**

of residents think the level of safety for walking or wheeling is good

69% in 2021

**46%**

of residents think the level of safety for children walking or wheeling is good

53% in 2021

**68%**

of residents think their local area overall is a good place to walk or wheel

76% in 2021

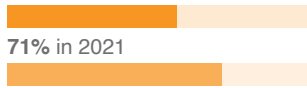
### Proportion of residents who think walking or wheeling safety in their local area is good

#### Gender and sexuality

**62%** of women



**56%** of men



**66%** of LGBTQ+ people

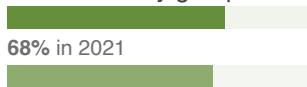


**58%** of non-LGBTQ+ people

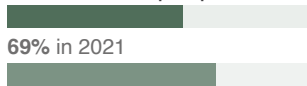


#### Ethnicity

**73%** of people from ethnic minority groups



**58%** of white people

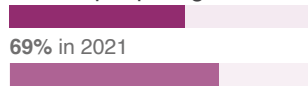


#### Age

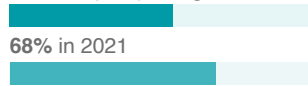
**65%** of people aged 16–25



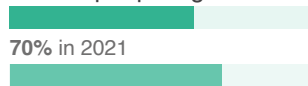
**58%** of people aged 26–35



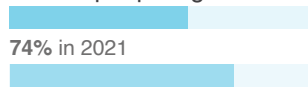
**54%** of people aged 36–45



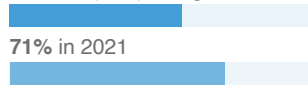
**61%** of people aged 46–55



**59%** of people aged 56–65

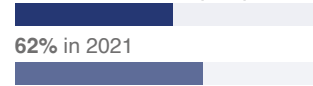


**57%** of people aged 66+

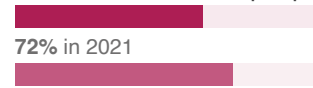


#### Disability

**52%** of disabled people



**62%** of non-disabled people

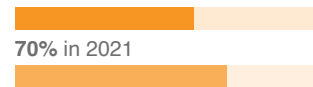


#### Socio-economic group

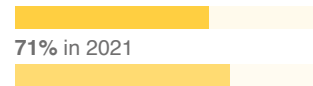
**61%** of AB



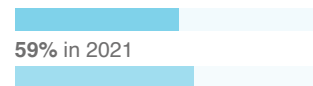
**59%** of C1



**64%** of C2



**54%** of DE



### Snoof



The city centre is well paved for the most part but when you come out a bit it's a different story.

People park on pavements so I have to choose between damage to the car and my wheelchair, or risking my life in the road.

I broke my chair going over pavement of different shapes and colours because I couldn't see the drop down.

Lack of dropped kerbs means I can get on one side of the pavement near my house but I can't get off it. When I visited my ex-partner his neighbour had to lift me on to the pavement.

It makes me feel excluded. The city is built for cars but it should be designed for people.



# Cycling in Liverpool City Region

Cycling participation, safety and satisfaction

## Cycling participation

Overall in Liverpool City Region the number of people cycling has decreased since 2021. Despite a much larger potential for cycling, only **13%** of people cycle regularly.<sup>i</sup>

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.<sup>ii</sup>

**36%**  
of all residents cycle

38%  
in 2021

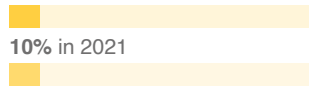
**13%**  
of all residents cycle at least once a week

16%  
in 2021

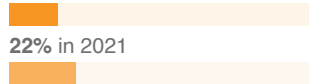
### Proportion of residents who cycle at least once a week

#### Gender and sexuality

**10%** of women



**16%** of men



**23%** of LGBTQ+ people



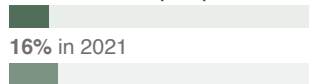
**12%** of non-LGBTQ+ people

#### Ethnicity

**19%** of people from ethnic minority groups



**13%** of white people

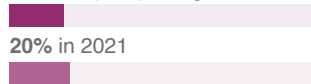


#### Age

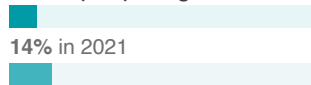
**22%** of people aged 16–25



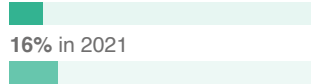
**18%** of people aged 26–35



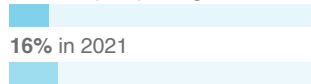
**9%** of people aged 36–45



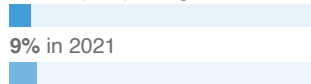
**11%** of people aged 46–55



**13%** of people aged 56–65

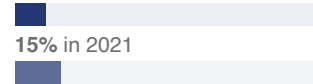


**7%** of people aged 66+



#### Disability

**10%** of disabled people



**15%** of non-disabled people



#### Socio-economic group

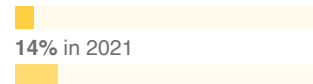
**12%** of AB



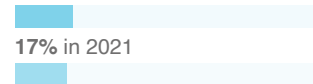
**14%** of C1



**6%** of C2



**19%** of DE





## Cycling safety and satisfaction

**36%**

of all residents think the level of safety for cycling in their local area is good

38% in 2021

**31%**

of all residents think the level of safety for children cycling is good

31% in 2021

**42%**

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

46% in 2021

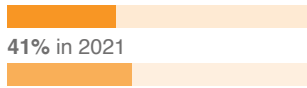
### Proportion of residents who think cycling safety in their local area is good

#### Gender and sexuality

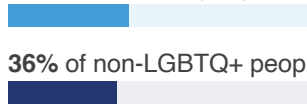
**36% of women**



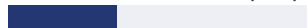
**36% of men**



**40% of LGBTQ+ people**



**36% of non-LGBTQ+ people**

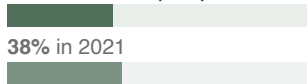


#### Ethnicity

**54% of people from ethnic minority groups**



**35% of white people**

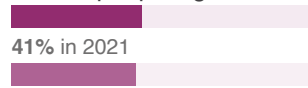


#### Age

**36% of people aged 16–25**



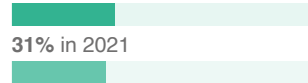
**43% of people aged 26–35**



**32% of people aged 36–45**



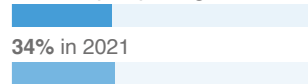
**34% of people aged 46–55**



**38% of people aged 56–65**



**33% of people aged 66+**

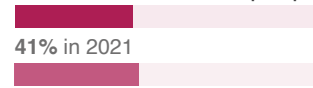


#### Disability

**28% of disabled people**

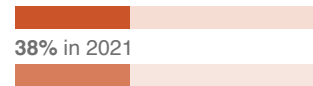


**39% of non-disabled people**

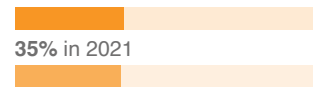


#### Socio-economic group

**38% of AB**



**36% of C1**



**36% of C2**



**34% of DE**



### Ibe Hayter, Director, Cycle of Life



A lot of people don't see themselves as cyclists. This is magnified in inner city communities where cycling is not the norm. It takes a more holistic method to change habits.

We help set up cycle clubs to help people become community pioneers. One lady with a south Asian background now has her own cycle group with 80 members.

It's important to win hearts and minds. People want safer routes for active travel but they are angered by the way things are done. Communities should be part of the planning process rather than an obstacle.



# Benefits of walking

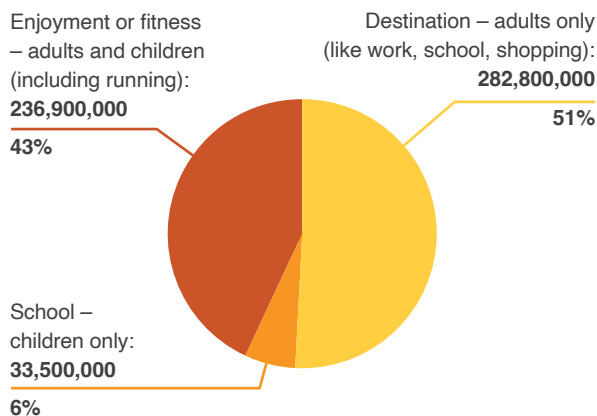
Why everyone gains when more people walk or wheel

## Liverpool City Region residents walk or wheel 67 times around the world every day

Walking or wheeling to destinations has increased slightly but for leisure has fallen since 2021.

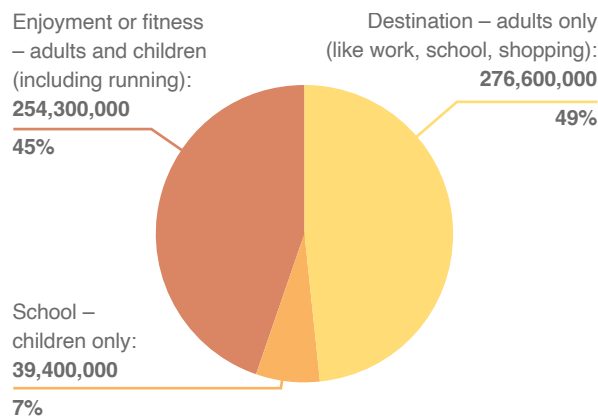
### Annual walking and wheeling trips by purpose<sup>i</sup>

2023:  
**553.2 million trips**



This adds up to  
**607.5 million miles**  
= 1,700,000 miles a day

2021:  
**570.2 million trips**



This adds up to  
**634.1 million miles**  
= 1,700,000 miles a day

## Walking and wheeling benefits residents and the local economy

The Walking and Cycling Index uses a model to understand the costs and benefits of driving and walking. For example travel time, vehicle operating costs, health benefits, air quality and taxation.

**57p is saved<sup>ii</sup>**  
for each mile walked or wheeled instead of driven in Liverpool City Region.

26p  
in 2021

Over a year this adds up to  
**£79.3 million**  
from adults with a car in their household walking or wheeling to work, school and other destinations.

£35.4  
million  
in 2021

The total annual economic benefit from all trips walked and wheeled in Liverpool City Region is  
**£869 million<sup>iii</sup>**

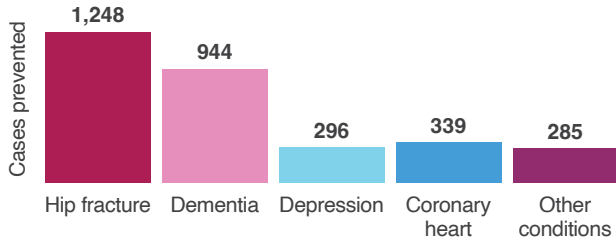
£797  
million  
in 2021

i. Trips for enjoyment or fitness include adults and children (with and without adult accompaniment). School trips are shown separately for children only. ii. Benefits have increased significantly, mainly because of increased costs of driving and greater traffic congestion. iii. This includes trips walked or wheeled for enjoyment or fitness, and trips to destinations by people with and without a car.

## Walking and wheeling unlocks health benefits for everyone

### Walking in Liverpool City Region prevents 3,112 serious long-term health conditions each year

3,027 in 2021



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

### Saving the NHS in Liverpool City Region £37.5 million per year

£19.7 million in 2021

660,000 in 2021



equivalent to the cost of **910,000 GP appointments**

Based on Sport England MOVES tool which shows the return on investment for health of sport and physical activity.

In Liverpool City Region the physical activity benefits of walking

### prevent 741 early deaths annually

669 in 2021

which is valued at

### £2.69 billion<sup>iv</sup>

£2.2 billion in 2021

Please note wheelchair or 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:

### 94,000 kg of NO<sub>x</sub>

110,000 kg in 2021

and

### 14,000 kg of particulates

15,000 kg in 2021

(PM<sub>10</sub> and PM<sub>2.5</sub>)

47% of residents agree the

46% in 2021

air is clean in their local area



## Walking and wheeling in Liverpool City Region helps mitigate our climate crisis

38,000 tonnes in 2021

### 39,000 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 in 2021

### 88,000 people taking flights

from Liverpool to Tenerife

In 2021 transport accounted for 26% of the UK's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Department for Business, Energy and Industrial Strategy, 2021 UK Greenhouse Gas Emissions, Final Figures

## Walking and wheeling keeps Liverpool City Region moving

Studies show walking or cycling frees up road space in comparison to driving.<sup>v</sup> This helps to keep Liverpool City Region moving for all road users.

300,000 in 2021

### 310,000 return walking and wheeling trips

are made daily in Liverpool City Region by people that could have used a car.

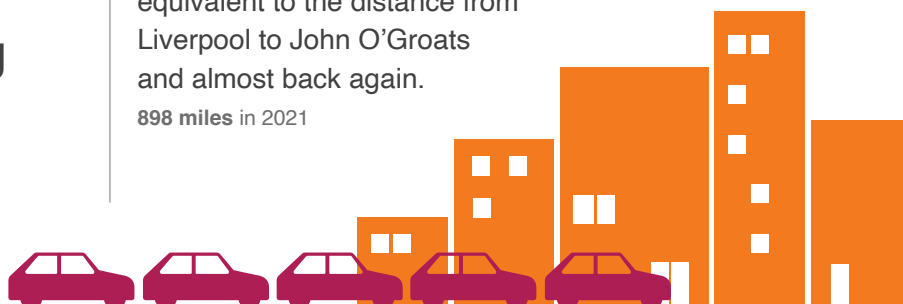
v. Litman, 2023. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

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

### 922 miles

equivalent to the distance from Liverpool to John O'Groats and almost back again.

898 miles in 2021



iv. 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

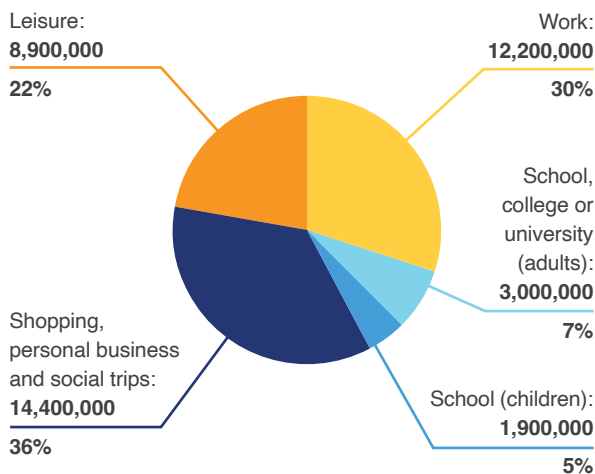
Why everyone gains when more people cycle

## Liverpool City Region residents cycle 17 times around the world every day

There has been an increase in trips to work and for shopping since 2021. However, there are now fewer leisure cycling trips.

### Annual cycling trips by purpose in Liverpool City Region<sup>i</sup>

2023:  
**40.4 million trips**

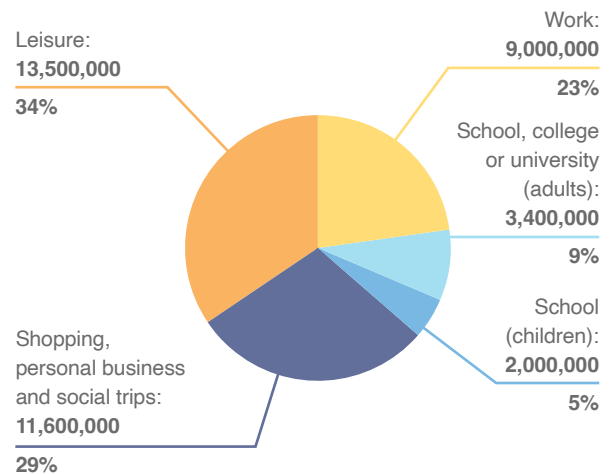


This adds up to

**150.4 million miles**

= 410,000 miles a day

2021:  
**39.4 million trips**



This adds up to

**146.3 million miles**

= 400,000 miles a day

## Cycling benefits residents and the local economy

The Walking and Cycling Index uses a model to understand the costs and benefits of driving and cycling. For example travel time, vehicle operating costs, health benefits, air quality and taxation.

Over a year this adds up to

**£119.6 million**

from adults with a car in their household cycling to work, school and other destinations.

£56.8 million in 2021

The total annual economic benefit from all trips cycled in Liverpool City Region is

**£161.3 million<sup>ii</sup>**

£128.9 million in 2021

**£1.50 is saved** for each mile cycled instead of driven in Liverpool City Region.

£1.15 in 2021

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

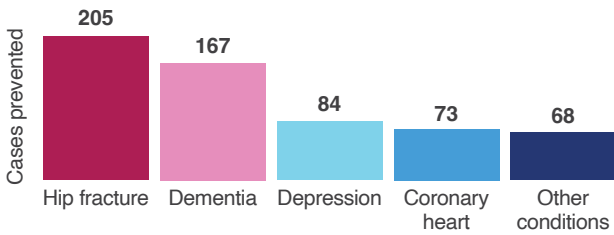
Education trips are shown separately for adults and children. All other trips are just adults.

ii. This includes trips cycled for enjoyment or fitness, and trips to destinations by people with and without a car.

## Cycling unlocks health benefits for everyone

### Cycling in Liverpool City Region prevents 597 serious long-term health conditions each year

525 in 2021



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

### Saving the NHS in Liverpool City Region

**£7.6 million per year**

£3.4 million in 2021

110,000 in 2021



equivalent to the cost of

**190,000 GP appointments**

Based on Sport England MOVES tool which shows the return on investment for health of sport and physical activity.

In Liverpool City Region the physical activity benefits of cycling

**prevent 60 early deaths annually**

47 in 2021

which is valued at

**£216 million<sup>iii</sup>**

£156 million in 2021

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

**37,000 kg of NO<sub>x</sub>**

26,000 kg in 2021

and

**5,900 kg of particulates (PM<sub>10</sub> and PM<sub>2.5</sub>)**

3,900 kg in 2021

47% of residents agree the air is clean in their local area

46% in 2021



## Cycling in Liverpool City Region helps mitigate our climate crisis

14,000 tonnes in 2021

**22,000 tonnes**

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



31,000 people in 2021

**50,000 people taking flights**

from Liverpool to Tenerife

In 2021 transport accounted for 26% of the UK's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Department for Business, Energy and Industrial Strategy, 2021 UK Greenhouse Gas Emissions, Final Figures

## Cycling keeps Liverpool City Region moving

Studies show walking or cycling frees up road space in comparison to driving.<sup>iv</sup>

This helps to keep Liverpool City Region moving for all road users.

27,000 in 2021

**32,000 return cycling trips**

are made daily in Liverpool City Region by people that could have used a car.

<sup>iv</sup> Litman, 2023. 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

**96 miles**

equivalent to the distance from Liverpool to Birmingham.

80 miles in 2021



<sup>iii</sup> 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

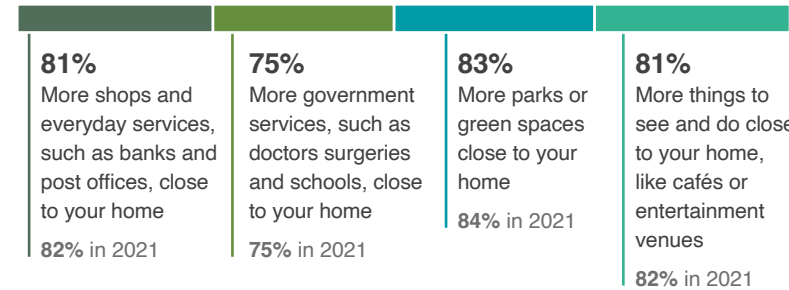
What would help make walking and wheeling easier?

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

Ideally, walking or wheeling should be the most attractive option for short journeys. An area can support this by ensuring many of the things people need are found near to where people live. The environment should be safe, comfortable and welcoming.

20-minute neighbourhoods are places where you can walk from your home to many of the things you need on a regular basis. Based on a 20-minute return journey this is around 480 metres each way for the majority of people.<sup>i</sup>

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



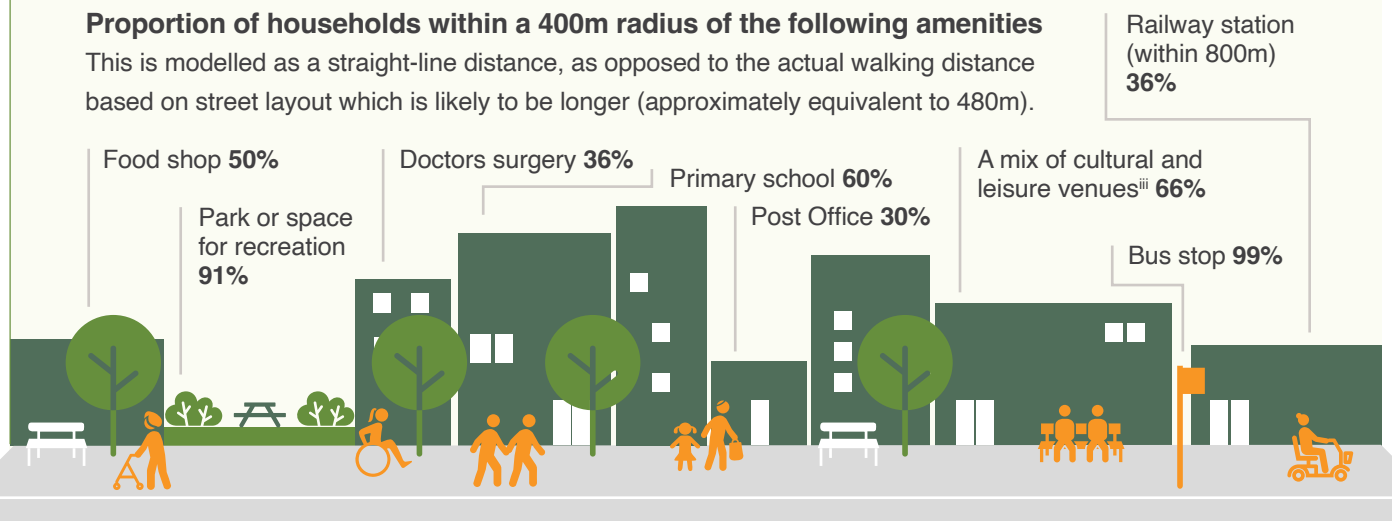
**63%** of Liverpool City Region households are in neighbourhoods of more than 40 homes per hectare. These are or can become 20-minute neighbourhoods. 62% in 2021

These higher-density neighbourhoods with more people can sustain local businesses and public transport routes.<sup>ii</sup>

**52%** agree they can easily get to many places they need to visit without having to drive 53% in 2021

### Proportion of households within a 400m radius of the following amenities

This is modelled as a straight-line distance, as opposed to the actual walking distance based on street layout which is likely to be longer (approximately equivalent to 480m).



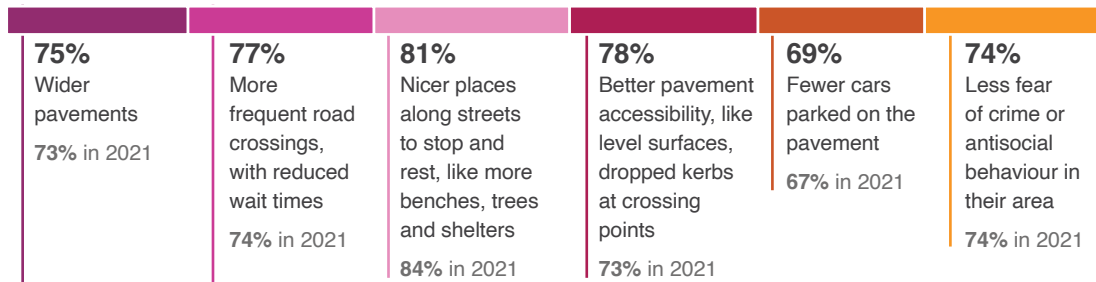
i. Asher et al, 2012. Most older pedestrians are unable to cross the road in time: a cross-sectional study. Age and Ageing.  
 ii. Sustrans, 2017. Linking Active Travel and Public Transport to Housing Growth and Planning.  
 iii. A minimum of three distinct types of cultural and leisure venues, like 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 or wheel in.

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



#### In Liverpool City Region:

51% of A and B roads have a pavement width greater than 3m if unobstructed<sup>iv</sup>

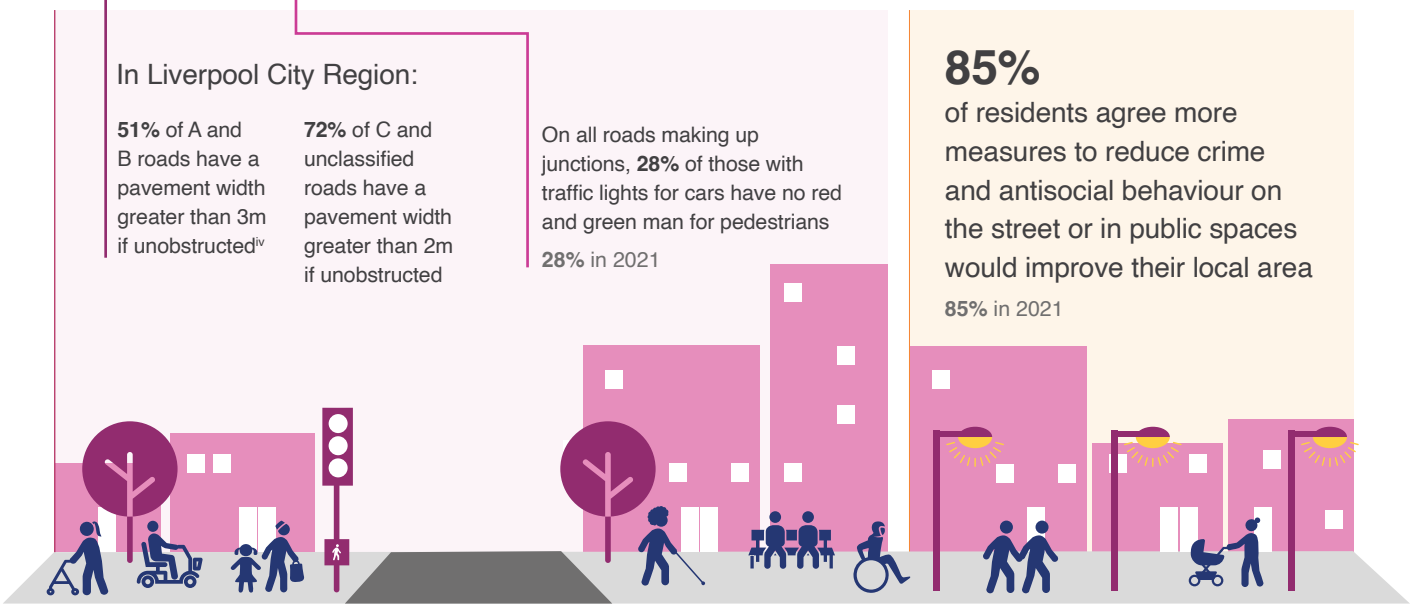
72% of C and unclassified roads have a pavement width greater than 2m if unobstructed

On all roads making up junctions, 28% of those with traffic lights for cars have no red and green man for pedestrians  
28% in 2021

**85%**

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

85% in 2021



**Sharon Edwards, Head teacher,  
Greenleas Primary School**



We wanted to make the environment around school slower and safer. The school is on a cul-de-sac. We had lots of signs prohibiting parking but parents parked over zigzags and cars blocked residents' driveways. It felt very congested and dangerous.

We introduced restrictions at drop-off and pick-up time. We also narrowed the road with chicanes, with 20mph flashing signs.

The street feels so much safer and healthier now. A lot of children cycle, scoot or walk, and there are no obvious issues from displaced parking or congestion elsewhere.

The community is very supportive of the school street. Residents contact us regularly to report any non-compliance. This was the first school street in the region and now other communities want them.

iv. OS source measurement now excludes grass verges, so is more accurate than in the 2021 report. A and B roads are main roads. C roads and unclassified roads are more minor roads and often residential streets.



# Cycling solutions

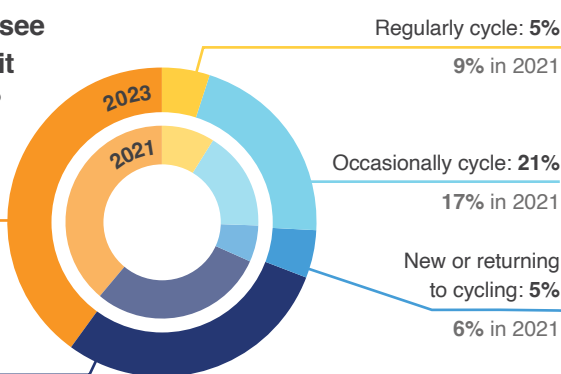
What would make cycling better?

## Many Liverpool City Region residents want to cycle

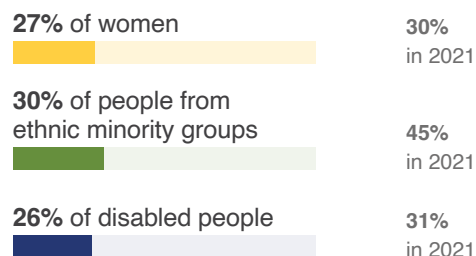
**How do residents see themselves when it comes to cycling?**

Do not cycle and do not want to: **40%**  
39% in 2021

Do not cycle but would like to: **29%**  
30% in 2021

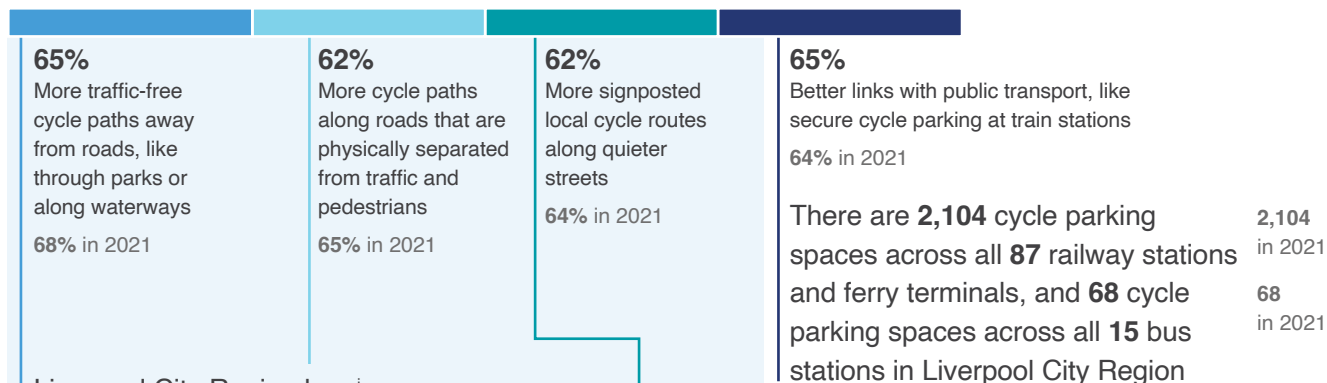


**What proportion of residents said they 'do not cycle but would like to'?**



## Residents want improved cycling infrastructure

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



Liverpool City Region has:<sup>i</sup>

**225 miles** of traffic-free cycle paths away from the road  
223 miles in 2021

**25 miles** of cycle paths physically separated from traffic and pedestrians  
24 miles in 2021

**101 miles** of signposted routes along quieter streets  
101 miles in 2021

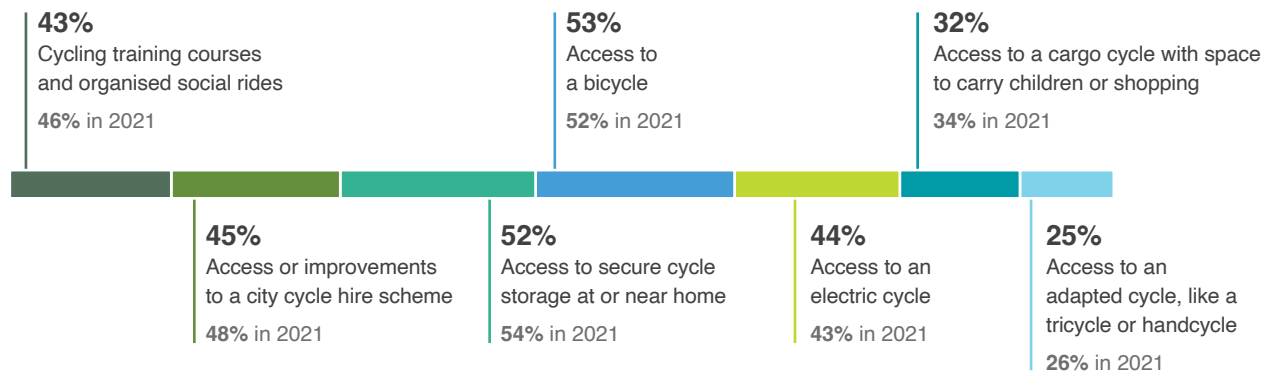
**18%** of households within 125m of these routes  
18% in 2021

**57%** of residents support building more cycle paths physically separated from traffic and pedestrians, even when this would mean less room for other road traffic  
61% in 2021



## Residents want more support to cycle

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



#### Public cycle parking

There is a public cycle parking space for every **122** people who cycle in Liverpool City Region.

131 in 2021



#### Proportions of residents with access to an adult cycle

51% of residents 48% in 2021

46% of socio-economic group DE 42% in 2021

55% of socio-economic group AB 64% in 2021

**54%**

of residents support financial discounts for people on low incomes or not in employment to help them buy a cycle

**24%**

of households are within 800m of a cycle shop<sup>ii</sup>

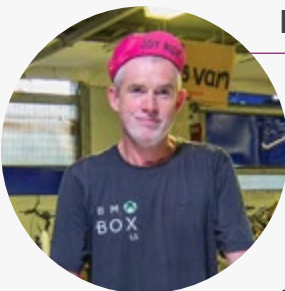


#### Reported cycle thefts

There were **1,643** reported cycle thefts in Liverpool City Region in 2022/23.

1,816 in 2021/2022

For every **398** people who own an adult cycle in Liverpool City Region, there was **1** reported cycle theft in the past year.



**Daniel Robinson, Director, Agile Delivery**



We're a cargo bike service supporting local independent businesses, food banks and social enterprises with deliveries and bike loans.

There's so much potential. Our cargo bikes could go round the parks or pedestrianised areas of the city region. These areas can be difficult to access for a vehicle but a bike would be in and out of there in no time.

More cargo bikes help build awareness. The more we can see bikes as part of our lives, for school, work and utilities, as well as for fun, the more successful we'll be at effecting culture change.

The infrastructure is still poor but it is improving. Every time a new cycle lane comes along or a barrier that stops bikes is removed, I celebrate it.

ii. Credit to the Association of Cycle Traders (ACT) 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

**70%**

of residents

68% in 2021

**70%** of women

68% in 2021

**70%** of men

69% in 2021

**64%** of disabled people

57% in 2021

**73%** of non-disabled people

72% in 2021

72% in 2021

**69%** of people from ethnic minority groups

**69%** of LGBTQ+ people

**62%** of socio-economic group DE

58% in 2021

68% in 2021

**70%** of white people

**71%** of non-LGBTQ+ people

**77%** of socio-economic group AB

75% in 2021

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

27% in 2021

Only **29%** of residents think that their streets are not dominated by moving or parked motor vehicles.

Unclassified roads are not designed to carry through-traffic, but in Liverpool City Region **27%** of their total length has nothing to prevent it. This can result in rat-running.<sup>i</sup>

**44%** of Liverpool City Region's streets have 20mph speed limits.<sup>ii</sup>

36% in 2021

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

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

65% in 2021

**64%** Walk or wheel more

**57%** agree that restricting through-traffic on local residential streets would make their area a better place.

**55%** Walk or wheel more

59% in 2021

58% in 2021

**60%** Cycle more

60% in 2021

**52%** Cycle more

53% in 2021

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

65% in 2021

**61%**

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

**55%**

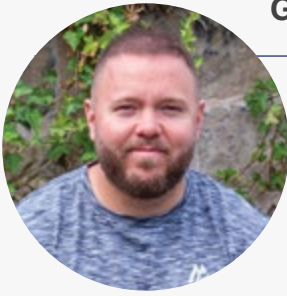
agree they regularly chat to their neighbours, more than just to say hello

57% in 2021

**65%**

support low-traffic neighbourhoods

69% in 2021



## George Lamb, I Love Bebington



Our group tries to make the area nicer for residents, local businesses and the environment.

There was a patch of ground on the street which was overgrown with nettles and litter before. We decided to make it into a community garden. Volunteers planted bee-friendly flowers and installed a bench.

Now it's a little oasis, attracting bees and other wildlife, where people can sit and chat. It's on quite a big hill so it's given elderly people in our community a place to sit and rest.

The garden has also encouraged more people to walk to the school nearby as parents sit and wait there for their kids.

We also installed flower beds and artwork at the two railway stations to improve peoples' experience of public transport.

## Neighbourhoods must be designed with children in mind

Neighbourhoods should be places for children to thrive. 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, wheel or cycle independently in their neighbourhood.

12 years old in 2021

80% of seven-year-olds in Germany are allowed to go alone to places within walking distance, other than school.<sup>iii</sup>

47% of residents agree there is space for children to socialise and play

48% in 2021

41% of households are within 400m of a children's playground

Among Liverpool City Region residents:

55% agree

54% agreed in 2021

21% disagree

19% disagreed in 2021

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

These are known as 'School Streets'.

### 8 schools

in Liverpool City Region have School Streets schemes<sup>iv</sup>

0 schemes in 2021



iii. Children's Independent Mobility: an international comparison and recommendations for action, 2015. iv. Figure given is correct as of 31 May 2023.



# Developing Liverpool City Region

Recent walking, wheeling, cycling and neighbourhood changes

The Liverpool City Region Combined Authority (LCRCA), together with our local authority partners has made significant investments in walking and cycling, much of which has been new money successfully applied for from central government for the specific purpose of improving walking and cycling schemes. Like many areas of the country we saw a big increase in the numbers of people walking, wheeling and cycling during the Covid-19 period and although some of our numbers have dropped since we can still show a slight increase in people cycling than before the pandemic lockdown. Where investment has been made however, the numbers of people cycling has remained higher than before the pandemic.

We have completed the first phase of the LCR Local Cycling and Walking Infrastructure Plan (LCWIP) which has created 44 km of new cycling and walking infrastructure and 99 hectares of green space. This includes improvements to access points on the Liverpool Loop Line and a new mostly off-road route in Wirral which provides a vital role in linking together the cycle network across Wirral. The 44km of new infrastructure means that more people are now closer to improved infrastructure than before.

In response to issues highlighted in the 2021 report, the LCR Active Travel Forum agreed to the development of a new wayfinding strategy and cycle storage strategy for the LCR. These have both now been completed and are being rolled out across the LCR as part of new schemes.

Working with Sustrans, Wirral Council, St Helens Council and the Freshfield Foundation, we have been working on the By Ours project, a community project helping residents, businesses and schools design better local streets. Together we're creating vibrant neighbourhoods with cleaner air, where more people walk to shops and services, stop and chat to each other, and children can play out safely. We are also working in Sefton on very similar projects.



Together we're creating vibrant neighbourhoods with cleaner air, where more people walk to shops and services, stop and chat to each other, and children can play out safely.



The LCR is providing support for cycle training through Bikeability for children – the biggest scheme in the UK outside of London, and providing adult cycle training to groups identified through the data in the Index. We continue to expand the number of School Streets across the LCR and we have recently started an active travel social prescribing pilot project from the new health hub at Runcorn Shopping City. We have expanded our network of AI sensors from 50 to 90 with plans to put an additional 60 in place before the end of this year.



### **Beaufort Road/Wallasey Bridge Road**

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The Beaufort Road / Wallasey Bridge Road scheme is a key link connecting new housing developments in Birkenhead. It also provides residents in Leasowe access to emerging job opportunities within the West Float. The scheme provides an attractive and sustainable travel corridor, comprising a pedestrian and offroad cycle route separated from the road via an attractive landscaped corridor, incorporating sustainable drainage systems, native tree species and a wildflower meadow. The scheme has transformed the environment for residents who previously overlooked an overgrown and neglected dock railway on the opposite side of the road.

### **Runcorn station to Daresbury cycle route**

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The original concept of a cycle link between Runcorn main line railway station and Sci-Tech Daresbury emerged a number of years ago. Many of the Sci-Tech staff travel from outside of the borough. The train connection is fundamental to commuters travelling from Manchester, Liverpool and further afield. The new segregated route follows the canal in the town centre providing a scenic and attractive journey amongst a thriving wildlife corridor. The path runs alongside the town's existing busway which is direct and lightly trafficked and connects into existing employment areas across Runcorn at Astmoor Industrial Estate, Manor Park as well as new residential developments in Sandymoor and the developing Daresbury Garden Village. The final section connects into Daresbury Science Park and onto the A56 cycleway providing a crucial onward link to Warrington.



### **Other Initiatives**

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Other improvements in the region include the introduction of the Everton Park Track to teach children how to cycle safely, the integration of cycling facilities into the new Headbolt Lane Rail station and the first CYCLOPS junction in the region in St Helens (<https://www.sthelens.gov.uk/CYCLOPS>).



# Looking forward

Better streets and places for everyone

## Delivering active travel

Mayor Steve Rotheram has made it clear that he wants to build a London-style public transport network that is faster, cheaper, cleaner and better connected and, crucially, gives people a quality alternative to the car for local, short journeys. The network will join together buses, trains, cycling, walking and wheeling.

Accessible, affordable and easy to use, the transport network will support seamless end-to-end journeys, transforming how people travel in the Liverpool City Region. The aim is to make walking, cycling and public transport the natural choice for everyday trips.

By creating a seamless, accessible network for the city-region, we can reduce people's reliance on cars, create better places to live and drive growth in the economy and our high streets.

Enabling active travel is a key target of the Mayor's vision for transport, with further development planned to ensure that cycling, walking and wheeling are safe and accessible options for all.

We have completed delivery of Phase 1 of the Local Cycling and Walking Infrastructure Plan and have commenced delivery of Phase 2 and the development of Phase 3 schemes.

## Supporting active travel

To encourage more people to take up active travel we will continue to support schools, communities and businesses through a range of projects. This includes funding for School Streets and cycle parking grants for our communities including residential areas.

We plan to develop more By Ours schemes working with local communities and produce safer, more attractive places for people to live and move around in. We will also be running projects that aim to make cycling more inclusive and will continue to work alongside key partners to increase access and participation in walking, cycling and wheeling in the Liverpool City Region for all.



Enabling active travel is a key target of the Mayor's vision for transport, with further development planned to ensure that cycling and walking are safe and accessible transport options.

To support the introduction of new infrastructure, the Combined Authority will continue to develop and deliver a Liverpool City Region-wide behaviour change programme. We will continue to build on the work we have started in Halton around social prescribing to roll this out across the LCR.

“I want to kickstart an active travel revolution in our area – one that offers better connected, safer routes that make it easier for people to choose cleaner ways to travel.”

“We’ve invested millions to upgrade walking and cycling routes right across our region, connecting communities to areas and opportunities that may have previously been out of reach.”

“It’s a key part of my plan to build a London-style public transport network that is faster, cheaper, cleaner and better connected and, crucially, gives people a quality alternative to the car. The more people we can encourage to walk, wheel or cycle, particularly for short journeys, the faster we can start to reduce congestion on our roads, reduce our carbon footprint and improve the quality of the air our children are breathing.”

## Kirkby town centre



In 2019, Knowsley Council purchased Kirkby Town Centre from private developers to kick-start much-needed regeneration of the area.

Despite the pandemic, a brand new 94,000 sq ft retail development was completed. This included a supermarket, retail units, food and drink outlets, transport and landscaping improvements.

Kirkby already had good rail and public transport connections and a developing local walking and cycling network. Knowsley Council wanted to build further on those positive features.

Based on local community feedback, the Council installed a zebra and Toucan crossing in a busy area of the town (near to the St Chad’s Health Centre). They installed accessible traffic signals and cycle storage, removed kerbs to enable one-level access throughout the town centre, and widened footpaths.

**A new rail station at Headbolt Lane to the North of the Town Centre now connects Knowsley Business Park with the town. There’s a segregated pedestrian and cycle lane, and footpath improvements.**

The Council continues to invest in Kirkby’s regeneration. The community response has been very positive. BBC data shows that footfall in Kirkby Town Centre increased by 160% compared to three years ago<sup>i</sup> and the Financial Times highlighted Kirkby as the UK town recovering best from the pandemic.

i. <https://www.bbc.co.uk/news/uk-64118190>



## Notes on methodology:

The attitudinal survey was conducted from March to June 2023 by independent social research organisation NatCen.

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

2021 survey data was collected from June to August 2021, 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 travelled 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/walking-cycling-index](http://www.sustrans.org.uk/walking-cycling-index)

Sustrans makes it easier for everyone to walk, wheel and cycle.

We work for and with communities, helping them come to life by walking, wheeling and cycling to create healthier places and happier lives for everyone.

Join us on our journey. [www.sustrans.org.uk](http://www.sustrans.org.uk)

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Thanks to Open Route Service for their support with their isochrone plugin in QGIS.



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Walking and Cycling Index Liverpool City Region has been funded and supported by The Freshfield Foundation and Merseytravel. The project is co-ordinated by Sustrans.



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