

# ITEM NO. 9

**Meeting:** SEFTON EAST PARISHES AREA COMMITTEE

**Date of Meeting:** 19<sup>th</sup> July 2007

**Title of Report:** Sefton Cycling Strategy and Action Plan

**Report of:**

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This report contains	Yes	No
<b>CONFIDENTIAL</b> Information/		√
<b>EXEMPT</b> information by virtue of paragraph(s).....of Part 1 of Schedule 12A to the Local Government Act, 1972 (If information <u>is</u> marked exempt, the Public Interest Test must be applied and favour the exclusion of the information from the press and public).		√
Is the decision on this report <b>DELEGATED?</b>	√	

**Purpose of Report**

To inform members of the development of the Sefton Cycling Strategy & Action Plan and seek members views on how they wish to see cycling promoted and delivered in Sefton East Parishes for the remainder of the 2<sup>nd</sup> LTP period.

**Recommendation(s)**

- i.) Members endorse the principle of the Cycle Network in Sefton East Parishes;
- ii.) Members support the actions proposed for the Sefton Cycling Action Plan;

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### Corporate Objective Monitoring

Corporate Objective		Positive Impact	Neutral Impact	Negative Impact
1.	Creating a Learning Community		√	
2.	Creating Safe Communities	√		
3.	Jobs and Prosperity		√	
4.	Improving Health and Well-Being	√		
5.	Environmental Sustainability	√		
6.	Creating Inclusive Communities	√		
7.	Improving the Quality of Council Services and Strengthening local Democracy		√	
8.	Children and Young People	√		

### Financial Implications

	2006/ 2007 £	2007/ 2008 £	2008/ 2009 £	2009/ 2010 £
<b><u>CAPITAL EXPENDITURE</u></b>				
Gross Increase in Capital Expenditure	Nil			
Funded by:				
Sefton Capital Resources	Nil			
Specific Capital Resources	Nil			
<b><u>REVENUE IMPLICATIONS</u></b>				
Gross Increase in Revenue Expenditure				
Funded by:				
Sefton funded Resources				
Funded from External Resources				
Does the External Funding have an expiry date? Y/N	When?			
How will the service be funded post expiry?				

### Departments consulted in the preparation of this Report

### List of background papers relied upon in the preparation of this Report

Merseyside Local Transport Plan 2006-11  
 Merseyside Cycle Strategy  
 Cabinet Member Technical Services Report 12/10/2005: Merseyside Cycle Strategy & Sefton Action Plan

## SEFTON EAST PARISHES AREA COMMITTEE – MEETING OF 19<sup>th</sup> July 2007

### SEFTON CYCLING STRATEGY AND ACTION PLAN

#### 1.0 INTRODUCTION & BACKGROUND

- 1.1 In July 2005 Sefton Council adopted the Merseyside Cycle Strategy as an integral part of the 2<sup>nd</sup> Local Transport Plan. The Merseyside Cycle Strategy, supersedes Sefton's Cycle Strategy and requires Sefton to develop a local implementation plan to ensure its delivery.
- 1.2 The Sefton Cycling Action Plan will set out how the Council will implement the Merseyside Cycling Strategy and tailor the elements more closely to Sefton. It will contain a series of themed objectives and a detailed action plan aimed at delivering the objectives.
- 1.3 An interim Action Plan was adopted in October 2005 to cover the first twelve months of LTP2. The purpose of this report is to consult members in each Area Committee on how the action plan should be developed within their area. A more detailed Action Plan will then be developed for cycle delivery for the remainder of the 2<sup>nd</sup> Local Transport Plan.

#### 2.0 MERSEYSIDE LOCAL TRANSPORT PLAN AND MERSEYSIDE CYCLING STRATEGY

- 2.1 The Merseyside LTP identifies cycling as an essential element in delivering the LTP objectives and the national shared priorities. It is a major part of the LTP's commitment to 'active travel' through its Smarter Choices/TravelWise programme. The LTP identifies that a "*comprehensive shift in the partners' approach to cycling is required to integrate high quality infrastructure design into the network, and manage information, training and marketing effectively*".
- 2.2 Increasing the levels of cycling across Merseyside would make a positive contribution to four of the six LTP objectives, specifically :
  - Provide access for all to ensure an inclusive community
  - Manage demand to provide an efficient transport network
  - Support a healthier community by ensuring that transport actively improves health, does not impair quality of life; and ensures the safety and security of all users
  - Protect and enhance the environment
- 2.3 The LTP also has a specific target to increase levels of cycling by 10%. Increasing the levels of cycling for a range of journeys, but particularly for the journey to work or to school may also contribute to a range of other LTP targets, specifically :

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- Change in area-wide road traffic mileage
- Mode share of journeys to school
- Changes in peak period traffic flows to urban centres
- Congestion
- Physical activity indicator
- Mode share indicator (Travel to work)

2.4 The Merseyside Cycling Strategy has been developed between the LTP partners as a basis for delivering the commitment to cycling in the LTP. The vision of the Merseyside Cycling Strategy is :

*“To promote and increase cycle usage throughout Merseyside, by highlighting the benefits of cycling as a healthy, sustainable mode of transport and through the development of infrastructure which is safe, convenient, efficient and attractive for cyclists.”*

2.5 The Strategy includes an Action Plan that identifies a series of proposals aimed at delivering and implementing the strategy. The Strategy was submitted to the Department for Transport as part of the Merseyside LTP. As a full partner authority in the LTP and having adopted the LTP, Sefton is therefore committed to implementing the Merseyside Cycle Strategy.

2.6 An important step in implementing the Merseyside Cycle Strategy is the development and adoption of an action plan for implementation in Sefton. Sefton’s previous cycling strategy was published ten years ago and now needs to be updated to reflect current practices and the commitments in the LTP and the Merseyside Cycling Strategy.

### **3.0 THE SEFTON CYCLING ACTION PLAN**

3.1 An interim Cycling Action Plan was adopted in October 2005. The final Action Plan will be adopted in autumn 2007, following consultation with Area Committees, relevant council departments and key stakeholders. This Action Plan will set out the Council’s commitment to cycling and provide a costed Action Plan for the implementation of the Merseyside Cycling Strategy for the remainder of the LTP period (up to March 2011)

3.2 The Sefton Cycle Action Plan will be based on the following themes:

- Partnership and commitment
- Routes and facilities
- Promotion and publicity
- Education and training
- Monitoring, reporting and enforcement

An outline draft of the Action Plan is included in Annex C. The Action Plan will be reviewed annually and a progress report will be produced and reported to members, other key stakeholders and the cycle forum annually each spring.

### 3.2 Partnership and Commitment

*We want to develop and strengthen our existing partnerships, build new partnerships and establish a shared commitment and enthusiasm for promoting and supporting cycling across the borough.*

There is already a strong partnership ethos between the Merseyside LTP partners and within Sefton. Numerous well-established and effective partnerships have been built up in recent years and it will be important to maintain and develop those partnerships. In particular, the Council and the Primary Care Trust have a very strong record of collaboration on cycling projects. Other key partnerships include:

- Merseyside TravelWise
- Merseytravel
- Higher Education colleges
- Numerous individual schools
- Sustrans
- Cycling Solutions
- Brighter Living Partnership
- British Cycling
- Cyclists Touring Club(CTC)
- Transpennine Trail
- Cycling Projects
- Other Council Departments (e.g. Leisure, Tourism, Education)
- Merseyside Cycling Campaign
- Southport Cycling Club
- Sefton Travel Plan Forum
- Merseyside Police
- Merseyside LTP Partners
- Southport & Ormskirk NHS Trust

The Council aims to maintain and develop its existing partnerships and will seek new opportunities for partnership and joint funding. In addition it is proposed to maintain and enhance the existing Sefton cycle forum which meets every four months. This is attended regularly by representatives from:

- Merseyside Cycling Campaign
- Age Concern
- Sefton Traffic Services
- Elected Members
- Merseyside Police

### 3.3 Routes and Facilities

*We want to establish an extensive, well maintained, well signed and easy to use network of both on-road and off-road cycle routes, supported by plentiful secure cycle parking at key locations.*

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A variety of both on-road and off-road cycling infrastructure already exists in the Borough, of variable quality and suitability. This cycle network needs to be developed and expanded to ensure that it becomes an effective Borough-wide network. There has been considerable investment in cycle infrastructure throughout the first LTP period, often involving significant contributions from other funding partners, e.g. Sustrans. An estimated 39km of new cycle routes were constructed during the first LTP period.

The basis of the proposed Sefton Cycle Network is a hierarchy of routes. The **core network** consists of the main strategic routes through the Borough, including those sections of the Regional and National Cycle Networks within the Borough (see Annex A). The **local route network** links to the core network and provides key local based cycle links, for example, to schools and colleges, local employment centres and to leisure opportunities. At present, an indicative network has been developed, but much more detailed analysis is required to identify where there are gaps in the network and what sort of facility is required in what location. The action plan will therefore take this process forward into the development of specific scheme proposals for locations on the network.

The action plan is expected to contain the following commitments:

- The development of core route improvement proposals
- The establishment of outline proposals and requirements for local networks
- Preparation of a costed implementation programme for the remainder of LTP2
- Co-ordination of a regular maintenance and repair programme for cycle facilities
- Provide secure cycle parking at key locations
- Review cycle parking at district centres
- Expand the Freewheeling Scheme
- Develop a Wheels For All site at Litherland Sports Park

### 3.4 Promotion and Publicity

*We want to raise the profile of cycling in Sefton, inform people of its environmental and health benefits and provide innovative and fun opportunities for people of all ages and abilities to go cycling.*

Sefton is already very active in promoting and publicising cycling. The Council participates actively in Merseyside initiatives, such as the Bike Time rides and Bike to Work day. The TravelWise campaign supported by all the LTP partners includes the current Spring Cycle Campaign, which includes advertisements on buses and at rail stations, together with a range of Cycle Rides across Merseyside. In Sefton, a range of promotional activities have been adopted. These include:

- Sefton Walking & Cycling Guide

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- Annual Cycle Challenge
- The production of a Sefton Cycle Map
- Sefton Cycle Tour
- Sefton Summer Fest
- Bike to School week/days
- Bike Time Rides
- Freewheeling & Wheels for All cycle hire schemes
- Computrainer
- Salary sacrifice bike purchase scheme for employees
- Cycling pages on Sefton website

These initiatives have been successful and well supported, but it is essential to continue and develop this work. Further actions are being proposed as part of the action plan, including:

- Continuing to promote Bike Week
- The production of route maps
- The expansion of the cycling pages on the Sefton Council web site
- Promotion of new routes such as official openings etc
- Promotion of the buddy scheme available through Sefton Council's Travel Plan.
- Continuing the Annual Cycle Challenge event
- Development of a Sefton Cycle Festival
- Seek the introduction of a cycle mileage rate for council employees

### 3.5 Education and Training

*We want to provide every child in Sefton with the skills in safe cycling, give every adult the same opportunity and make cycling a popular and common place way of travelling to school, work or to the shops.*

Sefton has taken a leading role in the provision of cycle training in schools, with historically about 1500 primary age children per year receiving formal cycle training. Training has also been provided to special needs children, using modified cycles where appropriate. A wider training programme has been developed through the first LTP incorporating adult cycle training and a Cycling Back to Health initiative which uses cycling as part of a recovery programme for people with heart conditions, funded by Sefton PCT. Sefton has also been particularly successful in working with local schools to develop school travel plans and cycling is usually an important component of these plans.

In the last twelve months, the Government has introduced a new national standard for cycling. The Merseyside authorities have been at the forefront of implementing the new standard and in expanding the provision of cycle training. Through the LTP partnership, central funding has been set aside to support a Merseyside wide cycle training programme. The not for profit company Cycling Solutions was appointed to provide cycle training across

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Merseyside. The initiative has recently received national recognition through the provision of additional funding from Cycling England to expand the programme. This allowed a 33% percent increase in the number of children receiving cycle training in Sefton to approximately 2000 in 2006/7.

In Sefton, it is proposed to take forward education and training issues through the following actions:

- Maintain the existing level of support for School Travel Plans and road safety training in schools
- The continuance of the successful Adult Cycle Training to National Standards
- The continuance and expansion of school cycle training through the Merseyside wide programme
- Development of a school based programme to support the transition from primary to secondary school to build on the cycle training and support provided to primary age children

### 3.6 Monitoring, Reporting and Enforcement

*We want to track the levels of cycling in Sefton, measure the extent of participation in cycling initiatives and report regularly to partners, elected Members and the public. We also want to ensure that enforcement activities address inappropriate or illegal cycling and the actions of other road users that cause difficulties or danger for cyclists.*

The monitoring and reporting of cycling in the Borough has probably been one of the weaker areas of the Council's approach to cycling. Some information about levels of cycling is available from specific screenline surveys, the Citizens' Panel, school travel plan surveys and the national census. However, the existing information has not been consistently collated, analysed and reported. This has not only been a problem within Sefton, but across Merseyside and nationally as well. Actions have been taken by the LTP partners to address this through the establishment of a Merseyside wide network of automatic cycle counters. Maintenance of the counters and the collection and evaluation of the data is being managed through a centrally funded contract.

It is also acknowledged that the perception of cycling (and cyclists) can be influenced by the way that rules relating to cycling are enforced. Many pedestrians are concerned about cycling on pavements because of the fear of collisions between cyclists and pedestrians. However, enforcement can only be implemented alongside the provision of appropriate infrastructure and training to enable cyclists to travel safely on the roads. It is also important to support cyclists by enforcing highway regulations, e.g. in relation to parking, that would otherwise cause problems for cyclists. Further discussions with the Police will be essential for improving the levels of enforcement equitably for all road users.

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In addition to the issue of conflict between cyclists and pedestrians, there is often an issue of illegal use by motorcyclists of off road cycle tracks and paths. This can lead to the introduction of access control barriers to restrict motor cycle access. In many cases these barriers are very difficult for cyclists to negotiate, particularly if using non standard cycles, i.e. adapted for disabled use, or if using increasing popular cycle trailers or Tag-a-longs to carry children. This can render inaccessible, some of the off road routes used by leisure cyclists.

It is proposed that the action plan includes the following actions:

- Monitoring of existing routes using cycle counters
- Repeating selected screenline surveys of key centres
- School parking surveys based on a rolling programme
- Incorporation of cycling data in annual LTP progress reports and production of an annual update to the Cycle Action Plan together with a monitoring report as part of regular updates to partners and stakeholders about the progress of the action plan
- Collaboration with the Police to improve enforcement and address the concerns both of cyclists and local people
- Review access control measures to off-road cycle routes to ensure they are suitable for all types of cyclists.

3.7 The proposed Sefton Cycling Action Plan will provide the framework for delivering the commitment to increasing cycling throughout the Borough. It will also set the scope for capital investment in cycling infrastructure throughout the remainder of the second LTP period. An annual review/ update of the Action Plan will be made in April each year in consultation with the Cabinet Member Technical Services and the Sefton Cycle Forum. This will include a monitoring report of cycle usage across the borough.

### **4.0 CYCLING ACTION PLAN IN SEFTON EAST PARISHES AREA**

4.1 There would not appear to be a great cycling culture in Sefton East Parishes, with approximately 1.8% of all trips to work are being made by bike according to the 2001 Census information. This is less than the national average of approximately 2% of journeys to work by bicycle and is the lowest of any area in Sefton.

4.2 On average, 1.4% of Secondary School Children in Sefton East Parishes cycle to school, with the majority of those cycling to Deyes High (3.3% compared to Maghull High where the available information indicates no pupils cycle). At primary schools, the proportion is even lower at 0.45%.

4.3 There is little evidence of cycling for utility purposes. This is confirmed by the low proportion of school children cycling to school and backed up by anecdotal evidence of few cycles parked in the village centre or on the streets of the Sefton East Parishes area.

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- 4.4 One of the key impediments to cycling in Sefton East Parishes is the hostile environment of the A59 running through the heart of the Maghull area. This major road severs the area, creating a barrier for cyclists. The area is further isolated by Switch Island, which is a major barrier to cyclists. As there is relatively little employment within the Maghull area, residents travel outside the area to work. This would invariably mean cycling either along the A59 or across Switch Island, which may be one of the reason why so few residents cycle to work.

### Existing Cycle Infrastructure in Sefton East Parishes

- 4.5 Over the last few years, investment in cycle infrastructure within the Sefton East Parishes area has mainly been associated with the development of the Greenways network along the Leeds-Liverpool canal, linking Maghull to Aintree.
- 4.6 In the 1990s the Transpennine Trail was completed, linking Maghull north to Southport and south to Liverpool along mainly off road paths. During the last Local Transport Plan period, funding was secured through the New Opportunities Fund and Sustrans to develop sections of Regional Route 81 of the National Cycle Network. This runs from the Transpennine Trail in Netherton west along the Leeds Liverpool to Crosby Promenade at Seaforth to form part of the Sefton Coastal Path. This allows a leisure route for residents of Sefton East Parishes to access the Sefton Coast. In 2005 as part of the Switch Island improvements carried out by the Highways Agency, cycle improvements were carried out at the junction, including new Toucan crossings on the A59 either side of the junction and on Dunningbridge Road.
- 4.7 A draft cycle network for the Sefton East Parishes area has been developed in conjunction with members of the Sefton Cycle Forum. A plan highlighting the existing cycle route network together with these initial proposals is contained in Annex B.
- 4.8 These proposals include a core network of cycle routes along the Transpennine Trail and the Leeds Liverpool Canal Greenway linking Maghull, Waddicar and Aintree, together with a route following the line of the A59 through Maghull. Completion of the Greenway along the Leeds-Liverpool canal between Wango Lane and Ormskirk Road in Aintree and a link along Green Lane, Maghull between the Transpennine Trail and Leeds-Liverpool Canal, will provide an essentially off-road 14km route around the area for leisure cycling.
- 4.9 These core routes are supplemented by a local route network (see Annex A). These local routes are aimed at shorter trips for children to access local schools/ colleges and for residents to access local employment, healthcare, local shops and leisure opportunities. Where possible these follow lightly trafficked roads and may include proposals to reduce the speed and volume of traffic to create an environment more conducive to cycling. These would be

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developed into a local cycle network through the provision of cycle crossing facilities on busier roads, to provide local networks suitable for most abilities.

### Initial infrastructure proposals in Sefton East Parishes & surrounding area for the remainder of LTP2

4.10 Initial proposals for the development of Cycling for the remainder of the 2<sup>nd</sup> LTP include:

- Provide a cycle route between Chestnut Walk and Holmes Bridge in Waddicar. This will link Waddicar to Maghull and Aintree along the Leeds-Liverpool Canal.
- Provision of a Wheels for All centre at Litherland Sports Park. These centres provide free hire of specially adapted cycles for the mobility impaired and will improve availability to residents in the south of the borough.
- Upgrade the canal tow path between Wango Lane and Ormskirk Road for cyclists. This will complete the Greenway between Maghull and the Transpennine Trail.
- Upgrade Maghull Footpath No.1 between Green Lane and the Transpennine Trail to a bridle path. This will link the Canal Greenway and Transpennine Trail and provide a circular leisure route for local residents.
- Seek to link the Toucan crossing on the A59 to the north of Switch Island to Moorhey Road. This will complete a safe route across Switch Island for local residents.
- Continue the programme to provide cycle parking at local shopping centres and review cycle parking facilities within the area.

4.11 These physical measures will continue to be supplemented by the enhanced cycle training courses, marketing campaigns and through working with schools and major employers in the area through the development of school and workplace travel plans to encourage cycle use, as outlined in sections 3.4 and 3.5 above.

## **5.0 CONCLUSION**

5.1 The Sefton Cycling Action Plan is a key element of the implementation of the Merseyside Local Transport Plan and Merseyside Cycle Strategy.

5.2 The Sefton Cycling Action Plan will be will be focused on the following five themes:

- Partnership and commitment
- Routes and facilities
- Promotion and publicity
- Education and training
- Monitoring, reporting and enforcement

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5.3 The action plan will set out key initiatives under each of the 5 headings and the annual update/progress report will increase Members' awareness of progress in the delivery of the Merseyside Cycle Strategy.

5.4 Members views are sought on:

- The philosophy behind the proposed cycle network for the Sefton East Parishes area.
- The outline programme for infrastructure delivery in the Sefton East Parishes area and supporting measures of the Cycle Action Plan for the remainder of LTP2
- Any further proposals members wish to put forward, which may be incorporated as the final Action Plan is developed.

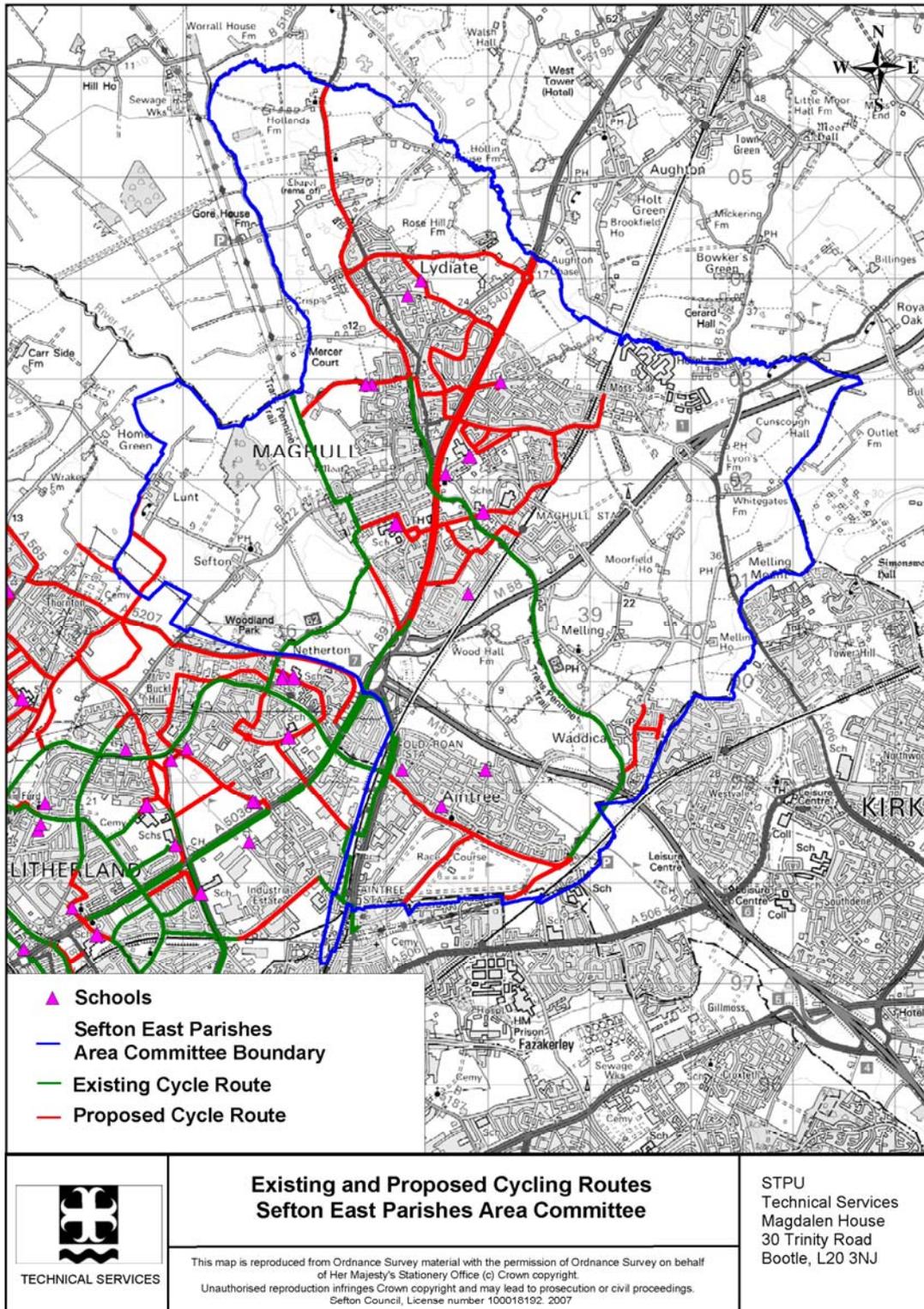
### **6.0 RECOMMENDATIONS**

6.1 Members endorse the principle of the Cycle Network in the Sefton East Parishes area

6.2 Members support the actions proposed for the Sefton Cycling Action Plan

**Alan Moore**  
**Strategic Director of Regeneration**





<b><u>Partnership and commitment</u></b>					
<b>Ref</b>	<b>Target</b>	<b>Action</b>	<b>By Whom</b>	<b>By Date</b>	<b>Status</b>
	Increase representation on the Sefton Cycle Forum	Expand membership to include other council departments, Key Stakeholders, Police etc.	Project Team	End 2007	
	Cycling Officer	Seek funding for further staff resources to drive forward the cycling agenda			Ongoing
	Identify opportunities for promoting cycling through Development Control	Meet with Development Control to discuss major applications and pre application discussions.	Project Team Development and Control		Ongoing
	Accessibility Planning using Accession Software	Map cycle accessibility to key destinations.	STPU		Ongoing
	Establish outline proposals for a Sefton Cycle Network	Develop outline proposals	Consult with Cycle Forum/ Local Area Committees	Begin consultation in June 2007	Ongoing
	Develop a costed implementation programme for the remainder of LTP2	Undertake consultation with users/ Area Committee's to identify projects. Carry out cycle review of potential projects to evaluate route options.	Project Team	Develop implementation programme by Autumn 2007	On going.

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<b>Routes and facilities</b>					
<b>Ref</b>	<b>Target</b>	<b>Action</b>	<b>By Whom</b>	<b>By Date</b>	<b>Status</b>
	Improve Existing Cycle Routes	Review existing facilities, Develop improvements to upgrade facilities and signing on the following routes: <ul style="list-style-type: none"> <li>• Formby Bypass</li> <li>• Bootle/ Crosby Route</li> <li>• Route 56 TPT</li> <li>• A5036(T)</li> <li>• Network Signing</li> </ul>	Project Team, Consultation with Cycle Forum Highways Agency		Ongoing
	Implement Cycle Audit procedures	All highways schemes including Maintenance to be subjected to a Cycle Audit Process	Project Team/ <i>Cycle Officer</i>	End 2007	
	Co-ordinate a regular maintenance program for cycle facilities	Begin dialogue with Maintenance/ Cleansing to identify facilities and agree cycles and degree of maintenance.	Project Team Cleansing Maintenance		
	Increase Cycle Parking Provision	Provide secure cycle parking at all public buildings, local centres transport interchanges and educational establishments.	Project Team Merseytravel	Install cycle stands in all local centres by 2011	
	Review cycle parking at district centres	Review existing parking provision in district centres	Project Team		Ongoing
	To remove Cycling restrictions at Road Closures	Review locations, amend orders, implement physical amendments.	Project Team		Ongoing
	Implement Cycle Infrastructure Schemes 2007/8	RR81 (NW Coastal Trail) Hall Road to Hightown	Project Team	Mar 2008	Ongoing -
	Implement Cycle Route Network	Develop programme for remaining LTP2 period 2008-11	Project Team Cycle Forum	October 2007	
	Develop proposals for routes	Develop cycle network	Project Team	Summer 2008	Ongoing

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	and facilities in Southport Town	proposals for Southport Town Centre and Seafront area through the review of the Southport Transport Strategy and Southport Investment Strategy.	STPU Area Committee Cycle Forum		
<b>Promotion and publicity</b>					
Ref	Target	Action	By Whom	By Date	Status
	Marketing Strategy	Establish Marketing Strategy	Project Team Merseyside Travelwise		
	Continue to promote National Bike Week	Continue to build on the success of the past years and promote to schools.	Project Team Merseyside TravelWise		
	Promote Existing Cycle Routes	Produce free cycle map of the borough, to be updated every two years	Project Team Travelwise Consultation with Cycle Forum/ MCC	First map published May 2007	
	Develop Route Maps	Produce a series of route maps, particularly for leisure routes Eg Transpennie Trail	Project Team		Ongoing
	Expand Website	Maintain cycle links on Sefton Website, Update mapping when facilities becomes available	Project Team		Ongoing
	Promote New Routes	'Official Opening' to be organised for each new route or cycle scheme.	Project Team Press Office Cycle Forum Merseyside TravelWise Sustrans	On going	Arrange launch of RR81 Hall Road to Hightown upon Completion
	Expand Freewheeling Scheme	Expand Freewheeling Scheme from 10 to 11 sites	Cycling/ Walking Development Officer		Litherland Sports Park centre to

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					open Summer 2007
	Increase Wheels for All provision	Develop Wheels for All centre in South Sefton at Litherland Sports Park	Cycling/ Walking Development Officer	2007	Ongoing
	Sefton Travel Plan	Offer Cycle Buddy Scheme for Council staff Establish Salary Sacrifice Scheme for employees	Project Team Finance Department	2006	Ongoing Complete
<b>Education and training</b>					
<b>Ref</b>	<b>Target</b>	<b>Action</b>	<b>By Whom</b>	<b>By Date</b>	<b>Status</b>
	Increase the number of children cycling to school	Through the cycle programme and School Travel Programme continue to identify and develop safe cycle routes.	Project Team Travel Awareness & RS Team. Merseyside TravelWise		Ongoing
	Expand Adult cycle Training	Increase the number of adult cycle training schemes available in Sefton	Travel Awareness & Road Safety Team. Merseyside TravelWise		Ongoing
<b>Monitoring, reporting and enforcement</b>					
<b>Ref</b>	<b>Target</b>	<b>Action</b>	<b>By Whom</b>	<b>By Date</b>	<b>Status</b>
	Monitor Cycle Use - routes	Continue monitoring of existing routes.	Project Team	Ongoing	Automatic Cycle Data now being collected at 12 locations.
	Monitor Cycle Use - schemes	Carry out before & after monitoring of all new cycle schemes.	Project Team		
	Monitor Cycle Use - screenline	Repeat screenline survey & school parking survey	Project Team	Spring 2008	

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	Set Local Targets for Southport, Formby, Crosby, Bootle & Maghull	Seek advice & set local targets for cycle increases for LTP2 based upon proposed programme.	STPU In consultation with Cycle Forum/ MCC		Ongoing
	Reporting	Production of Annual Monitoring Report and update to Cycling Action Plan	Project Team/ STPU	Commencing April 2008	
	Enforcement	Collaboration with the Police and other stakeholders to improve enforcement and address the concerns both of cyclists and local people	Project Team, Merseyside Police, Key Stakeholders.		