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Report to:	Cabinet Member - Locality Services	Date of Issue:	03 January 2024
		Date of Decision:	11 January 2024
Subject:	North South Active Travel Route in Southport – Next Steps		
Report of:	Assistant Director of Place (Highways and Public Protection)	Wards Affected:	Dukes. Cambridge
Cabinet Portfolio:	Locality Services		
Is this a Key Decision:	No	Included in Forward Plan:	No
Exempt / Confidential Report:	No		

Summary: This report sets out the outcome of the Monitoring and Evaluation of the temporary north-south cycle route in the centre of Southport introduced through the Emergency Active Travel Fund in 2020, to enable a decision whether to retain, modify or remove the route. The report also seeks approval to advertise necessary Traffic Regulation Orders if the Cabinet Member decides to retain or modify the route.

Recommendation(s): That Cabinet Member:

- (1) Considers the monitoring and evaluation data for the temporary cycle route set out in the report.
- (2) Approves the retention of the current Southport route.
- (3) Supports the progression of the further work identified within the report to explore short, medium, and longer-term improvements to the route, including better incorporating active travel provision within wider public realm improvements within the town centre.
- (4) Approves the commissioning by the Assistant Director of Place (Highways and Public Protection) of a Stage 4 Road Safety Audit for the routes, and implementation of any minor modifications recommended.
- (5) Supports an application to the Secretary of State for an extension of the current Temporary Traffic Regulation Order, to allow the period of consultation and consideration relating to a permanent Traffic Regulation Order to be completed.
- (6) Approves the process for advertising Permanent Traffic Regulation Order as set out in the Report.

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Reasons for the Recommendation(s):

Cabinet Member had previously approved the scheme noting that they would be delivered using a Temporary Traffic Regulation Orders (TTRO) and be subject to monitoring and evaluation prior to any decision over whether they be retained as permanent. The current TTRO expires in early 2024 and therefore it is appropriate to now determine whether the scheme is retained, modified or removed, in order to enable the formal consultation process associated with any permanent TRO to be undertaken.

Should Cabinet Member accept the recommendations identified above, then resources can be allocated to progressing the further actions identified, and included within the development of a Pipeline of projects to help inform the City Region Combined Authority in their bid for future funding.

Alternative Options Considered and Rejected: (including any Risk Implications)

The option of removing the scheme in its entirety has been considered. This option has not been recommended as the data captured shows substantial use of the facility by cyclists since implementation, and very substantial numbers of pedestrians and motor vehicles, supporting the need for safe, and attractive provision for people walking, cycling and wheeling, as well as those driving motor vehicles within our town centres. The report also demonstrates a strong link to national, regional and local strategy objectives.

It is acknowledged that some improvements could be made, further improving safety, attractiveness and addressing some of the issues raised. Proposed actions are set out in the report, but these will take time and funding to develop and deliver. As such it is considered sensible to retain the scheme in its current form whilst these improvements are developed.

What will it cost and how will it be financed?

(A) Revenue Costs

None

(B) Capital Costs

The capital cost associated with making and advertising the Traffic Regulation Order will be met through the allocations within 2023-24 Transport Capital Programme, funded from the Active Travel Fund.

The costs associated with the development of proposals aimed at developing the longer-term improvement project will be funded from the Transport Capital Programme 2023-24 and 2024-25, subject to approval of the programme.

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Implications of the Proposals:

Resource Implications (Financial, IT, Staffing and Assets):

The process of making the TRO permanent will be undertaken by staff in the Highway Safety Team. The development of longer-term plans and the consultation process will be delivered by staff in Transportation Planning and Highway Development team with support from the existing Transport Technical Services Supply Framework. The costs incurred will be funded from the allocation within the Transport Capital Programme for 2023-24.

The Cabinet Member Report from August 2020 which set out the proposals for implementation of the scheme identified the removal of parking bays, the income those bays generated and the possible lost revenue, if people didn't transfer to other Council operated parking facilities.

Legal Implications:

None

Equality Implications:

The EQIA sets out some of the considerations in relation to this project across protected characteristics.

Impact on Cared for Children and Care Experienced Young People:

No direct impact, but it is acknowledged that key attractors along the routes include two centres with a youth focus; Parenting 2000 and YMCA Community Sports, along with Hesketh Park. There is also a primary school and two preschool nurseries. Promoting independent access to those centres/spaces for teenagers and offering wider travel options to younger children and their carers ensures that those who are cared for or care experienced are not excluded from accessing essential facilities and services on the basis of travel / transport options and cost.

Climate Emergency Implications:

The recommendations within this report will

Have a positive impact	Y/N
Have a neutral impact	Y/N
Have a negative impact	Y/N
The Author has undertaken the Climate Emergency training for report authors	Y/N

Retention of the routes should continue to attract users and could result in a smaller number of short car journeys. This would reduce the carbon impact of travel.

Contribution to the Council's Core Purpose:

Protect the most vulnerable:

The scheme provides local connections to spaces and places.

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<p><i>Facilitate confident and resilient communities:</i> The scheme in its current form improves walking and cycling facilities in the town centre. The potential short, medium and long-term improvements would provide a further improved provision and public realm for residents, visitors and businesses.</p>
<p><i>Commission, broker and provide core services:</i> As the local Highway Authority, it is incumbent upon the Council to seek to improve provision for all highway users, including those walking, cycling, using public transport and driving motor vehicles.</p>
<p><i>Place – leadership and influencer:</i> The medium and long-term improvement schemes would improve the quality of the highway and public realm.</p>
<p><i>Drivers of change and reform:</i> The delivery of facilities that encourage and enable more active travel is consistent with a range of national, regional and local policy objectives, including those related to addressing climate change and improving air quality, health and wellbeing.</p>
<p><i>Facilitate sustainable economic prosperity:</i> The medium and long-term improvement schemes would improve the quality of the highway and public realm, and contribute to sustainable economic prosperity.</p>
<p><i>Greater income for social investment:</i> Not applicable.</p>
<p><i>Cleaner Greener</i> The delivery of facilities that encourage and enable more active travel is consistent with a range of national, regional and local policy objectives, including those related to addressing climate change and improving air quality, health and wellbeing.</p>

What consultations have taken place on the proposals and when?

(A) Internal Consultations

The Executive Director of Corporate Resources and Customer Services (FD 7478) and the Chief Legal and Democratic Officer (LD 5578) have been consulted and any comments have been incorporated into the report.

(B) External Consultations

Consultation on the existing scheme have been undertaken in accordance with the proposals approved by the Public Consultation and Engagement Panel and the outcome is set out in the report.

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The development of wider proposals for a long term scheme will be subject to a consultation process the details of which will be presented to the Panel and modified accordingly.

Implementation Date for the Decision

Following the expiry of the “call-in” period for the Cabinet Member decision.

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Appendices:

Appendix 1 – Monitoring and Evaluation Report
Appendix 2 – Equality Impact Assessment
Appendix 3 – Proposed Traffic Regulation Order

Background Papers:

Liverpool City Region – Tranche 1 Emergency Active Travel Fund – August 2020

Paper to the Public Engagement and Consultation Panel - July 2022

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Introduction/ Background

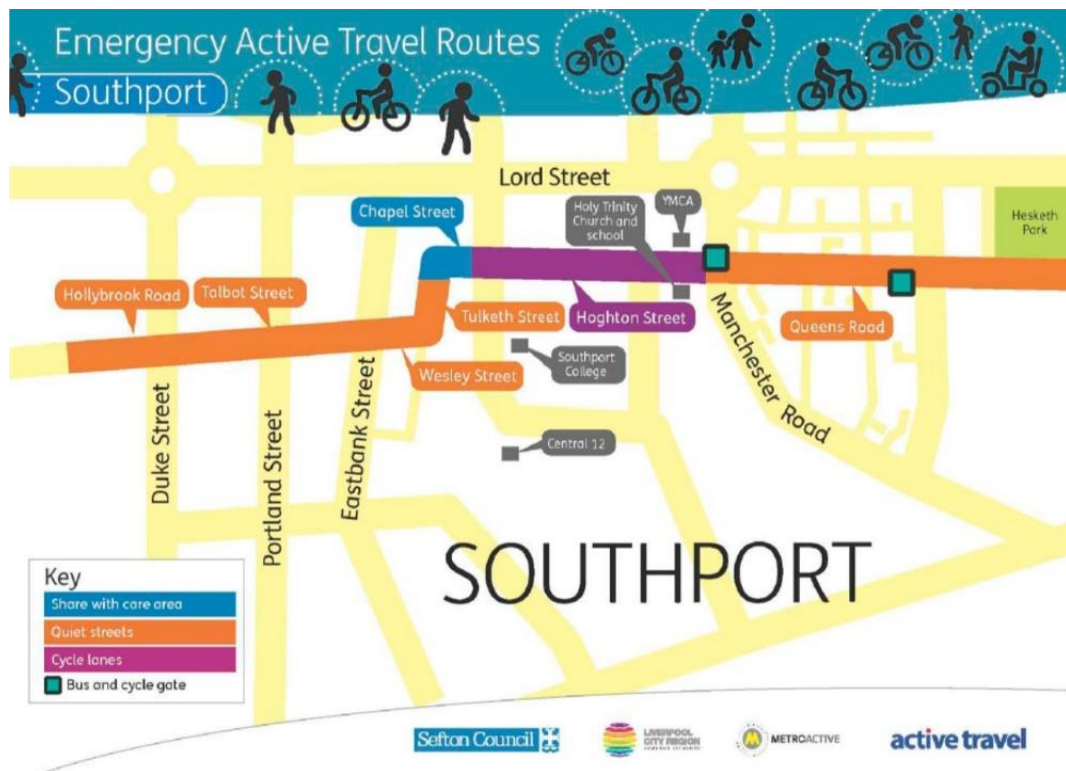
1. In May 2020, the Department for Transport (DfT) announced the Emergency Active Travel Fund to encourage walking, cycling and the repurposing of places, and was to be allocated in three tranches. Tranche 1 supported the immediate installation of “pop-up” active travel schemes to support people and businesses during the Covid-19 pandemic, by enabling people to get around whilst maintaining social distancing and helping to reduce overcrowding on public transport systems. The scheme was designed to be implemented on a temporary basis with the potential to then be developed and further tailored into permanent longer-term schemes.
2. The Liverpool City Region Combined Authority (LCRCA) developed framework guidance for individual authorities to accelerate walking and cycling measures and to repurpose streets to support the sustainable recovery from COVID-19 restrictions. This guidance drew on the DfT information, recommendations of the LCR Walking and Cycling Commissioner and associated good practice; as well as inputs from the Transport Advisory Group (TAG).
3. In anticipation of the potential offer of funding Sefton Council Officers identified some principles and criteria for the assessment of potential interventions. This determined the process of identifying locations and outlined how they would be prioritised via a scoring system. The scoring system included anticipated demand, need, safety and visibility. Two schemes emerged at the top of the scoring system, one in Bootle which concentrated on the Merton Road/Stanley Road area and another scheme in Southport focused on creating a north–south link through the town centre.
4. LCRCA invited Local Authorities to apply for funding based on the potential schemes developed in accordance with the framework guidance. These were assessed and prioritised across the City Region by LCRCA. Following this appraisal process the LCRCA confirmed that the two Sefton priority schemes in Bootle and Southport town centre would be included in the list of schemes presented to DfT.
5. On 27th May 2020, the LCRCA received confirmation from the DfT of the indicative allocation of £1.974m. A proportion of which was given to Sefton Council to develop the two schemes in Bootle (£322,892) and Southport (£267,565).

Southport Active Travel Tranche 1

6. This scheme ran north-south from the junction of Park Road and Queen’s Road (B5280) to the junction of Talbot Street and Aughton Road (as shown in the map below). Different approaches were used along the route, including share with care areas, quiet streets and segregated cycle lanes, reflecting the nature of the different roads and the highway space available as shown in the map below and included:

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- One-way modal filters on Queens Road/Park Road and Queens Road/Manchester Road junctions, only permitting access by certain vehicles, (i.e. buses emergency services and cycles) and increasing safety for cyclists by reducing traffic volumes.
- Hoghton Street was considered wide enough for segregated cycle lanes, and these were created using cycle wands. This necessitated the suspension of the Pay and Display bays along Hoghton Street (whilst retaining disabled parking bays).
- Chapel Street and part of Tulketh Street were already pedestrianised so a Temporary Traffic Regulation Order (TTRO) was used to create a shared space allowing pedestrians and cycling in this area.
- Cycling along Wesley Street and Talbot Street was facilitated by reducing through traffic along these predominantly residential roads, via the introduction of modal filters, which allow for walking and cycling, or opposing one-way sections of road.



7. The funding offer letters confirmed the following:

- The Council had 4 weeks to demonstrate that works have started and 8 weeks to fully implement the proposed measures.
- The DfT expectation was that the measures are then made permanent with any necessary adjustments being undertaken.
- The schemes should be monitored and evaluated, and measures undertaken to improve them.

8. The DfT letter also stated that if work was not started within four weeks of receiving the allocation under this tranche of funding or had not been completed

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within eight weeks of starting, they reserved the right to claw the funding back by adjusting downwards a future grant payment to the authority, and that this would have a material impact on the ability to secure any funding in Tranche 2.

9. Whilst it is important to remember the extraordinary circumstances that existed at the time, and the real need for urgent action to protect people and to support community resilience/recovery during the pandemic, the exceptionally tight timescales involved meant that the Council was unable to undertake the normal level of consultation it would before implementing such schemes, and undoubtedly contributed to some early opposition to this scheme.
10. The tight timescales, circumstances at the time, and amount of funding available, also meant that it was not possible to implement the scheme as part of a broader and more integrated public realm improvement scheme, or to install monitoring equipment and undertake monitoring surveys prior to implementation (to provide before and after comparisons), albeit as the patterns of travel were untypical at the time, the data may not have provided accurate comparators in any case.
11. The implementation of the scheme was agreed by Cabinet Member in August 2020 and the scheme was implemented in September 2020. Some adjustments proved necessary at the point of installation and in keeping with the DfT's expectations, some further minor adjustments were made over time, to improve the schemes (e.g. installation of more robust "Cycle Defenders" in place of the original "wands" that had been subject to damage/vandalism; and modification of carriageway markings on certain stretches).
12. The schemes were implemented via Temporary Traffic Regulation Orders (TTRO), originally implemented for 18 months under the Traffic Orders Procedure (Coronavirus) (Amendment) (England) Regulations 2020, which allowed Local Authorities to implement measures within the timeframe without recourse to the usual approval procedures. A subsequent TTRO was then introduced to extend the powers for a further 18 months.
13. We initially anticipated evaluating the schemes 6 months after implementation, and some monitoring equipment was installed on Talbot Street and Chapel Street in Southport, to inform this. Subsequently a decision was made to install further cameras/automatic trip counters which use artificial intelligence to provide real time count data that is differentiated between cyclists, pedestrian and motorised vehicles, to provide more useful data. As indicated above, some amendments were also made to the scheme after approximately 12 months, based on learning and feedback to that point.
14. In July 2021, a letter was sent by the Minister for Transport to all Council Leaders. The letter highlighted that in the last year cycling had risen by 46%, representing the highest level of cycling on the public highway since the 1960s, and the greatest year-on-year increase in post-war history. The letter went on to say that "*schemes need time to be allowed to bed in; must be tested against more normal traffic conditions; and must be in place long enough for their benefits and disbenefits to be properly evaluated and understood*". The letter also

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advised that *“The Department will continue to assess authorities’ performance in delivering schemes and, following the precedent we have already set, those which have prematurely removed or weakened such schemes should expect to receive a reduced level of funding”*. On the strength of this advice it was agreed to retain the scheme for a longer period before completing the evaluation.

15. The Scheme has now been in place since 2020, and it is felt necessary to determine whether the scheme should be retained, modified or removed. To inform this decision, a detailed monitoring and evaluation exercise has been undertaken in-line with DfT guidance. The rest of this report explains and discusses the findings of the monitoring and evaluation.

16. There are several strategic objectives that are relevant to the decision whether to retain, modify or remove the arrangements put in place as part of this temporary scheme:

- Government Policy - In July 2020, the UK Government published *Gear Change*, its vision and strategy for cycling and walking. This document called for *“a step-change in cycling and walking in the coming years”*, referenced the *“unique opportunity to transform the role cycling and walking can play in our transport system, and get England moving differently”* and highlighted that increasing cycling and walking *“can help tackle some of the most challenging issues we face as a society – improving air quality, combatting climate change, improving health and wellbeing, addressing inequalities and tackling congestion on our roads”*. The review document, *Gear Change One Year On*, published in 2021, reinforced this vision and government commitment, and restated the government’s intention that *“We will reduce funding to councils which do not take active travel seriously, particularly in urban areas”*, and that *“an authority’s performance on active travel will help determine the wider funding allocations it receives, not just on active travel”*.
- Statutory Design Guidance – in July 2020, the UK Government also published LTN 1/20 providing guidance for local authorities on designing high-quality, safe cycle infrastructure. This guidance sets out five overarching design principles and 22 summary principles, and clearly states the expectation that *“local authorities will demonstrate that they have given due consideration to this guidance when designing new cycling schemes and, in particular, when applying for Government funding that includes cycle infrastructure”*.
- Active Travel England – in August 2022, the government established Active Travel England as an executive agency, sponsored by the DfT. This followed the commitment in *Gear Change One Year On* to create a commissioning body and inspectorate which would hold the cycling and walking budget and *“examine all applications for funding and refuse any that are not compliant with the new national LTN 1/20 standards”* and *“inspect finished schemes and ensure that local authorities have funding allocations reduced where schemes have not been completed as promised”*. The Active Travel England Corporate Plan 2023-25 states its vision *“for everyone in the country to have*

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an attractive and safe choice to walk, wheel or ride” and restates its purpose to deliver the vision set out in Gear Change “for half of short journeys in towns and cities to be walked, wheeled or cycled by 2030”.

- Climate Change Commitment – in 2019 the Council Declared a Climate Emergency and has since developed an action plan to achieve net zero Carbon emissions by 2020, for its own emissions. The Council also has a key role in enabling and facilitating the community to reduce their Carbon emissions. Transport is responsible for approximately 30% of Carbon emissions in the Liverpool City Region, and so the development of attractive and safe walking, wheeling and cycling routes, particularly for short journeys in our towns, that can be readily walked, wheeled or cycled, is a fundamental part of this.
- Urban Redesign / Regeneration – The Council is committed to the redesign and regeneration of our town centres, and the vision for Southport Town Centre include the creation of new, accessible, well-connected high-quality public spaces, providing priority for walking and cycling in support of clean growth.
- Socioeconomic Duty - In September 2023, Sefton Council Cabinet adopted the Socioeconomic Duty, and agreed to incorporate it into the Council’s ongoing work and processes relating to Equalities, Diversity and Inclusion. Amongst other things this requires that the priority to tackle socioeconomic disadvantage is embedded at all levels of decision-making within the organisation. Walking and cycling provide low-cost means of transport, connecting people to services, school, employment and recreational opportunities. The provision of attractive and safe walking, wheeling and cycling routes is therefore relevant to the application of this duty.

Monitoring and Evaluation

17. The overall aim of the ATF Tranche 1 schemes was to increase cycling numbers and provide safer roads for all users. Subsequently, connectivity and accessibility to key places such as employment, education and retail facilities would be improved. Air quality would be impacted with this uptake in cycling and it would contribute to achieving net zero status, reducing congestion, improving health, and improving social cohesion and inclusivity.
18. As required by the Grant funding conditions, the monitoring and evaluation plan for these schemes was developed in accordance DfT Guidance for assessing active travel schemes. This includes the latest guidance on surveying and polling in relation to active travel schemes, the Active Travel Fund Monitoring Guidance 2020 and the Active Travel Fund Public Opinion Surveys Good Practice Guide.
19. The public consultation and engagement undertaken as part of the Monitoring and Evaluation Plan were reported to and appraised by the Public Engagement and Consultation Panel on 15th July 2022. The report and the Monitoring and

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Evaluation Plan can be found at: [Agenda for Public Engagement and Consultation Panel on Friday 15th July, 2022, 10.00 am.](#)

20. This section of the report provides a description and analysis of key data relevant to the decision whether to retain, modify or remove the scheme, including data on usage, safety, user feedback, and local business and resident feedback. More detail is available in Appendix 1 to this report.

Southport Scheme

Usage Data

21. Pedestrian, cyclist and vehicle numbers using the routes have been captured using cameras / automatic trip counters which use artificial intelligence to provide real time count data that is differentiated between cyclists, pedestrian and motorised vehicles. Before considering the data, it should be recognised that:

- Different parts of the routes are quite different in nature, involving quiet streets, busy town centre roads, and one area (Chapel Street) where vehicles are largely excluded. So relative numbers of pedestrians, cyclists and vehicles will naturally vary along the route.
- The numbers quoted for each section and for the routes as a whole are not necessarily unique individuals, they will include pedestrians, cycles and vehicles making repeated journeys, i.e. a pedestrian, cycle or vehicle passing a sensor twice will be counted twice; a pedestrian, cycle or vehicle passing several sensors will be counted by each sensor. The data is therefore a record of journeys made. There is no reason to suspect that multiple counting will be vastly different for each mode of travel.
- A technical issue with the sensor in Queens Road, Southport, unfortunately meant that it was not recording pedestrians on that stretch of the route. It did capture cycles and vehicles, but as a consequence, pedestrian movements are under-represented in the numbers for this stretch and for the whole Southport route, and the percentages of cycles and vehicles on the Queen's Road stretch are not completely accurate as proportions of all journeys made, albeit they are still comparable with each other, as the inclusion of pedestrian numbers/percentages would impact both equally.

22. The overall data for the whole period that the Sensors have been in position is as follows:

Southport Scheme							
Sensor	Total No.	Cyclists		Pedestrians		Vehicles	
		Number	% of Total	Number	% of Total	Number	% of Total

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Queens Road*	251,407	23,739	9.44%	n/a	n/a	227,668	90.56%
Hoghton Street	705,055	27,449	3.89%	174,625	24.77%	502,981	71.34%
Chapel Street	2,112,445	77,459	3.67%	2,029,579	96.08%	5,407	0.25%
Talbot Street	447,993	29,103	6.5%	170,425	38.04%	248,465	55.46%
Total (all roads)	3,516,900	157,750	4.49%	2,374,629	67.52%	984,521	27.99%

23. The above figures demonstrate that there are substantial numbers walking, wheeling and cycling along the route, accounting for 72% across the whole route. This demonstrates the need to achieve the right balance when designing our public spaces, to reduce the dominance of provision for motor vehicles and creating the conditions across the town centre where walking and cycling is safe, simple and attractive, whilst still enabling the efficient movement of motor vehicles.

24. In addition to the overall figures above, active travel journey (i.e. cycling, walking and wheeling) data has been compared for two specific periods, January 2023 and July 2023, to understand any variation between winter and summer. The data for total journeys over all parts of the routes is shown below. The same caveats listed in paragraph 44 above also apply to this data.

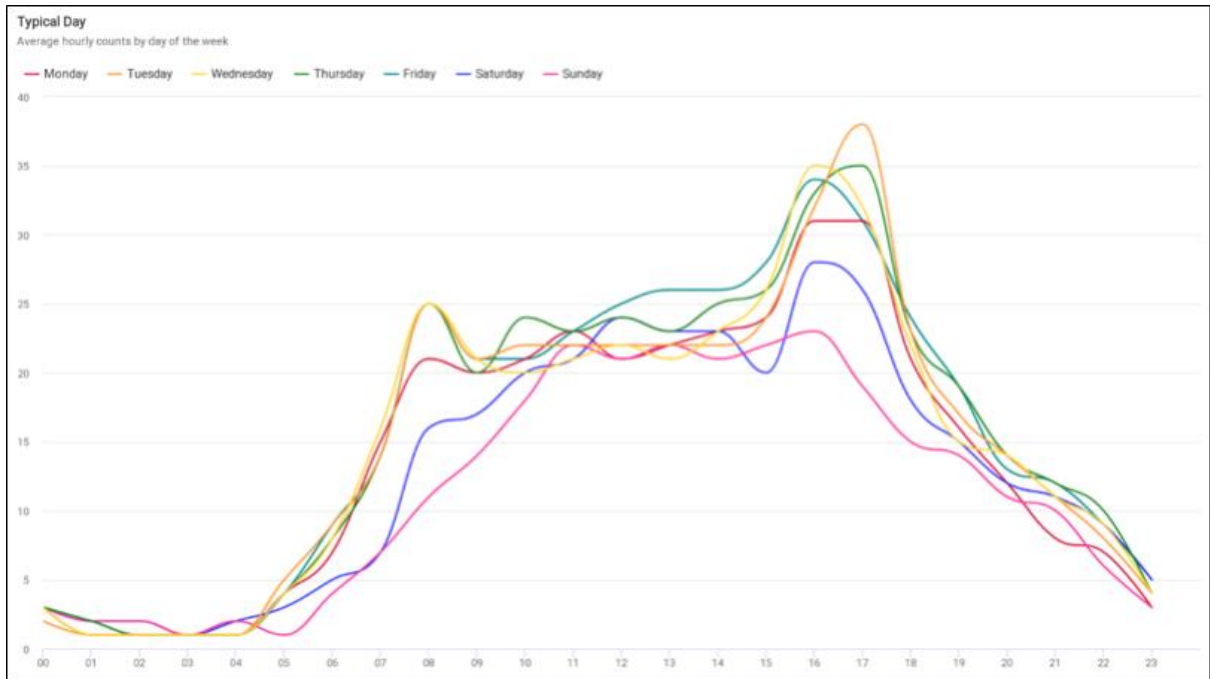
Southport Scheme				
Mode	Winter January 2023		Summer July 2023	
	Number	%	Number	%
Cyclists	17,928	6.23%	28,970	7.89%
Pedestrians	269,932	93.77%	338,333	92.11%
Total	287,860	100%	367,303	100%

As might be expected, the overall number of active travel journeys is higher in the Summer sample than it is in the Winter sample, but the relative proportions remain quite similar, indicating that people are no more or less deterred from journeys via either active travel mode in the two seasons.

25. The chart below shows the time of day for cycle journeys on Chapel Street (the part of the route with the highest number of walking and cycling journeys) for each day of the week. This shows that whilst there were marginally fewer cycling journeys on Saturday and Sunday, and marginally more on Thursday and Friday, the pattern across each day is quite consistent. The chart also shows that the number of cycle journeys rises sharply at around 7am in the morning, then

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remains fairly consistent until 3pm in the afternoon, before peaking between 3pm and 6pm in the evening. This suggests a mixture of commuting journeys, journeys to the shops and general travel through the town centre. This is supported by the User Intercept Survey data discussed below.



Accident Data

26. The Accident data for the 3 years prior to and since the schemes were implemented is presented below:

Incident Outcome	Southport	
	01/09/17 to 30/09/20	30/09/20 to 30/09/23
Fatality	0	0
Serious Injury	0	0
Slight Injury	11	4
Damage Only	0	0
Total	11	4

27. The data shows that there has been a substantial reduction in incidents and casualties since implementation of the scheme.

- In the period prior to the scheme implementation:
 - 10 of the 11 casualties were cyclists and 1 was a passenger in a car.
 - 9 of the 11 injuries occurred at junctions, 5 on Hoghton Street, and 4 on Queens Road

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- In the period since scheme implementation:
 - 3 of the 4 casualties were cyclists and 1 was a passenger in a car.
 - All 4 injuries were at junctions, 3 on Hoghton Street and 1 on Queens Road. This represents a 40% and a 75% reduction in injuries on these stretches of the route. Improvements at junctions could reduce this further.
28. It should also be noted, for comparison, that for the whole of the Southport area cycle collisions have increased over this period, with 85 between 2017-2020 (68 slight injury, 16 serious injury, 1 fatal) and 91 between 2020-2023 (73 slight injury, 18 serious injury, 0 fatal), so the reduction seen in the area covered by the scheme is notable.
29. The DfT Road Safety Data (RAS40) indicates an average cost per slight casualty as £19,499 in 2022. The value of the accident savings could, therefore, be determined as £136,493 over a three year period. This equates to £45,498 per year.

User Feedback

30. Intercept surveys were completed in October 2022 and were undertaken by the Council's Framework provider for Traffic data collection. Users were asked to provide responses to a standardised questionnaire, based on latest DfT guidance, and asking questions about journey purpose; origin and destination; factors influencing decision to use route; mode shift / how they would make the journey in the absence of the scheme; perceptions of safety; and demographics.
31. The timing of the Intercept Survey was informed by peak walking and cycling flows recorded by the real-time usage sensors referred to above. Users were able to answer directly with the operative from the data collection company or later through a website link. All users were given a unique number to enable all responses to be identified separately.
32. The following section outlines the main findings from the intercept survey and draws out key themes relating to the scheme. More detail is provided in Appendix 1 to this report. These responses will help to understand current travel patterns within the area and provide a further understanding about cycling and walking in Southport.
33. A total of 36 surveys were completed, of which 27 (75%) were from people cycling, 7 (19%) from people walking, whilst 1 (3%) person was wheeling and 1 is unknown. Not all respondents answered all questions, so the number of responses to each question differs. Percentages quoted are the percentage of respondents to each question, unless otherwise stated.
34. *Purpose* - the highest proportion of respondents (33%) were travelling to and from the shops when surveyed, with the second largest proportion (25%)

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travelling to or from work. Three respondents (8%) were travelling to or from school, college or adult education, and a further 3 (8%) were cycling for pleasure/leisure. Six respondents (17%) indicated they were travelling for more than one purpose, also known as a linked trip.

35. *Satisfaction* - the vast majority of respondents (83%) said they were either “very happy” or “fairly happy” about their journey/trip along the route. Six percent (6%) of respondents, all of whom were cycling, said they were “not very happy”.
36. *Feeling safer* – roughly one third of respondents (31%) said the route they were using made them feel safer on their journey than before, but roughly two thirds of responders (67%), including 18 people cycling, said they did not feel safer. The single wheeling respondent did however feel safer. 17 respondents also provided comments relating to this question, with the main ones shown below:

Respondents who felt safer walking said	Respondents who didn't feel safer walking said
'Not when raining or windy'.	'Do the same route everyday'.
	'Not aware of cycle lanes as not marked very well'.
Respondents who felt safer cycling said	Respondents who didn't feel safer cycling said
'Cars are considerate'.	'New bike, new cyclist'.
'Away from traffic'.	'First time'.
'Like the cycle path (Talbot St and York St)'.	'The cycle barriers are an accident waiting to happen. They aren't necessary'.
	'Not particularly but is safer'.
	'Very bad roads'.
	'No markings and aggressive drivers'.
	'Paths need to be clearly marked. Floor markings become worn'.
	'Too many pedestrians on path on chapel street - need more markings'.
	'No different. Cycle on at 5am so quiet'.
	'Some roads have no cycle routes/lanes and are busy with traffic, so not good for kids on bikes'.
	'Potholes'.

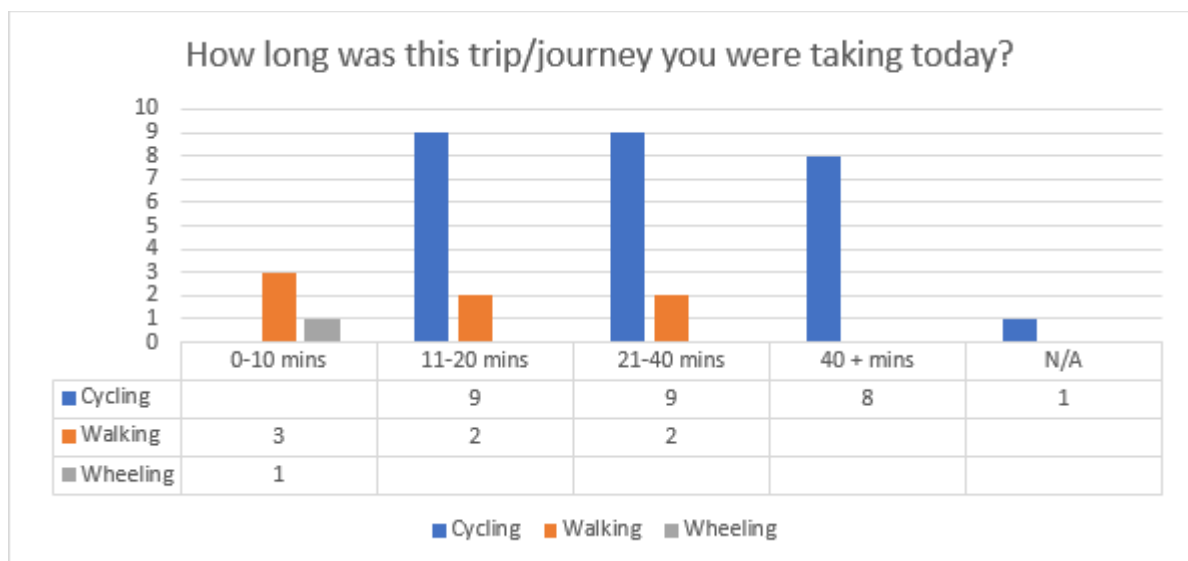
37. *Frequency of use* – The majority of respondents (75%) said that they used the route at least once a day, and 18% stated they travelled along the route somewhere between “at least 3 times a week” and “once or twice a month”. Nine respondents (25%) said they were encouraged to make more active travel journeys than before the route was put in, 5 of whom were cycling, 3 walking and 1 wheeling. However, 75% of the 36 respondents said that the scheme had not

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encouraged them to make more active travel journeys than before the route was put in. Several verbatim comments were also provided in response to the latter question:

Respondents encouraged to walk more on the active travel route said	Respondents encouraged to cycle more on the active travel route said	Respondents encouraged to wheel more on the active travel route said
No comments	I will cycle more now when the weather is nicer'.	Cycle lane has made it much easier'.
	As it is safer'.	
	More Pleasant to cycle on and safer'.	
Respondents <u>not</u> encouraged to walk more on the active travel route said	Respondents <u>not</u> encouraged to cycle more on the active travel route said	Respondents <u>not</u> encouraged to wheel more on the active travel route said
No comments	Do not own a bike'.	No comments
	Already cycle'.	
	Would still cycle even if active travel route was not implemented'.	
	Already cycle everyday'.	

38. *Length of journey* – One third (33%) of people were travelling between 11-20 minutes when walking or cycling, 31% said they were traveling between 21-40 minutes; and 22% said they were travelling for 40 minutes or more when walking or cycling. Cyclists were typically travelling for a longer time when using the route.



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39. *Suggested changes* – respondents were given the opportunity to comment on any changes they would like to see along this route. A total of 27 comments were received, and these have been coded to provide an overview on the responses and understand common themes, as follows:

Theme	Number of comments
No further changes that the respondent would make	12
Better Cycle Lane markings / more segregation barriers	8
More links to other cycle routes	2
Safer junctions	1
Reduce cyclist speed	1

There were also several other suggestions made by single individuals, including to provide more cycle routes, more shared use footways, improve overall cycle safety, remove cycle infrastructure, and ban cyclists.

40. The demographic data provided through the surveys has been used to inform the Equality Impact Assessments (EQIA), attached at Appendix 2 to this report. The EQIA provides an important framework for ensuring and demonstrating due regard to the differential impact on different groups of people, and to help identify the likely positive and negative impacts proposals may have on people with protected characteristics.

Resident, Business and Community, Voluntary and Faith Organisation Feedback

41. Residents, businesses and community, voluntary and faith organisations (CVFO) fronting the scheme all received letters, providing a unique link to a questionnaire on the Council's online consultation platform, Your Sefton Your Say, and inviting responses. This process ensured that each response was identified separately and there were no opportunities for multiple responses. The questionnaire set out specific questions and gave respondents the opportunity to respond on their feelings about the scheme and any areas for improvement. Recipients were given 4 weeks to respond, and all the responses were then analysed.

42. A total of 1,505 households, businesses and CVFO were invited to comment, and 71 responses were received.

43. Respondents were asked to state how satisfied or dissatisfied they were overall with the scheme, and the response is shown below:

Southport Scheme			
	Households	Businesses	CVFO
No. invited to comment	902	603	

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No. of Respondents	46	21	4
Fairly or very satisfied	56.52%	4.76%	25%
Neither satisfied nor dissatisfied	21.74%	9.52%	0%
Fairly or very dissatisfied	19.56%	85.72%	75%
Don't know	2.17%	0%	0%

It is clear, from the above, that there are a diversity of views from those who responded, with respondent residents broadly satisfied and businesses and CVFO fairly or very dissatisfied with the Southport scheme.

44. The responses also provided valuable information on the areas which are perceived as important, and these will need to be considered further when considering the future of the routes. These are summarised below;

Residents

Positive

- Cycle route is good and well used by cyclists.
- Double yellow lines have worked well in locations to control poor parking.

Negative

- Motorists ignore no entry signs such as Queens Road and that this should be better enforced.
- Motorists ignoring speed limits reducing safety for walking and cycling.
- Cycle lanes rarely used.
- Poor/inadequate pavement surfacing.
- Cars parked on pavements and bike lanes.

Ways to improve suggestions.

- Enforcement needed for Moving Traffic Offences such as no entry signs.
- Enforcement of parking (pavement/cycle lane parking).
- Enforcement for speeding.
- Reduce speed limit to 20mph.
- Add traffic calming measures.
- Improve pavement surface and make wider.
- Remove cycle lanes due to little usage.
- Extend the active travel route further into Birkdale along York Road.

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- Use different colour paving for pedestrians and cyclist areas.
- More benches on route.
- More bins.
- More bike parking.
- Designated cycle space on Chapel Street.
- Improved pedestrian and cycling crossings.
- Allow all vehicles on Queens Road.

Businesses

Positive/Negative comments

All comments from businesses were negative. These being:

- the new cycle lane have impacted business trade due to removing parking which is deemed frustrating as cycle lanes are rarely used.
- Removing parking impacts workers, customers and deliveries for businesses.

Ways to improve suggestions.

Ways in which businesses recommend to improve the route are mostly car focussed improvements such as allowing vehicles to use Queens Road again as “it’s important to encourage trade, not deter”.

Community, Voluntary or Faith Organisation (C,V,FO)

Positive/Negative comments

Comments from C,V,FO were negative. These being that:

- routes are underused, in the wrong location and that they are causing an inconvenience to pensioners, school children, parents and church attendees.
- The removal of parking outside the church has impacted church procedures such as no to limited parking for funeral and wedding cars.
- Points in general had a parking element to them.

Ways to improve suggestions.

Recommendations have been put forward that it would be better for the cycle lanes to be re-routed or removed so that the church is no longer negatively impacted by cycle lanes.

Conclusions

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45. The monitoring and evaluation of the temporary cycle scheme shows that:

- a) It has a good strategic fit with national (Gear Change), regional (LCR Local Cycling and Walking Infrastructure Plan) and local policy (Climate Change Action Plan, emerging Low Carbon Transport Strategy, Local Cycling and Walking Infrastructure Plan).
- b) It fits well well with the Council's intention to improve accessibility for walking and cycling to and within our town centres (e.g. Les Transformation des Southport).
- c) It already has a significant number of Active Travel journeys occurring along the route, with 2,532,379 journeys (approximately 72% of all journeys on the route) made by walking or cycling.
- d) Safety has been significantly improved on the route.
- e) Applying the guidance within LTN 1/20, the measured number of vehicle movements on the various sections of the route support the approaches taken on those sections, including fully segregated cycle lanes on Houghton Street.
- f) Users of the route and residents facing onto the route who responded to the survey are generally satisfied.
- g) Businesses and CVF organisations facing onto the route that responded to the survey are generally dissatisfied – with their main area of dissatisfaction being the removal/insufficiency of convenient local parking.
- h) The issues raised in the survey responses, are not thought to be insurmountable and could be addressed with some medium to longer-term amendments.
- i) There are opportunities to incorporate the route as part of a generally improved public realm, through the delivery of plans for Southport Town Centre, including Les Transformation des Southport.

46. If the Cabinet Member decides to retain the route, it is suggested that the following actions are taken in the short, medium and longer term to modify and improve the routes, in-line with plans for wider place-based public realm improvements and availability of funding:

	Southport
Short-term	<ul style="list-style-type: none"> • Complete a Healthy Streets Audit of the Route. • Commission a Stage 4 Road Safety Audit • Review of parking capacity and availability of spaces, particularly for blue badge holders. • Review further any specific concerns raised by residents,

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	<p>businesses and voluntary organisations.</p> <ul style="list-style-type: none"> • Review the operation of the scheme through Chapel Street in light of comments made. • Review the scheme in the context of the emerging Local Cycling and Walking Infrastructure Plan • Complete consultation on Moving Traffic enforcement on Queens Road
Medium-term	<ul style="list-style-type: none"> • Develop proposals for long term improvement measures on the corridor to provide a public realm improvement scheme, in the context of Les Transformation des Southport, incorporating improved walking and cycling facilities. • To support the above, develop specific improvements to the junctions of; <ul style="list-style-type: none"> ○ Park Crescent and Queens Road. ○ Queens Road and Manchester Road ○ Talbot Street / Eastbank Street • Complete consultation on the proposals • Identify funding opportunities and apply, as necessary.
Longer-term	<ul style="list-style-type: none"> • Secure the relevant funding and approvals. • Develop an Implementation Plan • Deliver the improvements. • Complete monitoring and evaluation.

47. To demonstrate how this scheme might be taken forward in the longer term, and how active travel infrastructure could be properly integrated into high quality public realm, whilst developing the detailed designs for Les Transformation des Southport Phase 1 (Tulketh Street, Market Street and Kings Street) some design ideas were requested for sections of the route, addressing some of the issues raised in the monitoring and evaluation of the scheme. The following images are provided for illustrative purposes only. Any future amendment would be subject to funding and proper consultation if and when a decision was made to develop them further.

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Possible layout for the Queens Road/ Park Crescent Junction



Possible layout for a section of Hoghton Street



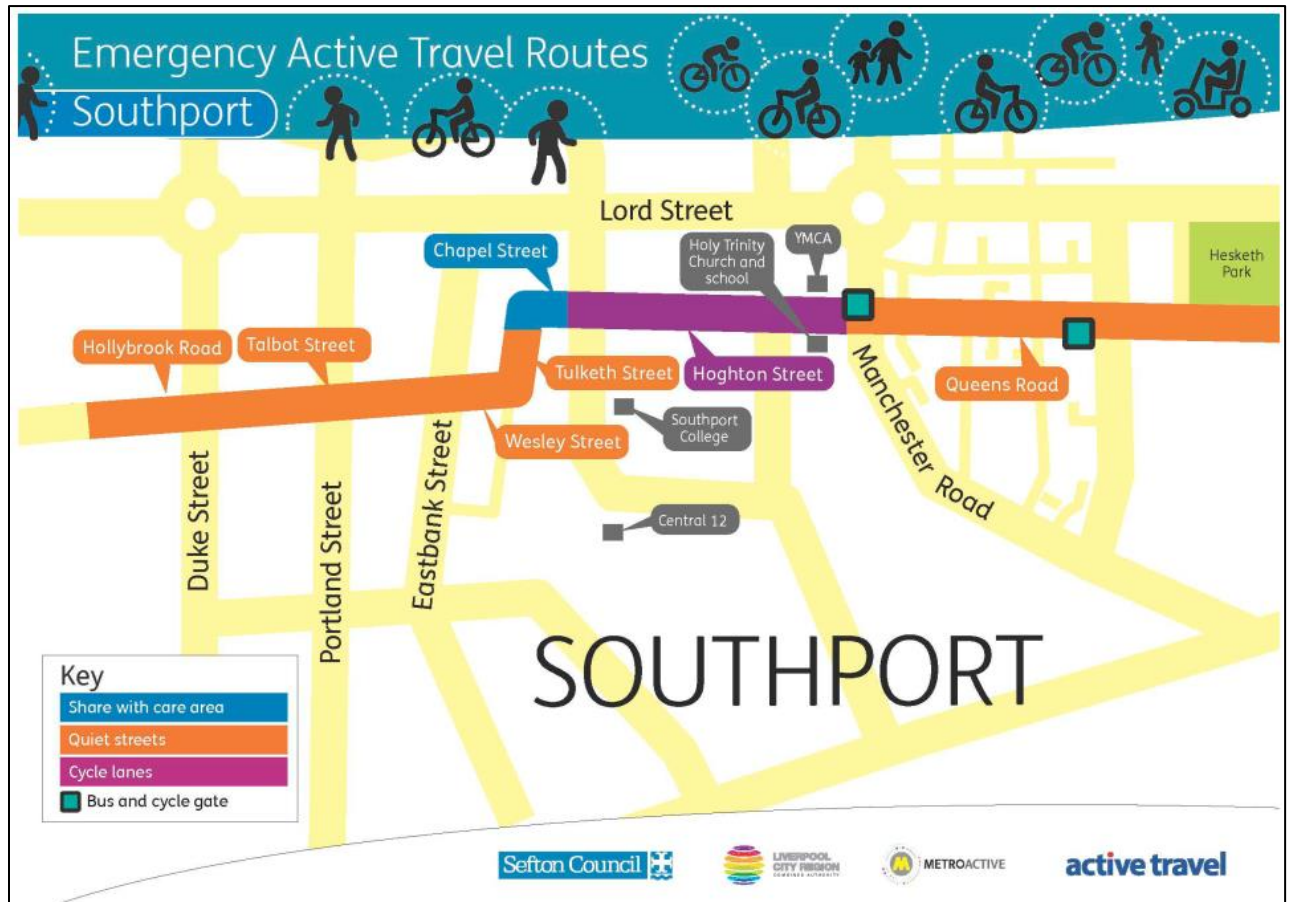
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Possible layout at Wesley Street / Talbot Street / Eastbank Street



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Appendix 1 – Monitoring and Evaluation Report



SUMMARY

Awareness

Awareness of walking, wheeling and cycling route in Southport from Birkdale to Hesketh Park via Southport Town Centre is >95% of all respondents, including residents, businesses or community, voluntary or faith organisation.

Frequency of route

The route is used often by those who responded to the survey, with an average of 80% of residents using the route 'daily (at least once a day)' or 'always (more than once a day)'.

Satisfaction

Residents are more satisfied with the walking, wheeling and cycling route in Southport from Birkdale to Hesketh Park via Southport Town Centre compared to both businesses and community, voluntary or faith organisations. 60.87% of residents are either fairly or very satisfied compared to only 4.76% businesses and 25% of Community, voluntary or faith organisations. Businesses and community, voluntary or faith organisation are less satisfied, with 85.72% of businesses either fairly or very dissatisfied and 75% of community, voluntary or faith organisations very dissatisfied.

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Residents (46 responses)

17.39% very satisfied.
39.13% fairly satisfied.
21.74% neither satisfied nor dissatisfied.
6.52% fairly dissatisfied.
13.04% very dissatisfied.
2.17% don't know / not applicable.

Businesses (21 responses)

4.76% very satisfied.
0.00% fairly satisfied.
9.52% neither satisfied nor dissatisfied.
14.29% fairly dissatisfied.
71.43% very dissatisfied.
0.00% don't know / not applicable.

Community, voluntary or faith organisation (4 responses)

25.00% very satisfied.
0.00% fairly satisfied.
0.00% neither satisfied nor dissatisfied.
0.00% fairly dissatisfied.
75.00% very dissatisfied.
0.00% don't know / not applicable.

What can be done to improve the route.

Top five responses

The top five responses for how **residents** would like the route to be improved are:
Percentages are based on 172, which was the total number of responses for this question. Responders were able to select more than one option.

- 1- 21 out of 46 (12.21%) respondents would like 'More cleaning and sweeping'.
- 2- 19 out of 46 (11.05%) respondents would like 'Slower traffic'.
- 3- 17 out of 46 (9.88%) respondents would like 'More bins'.
- 4- 16 out of 46 (9.30%) respondents would like 'More and improved crossings for people walking and wheeling'.
- 5- 16 out of 46 (9.30%) respondents would like 'Improved paving on the footway'.

The top five responses for how **businesses** would like the route to be improved are:
Percentages are based on 83, which was the total number of responses for this question. Responders were able to select more than one option.

- 1- 13 out of 21 (15.66%) responses would like 'More general car parking'.
- 2- 12 out of 21 (14.46%) responses would like 'More cleaning and sweeping'.
- 3- 11 out of 21 (13.25%) responses would like 'More accessible car parking'.
- 4- 8 out of 21 (9.64%) responses would like 'More bins'.
- 5- 7 out of 21 (8.43%) responses would like 'Improved paving on the footway'.

The top eight responses for how **community, voluntary or faith organisations** would like the route to be improved are:

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Percentages are based on 15, which was the total number of responses for this question. Responders were able to select more than one option.

- 1- 3 out of 4 (20%) respondents would like 'More general car parking'.
- 2- 3 out of 4 (20%) respondents would like 'More accessible car parking'.
- 3- 3 out of 4 (20%) respondents would like 'Improve feeling of personal safety'.
- 4- 2 out of 4 (13.33%) respondents would like 'Improve feeling of road safety'.
- 5- 1 out of 4 (6.67%) respondents would like 'Improved paving on the footway'.
- 6- 1 out of 4 (6.67%) respondents would like 'Greening the environment (trees / planting)'.
- 7- 1 out of 4 (6.67%) respondents would like 'Improved direction signage for cycling, wheeling and walking'.
- 8- 1 out of 4 (6.67%) respondents would like 'More cycle parking'.

Top five least favourable responses

Top five least popular responses for how **residents** would like the route to be improved are:

Percentages are based on 172, which was the total number of responses for this question. Responders were able to select more than one option.

- 1- 3 out of 46 (1.74%) respondents would like 'More cycle parking'.
- 2- 4 out of 46 (2.33%) respondents would like 'Improved direction signage for cycling, wheeling and walking'.
- 3- 4 out of 46 (2.33%) respondents would like 'More accessible car parking'.
- 4- 5 out of 46 (2.91%) respondents would like 'More general car parking'.
- 5- 6 out of 46 (3.49%) respondents would like 'More and improved cycle crossings'.

Top five least popular responses for how **businesses** would like the route to be improved are:

Percentages are based on 83, which was the total number of responses for this question. Responders were able to select more than one option.

- 1- 1 out of 21 (1.20%) respondents would like 'Less general car parking'.
- 2- 2 out of 21 (2.41%) respondents would like 'Slower traffic'.
- 3- 2 out of 21 (2.41%) respondents would like 'More cycle parking'.
- 4- 2 out of 21 (2.41%) respondents would like 'More and improved cycle crossings'.
- 5- 2 out of 21 (2.41%) respondents would like 'More and improved crossings for people and walking and wheeling'.

Top six least popular responses for how **community, voluntary or faith organisations** would like the route to be improved are:

Percentages are based on 15, which was the total number of responses for this question. Responders were able to select more than one option.

- 1- 0 out of 4 (0%) respondents would like 'Less general car parking'.
- 2- 0 out of 4 (0%) respondents would like 'Slower traffic'.
- 3- 0 out of 4 (0%) respondents would like 'More and improved crossings for people walking and wheeling'.
- 4- 0 out of 4 (0%) respondents would like 'Reduce amount of traffic'.
- 5- 0 out of 4 (0%) respondents would like 'More bins'.
- 6- 0 out of 4 (0%) respondents would like 'More cleaning and sweeping'.

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To summarise, both business and community, voluntary or faith organisations are in support of more 'pro-car' changes such as additional parking (general and accessible) while residents are more in favour of street cleaning initiatives.

Intercept Survey

Satisfaction

83.33% (30) of respondents out of 36 were 'fairly happy' or 'very happy'.

Safety

66.67% (24) of respondents said that they do not feel safer using the new active travel route compared to what it was before new measures. Only 30.56% (11) of resident felt safer.

Frequency of use

75% (27) of respondents were travelling along the route said that they use it at least once a day.

25% (9) of the respondents said that they are encouraged to use the route more, which 5 being cyclists, 3 walkers and one wheeler.

VivaCity

Seasonal Variation

The data for the total route (including all sensor data) shows that there is a seasonal variation in use.

Cyclists: 28,970 trips were recorded in July 2023 and 17,928 during January 2023, this being an additional +11,042 (+61.59%) in the summer compared to the winter.

Pedestrians: 338,333 trips were recorded in July 2023 and 269,932 during January 2023, this being an additional +68,401 (+25.34%) in the summer compared to the winter.

This shows that seasonal variations are higher for cycling than for walking.

Mode Share

Mode share data for the total route (including all sensor data) shows that there have been 157,750 cyclists (4.49% of all users), 2,374,629 pedestrians (67.52% of all users) and 984,521 cars (27.99% of all users) recorded during the time period January 2023 to August 2023.

To note, due to a technology issue with Queens Road sensor 75, data has not been recorded for pedestrians therefore has been displayed as n/a in the table. This has resulted in reported pedestrian and cyclists numbers being lower than the actual number.

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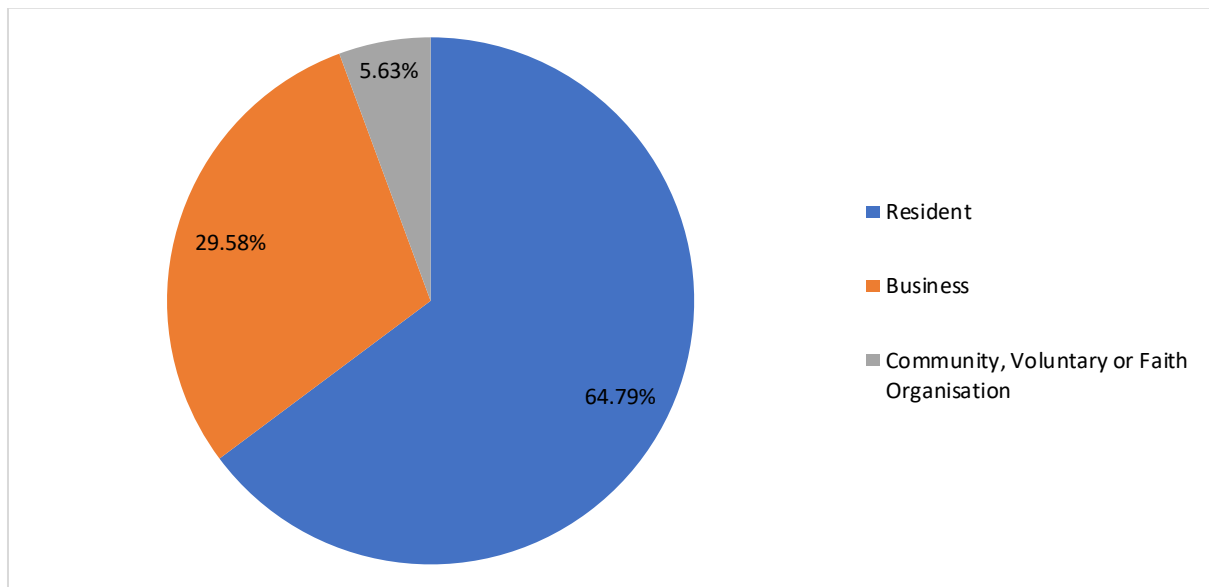
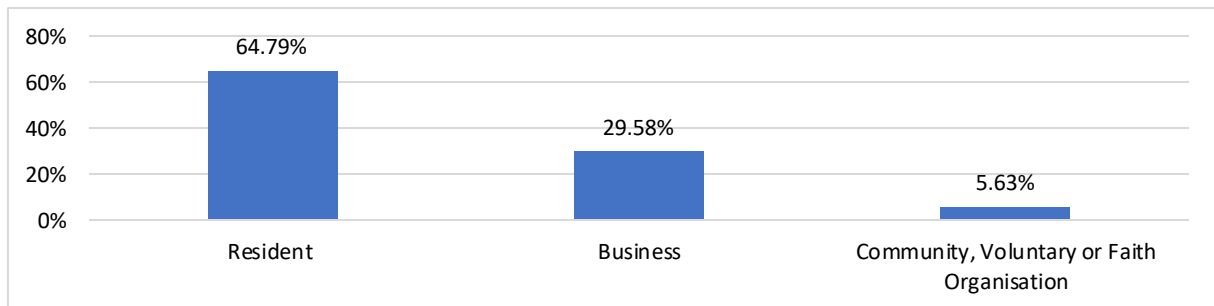
YOUR SEFTON YOUR SAY (YSYS) SOUTHPORT BIRKDALE TO HESKETH PARK ACTIVE TRAVEL ROUTE SURVEY.

Q1 - Please insert your one-time passcode (you can find this on the letter you received).

There were 71 responses to this part of the question. This includes residents, businesses and Community, Voluntary or Faith Organisation.

Q2 - Please advise if you are a resident, business, voluntary, community or faith organisation.

Respondent type	Total %	Total
Resident	64.79%	46
Business	29.58%	21
Community, Voluntary or Faith Organisation	5.63%	4
Total	100%	71



RESIDENTS

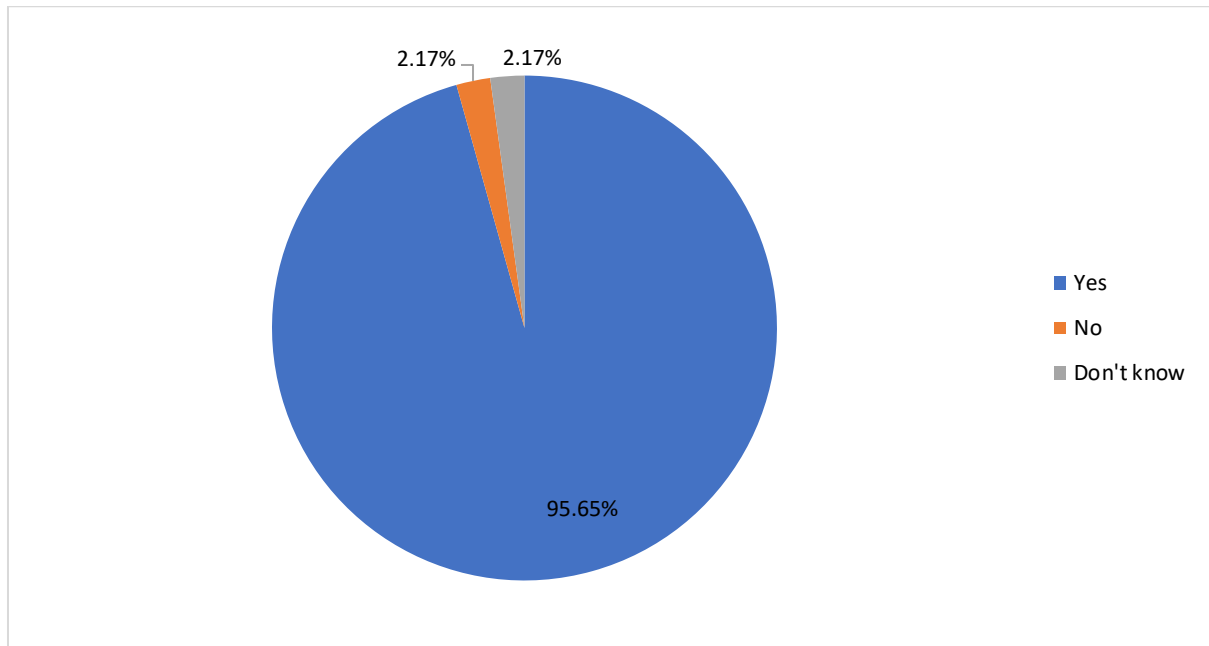
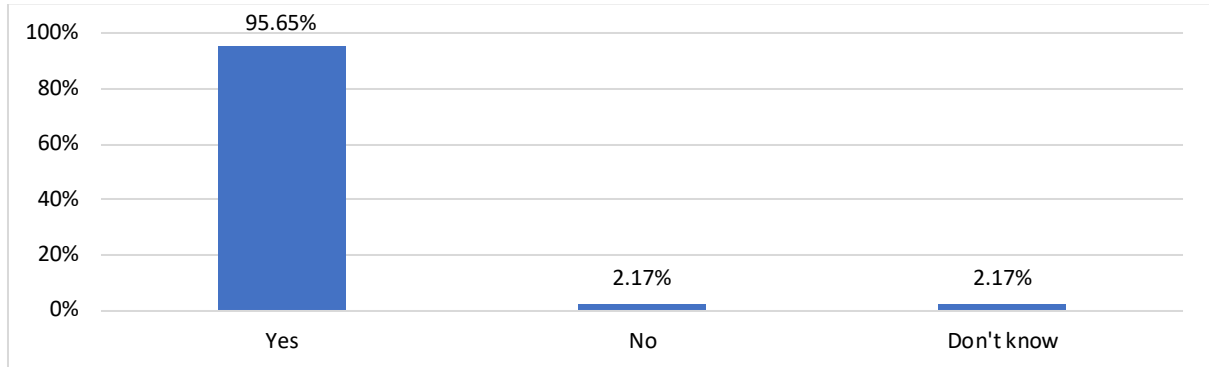
There were a total of 46 resident responses.

Q1 - Are you aware of the walking, wheeling and cycling route in Southport

APPENDIX 1

from Birkdale to Hesketh Park via Southport Town Centre (Aware of Route).

Are you aware of the walking, wheeling and cycling route in Southport from Birkdale to Hesketh Park via Southport Town Centre.	Total %	Total
Yes	95.65%	44
No	2.17%	1
Don't know	2.17%	1
Total	100%	46

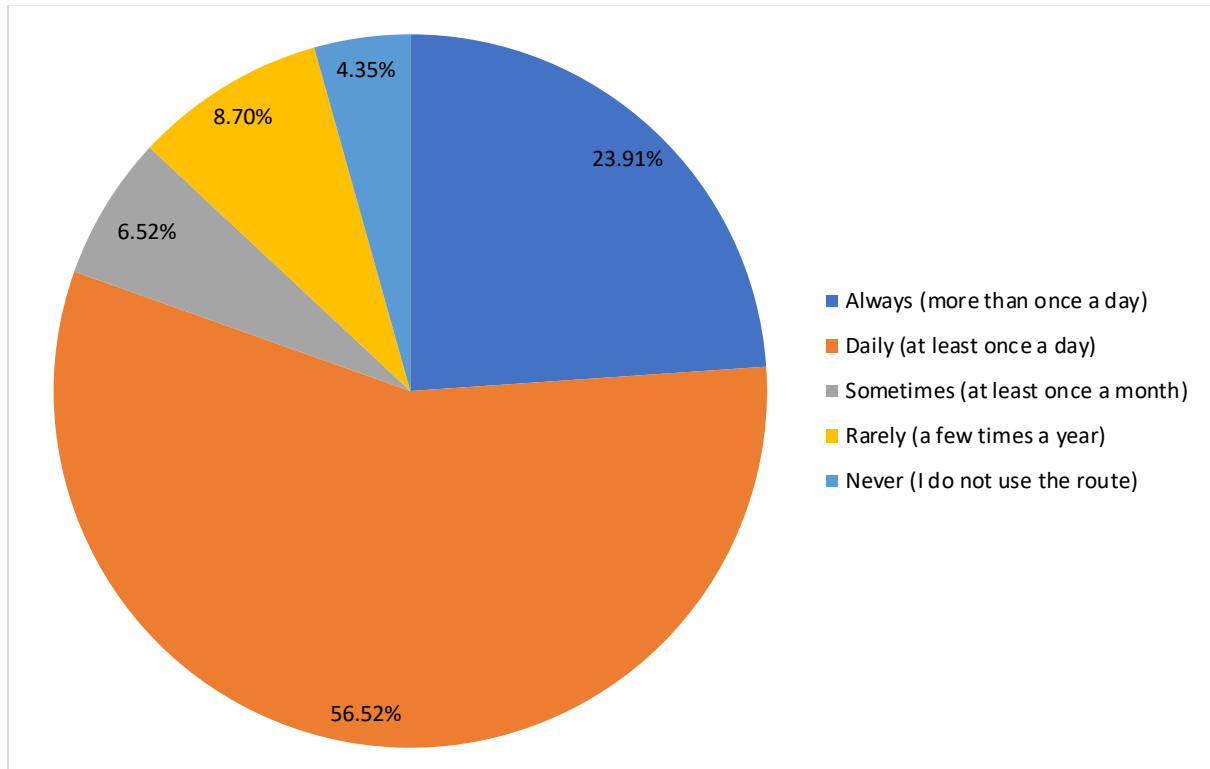
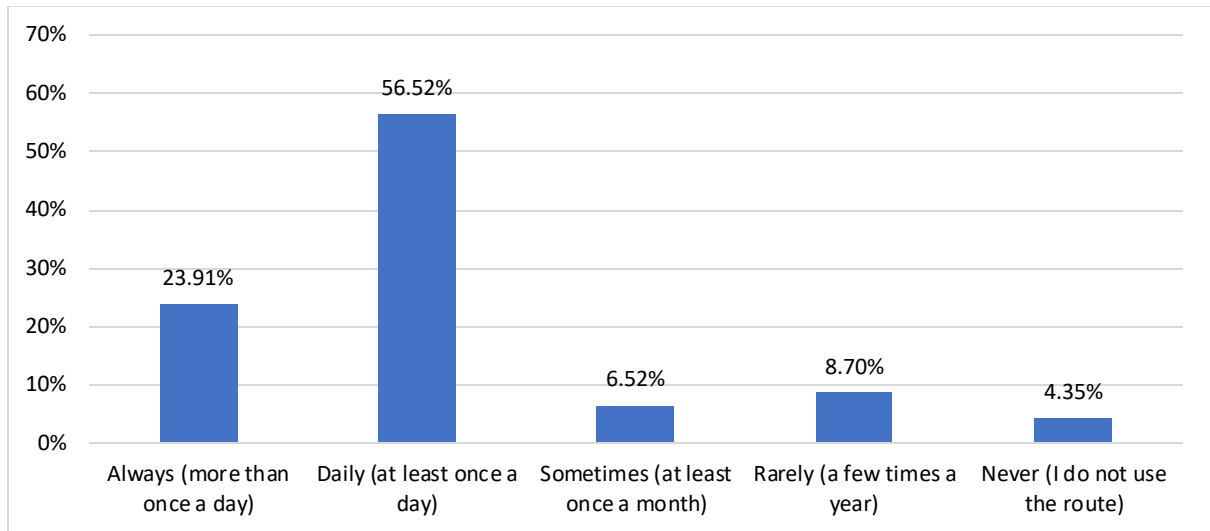


Q2 - How frequently do you walk, wheel and/or cycle along any part of this route (Frequency of Route).

How frequently do you walk, wheel and/or cycle along any part of this route.	Total %	Total
Always (more than once a day)	23.91%	11
Daily (at least once a day)	56.52%	26
Sometimes (at least once a month)	6.52%	3
Rarely (a few times a year)	8.70%	4
Never (I do not use the route)	4.35%	2

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Total	100%	46
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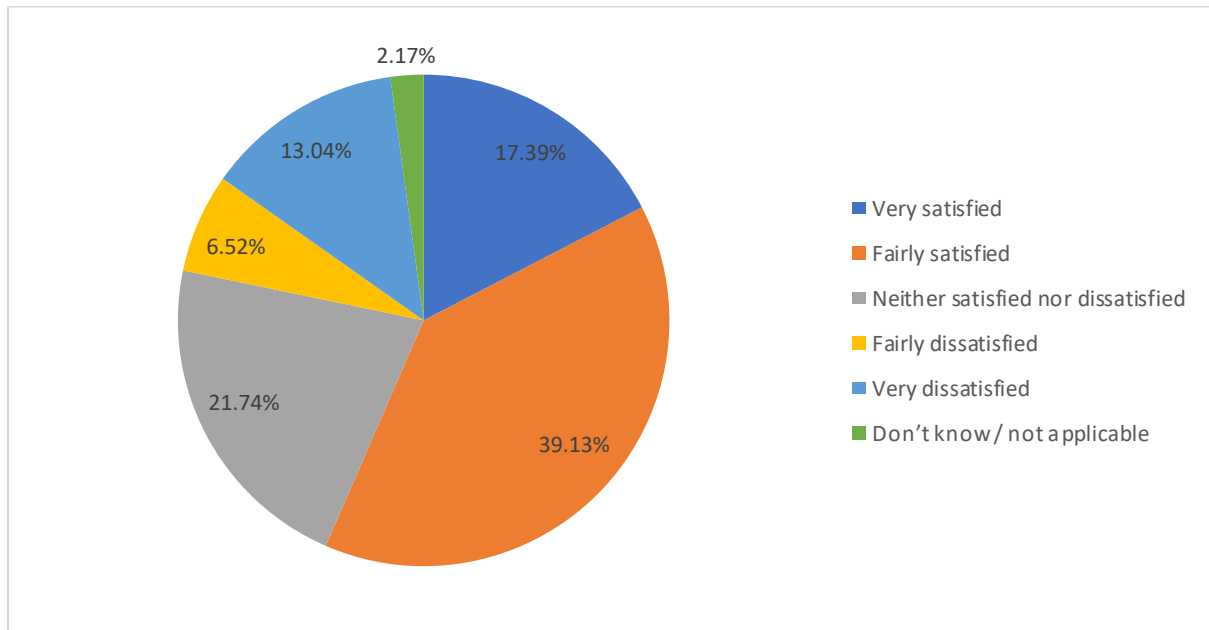
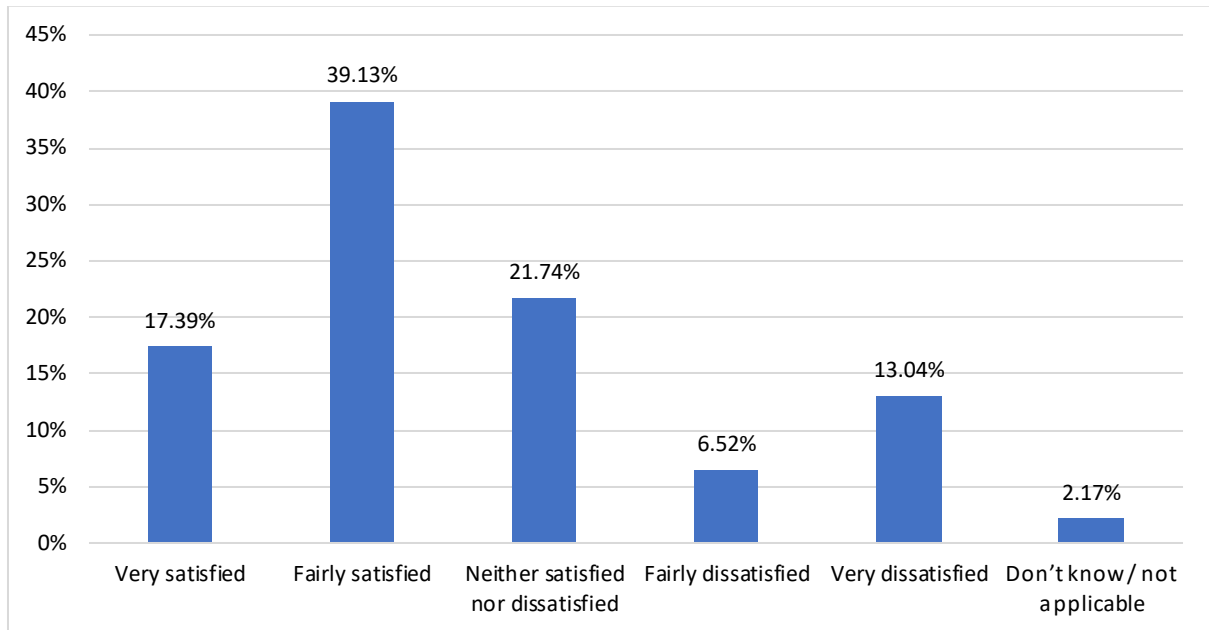


Q3: How satisfied or dissatisfied are you with your journey whilst using the route (Satisfaction).

How satisfied or dissatisfied are you with your journey whilst using the route.	Total %	Total
Very satisfied	17.39%	8
Fairly satisfied	39.13%	18
Neither satisfied nor dissatisfied	21.74%	10
Fairly dissatisfied	6.52%	3

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Very dissatisfied	13.04%	6
Don't know / not applicable	2.17%	1
Total	100%	46

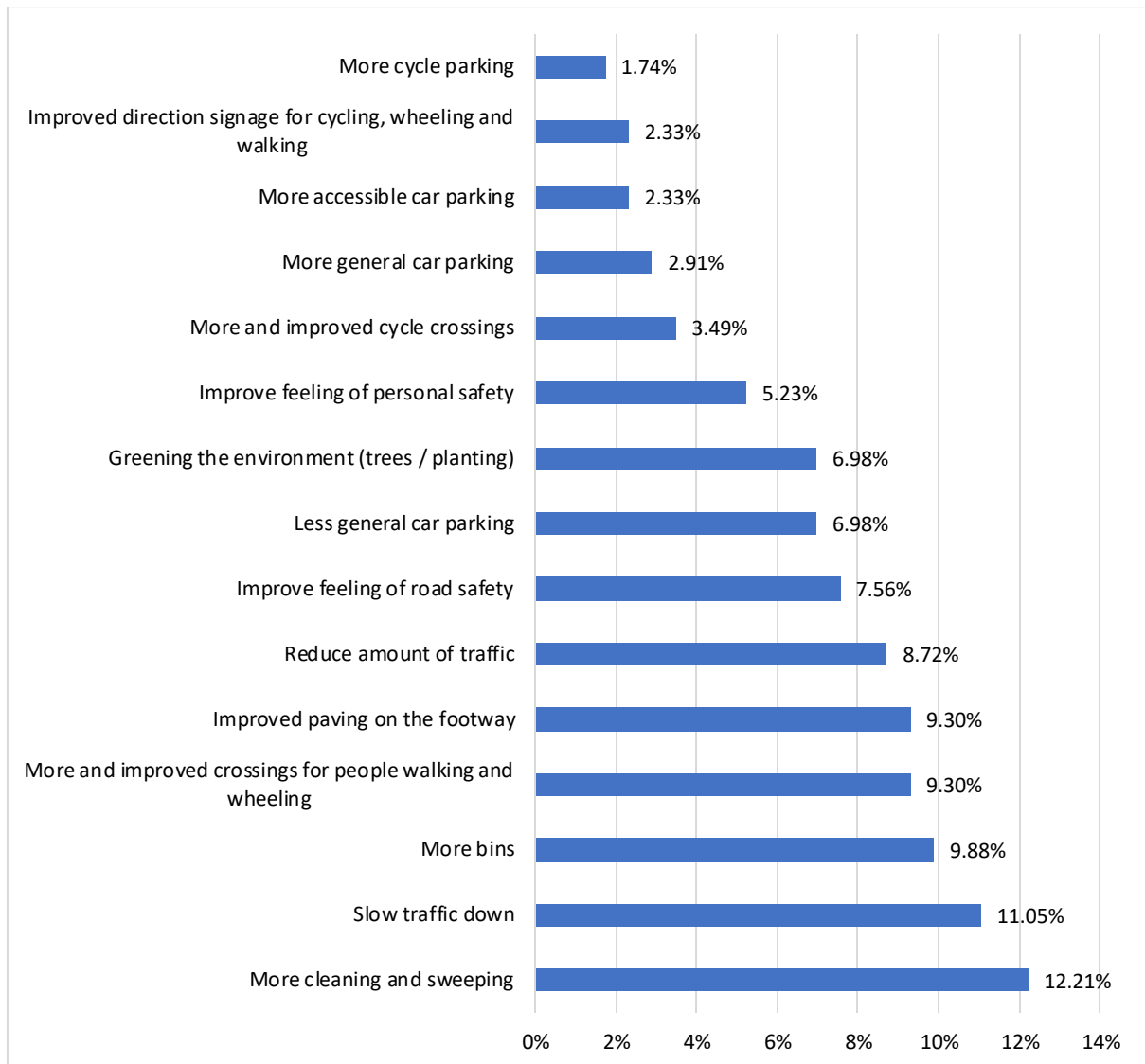


Q4 - Do you think there is anything that can be done to improve the route (Improve the route)

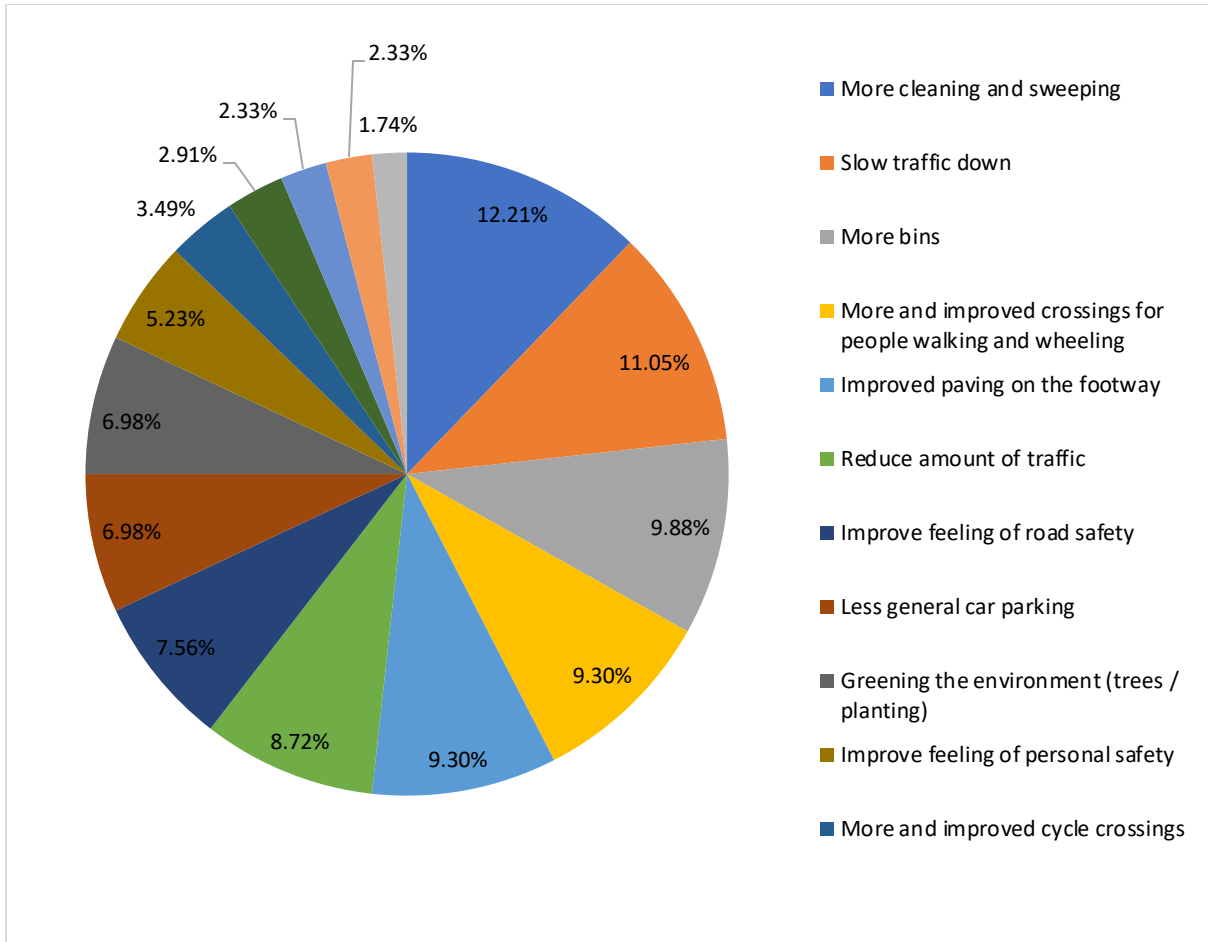
Do you think there is anything that can be done to improve the route.	Total %	Total
More cleaning and sweeping	12.21%	21
Slow traffic down	11.05%	19
More bins	9.88%	17
More and improved crossings for people walking and wheeling	9.30%	16
Improved paving on the footway	9.30%	16

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Reduce amount of traffic	8.72%	15
Improve feeling of road safety	7.56%	13
Less general car parking	6.98%	12
Greening the environment (trees / planting)	6.98%	12
Improve feeling of personal safety	5.23%	9
More and improved cycle crossings	3.49%	6
More general car parking	2.91%	5
More accessible car parking	2.33%	4
Improved direction signage for cycling, wheeling and walking	2.33%	4
More cycle parking	1.74%	3
Total	100%	172



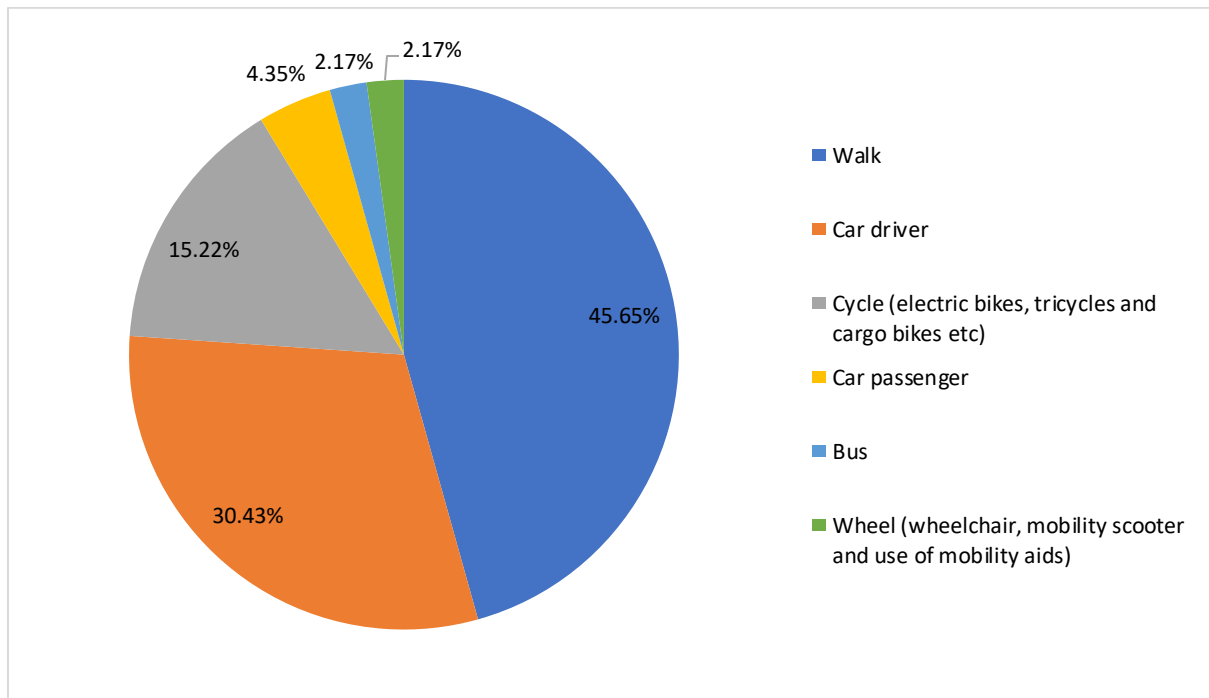
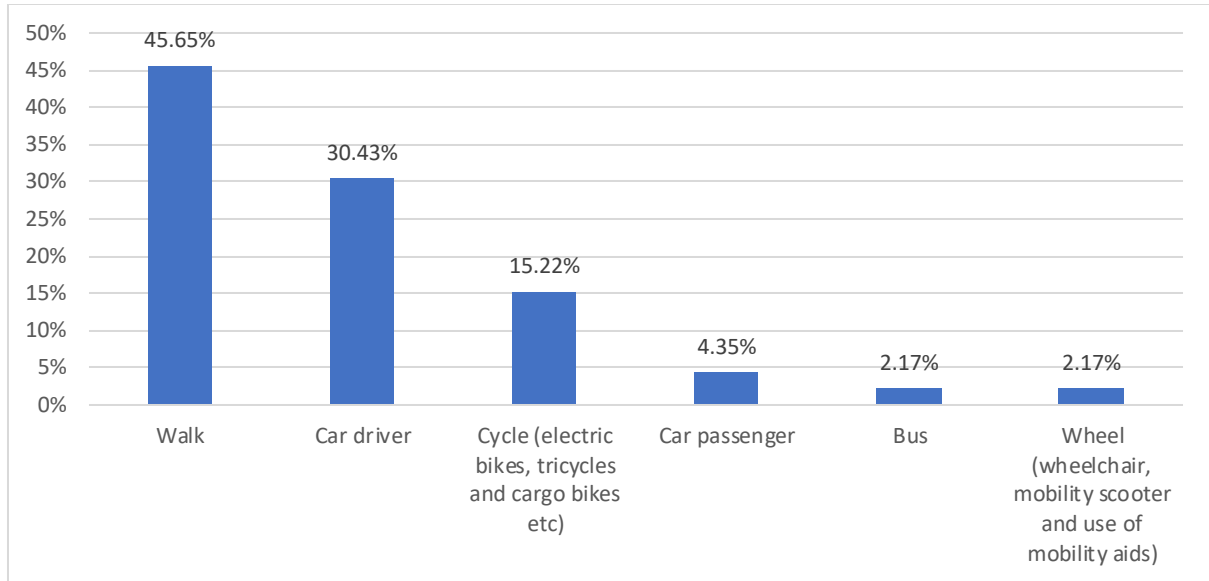
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Q5 - What is your main way or mode of travel for short journeys (under 2 miles or 3 kilometres).

What is your main way or mode of travel for short journeys (under 2 miles or 3 kilometres).	Total %	Total
Walk	45.65%	21
Car driver	30.43%	14
Cycle (electric bikes, tricycles and cargo bikes etc)	15.22%	7
Car passenger	4.35%	2
Bus	2.17%	1
Wheel (wheelchair, mobility scooter and use of mobility aids)	2.17%	1
Total	100%	46

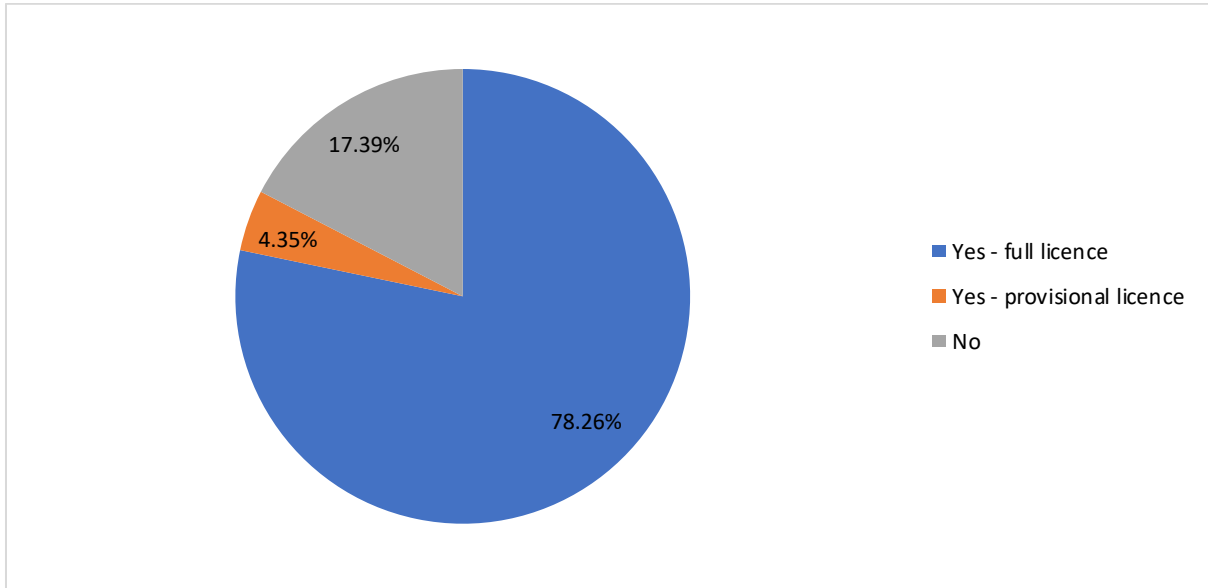
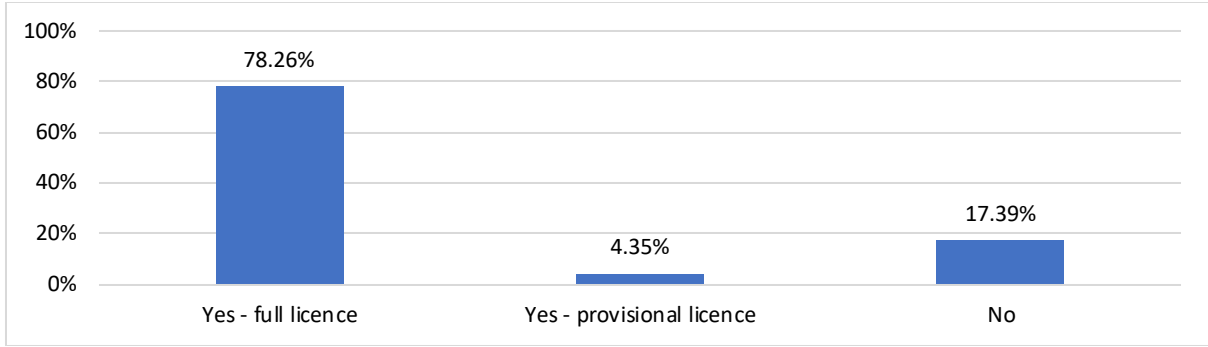
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Q6 - Do you hold a valid UK driving licence or provisional UK driving licence.

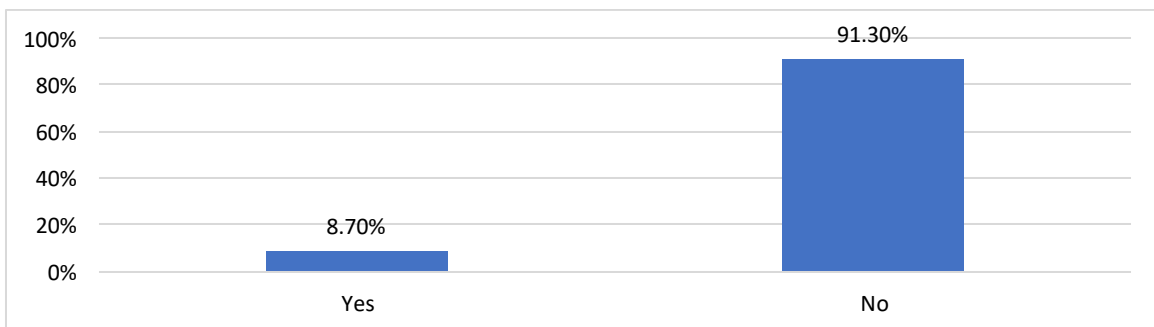
Do you hold a valid UK driving licence or provisional UK driving licence.	Total %	Total
Yes - full licence	78.26%	36
Yes - provisional licence	4.35%	2
No	17.39%	8
Grand Total	100%	46

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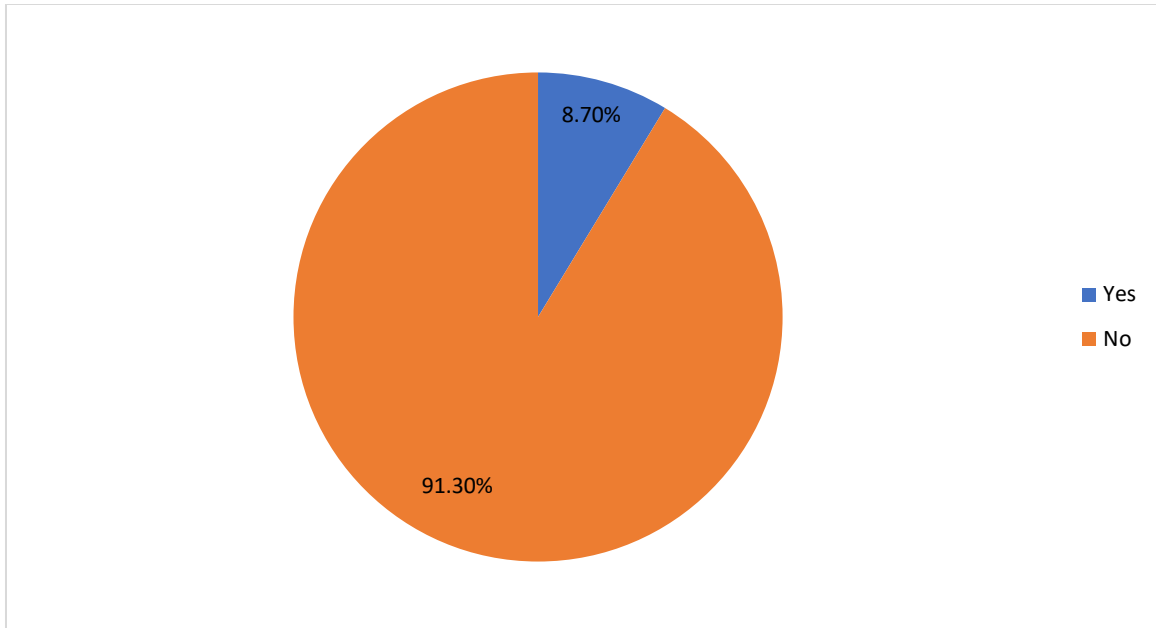


Q7 - Are you a blue badge holder.

Are you a blue badge holder.	Total %	Total
Yes	8.70%	4
No	91.30%	42
Total	100%	46

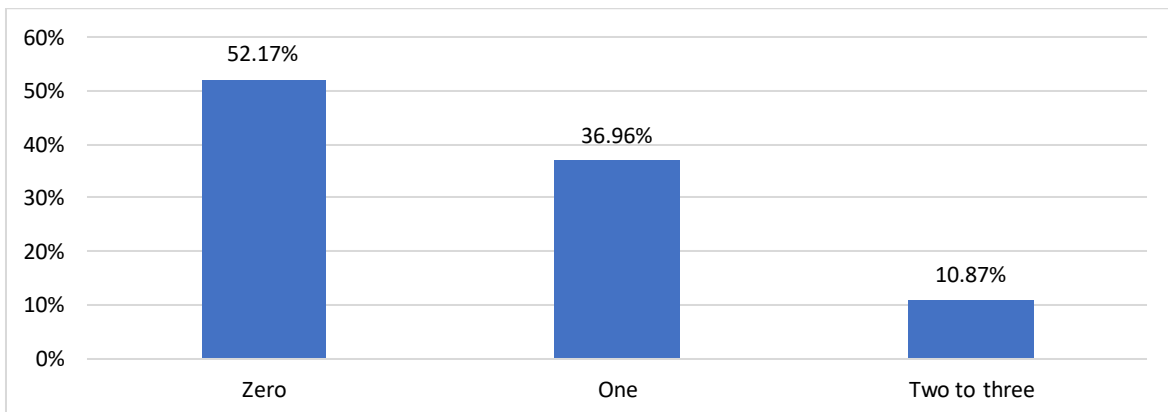


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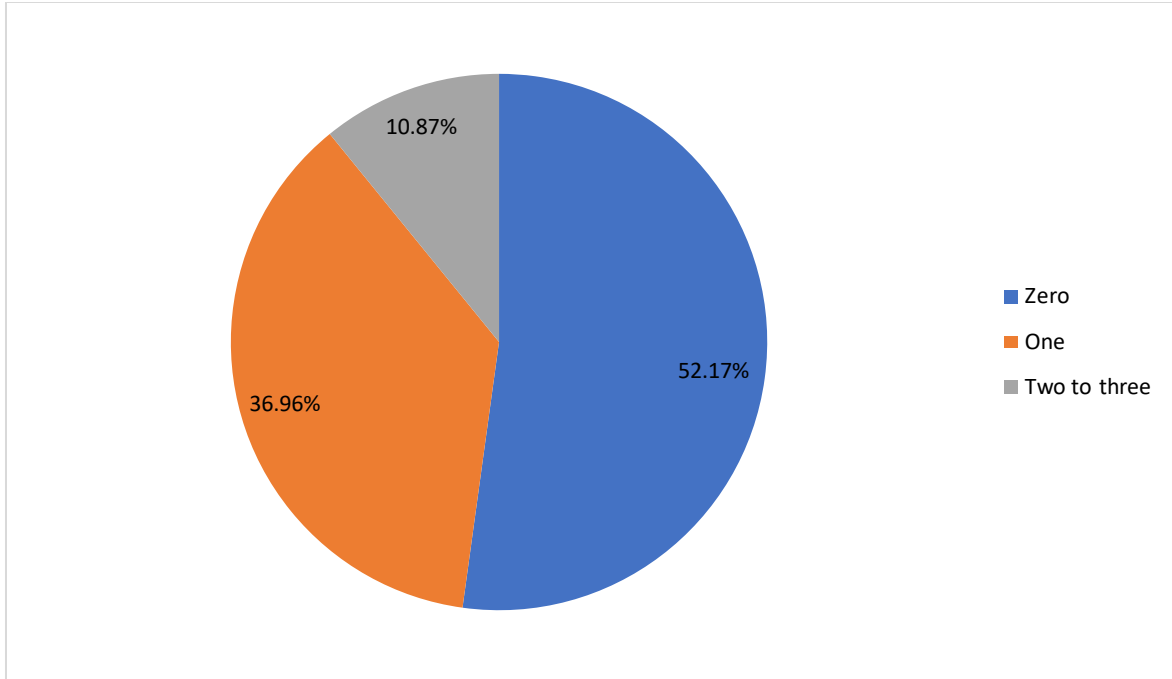


Q8 - Which forms of personal transport do you have access to (Cycle, electric cycle or cargo bike etc).

Which forms of personal transport do you have access to - Cycle, electric cycle or cargo bike etc	Total %	Total
Zero	52.17%	24
One	36.96%	17
Two to three	10.87%	5
Total	100%	46

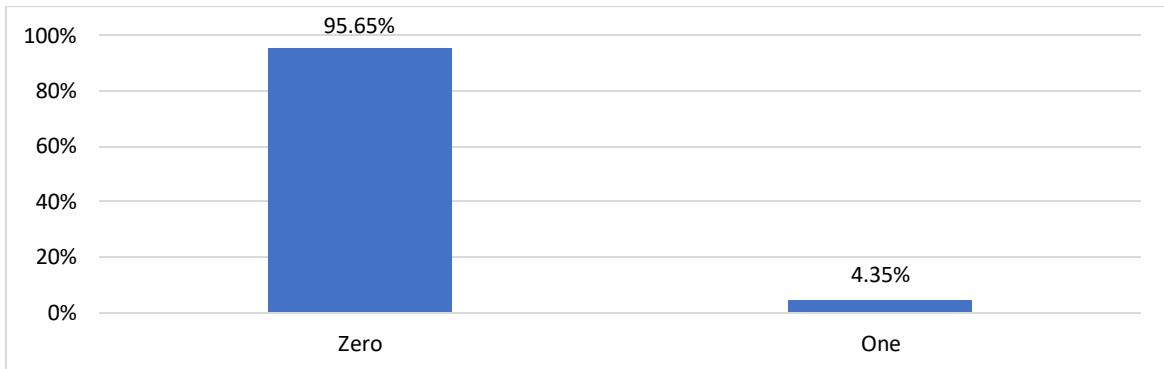


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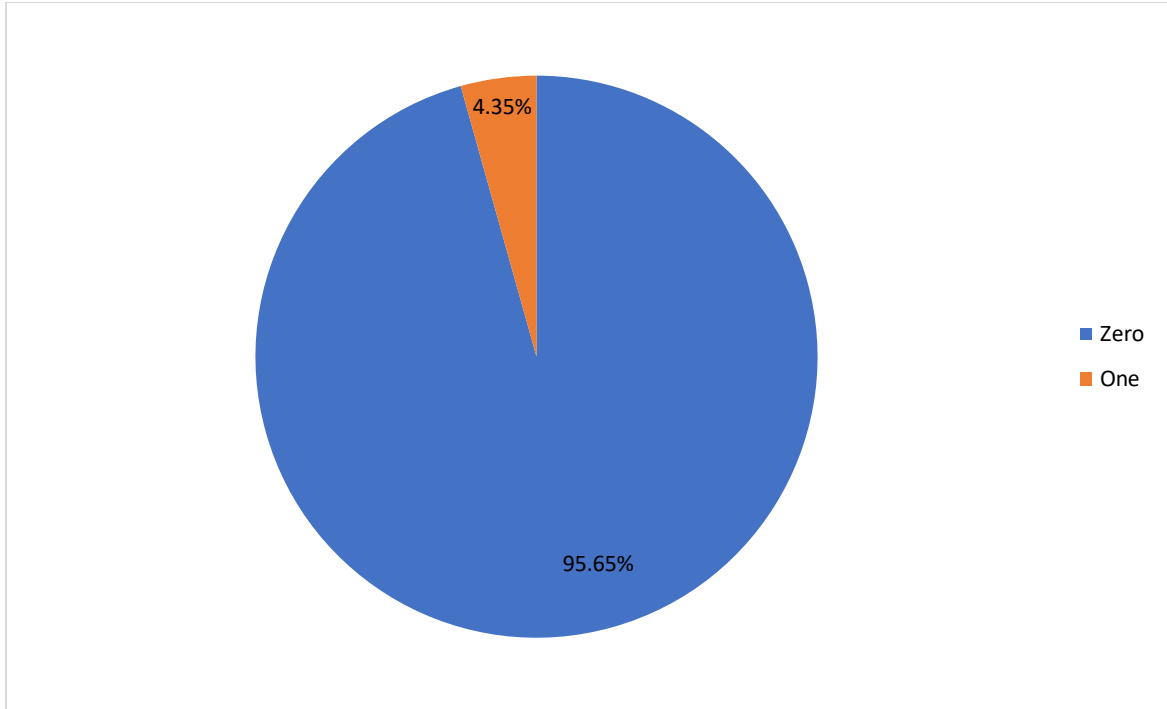


Q9 - Which forms of personal transport do you have access to (Mobility Scooter or Wheelchair).

Which forms of personal transport do you have access to - Mobility Scooter or Wheelchair	Total %	Total
Zero	95.65%	44
One	4.35%	2
Total	100%	46

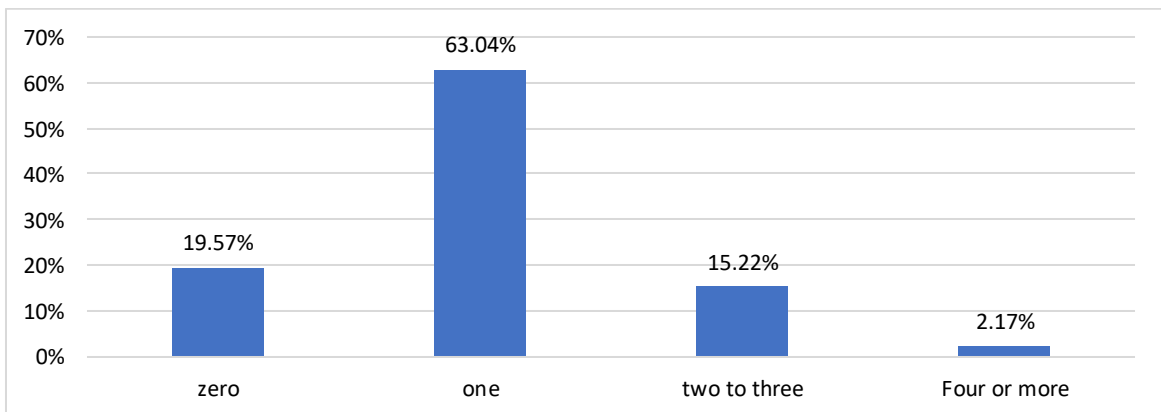


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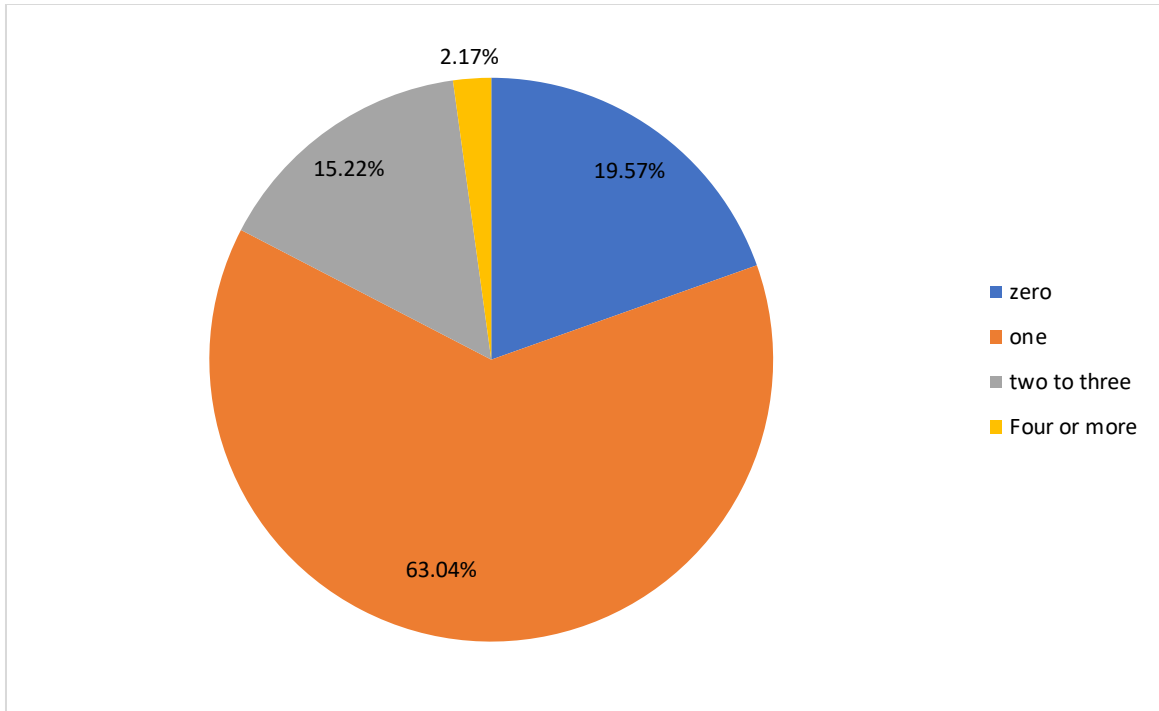


Q10 - Which forms of personal transport do you have access to (Car)

Which forms of personal transport do you have access to - Car	Total %	Total
zero	19.57%	9
one	63.04%	29
two to three	15.22%	7
Four or more	2.17%	1
Total	100%	46

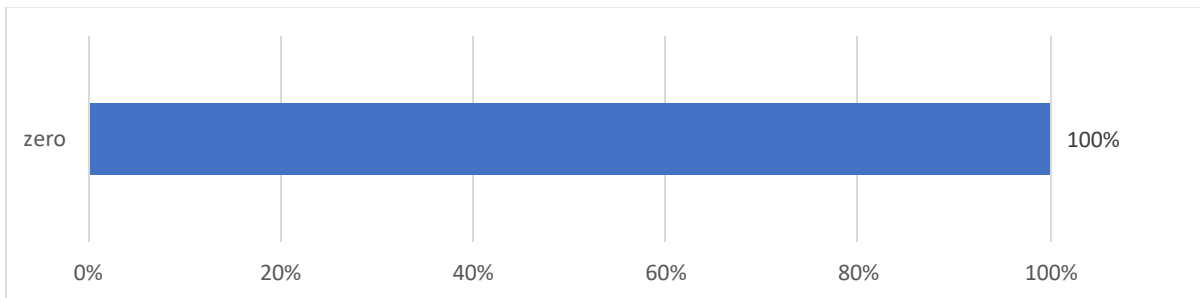


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Q11 - Which forms of personal transport do you have access to (Van)

Which forms of personal transport do you have access to - transport - Van	Total %	Total
Zero	100%	46
Total	100%	46



BUSINESSES

There were a total of 21 business responses.

Q1 - Are you and your employees aware of the walking, wheeling and cycling route in Southport from Birkdale to Hesketh Park via Southport Town Centre.

Are you and your employees aware of the walking, wheeling and cycling route in Southport from Birkdale to Hesketh Park via Southport Town Centre.	Total %	Total
Yes	100%	21
No	0%	0

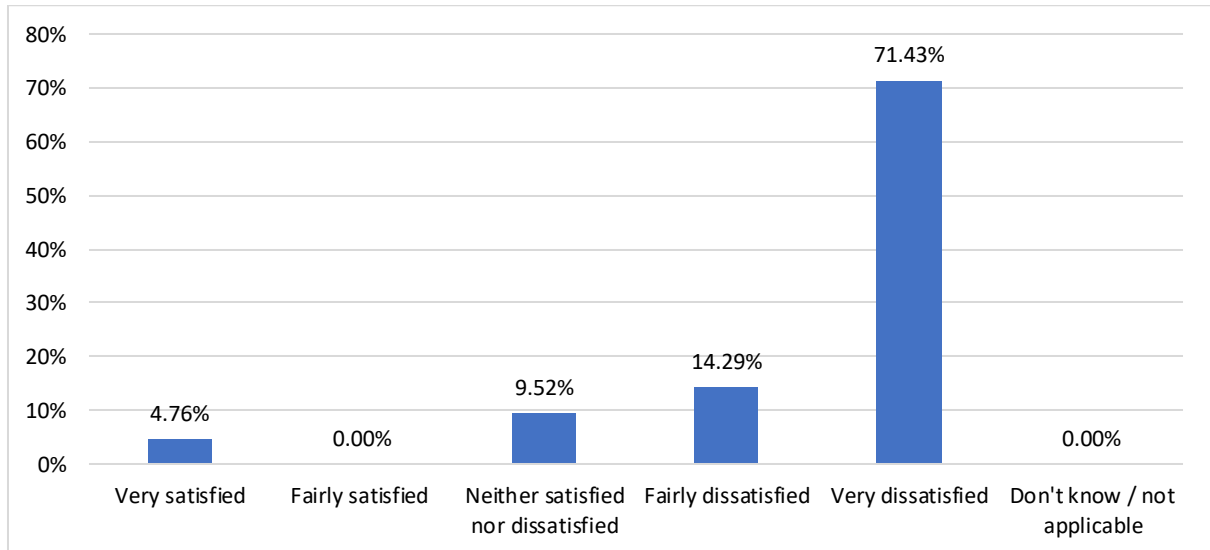
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Not sure	0%	0
Total	100%	21

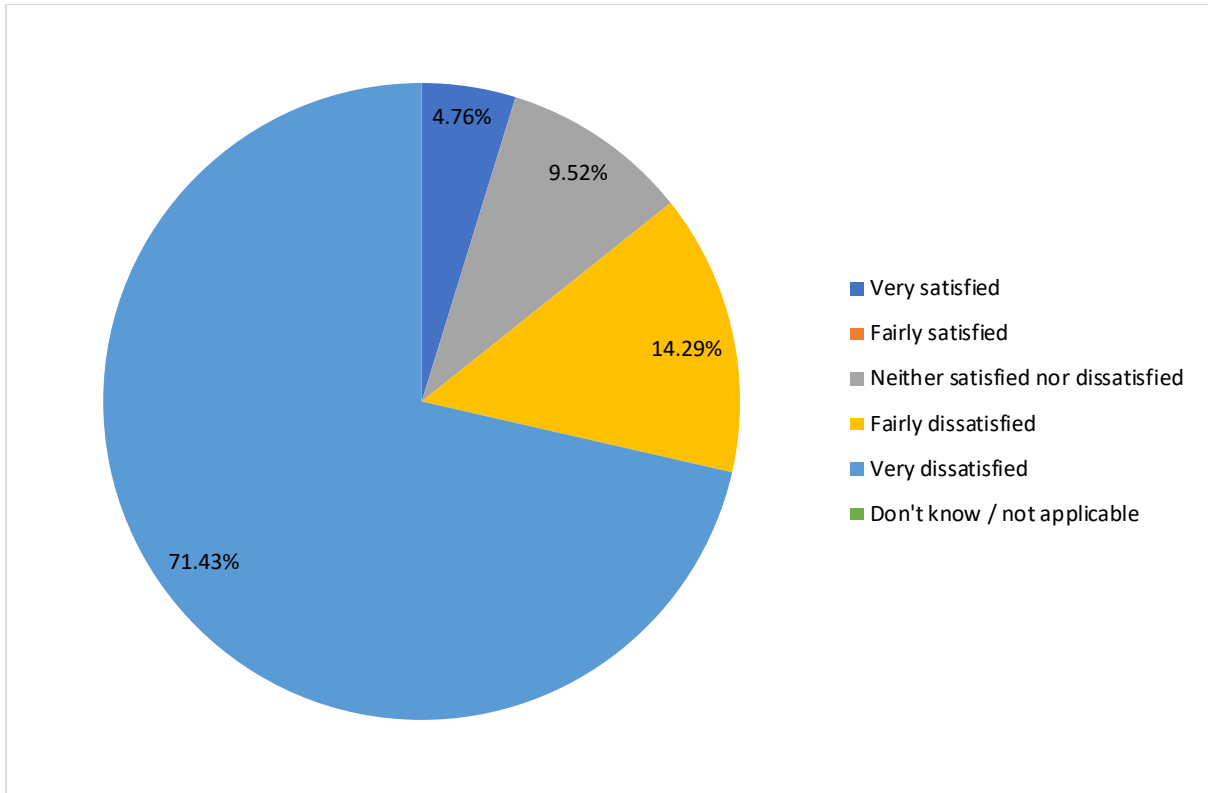


Q2 - How satisfied are you of the route from the perspective of your business.

How satisfied are you of the route from the perspective of your business.	Total %	Total
Very satisfied	4.76%	1
Fairly satisfied	0.00%	0
Neither satisfied nor dissatisfied	9.52%	2
Fairly dissatisfied	14.29%	3
Very dissatisfied	71.43%	15
Don't know / not applicable	0.00%	0
Total	100%	21



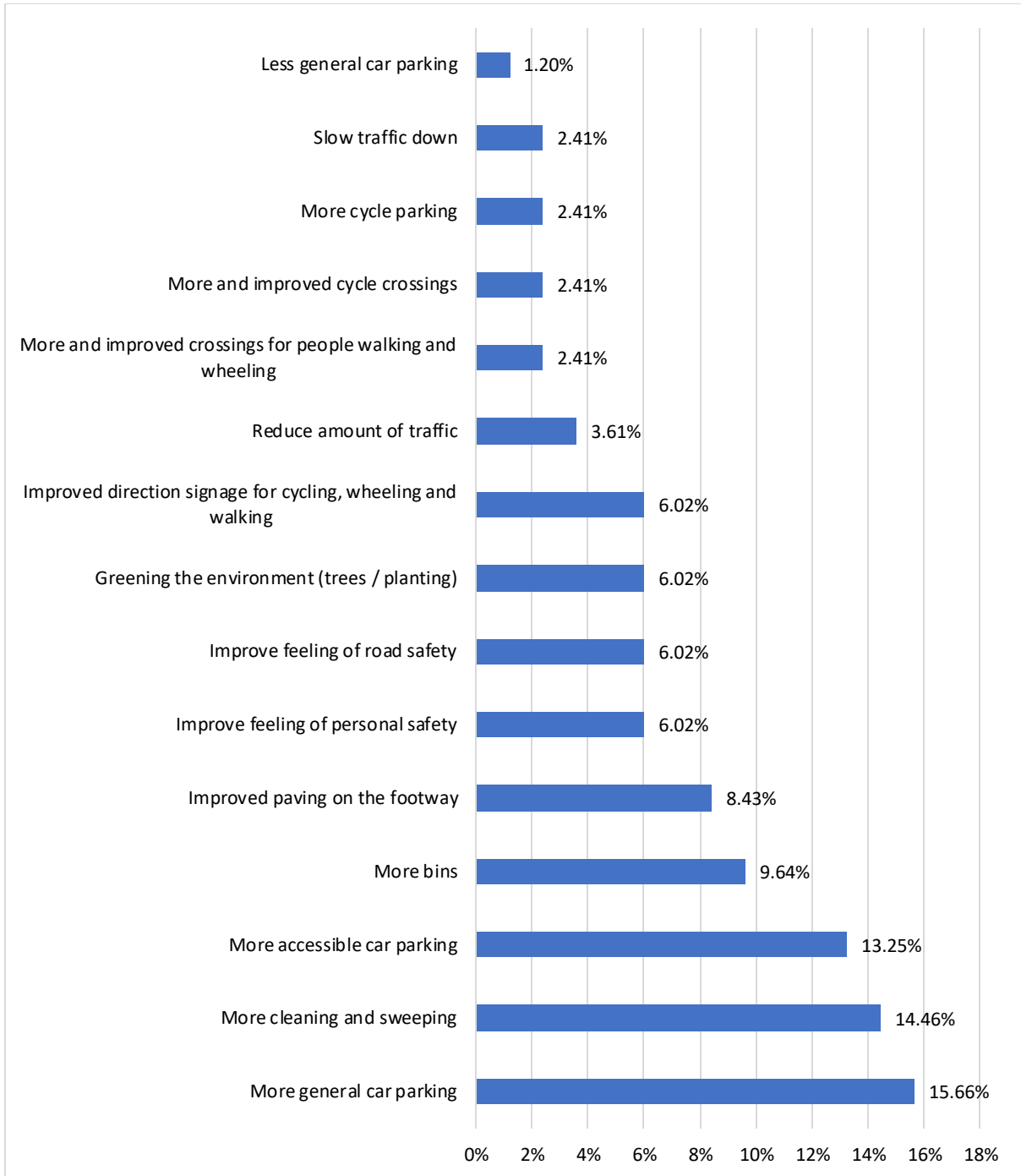
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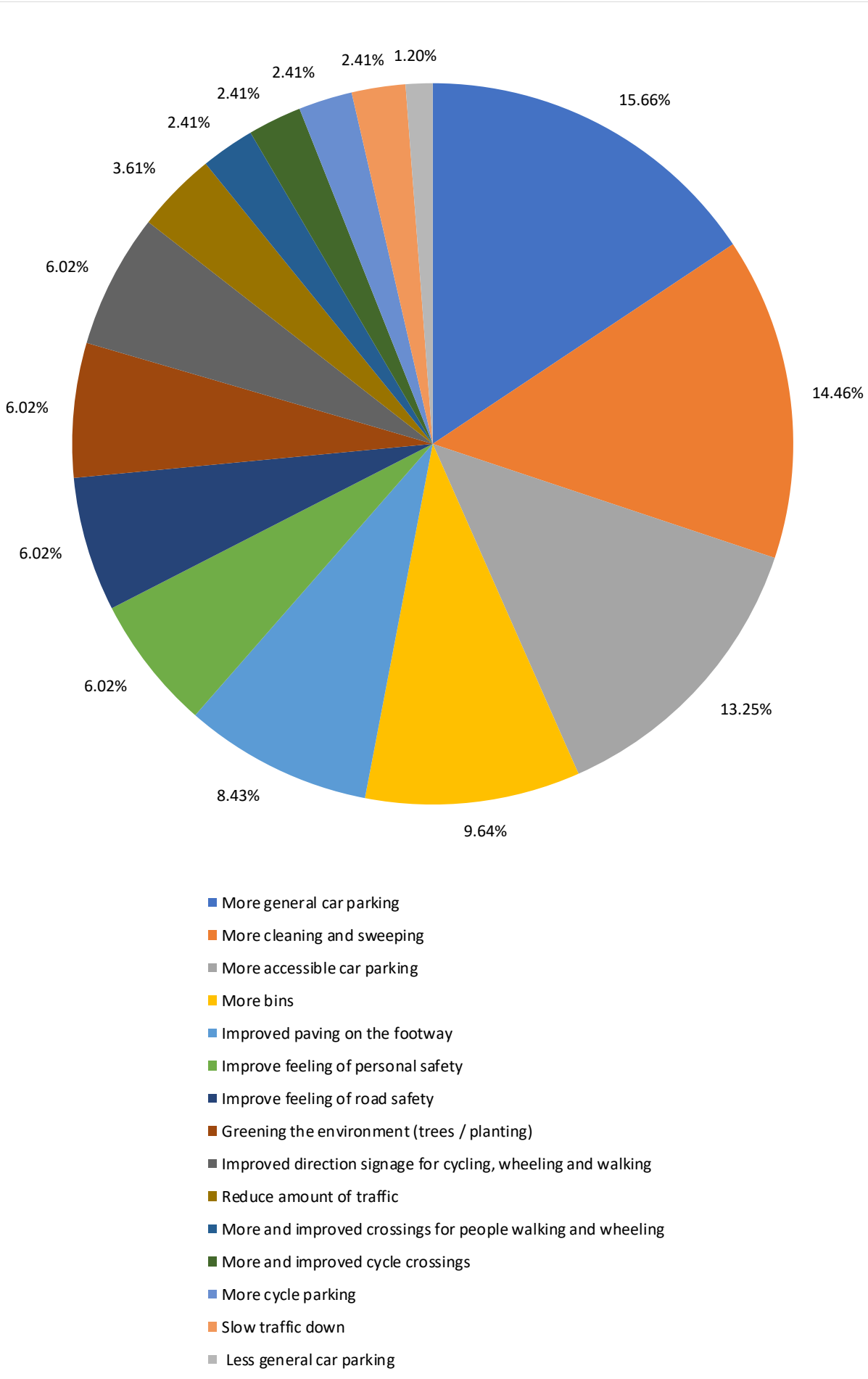
Q3 - Do you and your employees think there is anything we can do to improve the look and feel of the streets along the route - What can we do to improve the route.

Do you and your employees think there is anything we can do to improve the look and feel of the streets along the route - What can we do to improve the route.	Total %	Total
More general car parking	15.66%	13
More cleaning and sweeping	14.46%	12
More accessible car parking	13.25%	11
More bins	9.64%	8
Improved paving on the footway	8.43%	7
Improve feeling of personal safety	6.02%	5
Improve feeling of road safety	6.02%	5
Greening the environment (trees / planting)	6.02%	5
Improved direction signage for cycling, wheeling and walking	6.02%	5
Reduce amount of traffic	3.61%	3
More and improved crossings for people walking and wheeling	2.41%	2
More and improved cycle crossings	2.41%	2
More cycle parking	2.41%	2
Slow traffic down	2.41%	2
Less general car parking	1.20%	1
Total	100.00%	83

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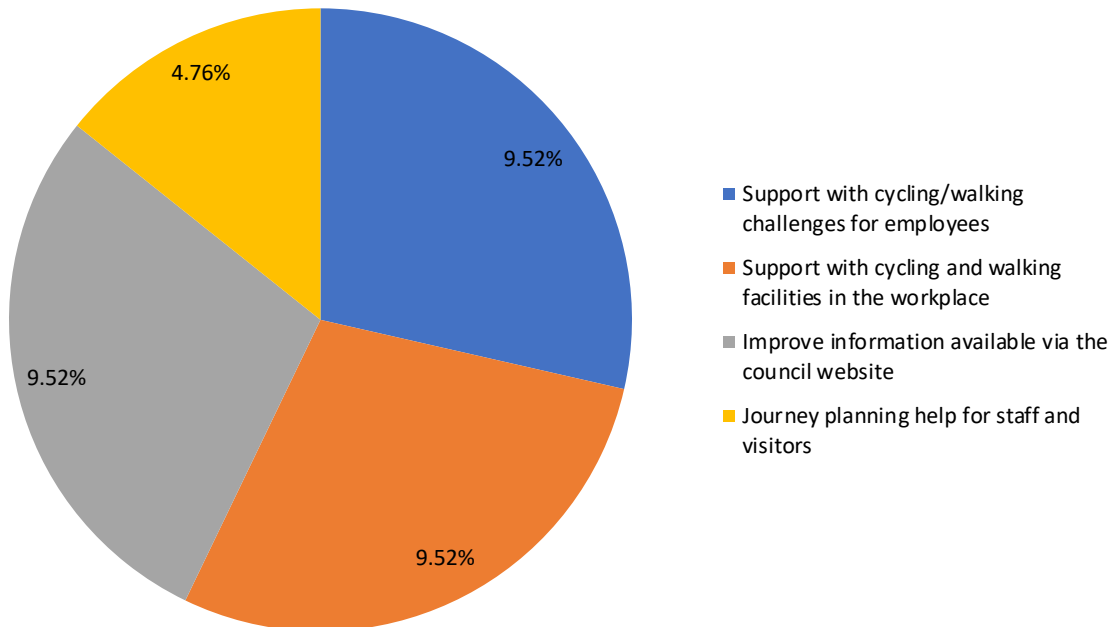
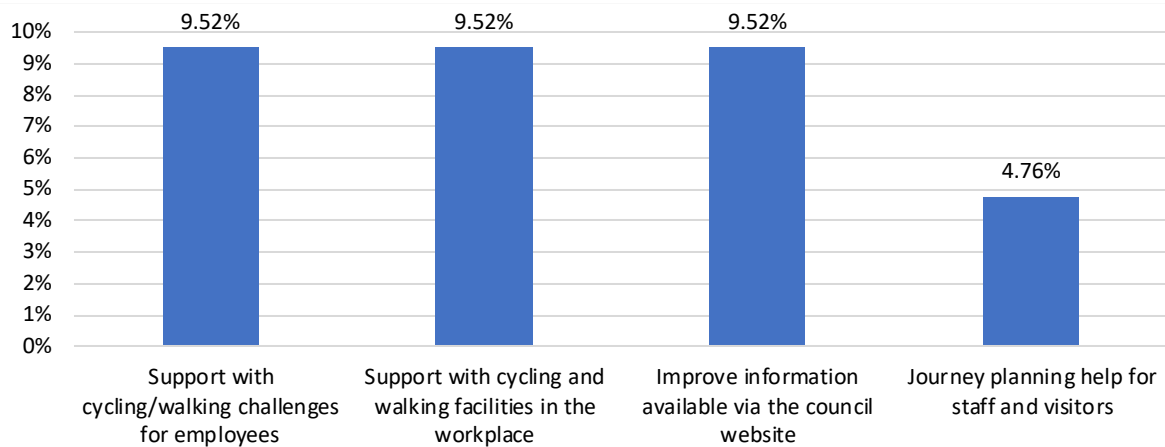
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Q4 - How can we help you, your employees and your visitors to reduce their carbon footprint and promote active lifestyles through our investment programmes - How can we help?

How can we help you, your employees and your visitors to reduce their carbon footprint and promote active lifestyles through our investment programmes - How can we help?	Total %	Total
Support with cycling/walking challenges for employees	9.52%	2
Support with cycling and walking facilities in the workplace	9.52%	2
Improve information available via the council website	9.52%	2
Journey planning help for staff and visitors	4.76%	1



COMMUNITY, VOLUNTARY OR FAITH ORGANISATION

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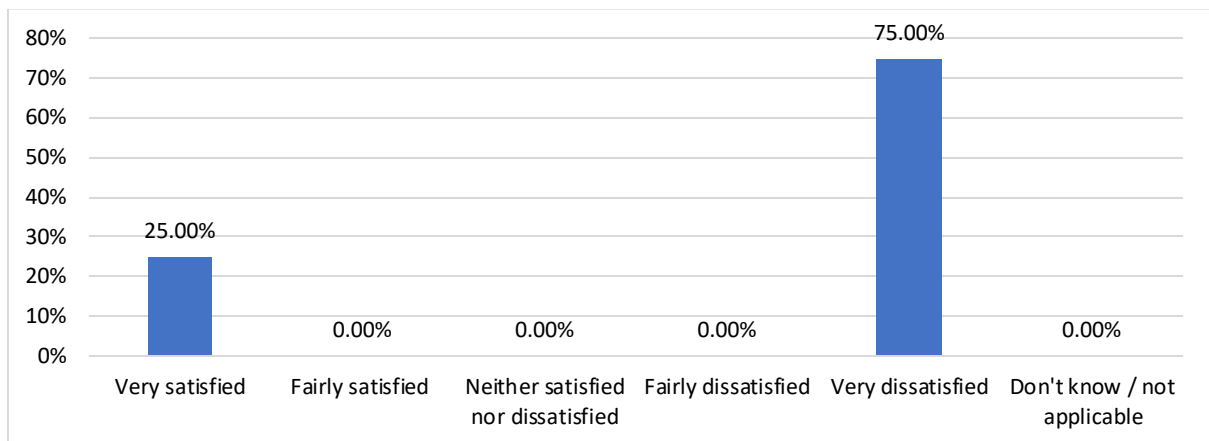
There were a total of 4 Community, Voluntary or Faith Organisation responses.

Q1 - Are you aware of the walking wheeling and cycling route in Southport from Birkdale to Hesketh Park via Southport Town Centre.

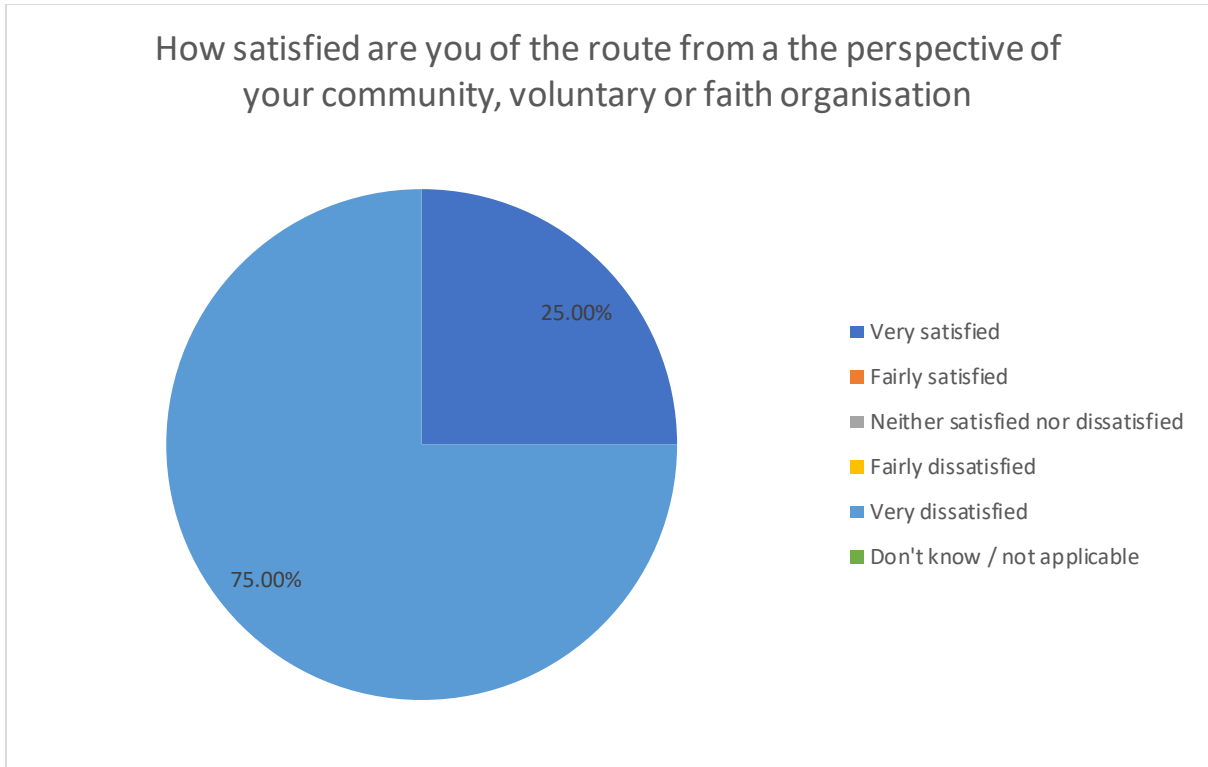
Are you aware of the walking wheeling and cycling route in Southport from Birkdale to Hesketh Park via Southport Town Centre.	Total %	Total
Yes	100%	4
No	0%	0
Not sure	0%	0
Total	100%	4

Q2 - Question 2: How satisfied are you of the route from a the perspective of your community, voluntary or faith organisation.

How satisfied are you of the route from a the perspective of your community, voluntary or faith organisation	Total %	Total
Very satisfied	25.00%	1
Fairly satisfied	0.00%	0
Neither satisfied nor dissatisfied	0.00%	0
Fairly dissatisfied	0.00%	0
Very dissatisfied	75.00%	3
Don't know / not applicable	0.00%	0
Total	100.00%	4



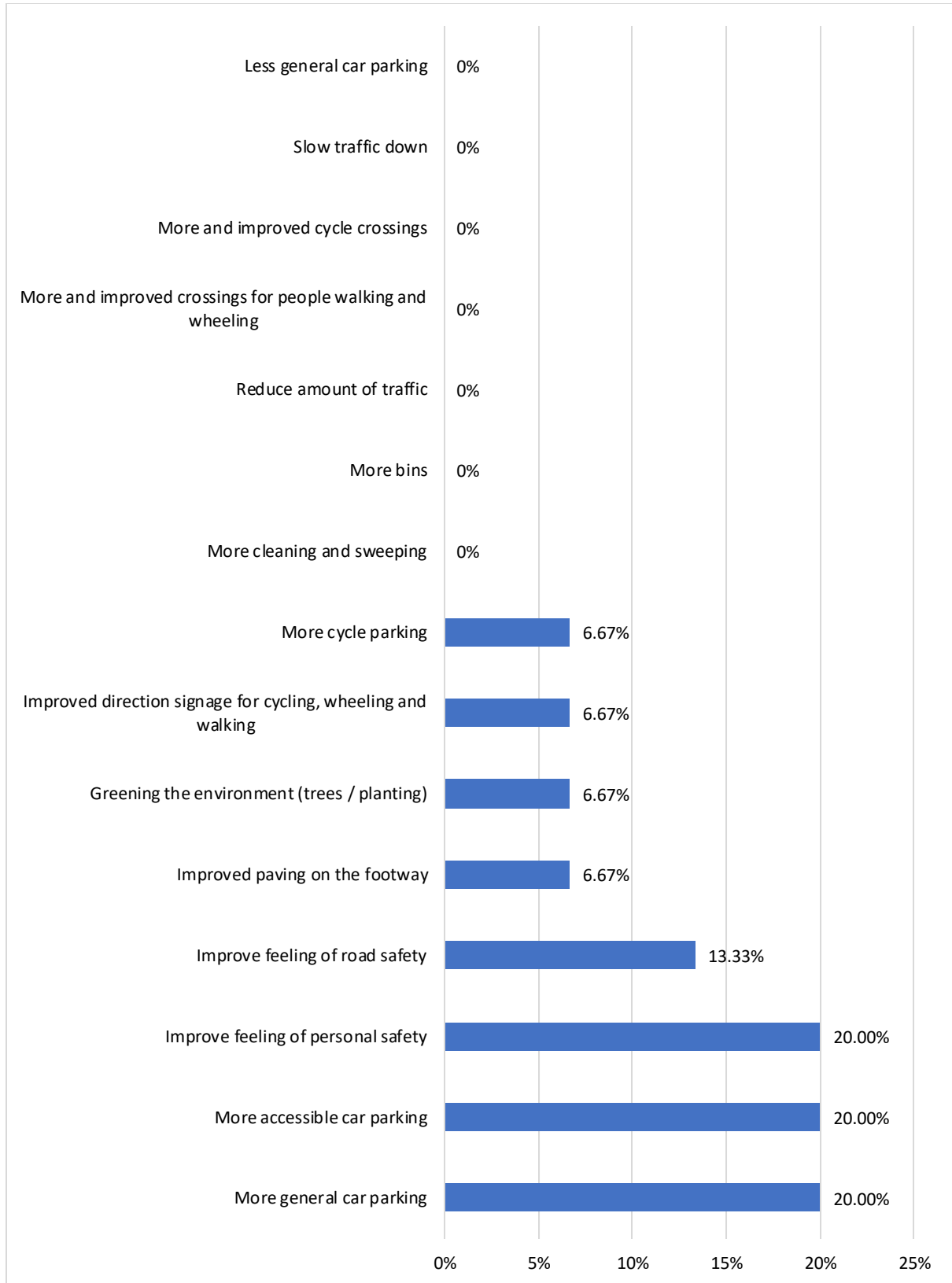
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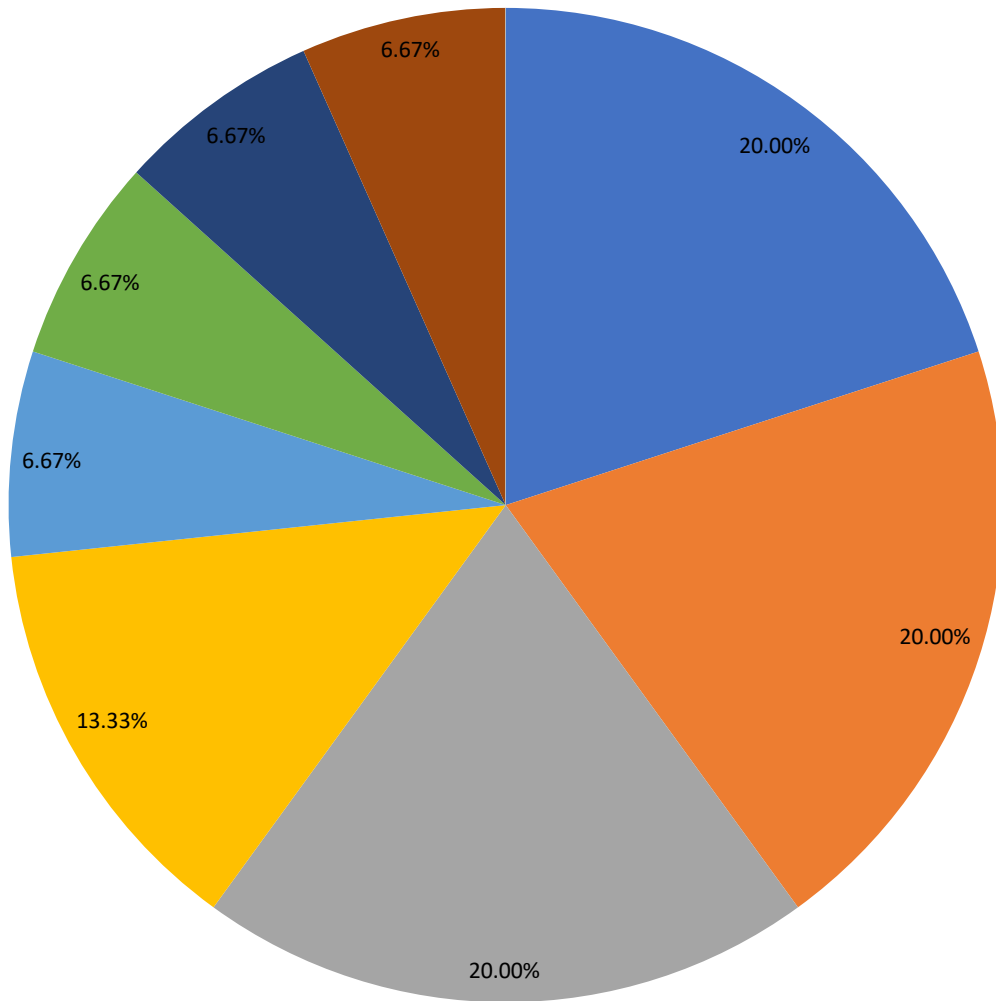
Q3 - Do you think there is anything we can do to improve the look and feel of the streets along the route.

Do you and your employees think there is anything we can do to improve the look and feel of the streets along the route - What can we do to improve the route	Total %	Total
More general car parking	20.00%	3
More accessible car parking	20.00%	3
Improve feeling of personal safety	20.00%	3
Improve feeling of road safety	13.33%	2
Improved paving on the footway	6.67%	1
Greening the environment (trees / planting)	6.67%	1
Improved direction signage for cycling, wheeling and walking	6.67%	1
More cycle parking	6.67%	1
More cleaning and sweeping	0%	0
More bins	0%	0
Reduce amount of traffic	0%	0
More and improved crossings for people walking and wheeling	0%	0
More and improved cycle crossings	0%	0
Slow traffic down	0%	0
Less general car parking	0%	0
Total	100%	15

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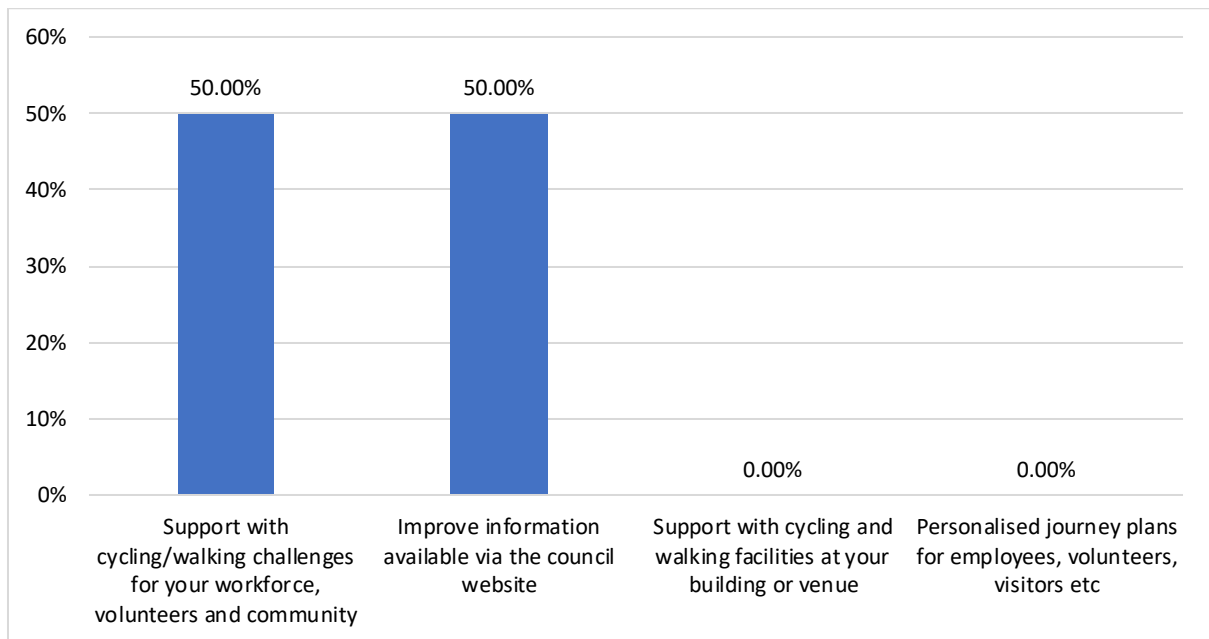


- More general car parking
- More accessible car parking
- Improve feeling of personal safety
- Improve feeling of road safety
- Improved paving on the footway
- Greening the environment (trees / planting)
- Improved direction signage for cycling, wheeling and walking
- More cycle parking
- More cleaning and sweeping
- More bins
- Reduce amount of traffic
- More and improved crossings for people walking and wheeling
- More and improved cycle crossings
- Slow traffic down
- Less general car parking

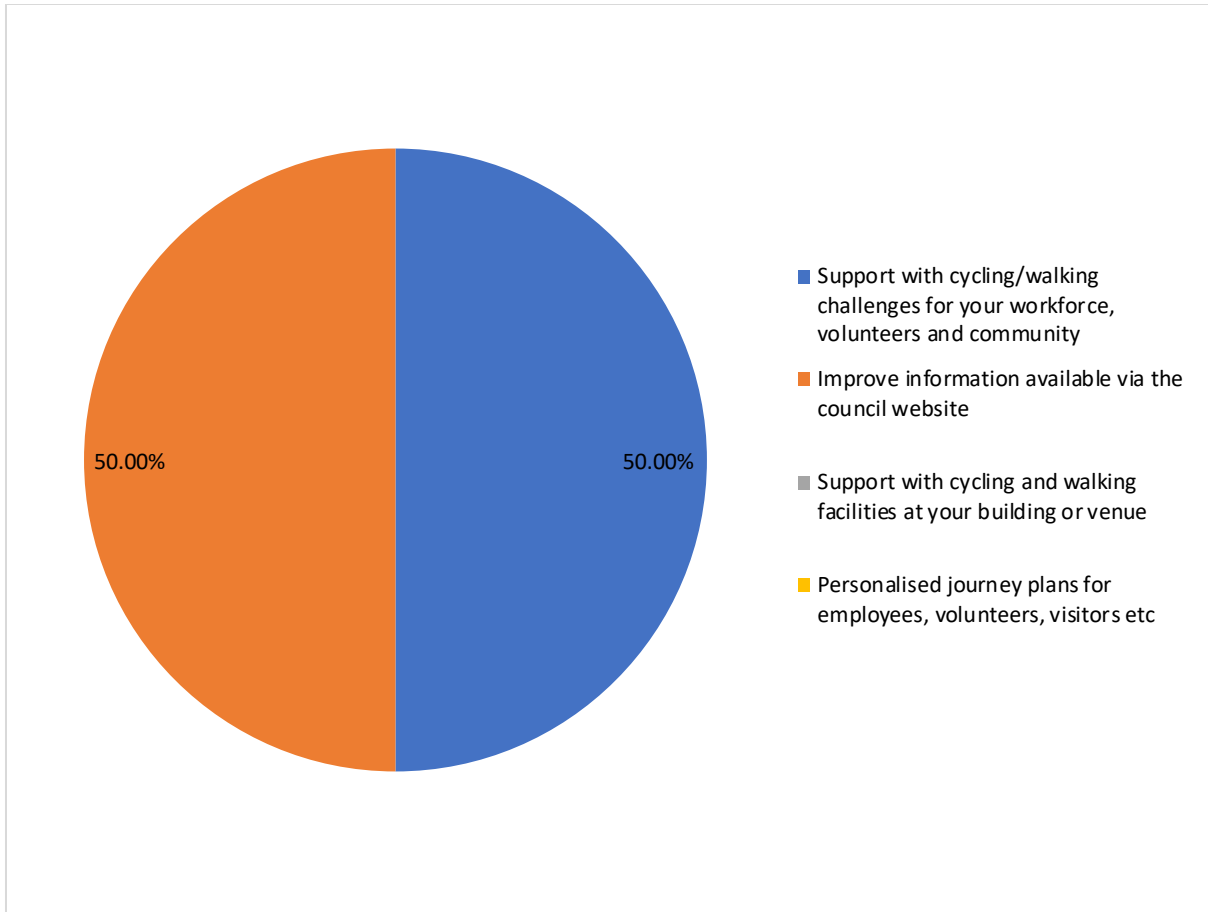
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Q4 - How can we help your organisation to reduce their carbon footprint and promote active lifestyles.

How can we help you, your employees and your visitors to reduce their carbon footprint and promote active lifestyles through our investment programmes - How can we help?	Total %	Total
Support with cycling/walking challenges for your workforce, volunteers and community	50.00%	1
Improve information available via the council website	50.00%	1
Support with cycling and walking facilities at your building or venue	0.00%	0
Personalised journey plans for employees, volunteers, visitors etc	0.00%	0



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DEMOGRAPHICS (Residents)

Age

Age	Total %	Total
18 - 29	6.52%	3
30 - 39	2.17%	1
40 - 49	4.35%	2
50 - 59	19.57%	9
60 - 69	32.61%	15
70 - 79	28.26%	13
85+	2.17%	1
Not Answered	2.17%	1
Prefer not to say	2.17%	1
Total	100%	46

Gender

Gender	Total %	Total
Female	50.00%	23
Male	45.65%	21
Not Answered	2.17%	1

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Prefer not to say	2.17%	1
Total	100%	46

RESIDENTS OPEN QUESTIONS

How satisfied or dissatisfied are you with your journey whilst using the route – comment on your experience when using the route.

Positive feedback:

- Double yellow lines work well to reduce parking in designated bike lanes.
- Route is good and well used by cyclists.
- Most satisfied with Belmont Street to Hesketh Park.
- Segregated cycle lanes are most effected at preventing cars parking in cycle lanes.
- Reduced congestion.
- Feels safe.
- The increased safety levels has boosted cyclist confidence to cycle more.
- Good idea.

Negative feedback:

- Non permitted vehicles ignoring no entry signs on Queens Road.
- Restricting certain vehicles to use Houghton Street and Queens Road has resulted in surrounding roads to become more congested, due to re-routing.
- Speeding cars on the route.
- Lack of use by cyclists.
- Footpath and road surface is poor.
- Street cleaning required.
- Pinch points on Duke Street, Portland Street and Eastbank Street.
- Too much street furniture on footways resulting in reduced accessibility levels to wheelchair users and those with prams.
- Cars parking on footways (especially on Talbot Street).
- Cars parking in cycle lanes.
- The removal of well used on-street car parking in favour of underused cycle lanes have negatively impacted businesses.
- Cyclist behaviour needs to be improved.
- Hard to cross the busy road.

Suggestions on how to improve the route:

- Enforcement of no entry signs for cars
- More bins
- Speeding cars on the route, traffic calming measures and enforcement is needed.
- Footpath and road surface requires resurfacing.
- Street cleaning required.
- Return the roads to how they were before cyclist provision was introduced.

Do you think there is anything else that can be done to improve the route – please note down any other improvements we can make.

Suggestions on how to improve the route:

- Extend route further.
 - o Into Birkdale along York Road.
 - o On both sides of Chapel Street.

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- Enforcement of no entry signs for cars.
- Better/more signage to no entry to Queens Road.
- Enforce 20mph speed limit.
- 20mph road markings to help reduce speeding cars.
- More dropped kerbs.
- More cycle wayfinding.
- More green infrastructure along route.
- Different surfacing colour on share footways for pedestrians and cyclists.
- Improve pedestrians crossings.
 - o Westley to Talbot Street.
 - o Along Eastbank Street.
- More seating along the route for rest as Queens Road as many residents are in a senior age bracket.
- More bins.
- Prevent general traffic on Talbot Street.
- Remove underused/unnecessary cycle lanes:
 - o Queens Road.
 - o Hesketh Road to Houghton Street
- Remove road blocking (Low Traffic Neighbourhood infrastructure).
- More effective ways to prevent parking in cycle lanes.
- Improve drainage.
- Secure bike parking to prevent bike theft.
- Street cleaning (especially on Chapel Street).
- Investigate one-way streets to cater for widening pavements to make it safer for pedestrians and cyclists.

Concerns:

- Over access to the One Stop Shop for large delivery lorries.
- Adverse impact onto businesses due to vehicle restricted access.
- Queens Road has proved that car free does not work.

BUSINESSES OPEN QUESTIONS

How satisfied are you of the route from the perspective of your business - Further comments

Possible feedback:

- No positive feedback received.

Negative feedback:

- Lack of use by cyclists.
- Cycle lanes are disproportionate for the amount it is used.
- Cyclists do not use the dedicated cycle lanes (instead use the footway).
- Cycle lanes negatively impact businesses.
 - o Trade (some businesses suffered 10% decline in sales since cycle lanes implemented).
 - o Deliveries
 - o Confusion of how to access premises.
 - o No customer/client parking.
- Bollards are not visible enough.
- Holy Trinity Church have experienced a decline in worshippers.
- Frustration over the road closure of Queens Road, due to longer re-routing required.

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- Cyclist using the wrong cycle lane (going the opposite direction).
- Argued that it cannot be environmentally friendly due to the amount of vehicle re-routing and longer journeys caused resulting in more fuel.

Suggestions on how to improve the route:

- Cycle lane should only be on one side of Hoghton Street resulting in less disruption.
- Cycle lanes in Hoghton Street should be removed with immediate effect.
- For business to thrive, there needs to be more parking which is free/cheap.

Do you and your employees think there is anything we can do to improve the look and feel of the streets along the route - Please note down any improvements we can make.

Negative feedback:

- Remove cycle lanes (Hoghton Street).
- Reopen Queens Street to vehicles.

Suggestions on how to improve the route:

- Invest money into Cambridge Arcade.
- Enforcement of no entry signs for cars.

How can we help you, your employees and your visitors to reduce their carbon footprint and promote active lifestyles through our investment programmes – Other, please state

Negative feedback:

- Customers are typically older meaning they do not cycle (or are unable to lead this active lifestyle) and are in need of accessible parking as opposed to cycle lanes.
- Further vehicles restriction to the town centre will result in further commercial decline.
- Argued that it cannot be environmentally friendly due to the amount of vehicle re-routing and longer journeys caused resulting in more fuel.
- Cycle lanes are not needed.
- Cycle lane is not required on both sides of roads.

COMMUNITY, VOLUNTARY OR FAITH ORGANISATION OPEN QUESTIONS

How satisfied are you of the route from the perspective of your community, voluntary or faith organisation - Further comments.

Negative feedback:

- Lack of use by cyclists.
- Cycle lanes are in the wrong place/location.
- Route outside of Church is causing danger, inconvenience and misery for many parishioners, schoolchildren and parents and church attendees.
- Loss of approximately 15 parking spaces for cycle lanes.
- Removed parking has resulted in those with limited mobility to have less access to church.
- No disabled parking spaces less than 1/4 miles away.
- No parking spaces for funeral or weddings cars.
- Church is self-sufficient and find it increasingly harder to rent out their venue due to less/limited parking.

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- Sefton Council say they are committed to creating inclusive, and safe streets for all. In fact what you have done on Hoghton Street is anything but safe and inclusive.

Suggestions on how to improve the route:

- Routes should be for leisure, not commuting.
- Cycle lanes should be re-routed due to the negative impact it has on the church financial income and 400 plus hall users.

Do you think there is anything we can do to improve the look and feel of the streets along the route – improvements.

Positive feedback:

- Support cycle lanes, but they must be in a suitable location/right location.

Negative feedback:

- Cycle lanes are not practical on Queens Road and Hoghton Street.
- Remove the cycle lanes on Hoghton Street and Queens Road.

Suggestions on how to improve the route:

- Remove the cycle lanes on Hoghton Street and Queens Road and re-route them along Park Avenue onto the Promenade. That would eliminate danger and invite leisure cyclists to use the route.

How can we help your organisation to reduce their carbon footprint and promote active lifestyles - How can we help?

Negative feedback:

- Southport is a retirement town and the demography reflects that meaning those who would love to cycle are unable to, due to health limitations.

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SOUTHPORT - BIRKDALE TO HESKETH PARK ACTIVE TRAVEL ROUTE INTERCEPT SURVEY.

Following latest Department for Transport Guidance, primary research was conducted in the form of intercept surveys based around the following points:

- Journey purpose.
- Origin and destination.
- Factors influencing decision to use route.
- Mode shift / has the journey changed with the new active travel route.
- Perceptions of safety.
- Demographics.

The Southport intercept survey (interview) was conducted on 06/10/2022. In total there were 36 respondents to the survey. 27 of the respondents were cycling, 7 walking, 1 wheeling and 1 unknown (blank).

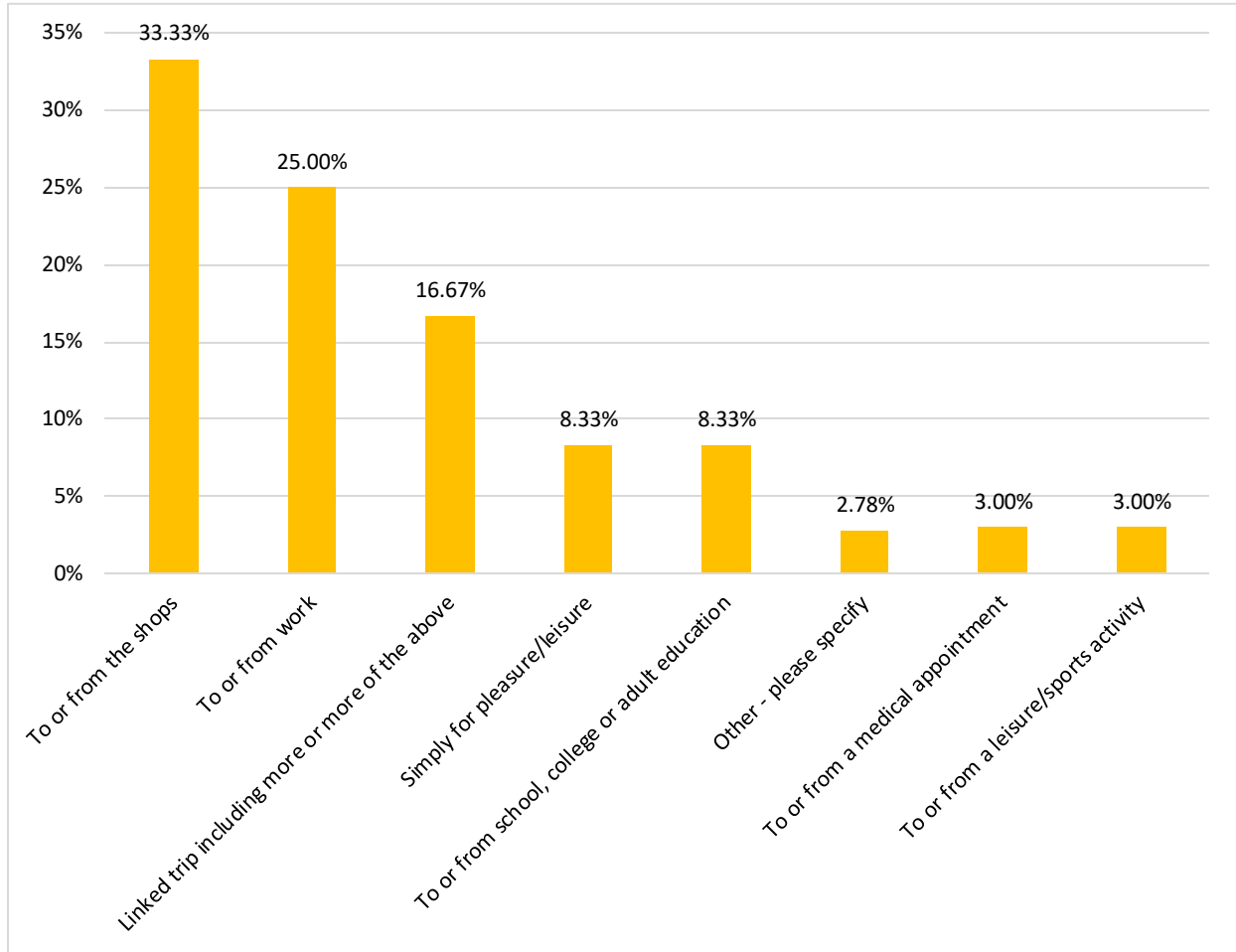
Findings

Q3 - What was your journey / trip purpose today?

Question three shows that 12 respondents journey purpose was 'to or from the shops' when surveyed (33.33%). This was followed by 25% (9) of respondents traveling 'to or from work' and 16.67% (6) of respondents traveling 'as part of a linked trip' (so more than one of the responses above).

What was your journey / trip purpose today?	Cycli ng	Walki ng	Wheeli ng	(Blan k)	Tot al	Total %
To or from the shops	8	3	1		12	33.33 %
To or from work	5	3		1	9	25.00 %
Linked trip including more or more of the above	6				6	16.67 %
Simply for pleasure/leisure	3				3	8.33 %
To or from school, college or adult education	2	1			3	8.33 %
Other - please specify	1				1	2.78 %
To or from a medical appointment	1				1	3.00 %
To or from a leisure/sports activity	1				1	3.00 %
Total	27	7	1	1	36	100%

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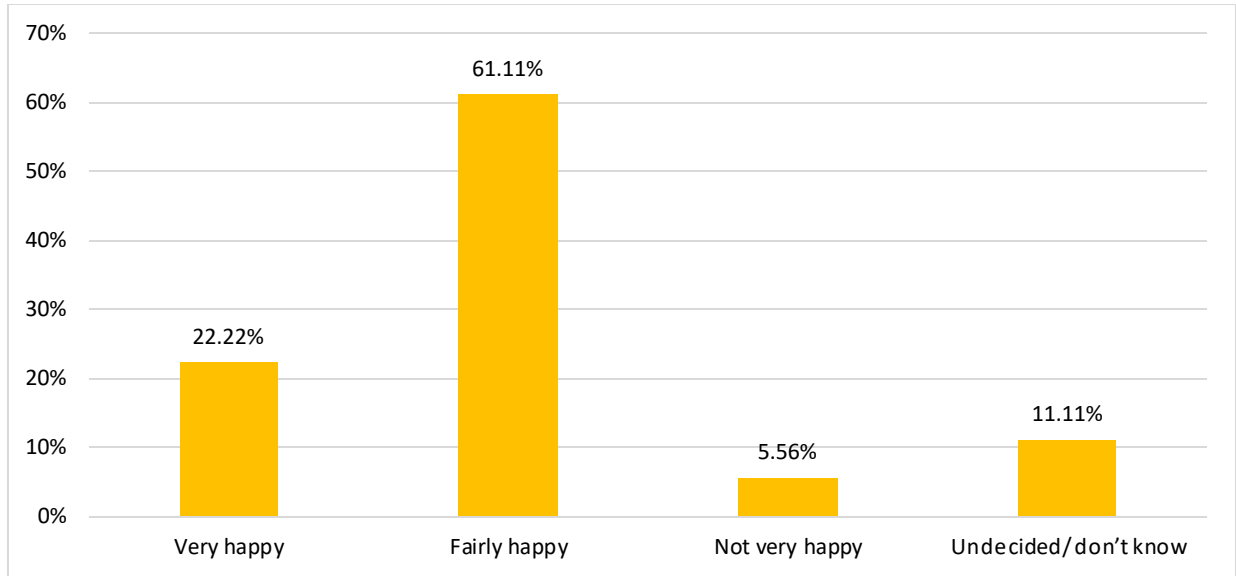


Q4 - How do you feel about your journey/trip along the route today?

Question four shows that 83.33% (30) of respondents were either 'fairly happy' or 'very happy' with how they felt about their trip along the route. Only 5.56% of respondents (all of which were cyclists) stated that they were 'not very happy' with their trip.

How do you feel about your journey/trip along the route today?	Cyclin g	Walkin g	Wheelin g	(Blank)	Tota l	Total %
Very happy	5	2	1		8	22.22 %
Fairly happy	18	3		1	22	61.11 %
Not very happy	2				2	5.56%
Undecided/don't know	2	2			4	11.11 %
Total	27	7	1	1	36	100%

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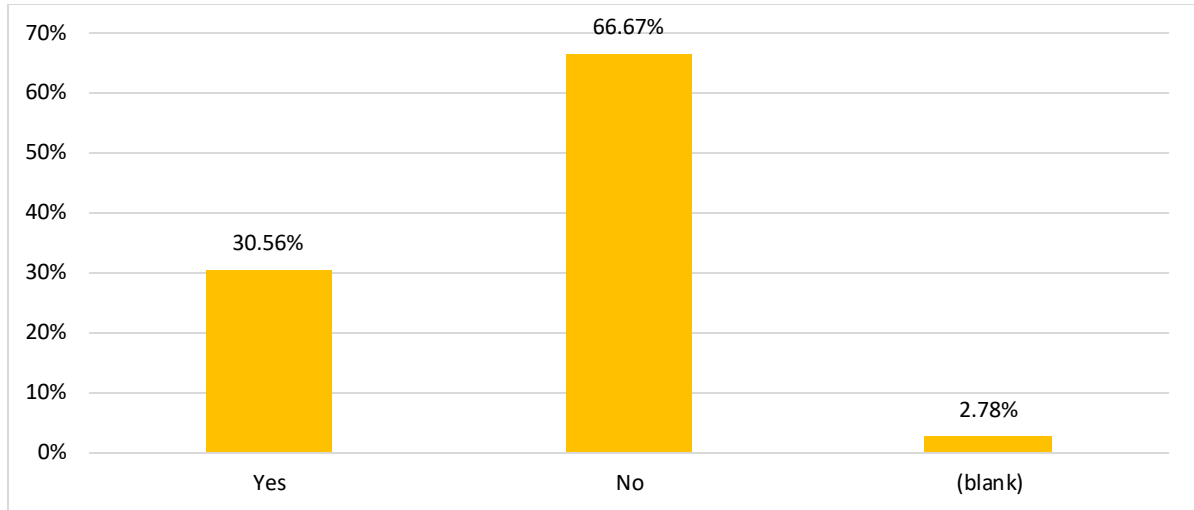


Q5 - Has this route which you are using today, made you feel safer on your trip today than before?

Question five shows that 66.67% (24) of respondents said that they do not feel safer using the new active travel route compared to what it was before new measures. Only 30.56% (11) of resident felt safer. The only wheeling respondent did however feel safer.

Has this route which you are using today, made you feel safer on your trip today than before?	Cyclin g	Walkin g	Wheelin g	(Blank)	Tota l	Total %
Yes	8	2	1		11	30.56 %
No	18	5		1	24	66.67 %
(blank)	1				1	2.78%
Total	27	7	1	1	36	100%

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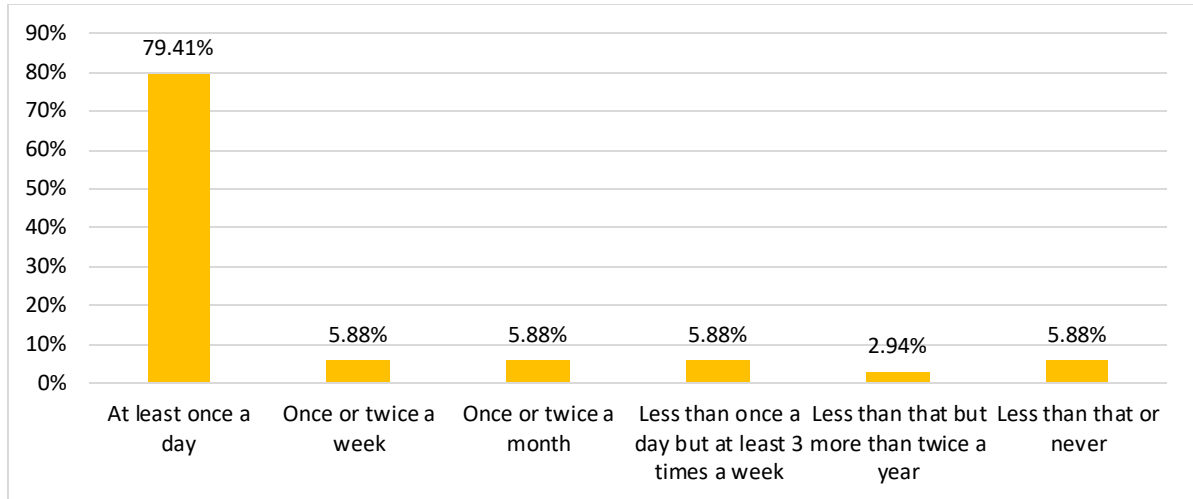


Q6 - How frequently do you walk, wheel and/or cycle along any part of this route? Please count each single trip as one journey, each return trip as two.

Question six shows that the majority of respondents surveyed were conducting their daily routine journeys as 75% (27) were travelling along a route that they use at least once a day.

How frequently do you walk, wheel and/or cycle along any part of this route? Please count each single trip as one journey, each return trip as two.	Cyclin g	Walkin g	Wheelin g	(Blank)	Tota l	Total %
At least once a day	19	6	1	1	27	79.41 %
Once or twice a week	2				2	5.88%
Once or twice a month	2				2	5.88%
Less than once a day but at least 3 times a week	1	1			2	5.88%
Less than that but more than twice a year	1				1	2.94%
Less than that or never	2				2	5.88%
Total	27	7	1	1	34	100%

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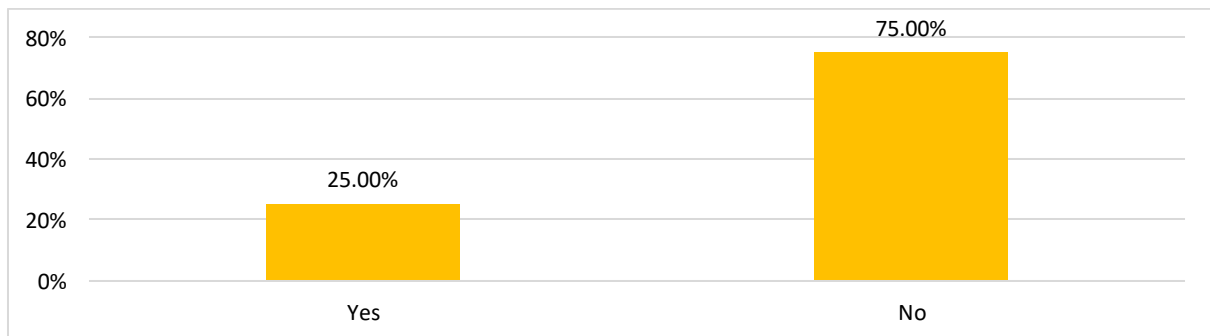


Q7 - Has this route which you are using today, encouraged you to make more journeys by walking, wheeling and/or cycling than before the route was put in?

Question seven shows that the new active travel measures had not encouraged 75% of respondents to make more journeys by walking, wheeling and/or cycling. This response could reflect that these users were already using the route before it was improved.

25% (9) of the respondents said that they are encouraged to use the route more, which 5 being cyclists, 3 walkers and one wheeler.

Has this route which you are using today, encouraged you to make more journeys by walking, wheeling and/or cycling than before the route was put in?	Cycling	Walking	Wheeling	(Blank)	Total	Total %
Yes	5	3	1		9	25.00%
No	22	4		1	27	75.00%
Total	27	7	1	1	36	100%



Q8 - Were you travelling alone or with anyone else on this journey today?

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Question 8 shows that there was a mix between respondents traveling alone and with somebody else.

Were you travelling alone or with anyone else on this journey today?	Cycling	Walking	Wheeling	(Blank)	Total	Total %
Yes	11	4			15	41.67%
No	16	3	1	1	21	58.33%
Total	27	7	1	1	36	100%

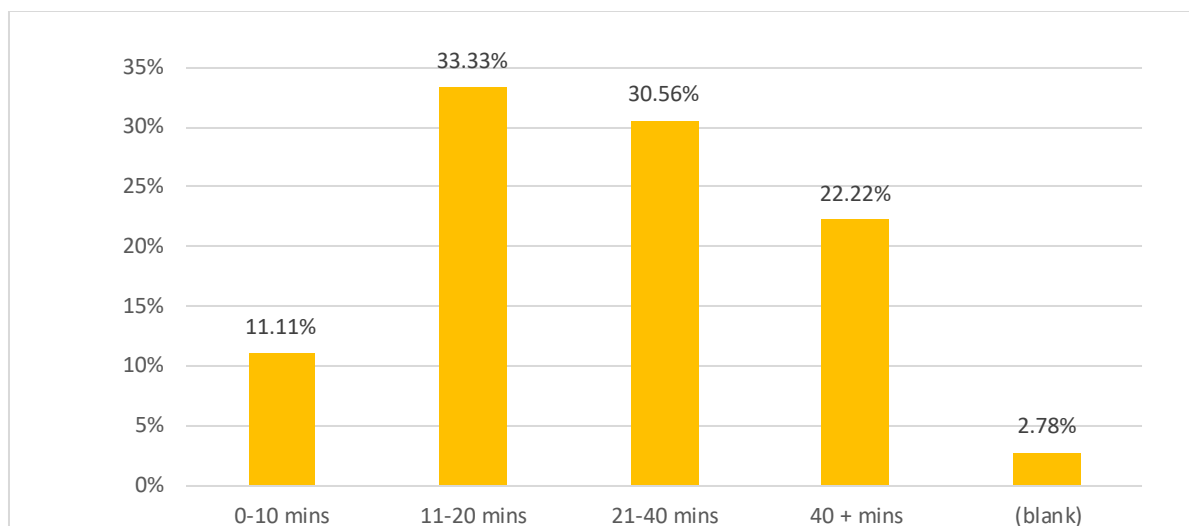


Q9 - How long was this trip/journey you were taking today?

Question 9 shows that respondents use the route for different periods of time. Cyclists typically use the route for longer compared to walking and wheeling.

How long was this trip/journey you were taking today	Cycling	Walking	Wheeling	(Blank)	Total	Total %
0-10 mins		3	1		4	11.11 %
11-20 mins	9	2		1	12	33.33 %
21-40 mins	9	2			11	30.56 %
40 + mins	8				8	22.22 %
(blank)	1				1	2.78%
Total	27	7	1	1	36	100%

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INTERCEPT SURVEY OPEN QUESTIONS

Q10 - Are there any changes you would make to this route?

The survey provided respondents with an opportunity to comment on any changes they would like to see along this route. A total of 27 comments were received. These comments have been coded to provide an overview on the responses and understand common themes. The table below summarises these responses:

Suggested change	Number
No changes on route	12
Better cycle lane road markings	6
More links with other cycle routes.	2
More cycle lane segregation barriers	2
Ban cyclists.	1
Remove cycle infrastructure	1
Remove benches to stop skateboarders	1
Safer junctions	1
Two-way cycle lane on Wright Street	1
Reduce cyclist speed	1
More shared use footways	1
Improve roads	1
More cycle routes	1
Improve overall cycle safety	1

Q11. Sefton Council are developing a future network plan for walking and cycling – are there any routes or places we should think about as part of this plan?

A total of 32 responses were collected from this question. These comments have been coded to provide an overview of the responses and understand common themes.

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Suggested change	Number
No other locations	9
Liverpool Road	3
Eastbank Street	2
Improve wayfinding.	2
Make routes connected (for example Crosby to Southport)	1
All roads should have at least one cycle lane	1
Wykecock Road opening backup through	1
Cycle lanes reduce on-street parking	1
More walks	1
Remove cycle infrastructure on Queens Road	1
Albert Road	1
Make Lord Street safer	1
Wright Street	1
Better cycle lane segregation/markings on Chapel Street	1
Improve cycling all over Sefton	1

From Question 12 onwards, respondents were asked to provide information about themselves. The purpose of this is so an Equality Impact Assessments (EQIA) can be provided. These act as an important framework for demonstrating due regard through considering evidence and analysis to help identify the likely positive and negative impacts that policy proposals may have on certain protected groups and to estimate whether such impacts disproportionately affect such groups.

SOUTHPORT - BIRKDALE TO HESKETH PARK ACTIVE TRAVEL ROUTE VIVACITY ANALYSIS

VivaCity traffic counts are a form of automatic trip counter which uses artificial intelligence to provide real time fully classified counts. In order to monitor the schemes successfully, VivaCity sensors will be used continuously to monitor the number of people walking and cycling. Automatic cycle counters, like VivaCity, provide a vast amount of data and it is recommended that data is collected for three years after scheme implementation. Some seasonality profiling may be possible using the VivaCity sensors Green Dashboard as this provides the ability to monitor weather conditions.

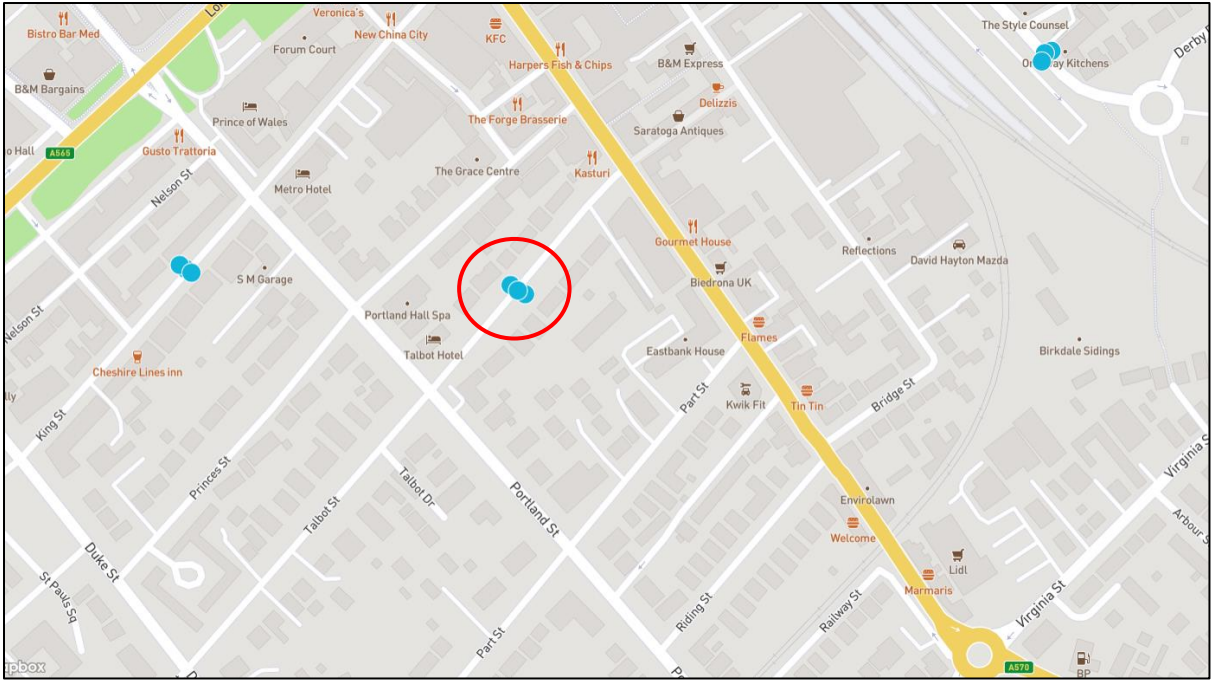
During the analysis, 'in' and 'out' movement was investigated to check for any anomalies in the data, those found will be noted and explanation provided in the findings (e.g., Covid-19 restrictions lifting).

There are VivaCity sensors installed across Sefton. Only five VivaCity sensors are relevant for this scheme and these are:

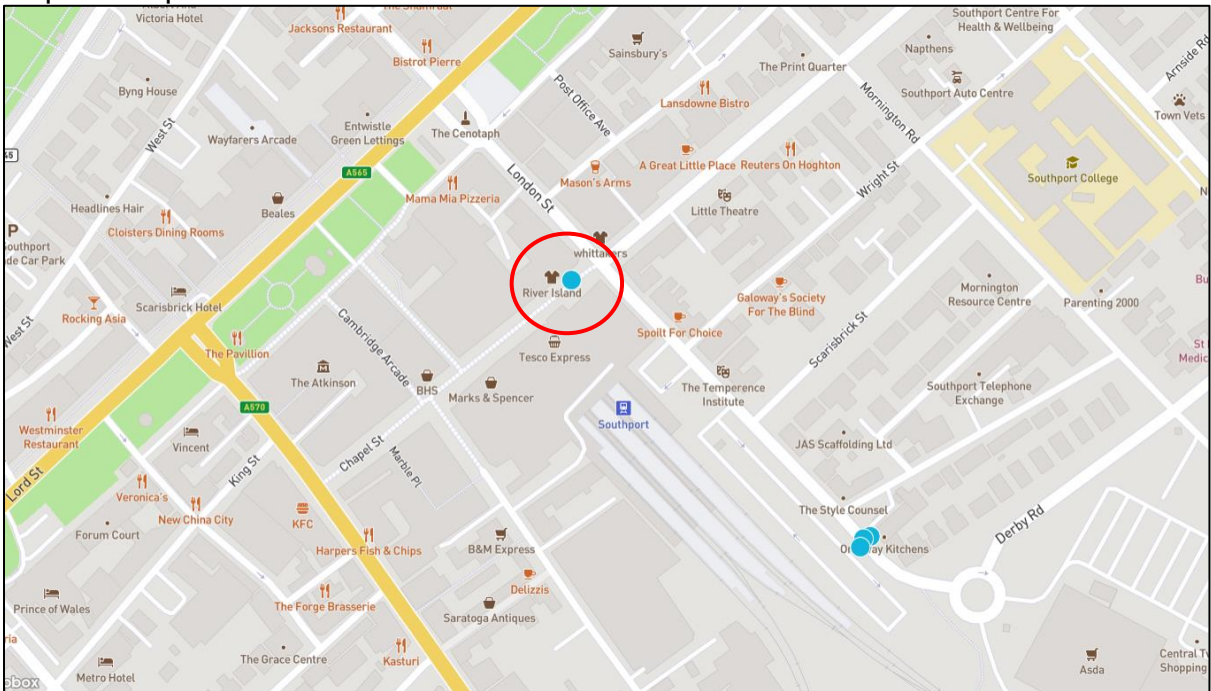
- Talbot Street: Sensor 6.
- Chapel Street: Sensor 5.
- Hoghton Road: Sensor 73 and 74.
- Queens Road: Sensor 75.

A map is provided below of the location for each sensor.
Map of Talbot Street sensor 6

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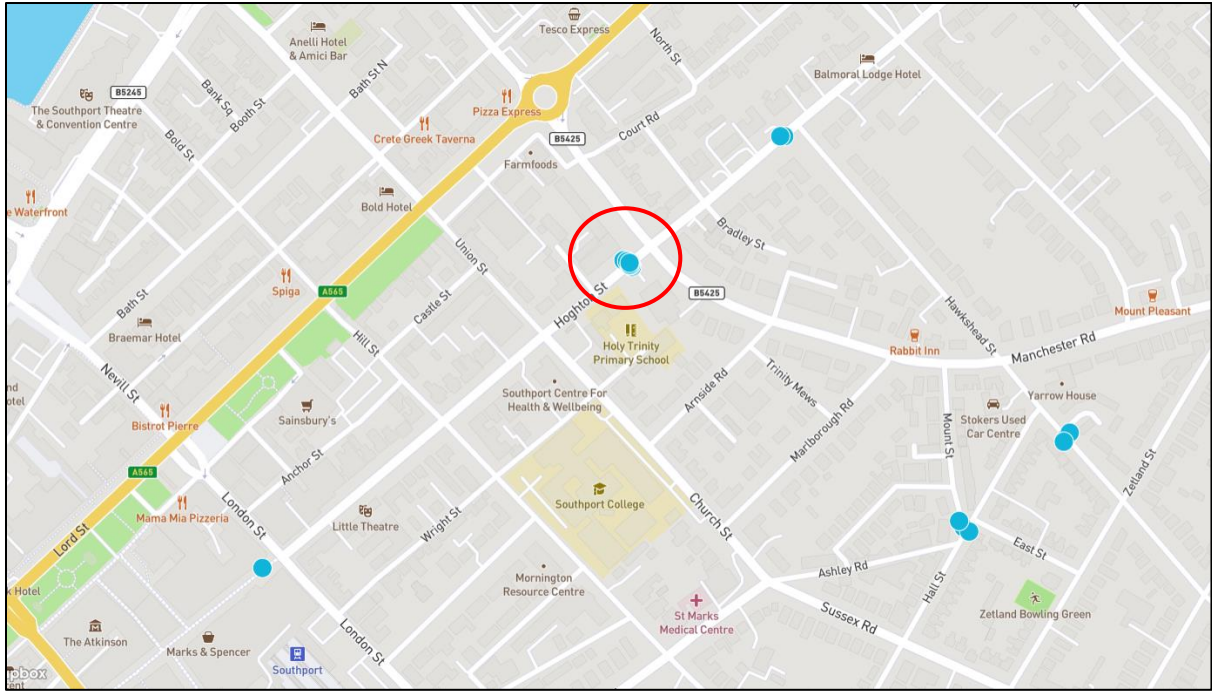


Map of Chapel Street sensor 5

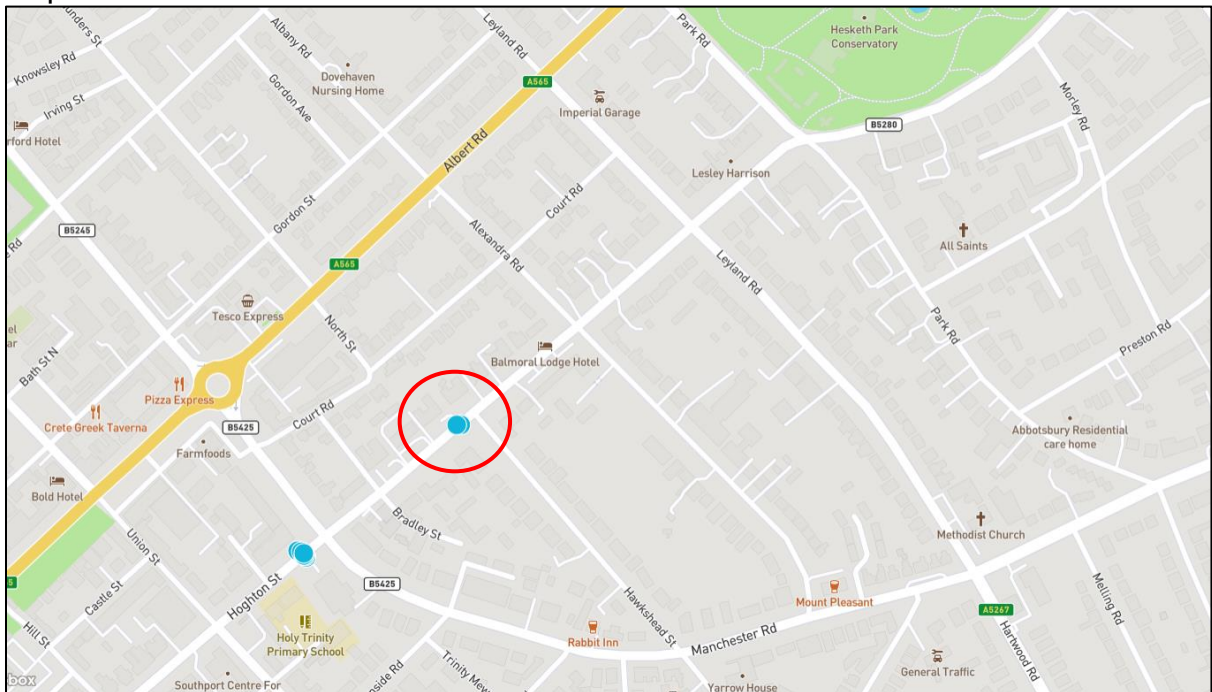


Map of Houghton Road sensor 73 and 74

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Map of Queens Road sensor 75



This data has been used to understand:

- seasonal variation.
- mode split (including cyclist usage).

Findings

The VivaCity counters provide an insight into the number of pedestrians, cyclists and vehicles travelling during the time period January 2023 to August 2023. Data for each sensor is only available for after the active travel infrastructure was introduced

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and not before, meaning there is no baseline data for before the implementation of the walking and cycle route.

Another limitation of the data is Queens Road sensor 75 only counts pedestrians, cyclists and vehicles on the road and not the footway, meaning that data is not truly representative. This has resulted in pedestrian and cyclists numbers being captured lower than the actual.

VIVACITY – Active Travel seasonal variation

To understand seasonal variation for active travel, data has been analysed for summer (July, 01/07/2023 to 31/07/2023) and winter (January, 01/01/2023 to 31/01/2023) in 2023.

Talbot Street

	July Summer 2023		January Winter 2023	
Mode	Quantity	%	Quantity	%
Cyclist	4,194	15.09%	2,172	11.86%
Pedestrian	23,608	84.91%	16,144	88.14%
Total	27,802	100%	18,316	100%

The data for Talbot Street shows that 4,194 cyclists were recorded during July 2023 and 2,172 during January 2023. This highlights that the active travel route on Talbot Street is used more in the summer compared to the winter with a total difference of +2,022 cyclists and +7,464 pedestrians.

Chapel Street

	July Summer 2023		January Winter 2023	
Mode	Quantity	%	Quantity	%
Cyclist	10,782	3.77%	7,088	3.19%
Pedestrian	275,515	96.23%	214,881	96.81%
Total	286,297	100%	221,969	100%

The data for Chapel Street shows that 10,782 cyclists were recorded during July 2023 and 7,088 during January 2023. This highlights that the active travel route on Chapel Street is used more in the summer compared to the winter with a difference of +3,694 cyclists and +60,634 pedestrians.

Hoghton Road

	July/August Summer 2023*		January Winter 2023	
Mode	Quantity	%	Quantity	%
Cyclist	7,584	16.21%	4,988	11.36%
Pedestrian	39,210	83.79%	38,907	88.64%
Total	46,794	100%	43,895	100%

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The data for Hoghton Road shows that 7,584 cyclists were recorded during July/August 2023 and 4,998 during January 2023. This highlights that the active travel route on Hoghton Road is used more in the summer compared to the winter with a difference of +2,596 cyclists and +303 pedestrians.

*Summer data for Hoghton Road has had to be collected for a month period which spans across both July and August (13/07/23 to 10/08/2023) due to missing data, due to a sensor outage.

Queens Road

Mode	July Summer 2023		January Winter 2023	
	Quantity	%	Quantity	%
Cyclist	6,410	100%	3,680	100%
Pedestrian	*n/a	*n/a	*n/a	*n/a
Total	6,410	100%	3,680	100%

The data for Queens Road shows that 6,410 cyclists were recorded during July 2023 and 3,680 during January 2023. This highlights that the active travel route on Queens Road is used more in the summer compared to the winter with a difference of +2,730 cyclists.

* Due to a technology issue with Queens Road sensor 75, data has not been recorded for pedestrians therefore has been displayed as n/a in the table.

Total for all roads.

Mode	July Summer 2023		January Winter 2023	
	Quantity	%	Quantity	%
Cyclist	28,970	7.89%	17,928	6.23%
Pedestrian	338,333	92.11%	269,932	93.77%
Total	367,303	100%	287,860	100%

The data for the total route (including all sensor data) shows that there is a seasonal variation.

Cyclists: 28,970 were recorded in July 2023 and 17,928 during January 2023, this being an additional +11,042 (+61.59%) in the summer compared to the winter.

Pedestrians: 338,333 were recorded in July 2023 and 269,932 during January 2023, this being an additional +68,401 (+25.34%) in the summer compared to the winter.

This data shows that there is greater seasonal variation in numbers of cyclists than pedestrians.

VIVACITY – Mode split

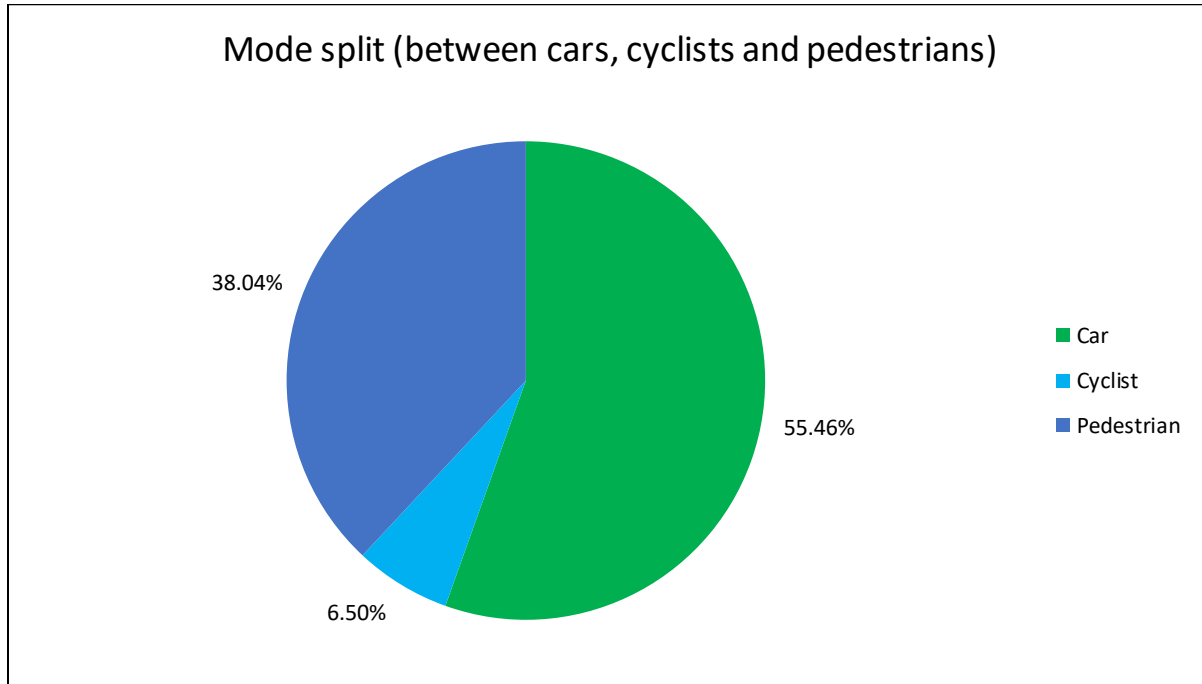
To understand the split between different transport modes (car, pedestrian and cycle), data has been analysed for January to August 2023 (01/01/2023 to 23/08/2023).

Talbot Street

Talbot Street mode share data shows that there have been 29,103 cyclists (6.50% of all users), 170,425 pedestrians (38.04% of all users) and 248,465 cars (55.46% of all users) recorded.

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Mode	Quantity	%
Car	248,465	55.46%
Cyclist	29,103	6.50%
Pedestrian	170,425	38.04%
Total	447,993	100%

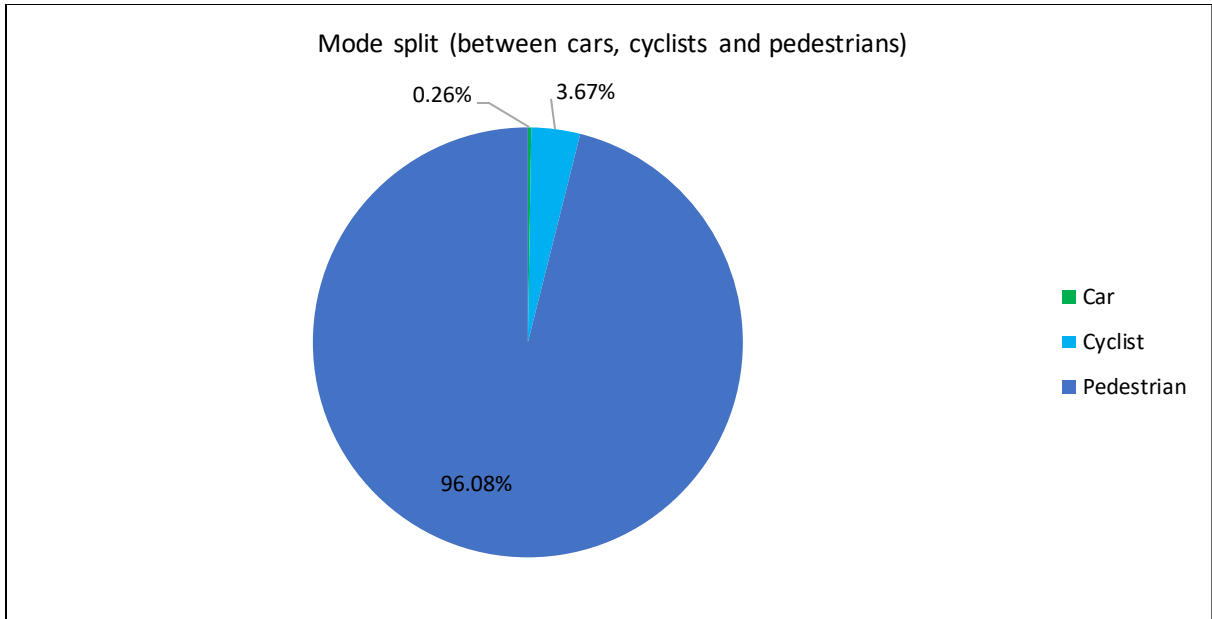


Chapel Street

Chapel Street mode share data shows that there have been 77,459 cyclists (3.67% of all users), 2,029,579 pedestrians (96.08% of all users) and 5,407 cars (0.26% of all users) recorded.

Mode	Quantity	%
Car	5,407	0.26%
Cyclist	77,459	3.67%
Pedestrian	2,029,579	96.08%
Total	2,112,445	100%

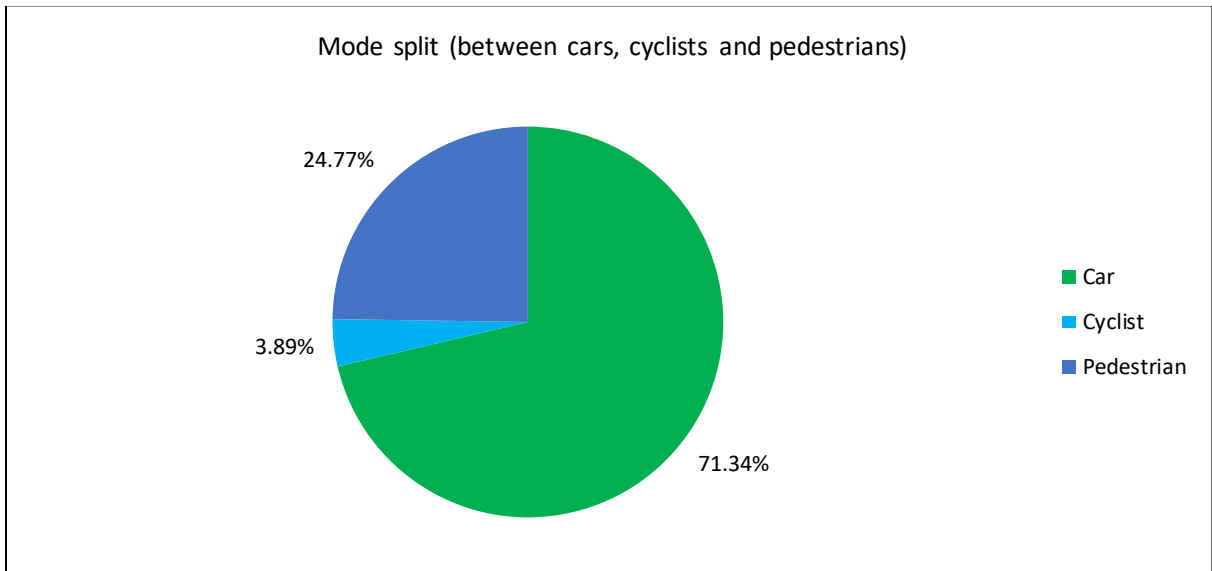
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Houghton Road

Houghton Road mode share data shows that there have been 27,449 cyclists (3.89% of all users), 174,625 pedestrians (24.77% of all users) and 502,981 cars (71.34% of all users) recorded.

Mode	Quantity	%
Car	502,981	71.34%
Cyclist	27,449	3.89%
Pedestrian	174,625	24.77%
Total	705,055	100%

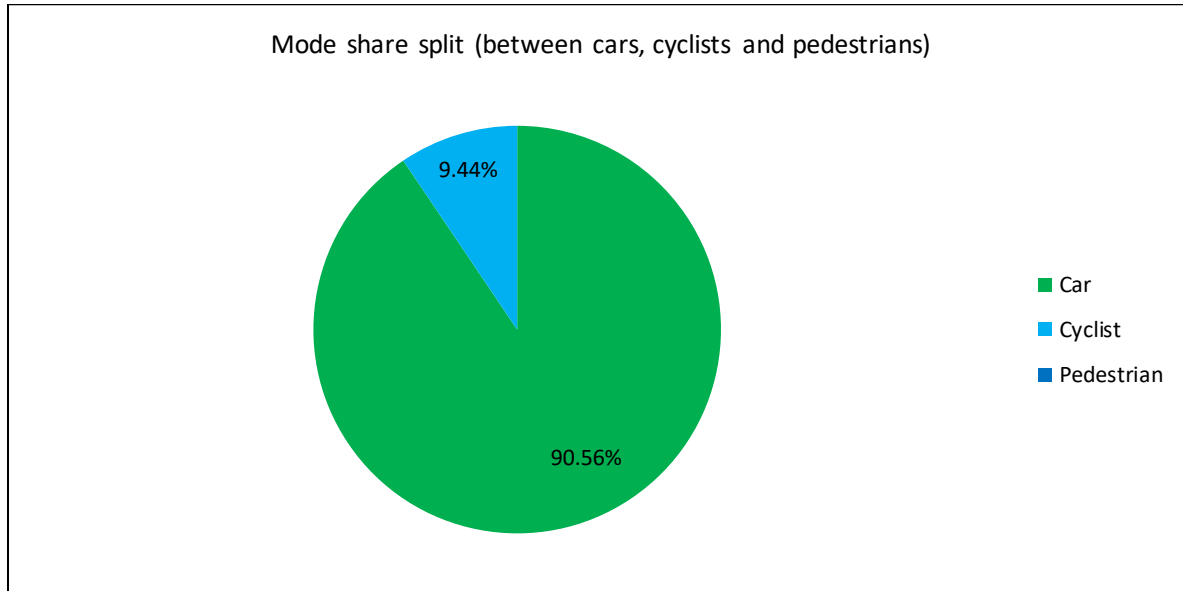


Queens Road

Queens Road mode share data shows that there have been 23,739 cyclists (9.44% of all users), and 227,668 cars (90.56% of all users) recorded. *To note, due to a technology issue with Queens Road sensor 75, data has not been recorded for pedestrians therefore has been displayed as n/a in the table.

APPENDIX 1

Mode	Quantity	%
Car	227,668	90.56%
Cyclist	23,739	9.44%
Pedestrian	n/a	n/a
Total	251407	100%



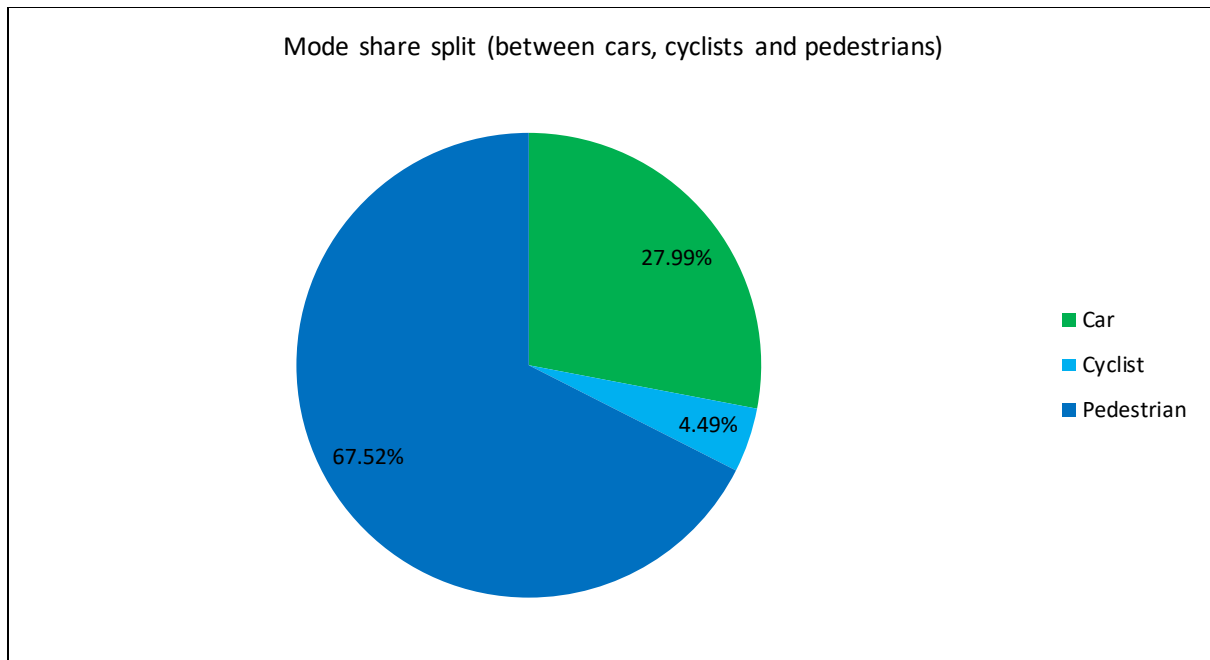
Total for all roads

Mode share data for the total route (including all sensor data) shows that there has been 157,750 cyclists (4.49% of all users), 2,374,629 pedestrians (67.52% of all users) and 984,521 cars (27.99% of all users) recorded during the time period January 2023 to August 2023.

To note, due to a technology issue with Queens Road sensor 75, data has not been recorded for pedestrians therefore has been displayed as n/a in the table. This has resulted in pedestrian and cyclists numbers being captured lower than the actual.

Mode	Quantity	%
Car	984,521	27.99%
Cyclist	157,750	4.49%
Pedestrian	2,374,629	67.52%
Total	3,516,900	100%

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VIVACITY – other data trends

Commuter pattern

The data for sensors:

- Talbot Street (S6)
- Chapel Street (S5)
-

Appendix 2 – Equality Impact Assessment

Equalities Impact
Assessment
Southport & Bootle
Emergency Active Travel
Routes

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Section 1: Active Travel Tranche 1 – (Emergency Routes)

Title of Assessment:

Bootle and Southport Emergency Walking and Cycling Routes – Active Travel (Tranche 1) Programme

EIA Lead Officer Name:

L Davies

Team

Strategic Transport Planning and Infrastructure

Service Area

Highways and Public Protection

Date

08/06/2022

Section 2: Summary

As a local authority, Sefton Council are required by the Equality Act 2010 to comply with the Public Sector Equality Duty. This means we need to carry out an equality analysis, in the form of an Equality Impact Assessment (EQIA) of our proposed highways and transport schemes to ensure that proper consideration and due regard is given to the needs of diverse groups in order to:

- Eliminate discrimination
- Advance equality of opportunity and access; and
- Foster good relations between different groups in the community.

This EQIA will help to ensure that equality, diversity, cohesion, and integration are at the heart of everything the Council does. The following assessment looks at the likely (or actual) effects of policies on people in respect of protected equality characteristics as listed in Section 3 below. This assessment includes an initial screening and then a more in depth analysis of the opportunities to promote equality within active travel schemes; alongside mitigating negative or adverse impacts that can be removed or mitigated.

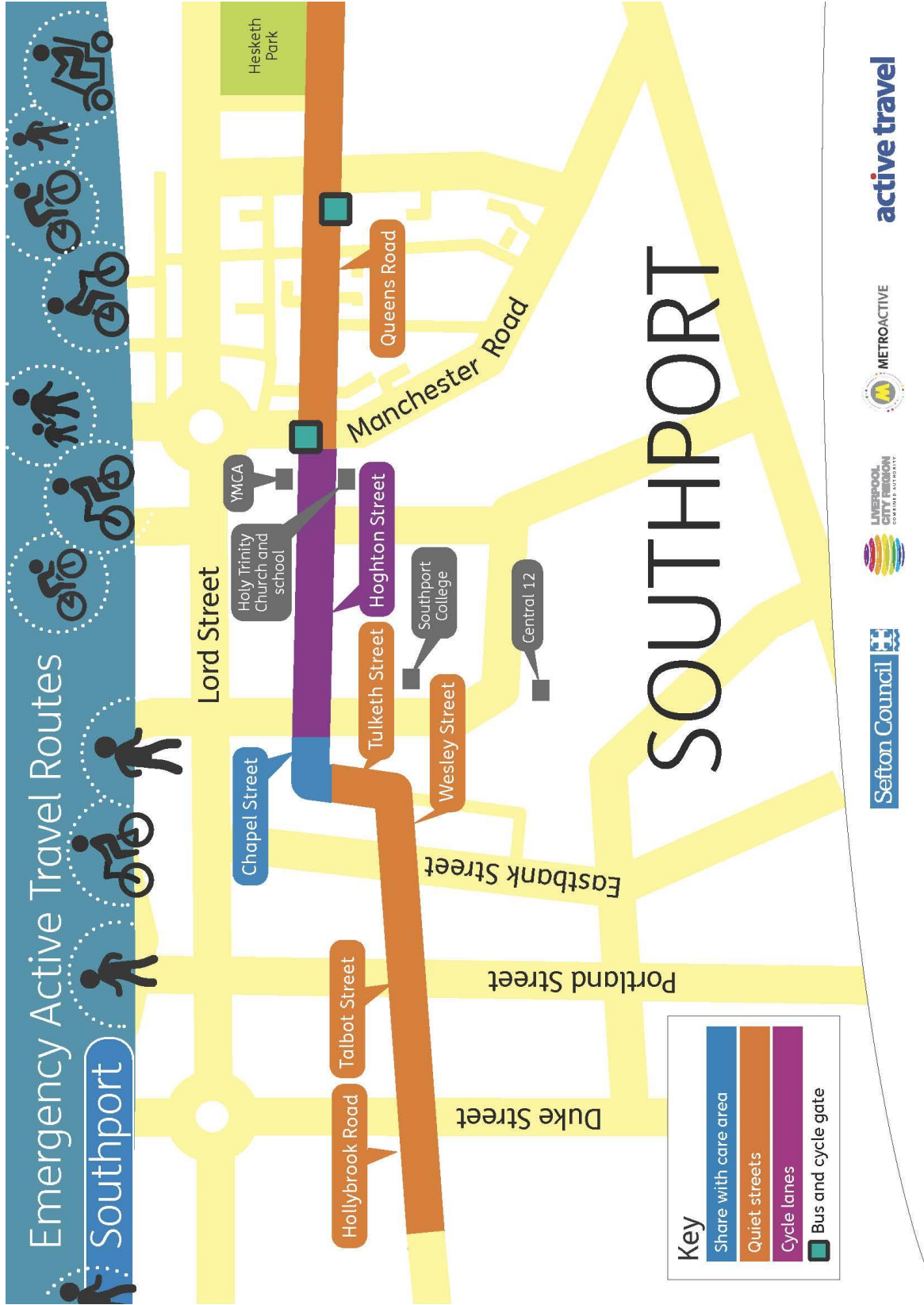
This EQIA assesses the Active Travel Tranche 1 programme which includes the following two schemes, implemented in 2020 as part of the Governments response to funding for active travel, during the peak of the COVID-19 pandemic.

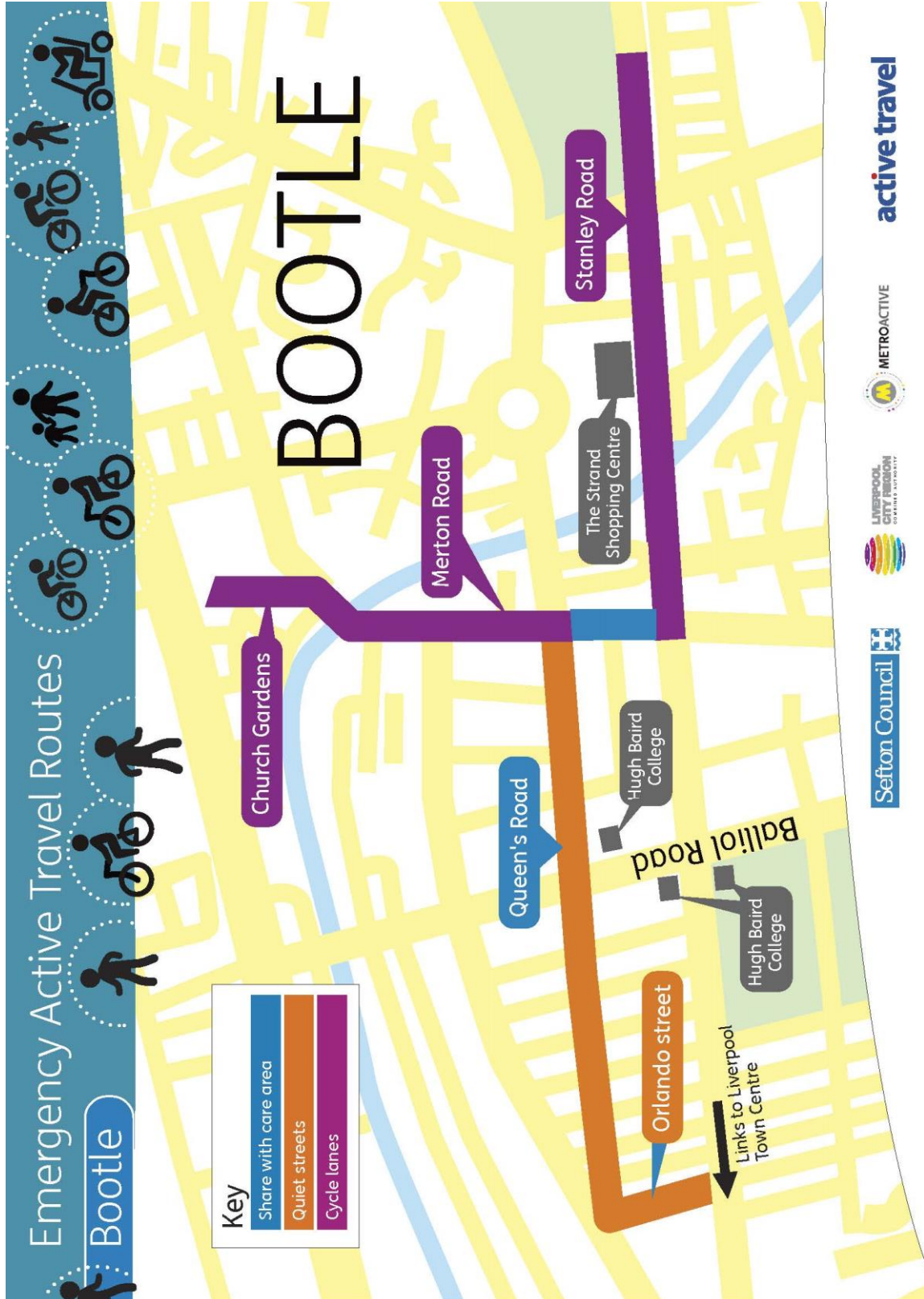
Southport Walking and Cycling Route.

- Linking Birkdale to Hesketh Park

Bootle Walking and Cycling Route.

- Linking Crosby to Bootle Town Centre





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Section 3: Initial Screening

Is the proposal likely to impact on the way Sefton Council is showing 'due regard' to the three aims of the Public Sector Equality Duty? Please indicate the relevant aim as detailed below;

Public Sector Aim	Yes / No
Eliminating unlawful discrimination, harassment, and victimisation	Yes
Advancing equality of opportunity	Yes
Fostering good relations between different groups of people	Yes

Please identify if the project/ scheme is likely to have an impact on any of the following protected characteristics?

Protected Characteristic	Yes / No
Age	Yes
Disability	Yes
Gender reassignment	
Marriage and Civil Partnership	Yes
Pregnancy and Maternity	Yes
Race	Yes
Religion or Belief	
Sex	Yes
Sexual Orientation	

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Section 4: Beneficiaries and Objectives

Who should benefit from the proposals, and how does the proposal fit with Sefton Council's Vision, Climate Emergency Declaration?

Improvements in active travel infrastructure are intended to support more people to choose to make more journeys by walking or cycling, replacing trips made by car. This switch from car to walking and cycling brings many benefits to residents, visitors, and workers, including reduced carbon emissions, improved air quality, reduced congestion and improved health and wellbeing. These benefits have positive impacts for Sefton as a Borough helping to address the climate emergency and supporting economic activity.

Particular benefits from any improvement to walking and cycling infrastructure can be felt by people who experience disability (including long-term health conditions) and socio-economic groups who are excluded from employment or face barriers in accessing services due to the cost of transport (walking and cycling are relatively cheaper than public transport or owning/running a car).

The COVID-19 pandemic has brought difficulties for people in travelling safely to and from work, shops, and other services due to the necessity of maintaining social distancing on public transport and the reduced capacity that accompanies this and affects people with disabilities and long-term health conditions.

The need to maintain social distancing on pavements and footways also affects people with mobility difficulties and people pushing prams and pushchairs. Therefore, the proposals should benefit many residents in these groups. This proposal allows Sefton Council to meet their Vision and Climate Emergency Declaration which includes providing a safe and socially distanced method of travel which is inclusive for all.

The benefits would support the implementation of several regional and local policies, strategies, and plans:

- LCR - Strategy for Growth

- LCR- Transport Plan

- Local Journeys Strategy

- Local Cycling and Walking Infrastructure Plan (LCWIP)

- Climate Emergency Declaration

- Vision for Sefton 2030

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Section 5: Community Engagement and Consultation Statement

Detail the consultation and engagement process followed with reference to Public Engagement and Consultation Panel.

The walking and cycling routes in Bootle and Southport as show in Section 2, were implemented on an emergency basis. Limited time was afforded by the Department of Transport to undertake consultation and swift implementation of the schemes were a condition of the funding for both routes. The routes were implemented on a test and see basis.

The following communications plan was executed

;

- Letters were distributed to all properties along the route to advise of the works
- Information provided to local press in the form of a press release
- Social media messages

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Section 6: Impact of Proposal

Could the proposal have a positive or negative impact on any of the protected characteristics (race, gender, disability, gender reassignment, marriage and civil partnership, age, pregnancy and maternity, religion and belief, sex, sexual orientation)? Please list in the table below and include actions required to mitigate any potential negative impact.

Which groups of people could be affected

Potential positive or negative impact

Action required to mitigate any negative impact

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Age

The LCR Walking and Cycling Index 2021 (**Appendix A**) found that 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.

Proportion of LCR residents who cycle at least once a week by Age:

Age	2019	2021
16-25	12%	20%
26-35	10%	20%
36-45	21%	14%
46-55	17%	16%
56 – 65	11%	16%
66+	8%	9%

Barriers to cycling include being concerned about safety. 46% of residents of the LCR feel they should cycle more and want improved cycle infrastructure including more cycling track along roads which are physically protected from traffic and pedestrians (LCR Bikelife P14)

School Age Population

Nationally over three quarters of injury deaths for 10 to 18-year-olds are related to motor traffic, and motor traffic injuries are the leading cause of death for children aged 5 to 14 years. – source <https://ice.org.uk/news-and-insight/the-civil-engineer/june-2021/streets-work-for-children-work-for-all>

Recent national research by Living Streets found the following:

1. Over a third (36%) are scared about walking to school because of speeding traffic.
2. One in five children and young people are concerned about the lack of safe crossing points on their journey to school.
3. Many children report being scared of walking to school alone, with nearly one in five secondary school pupils worried about being bullied on the walk to school and 39% scared by the risk of stranger danger.

Source; <https://www.livingstreets.org.uk/media/1398/breakingdownthebarriers.pdf>

Research undertaken by Sefton Young Advisors asked participants from two Southport High Schools to identify issues when walking and cycling to school, the most common answers were, busy roads, roundabouts and junctions, suspicious people, not enough cycle lanes, no traffic

APPENDIX 1

lights in some places, being approached by strangers, dangerous drivers. The finding report is contained in **Appendix B**.

Holy Trinity CE Primary School located on Manchester Road has a side exit on Hoghton Street in Southport which is formed of the Church car park and community center. Parents and carers use this entrance and exit as well as Manchester Road. The school has 200 pupils on the roll and in 2021, 2 looked after children from a faith background were allocated a place, there were no children allocated a place with a social / medical or pastoral need or who were of CE Faith and attending Holy Trinity Church in 2021 and 2020. In 2021 the school received 50 applications for 30 places.

Source; [Schools Information Guide 2022 \(sefton.gov.uk\)](https://www.sefton.gov.uk/education/schools-information-guide-2022)

Further and Higher Education Age Young People

Hugh Baird College is made up of a number of campuses across South Sefton, two of which are located in close proximity to the Bootle Walking and Cycling Route;

- Balliol Road Campus
- Health Care Campus

The college provides learning opportunities for 14 to 19 year old young people and an adult learning programme. The college provides education and training for around 4,200 individuals across all campuses. 14 high needs learners are based at the main campus in Bootle.

Source; <https://reports.ofsted.gov.uk/provider/31/130490>

Southport College is located on Mornington Road just off Hoghton Street. The College offers vocational and technical courses to 1,433 learners aged 16 to 18.

Source; <https://files.ofsted.gov.uk/v1/file/50150912>

Other settings for children and young people

There are a number of other settings near to the route including a number of nurseries, a family center, and a youth center.

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	<hr/> POSITIVE IMPACT <hr/>	
Disability	<p>Creating more walking, wheeling and cycling friendly streets which are safer, will benefit people from all ages as this will reduce vehicle traffic attributed to the school run / young people travelling to college and provide great opportunity for healthier and more active ways to get around. Increasing active travel to school is key to embedding healthy lifestyles into daily life.</p> <p>English National Concessionary Travel Pass holders x in Sefton and x in Southport and x in Bootle. – DATA GAP</p> <p>In 2018 (the most up to date national data set) there were 13,751 total valid blue badges held by organisations and individuals in Sefton.</p> <p><i>The LCR Walking and Cycling Index 2021 found that 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.</i></p> <p><i>Proportion of LCR residents who cycle at least once a week who identify as having a disability has increased from 7% in 2019 to 15% in 2021. This is compared to 16% of non-disabled residents in 2021 and 15% in 2022.</i></p> <p><i>Wheels for Wellbeing Report; A guide to accessible Cycling can be found here https://wheelsforwellbeing.org.uk/wp-content/uploads/2019/06/FINAL.pdf This report identifies that it is a common myth that Disabled people don't or can't cycle. Research has been undertaken in London and 12% of disabled people regularly or occasionally cycle compared to 17% of non-disabled people.</i></p> <p><i>Wheels for wellbeing have undertaken a survey of disabled people which can be found here; https://wheelsforwellbeing.org.uk/wp-content/uploads/2018/11/Survey-report-FINAL.pdf This survey identifies the top measures for encouraging more disabled people into cycling as follows</i></p> <ul style="list-style-type: none"> <i>• Ensuring cycling infrastructure is accessible and meets the needs of disabled cyclists,</i> <i>• Introducing subsidies to make non-standard cycles less expensive</i> <i>• Introducing legislation that legally recognises cycles as mobility aids</i> 	<hr/> N E G A T I V E I M P A C T M I G A

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Focus Group with People First indicated that more members would walk and cycle if there were more routes and safer routes. The group identified issues around availability and cost of adapted bikes as although some representatives in the group cycled many would if they had suitable bikes to use.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/972438/transport-disability-and-accessibility-statistics-england-2019-to-2020.pdf

Specific issues identified in relation to this protected characteristic related to the Southport route are as follows;

- Lack of parking for blue badge holders along Hoghton Street generally and within the vicinity of Holy Trinity Church
- Shared use route along Chapel Street

No disabled parking bays were removed

The Southport route along Chapel Street includes a shared area for people walking, cycling and delivery vehicles. At the time of writing this report there have not been any recorded injury accidents along Chapel Street.

A Road Safety Audit of the Southport Route is due to be undertaken and this assessment will be updated based on the findings of this audit.

No specific issues were highlighted in relation to the Bootle route

POSITIVE IMPACT

The scheme includes several improvements to the walking environment such as reducing street clutter. This would assist visually impaired people, those with restricted mobility and people using mobility aids such as wheelchairs or mobility scooters to navigate the space. Improving cycling safety by creating safe routes will encourage more disabled people to take up cycling. This is seen across the country where cycles are regularly used as mobility aids. There

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M1:
SOUTHPORT &
BOOTLE
Undertake a
healthy street
audit of the
routes – To
identify how the
health of the
streets can be
improved.
M2:
SOUTHPORT A
review
alternative
parking
locations for
blue badge
holders along
Hoghton Street.
M3:
SOUTHPORT &
BOOTLE
Development of
a Monitoring &
Evaluation plan

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	<p>is also observed behaviors of those wheeling using the route.</p> <hr/> <p style="text-align: center;"><i>NEGATIVE IMPACT</i></p> <hr/> <p>The construction of the cycle lanes along Hoghton Street has resulted in cars driving over the footway at pedestrian crossing points to access the frontages of their property. Kerb side parking has been removed along the sections of road where the cycle lanes are. Blue badge holders are now not able to park on Hoghton Street where the pay and display bays have been removed, the existing Blue Badge spaces remain.</p>	<p>in line with DfT guidance. M4: SOUTHPORT Monitoring of Chapel Street shared space and consideration in Road Safety Audit.</p>
<p>Gender reassignment</p>	<p><i>There are no National Statistics which show whether there are differences in levels of active travel between different groups in society related to gender identify and gender reassignment. The Office of National Statistics is recommending that new questions on gender identity should be added to the 2021 Census, which would begin to fill this gap. Similarly, Sport England Active Lives and Sustrans Bike Life surveys do not include questions about gender identity.</i></p>	
<p>Marriage and Civil Partnership</p>	<p>DATA GAP - Lone parents in Bootle and Southport</p> <hr/> <p style="text-align: center;"><i>POSITIVE IMPACT</i></p> <hr/> <p>Providing great transport opportunity to access childcare, education and work by creating greater opportunities for independent active travel in older younger people. Providing greater opportunity to exercise as part of everyday life by walking and cycling.</p>	
<p>Pregnancy and Maternity</p>	<p>DATA GAP - % number of residents in Bootle and Southport with children under 1?</p>	

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	<hr/> <p style="text-align: center;"><i>POSITIVE IMPACT</i></p> <hr/> <p>The schemes include many improvements to the walking environment</p> <ul style="list-style-type: none">• Creating clear and unobstructed footways making it easier to push a pram or carry babies / infants• Adding new and improved crossing points	
Race	<p>Black, Asian and Minority Ethnic groups are less likely to hold a driving licence (in England between 2014-18 52% of Black ethnic group, 62% of Asian ethnic group, 59% of Mixed ethnic group held a driving license in comparison to 76% of white ethnic group) (Government Website: Drivers License Holders)</p> <p>Black, Asian and Minority Ethnic groups are also less likely to have access to a car or van. Between 2014/18 in England 41% of Black ethnic group, 21% of Asian ethnic group, 31% of Mixed Ethnic Group had no access to car/van in comparison to only 17% of White ethnic group (Government Website: Car or Van Ownership).</p> <p>In LCR, 37.3% of residents who categorise themselves as being of mixed/multiple ethnic groups, 26.0% of Asian/Asian British residents 49.7% of Black residents, and 45.2% of residents in other ethnic groups all live in a household with no car (Census Data 2011 Nomis Web). The equivalent figure for white LCR residents is 26.2%.</p> <p>In the LCR 18% of people from ethnic minority groups cycle at least once per week, which has increased from 10% in 2019, this is compared to 16% of white people in 2021, and 13% in 2019. 45% of people from ethnic minority groups think cycling safety in their local area is good compared to just 15% in 2019 compared with 38% of white people in 2021 and 28% in 2019.</p> <hr/> <p style="text-align: center;"><i>POSITIVE IMPACT</i></p> <hr/>	

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	<p>Providing new and upgraded walking and cycling routes allows more people to be connected to employment, shops and other services.</p>	
<p>Religion or belief</p>	<p><i>Sport England's Active Lives surveys now include questions about people's religious beliefs. Across the country people of all religions tend to be less active than the population as a whole, while people of no religion tend to be more active. But as less than one third of all respondents answered the question about their religion, and the survey covers all forms of activity, not just active travel (cycling and walking), we cannot use this data to determine whether belonging to a particular religion is linked with higher or lower levels of cycling in Liverpool City Region and Sefton.</i></p>	
<p>Sex</p>	<p>Women generally have lower access to cars than men. Across England and Wales Men are more likely to hold a full driving license, 80% males and 71% females. 21% of female residents live in a household without a car, compared with 18% of males. (NTS) For disabled people, whose day-to-day activity is 'limited a lot' this raised to 43% of women (34% men) (NTS) When looking at main drivers – 2/3 of adult men are main drivers, but only half of adult women are main drivers. (NTS)</p> <p>Looking at trips generally, women take more walking trips than men across all age categories except in the 70+ category. Men generally take more cycling trips than women across all age categories. (NTS)</p> <p>Women generally take more local bus journeys than men across all age categories except in the 0–16-year-old. Women generally take less surface rail trips than men.</p> <p>The LCR Walking and Cycling Index 2021 found that 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. Proportion of LCR residents who cycle at least once a week by sex is as follows 10% of women and 22% of Men and. The proportion of residents who think cycle safety in their local area is good by gender is 36% of women and 41% men.</p> <p>Summary Women are less likely to have access to a car, more likely to walk more and take local bus journeys.</p>	

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	<p>Women are less likely to cycle than men and cycle safety needs improving.</p> <p>DATA GAP - Do we have local data for the above <i>Census 2001, LC3405EW – Long term health problem or disability by car or van.</i> <i>National Travel Survey 2002-19</i></p> <hr/> <p>Positive Impact</p> <hr/> <p>Creating safe family friendly cycle lanes creates conditions that would encourage more women to cycle. This is experienced elsewhere across the Country. Creating easier to cross side roads and main roads, reducing pavement clutter would create a much-improved environment for people walking.</p>	
Sexual orientation	<p>The LCR Walking and Cycling Index 2021 found that 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. Proportion of LCR residents who cycle at least once a week by sexual orientation is as follows 14% of LGBTQ+ residents' cycle at least once per week compared with 17% of heterosexual people.</p> <hr/> <p>Positive Impact</p> <hr/> <p>Creating safe and welcoming spaces linking to key destinations would encourage more people from an LGBTQ+ background to travel actively. The main barriers to walking and cycling remain road safety and personal safety.</p>	

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Section 7: Evidence

What research / data / information have you used in support of this process? Add detail about links to evidence or provide actual summary. Remember that your evidence is important.

Protected Characteristics	Title/ Source	Date	Data Gaps	Actions to fill the data gap
Age	Information regarding school intake and allocation basis https://www.sefton.gov.uk/media/4901/sefton-schools-admissions-information-guide-2022-23.pdf	08/06/2022	Socio economic group of the pupils is not available	Ask data intelligence unit if this is available by area.
Age	Merseytravel Over 60's pass	08/06/2022	Data requested for Sefton and Southport	ongoing
Age	Pupils attending educational settings along both routes https://reports.ofsted.gov.uk/	23/06/22	Breaking down data further and any possible mode share information	Educational settings to be contracted to request further data.
Disability	Blue badge data – Sefton wide - https://www.gov.uk/government/statistics/blue-badge-scheme-statistics-2018	05/08/2021	Southport data required	Data requested from Blue Badge Department
	English National Concessionary Travel Pass – disability as defined in the Transport Act 2000	05/08/2021	Local and national data not readily available – seek assistance from Merseytravel.	Data requested from Merseytravel.
Gender reassignment	There are currently no national or local data around transport and gender reassignment			Look to include this within future surveys / data gathering.
Marriage and Civil Partnership			Need to explore further any data sets relating	Request assistance from Data Intelligence

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			to loan parents in Southport	Unit
Pregnancy and Maternity			Need to explore any data relating to expectant mothers and those with babies of under school age	Look to include this within future surveys / data gathering – especially around school streets.
Race	No local data available		Need to explore any data sets which may not be readily available – may result in national statistics being used.	Seek advice from LCRCA and internal Data Intelligence Unit.
Religion or belief	No local data available			Include religion and belief on all Equalities Questions moving forward.
Sex	Census 2001 LC3405EW – Long term health problem or disability by car or van. National Travel Survey Factsheet 2018. 2002-19		Need to explore any data we can extract relating to sex on local data sets we hold.	
Sexual orientation			There are currently no national or local data around transport and sexual orientation	

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Section 8: Action Plans – Document Release & Mitigation

The (Draft – Approved) EIA is to be sent to groups representing protected characteristics and feedback welcomed. Once feedback has been received from the groups representing the protected characteristics, the EIA will be finalised. The final document will then be sent to all groups as the final EIA.

MITIGATION ACTION PLAN

	Mitigation	Date	Who	Progress
M1	SOUTHPORT & BOOTLE Undertake a healthy street audit of the routes – To identify how the health of the streets can be improved.	09/06/2022	LD/DG	Not started – will follow the Healthy Streets Audit tool https://www.healthystreets.com/
M2	SOUTHPORT A review alternative parking locations for blue badge holders along Hoghton Street.	09/06/2022	AD/LD	Ongoing
M3	SOUTHPORT & BOOTLE Development of a Monitoring & Evaluation plan in line with DfT guidance.	09/06/2022	LD/DG	Monitoring and Evaluation Plan drafted
M4	SOUTHPORT Monitoring of Chapel Street shared space	09/06/2022		Ongoing

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Appendix 3 – Proposed Traffic Regulation Order.

1. The Traffic Regulation Order (TRO) used to support the scheme was temporary and administered using a procedure developed by the DfT for use during the Covid restrictions present in 2020. This allowed some flexibility in how the Notice is published allowing the use of online publication, including websites, online newspapers, email communication or social media, leaflet distribution, letter delivery, by post or otherwise.
2. As the current temporary TRO expires in early 2024, a permanent order is proposed to enable the scheme to operate and enforcement action to be taken, as necessary. It is therefore proposed to make the following permanent and to advertise the orders following usual procedures.

It is proposed that:

- (a) No vehicles, except buses and pedal cycles shall enter Queens Road at its junction with Park Road in a south-westbound direction;
- (b) No vehicles, except buses and pedal cycles shall enter Queens Road at its junction with Manchester Road in a north-eastbound direction;
- (c) All Pay & Display bays on both sides of Hoghton Street be suspended and replaced with 'No waiting at any time' parking restrictions;
- (d) Mandatory cycle lanes be introduced on both sides of Hoghton Street, from a point 80m north-east of the north-easterly kerb line of London Street to the south-westerly kerb line of Manchester Road;
- (e) The Metropolitan Borough of Sefton (Chapel Street, Southport) (Prohibition of Driving) Order 2005 (No.2) be temporarily amended to allow pedal cycles to proceed along Chapel Street;
- (f) The Metropolitan Borough of Sefton (Tulketh Street, Southport) (Prohibition of Driving) (No.2) Order 2008 be temporarily amended to allow pedal cycles to proceed along Tulketh Street;
- (g) The Metropolitan Borough of Sefton (Wesley Street, Southport) (Prohibition of Driving) Order 2005 be temporarily amended to allow pedal cycles to proceed along Wesley Street;
- (h) All Pay & Display bays on the south-east side of Talbot Street, between St Andrew's Place and Portland Street be suspended and replaced with 'No waiting at any time' parking restrictions;
- (i) No vehicles, except pedal cycles shall exit Talbot Street at its junction with Eastbank Street;

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- (j) 10.Limited Waiting be introduced on the south-east side of Talbot Street, between Portland Street and Duke Street, limiting waiting to a maximum of 2 hours, within any 3 hours;
 - (k) 11.No vehicles, except pedal cycles shall enter Talbot Street at its junction with Belmont Street in a north-eastbound direction
3. It is acknowledged that any permanent changes to the highway are reported to, and approved by, the Council's Licensing and Regulatory Committee (L&R). It is proposed that the report to the L&R Committee is presented on completion of the advertising of the TROs. This will enable any objections or concerns to be considered by the Committee.