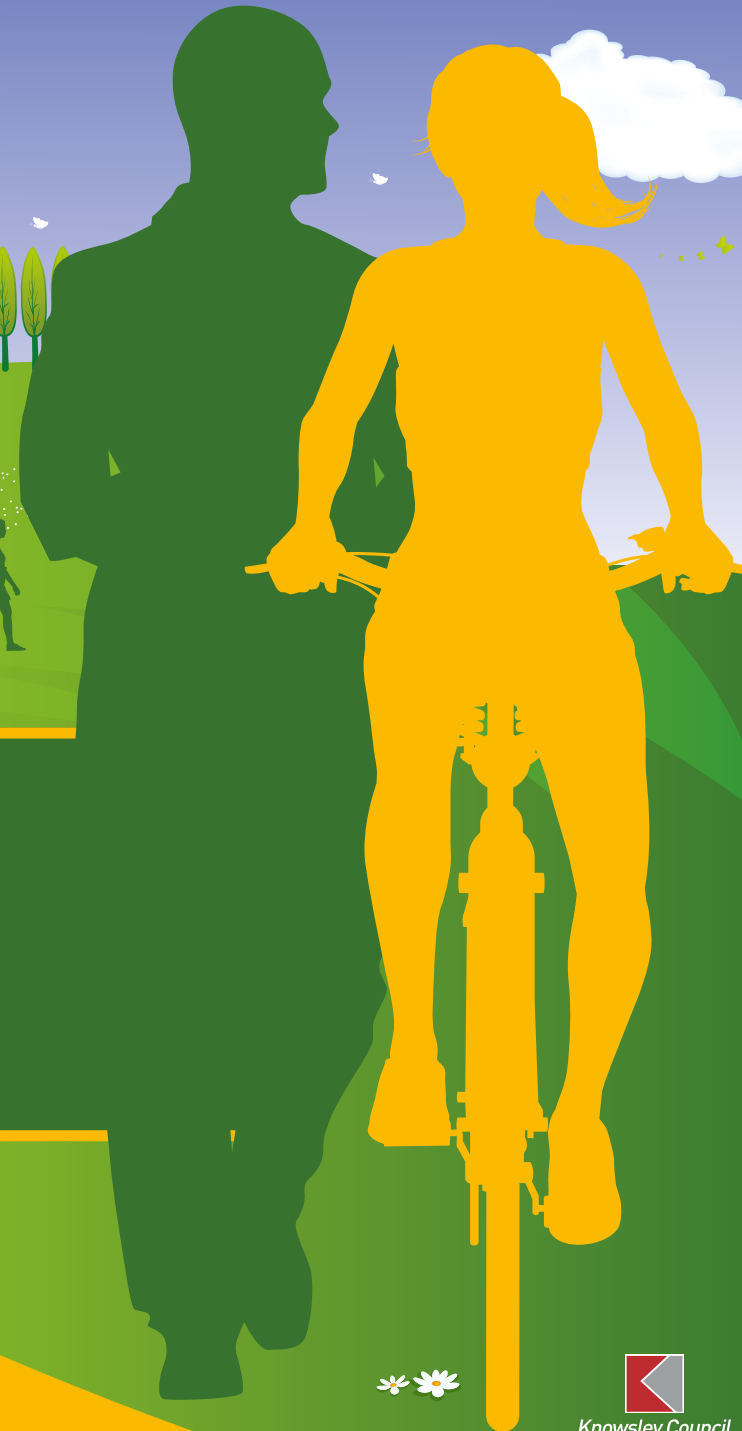




Knowsley Local Cycling and Walking Infrastructure Plan

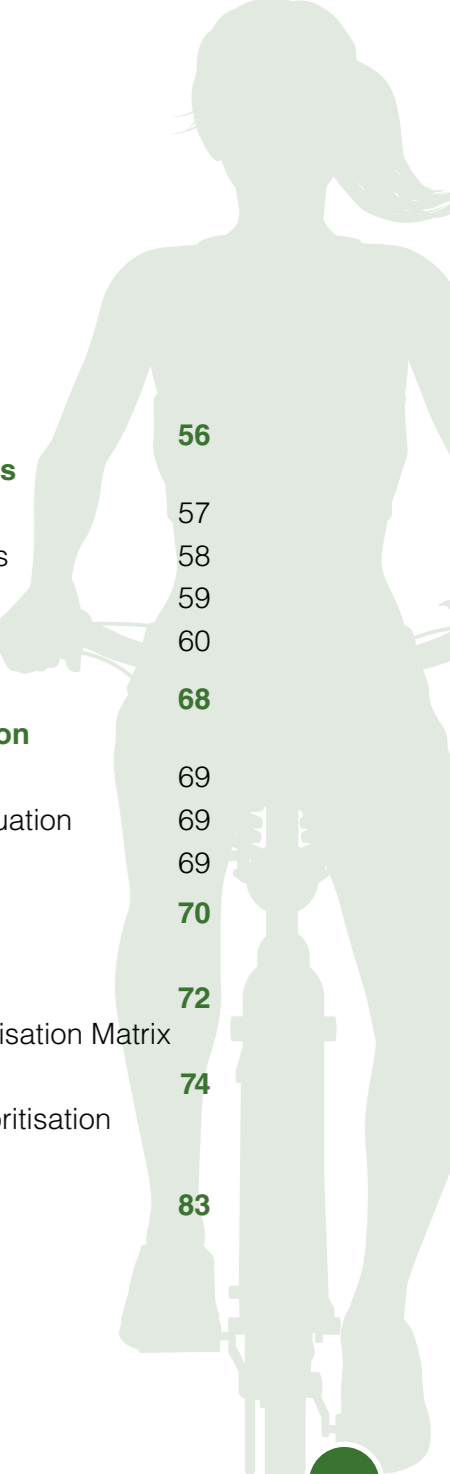


Knowsley Council



Contents

Foreword	4	Chapter 4	22	Chapter 6	56
Executive summary	5	Network planning for cycling		Prioritising improvements	
Chapter 1	6	4.1 Network Planning Process	23	6.1 Appraisal Process	57
Introduction		4.2 Propensity to Cycle Tool	24	6.2 Appraisal Categories	58
1.1 Context	7	4.3 Identification of Key Origins & Destinations	24	6.3 Scoring Scale	59
1.2 Purpose	8	4.4 Cycle Network Desire Lines	28	6.4 Prioritised Routes	60
1.3 LCWIP Process	9	4.5 Proposed Cycle Network	28	Chapter 7	68
Chapter 2	10	4.6 Route Alignment, Appraisal & Audit	32	Integration and application	
Determining scope		4.7 Cycle Scheme Types	36	7.1 Policy Integration	69
2.1 Structure	12	4.8 Cycle network mesh density	37	7.2 Monitoring and Evaluation	69
2.2 Key Objectives	12	4.9 Wider Recommendations	40	7.3 LCWIP Review	69
2.3 Geographical Extent	12	Chapter 5	42	Chapter 8	70
Chapter 3	14	Network planning for walking		Appendices	
Gathering information		5.1 Methodology	43	Appendix A	72
3.1 Policy Alignment	15	5.2 Trip Generators	43	Cycle Intervention Prioritisation Matrix	
3.2 Stakeholder Engagement	18	5.3 Core Walking Zones	43	Appendix B	74
3.3 Data & tools	20	5.4 Walking Routes Categorisation	44	Walking Intervention Prioritisation Matrix	
3.4 Successes to date and lessons learnt	21	5.5 Walking Audits	44	Chapter 9	83
		5.6 Walking Networks Maps	46	Quality	



Foreword

On behalf of Knowsley Metropolitan Borough Council I am proud to present our Local Walking and Cycling Infrastructure Plan (LCWIP). Our LCWIP supports the objectives of our Local Plan to deliver a stronger and more diverse economy, and deliver the physical and community infrastructure to serve existing and new communities. We want this growth to be sustainable and resilient, leading to reduced congestion, improved air quality, improved road safety and tackling health inequalities.

The Liverpool City Region LCWIP, with which this LCWIP aligns, stated that 71% of residents support the creation of safe cycling and walking routes as an alternative to the private car, particularly for shorter journeys. The Knowsley LCWIP outlines a prioritised and integrated strategy to deliver fit for purpose walking and cycling improvements that will transform our town centres and neighbourhoods so that people of all abilities can travel sustainably to access jobs, education, leisure, green spaces and other services.

These improvements range from basic footway improvements and dropped-kerb crossing facilities to major new cycling and walking routes with signalised crossings where appropriate. This will help walking, wheeling, and cycling become the first choice for short trips and complement public transport for longer trips. These improvements have been identified as a result of a large data gathering exercise and working with partners to capture the main barriers to walking and cycling. This LCWIP proposes low, medium and high priority solutions to deliver the scale of change that is needed to achieve healthier and happier lifestyles in the context of the cost-of-living crisis and the climate emergency.

This LCWIP is a major milestone in coordinating our existing schemes, those proposed by the City Region, such as Prescott to Runcorn and East Lancashire Road, as well as those of our neighbouring Boroughs, to design effective walking and cycling networks for all communities across Knowsley.



Cllr Tony Brennan

**Deputy Leader, and
Cabinet Member for
Regeneration and
Economic Development**



Executive summary

It is an ambition of Knowsley Council to enable more people to walk, wheel and cycle for everyday journeys, such as going to work, school, or to local shops. The primary objective for preparing our Local Cycling and Walking Infrastructure Plan (LCWIP) is to enable growth in active travel by providing long term plans for our future cycling, walking and wheeling networks throughout the Borough, creating better connected, greener, safer and healthier communities where people want to live and work. This LCWIP adheres with the Department for Transport (DfT) 2017 'Local Cycling and Walking Infrastructure Plans – Technical Guidance for Local Authorities' in its structure and scope as set out in Chapters 1 and 2. The proposals contained in this LCWIP have been based on a comprehensive data gathering exercise to ascertain existing and future travel patterns using a range of information and stakeholder engagement, as set out in Chapter 3.

Proposals for KMBC LCWIP include:

- **Cycle route proposals (Chapter 4):** The proposals include 18 Primary routes, 16 Secondary Routes and nine routes identified as 'Missing Links'.
- **Walking Route proposals (Chapter 5):** The proposals include eight Core Walking Zones across the key settlements within the Borough (areas of particularly high pedestrian footfall). Within these areas, 111 walking routes have been identified for prioritised improvements (Chapter 6).

All interventions proposed have been assessed through an appraisal process and classified using a low, medium and high-priority approach. These are summarised in Chapter 6. Chapter 7 sets out how this LCWIP can be integrated and applied to existing and future programmes to ensure its long-term success and realisation of benefits to the people living, working, and visiting Knowsley.





CHAPTER 1

Introduction

1.1 Context

Knowsley Metropolitan Borough is one of six districts within the Liverpool City Region, located between Liverpool and Manchester. It is connected to these cities by the M57 and M62 motorways and the A580 East Lancashire trunk road. Knowsley covers an area of 33 square miles, with a population of 154,500 (a 6% increase since 2011) and an employment rate of 72.5%.

The Borough of Knowsley is strategically located at the heart of the Northwest of England and is part of the wider Liverpool City Region – sitting between Liverpool to the west and St Helens to the east.

Knowsley is both an important location for employment in the Liverpool City Region and a major source of workers for the area. The Borough has a large industrial base, concentrated mainly in the business parks of Knowsley, Kirkby, and Prescot, the Huyton Industrial Estate, and the Jaguar

Land Rover plant and its associated businesses in Halewood. Whiston Hospital also serves as a major site of employment and commercial activity.

Increasing the levels of walking and cycling is essential to tackle some of the challenging issues that the Liverpool City Region faces such as combatting climate change, reducing congestion, improving air quality, health, and wellbeing, addressing inequalities, and improving the local economy. The LCWIP is considered to be a crucial part in Knowsley's response to the climate emergency, through making active travel a more attractive option, and encouraging people to use more sustainable modes of travel for more of their journeys.

The 2021 Census data states just under half (44.4%¹) of Knowsley residents have a commuting distance of less than 10km. Many of these journeys could readily be made by cycling or walking.

However, cycling accounts for 1.7% and walking for 7% of all journeys to work².

Overall, in the Liverpool City Region, the number of people cycling has decreased since 2021, with only 13% of people cycling regularly in 2023, compared with 16% in 2021.³ Data from the Walking and Cycling Index for the Liverpool City Region (2023) notes that participation in cycling on a regular basis has decreased since 2021, whilst walking has remained stable, with 48% (2021) of residents walking at least five days a week.

¹ [Distance travelled to work – Census Maps, ONS](#)

² [Method of travel to workplace – Census Maps, ONS](#)

³ [Walking and Cycling Index 2021: Liverpool City Region \(sustrans.org.uk\)](#)



Over the past five years, Knowsley Metropolitan Borough Council (KMBC) has installed 13 new signalised crossings, three zebra crossings and 8km of cycleways.

A map of the existing cycle network is shown in Figure 1.1 adjacent.

1.2 Purpose

This LCWIP provides KMBC with a plan aimed at improving the safety, comfort and attractiveness of walking and cycling across the Borough in the future. Such a document remains under review over the course of its lifespan, as priorities shift and progress is made in terms of its implementation. It applies a strategic approach to delivering quality walking, cycling and wheeling networks across and beyond the Borough, including information on where active travel investment should be considered. Not only is this LCWIP important locally but it plays a significant role in adhering to national and sub-regional policy and investment strategies.

The second cycling and walking investment strategy (CWIS2) outlines the government's ambition to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey, by 2040.

This LCWIP complements the LCWIP prepared by the Liverpool City Region Combined Authority (LCRCA) adding local level detail to the city region network. The LCRCA LCWIP is a strategic approach to developing a cohesive network of high standard active travel routes across the region.

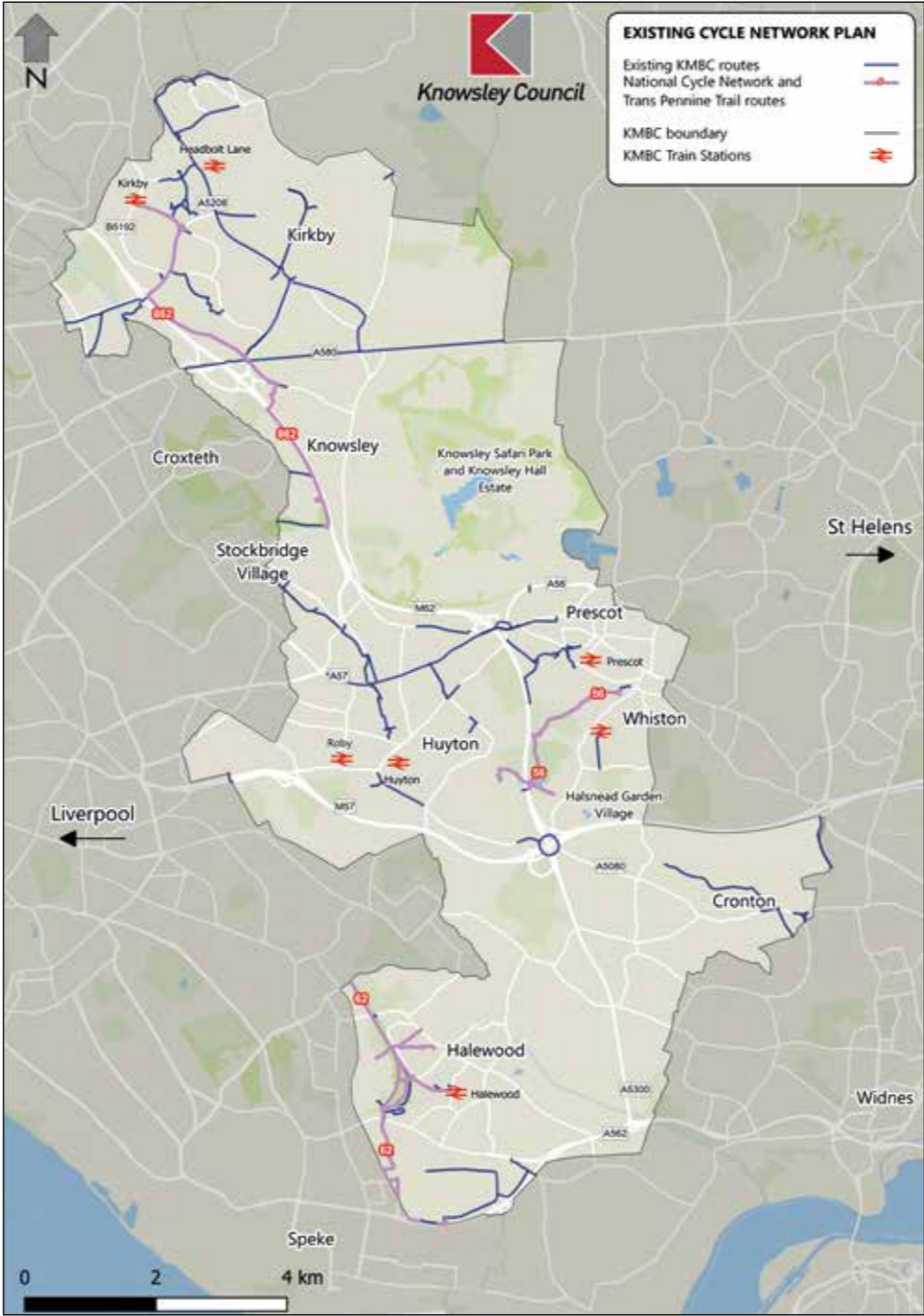


Figure 1.1
Existing cycle network within KMBC extents, including National Cycle Network routes

The Knowsley LCWIP will focus on identifying opportunities for strategic connections between settlements and to key destinations, including employment, education, public transport hubs and networks, town and village facilities, leisure and visitor attractions, and neighbouring authority areas.

The economy, environment, and public health all benefit from active travel interventions. Active travel options contribute towards lowering emissions and air pollution and improving the quality of life in our towns and cities. This LCWIP will contribute towards achieving this objective as well as making active travel the first-choice option for the residents and visitors of KMBC.

This will align with KMBC wider objectives to be a welcoming and vibrant place, with an inclusive economy, where people are active, healthy and confident and where strong and safe communities can achieve their full potential.

For any future investment in active travel from Central Government, all Local Authorities will need to provide or be working towards creating an LCWIP. Schemes identified within the LCWIP will go through a feasibility process and public consultation. The overall purpose is to provide a long-term plan for investment.

1.3 LCWIP Process

This LCWIP is developed in line with the DfT Local Cycling and Walking Infrastructure Plans – Technical Guidance for Local Authorities (DfT, 2017) and follows the six-step process featured below in Figure 1.2⁴.

The key outcomes of this LCWIP are:

- Network plans for walking and cycling across Knowsley.
- A prioritised programme of infrastructure improvements.



Figure 1.2 DfT LCWIP process

⁴ This illustration has been adapted from Section 2 within the St Helen's Borough Council LCWIP, [Appendix B St Helen's Borough Local Cycling and Walking Infrastructure Plan.pdf \(sthelens.gov.uk\)](#)



CHAPTER 2

Determining scope

2.1 Structure

This LCWIP includes the following:

- Gathering information to understand current patterns of walking and cycling across KMBC (see Chapter 3).
- Developing a network of cycling infrastructure across the borough (see Chapter 4).
- Developing walking infrastructure improvements in Core Walking Zones within the borough (see Chapter 5).
- Prioritising schemes for delivery (see Chapter 6).
- Ensuring integration of proposed networks with transport and land use planning policies (see Chapter 7).

2.2 Key Objectives

The aims of the LCWIP have been developed to align with the council's wider goals, such as Knowsley's Local Plan Core Strategy. The LCWIP aims are geared towards better health, safety when walking or cycling, a strong economy and the 2040 net zero target.

Knowsley's LCWIP Vision has been developed to align with the LCWIPs of neighbouring boroughs to provide consistency across the Liverpool City Region (LCR), and is shown below:

- **Objective 1 'Healthier':**
Foster an environment that improves health outcomes for all and promotes well-being, through more active lifestyle and reduced air pollution.
- **Objective 2 'Accessible & Safe':**
Develop an inclusive active travel network which promotes the safe and independent movement of all people aged 12 and over.

- **Objective 3 'Resilient Economy':**
Promote a network of routes which facilitate access to jobs, town centres opportunities and local services for those who need it most, and reducing highway congestion.
- **Objective 4 'Net-zero & sustainable travel':**
Support the borough's climate target to become net zero by 2040 by promoting multi-modal journeys with an increased number of trips being made by public transport and active travel.

2.3 Geographical Extent

This LCWIP covers the whole of the borough. Figure 2.1 adjacent illustrates the geographic boundary of KMBC and the townships within the borough.



Figure 2.1
Geographical Extent of the Knowsley LCWIP





CHAPTER 3

Gathering information

3.1 Policy Alignment

Figure 3.1 adjacent sets out all the policy documents reviewed as part of this LCWIP, covering a range of subjects from land use planning to mode specific transport policies. They also vary in the level of governance associated to each document. Both Figure 3.1 and Table 3.1 have been developed in line with the LCWIPs of neighbouring authorities.

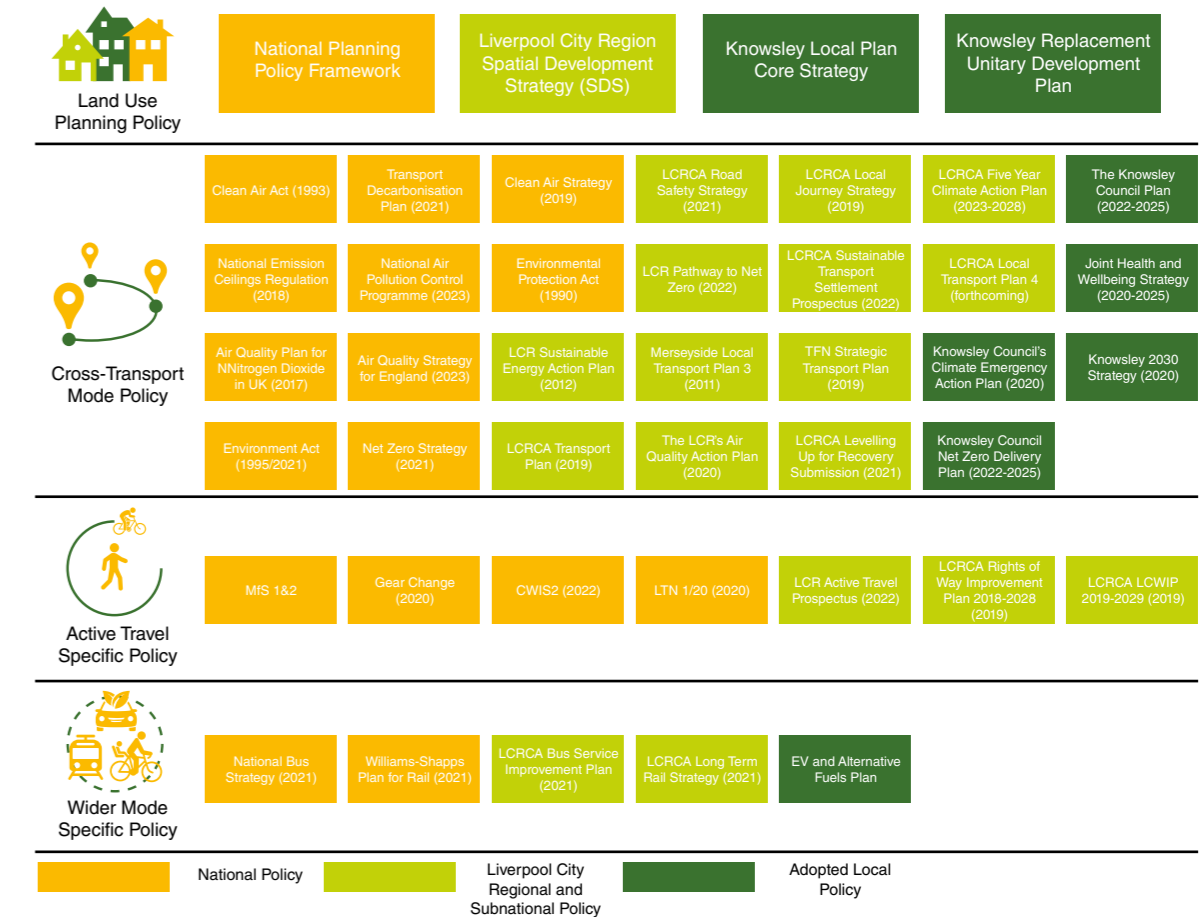


Figure 3.1
Policy documents reviewed as part of the KMBC LCWIP



The Knowsley Council Plan 2022-25 is a key document that sets out the long-term objectives of the Council and is based around three themes:

- **Effective Support for those in Need:** ensuring that all Knowsley residents are able to access necessary support and services.
- **Inclusive Growth and Skills:** ensuring that all of Knowsley's communities are able to share in the opportunities from local economic growth.
- **Achieving Net Zero 2040:** ensuring that the Council plays a leading role in local action to address the Climate Emergency.

These themes are underpinned by a number of key priorities, the most relevant to the development of this LCWIP have been listed below:

- Progressing ambitious plans for the borough in terms of town centres, housing, green spaces, and employment land within the context of challenging economic conditions.
- Adapting to deal with significant national, regional, and local health and social care policy changes.

- Continuing to provide essential services effectively in the existing climate of uncertainty regarding future funding levels which severely limits the Council's ability to plan for the medium-term.

The Knowsley 2030 strategy is another significant local plan of action in helping to guide strategy with the following shared aims:

- A place with welcoming, vibrant, well-connected neighbourhoods and town centres.
- A place with a thriving, inclusive economy, with opportunities for people and business.
- A place where people are active and healthy and have access to the support they need.
- A place where people of all ages are confident and can achieve their full potential.
- A place where strong and safe communities can shape their future.

The LCWIP will deliver on key ambitions and objectives found within local, sub-national and national policies, especially the Knowsley Council Plan and Knowsley 2030.

Table 3.1 adjacent presents the level of integration between some of the key local policy documents and the objectives of this LCWIP.

Key Local Policy Document	Knowsley Metropolitan Borough Council LCWIP Objectives			
	Foster an environment that improves health outcomes for all and promotes well-being, through more active lifestyle and reduced air pollution	Develop an inclusive active travel network which promotes the safe and independent movement of all people aged 12 and over	Promote a network of routes which facilitate access to jobs, opportunities and local services, improving highway congestion for those who need it most	Support the borough's climate target to become net zero by 2040 by promoting intermodal journeys with an increased number of trips being made by public transport and active travel
The Knowsley Council Plan (2022-2025)	✓	✓	✓	✓
Knowsley 2030 Strategy	✓	✓	✓	✓
Knowsley Local Plan Core Strategy (2021)	✓	✓	✓	✓
Knowsley Council's Climate Emergency Action Plan (2022-2025)				✓
Knowsley Council Net Zero Delivery Plan (2022-2025)				✓
LCRCA Road Safety (2021)		✓		
EV and Alternative Fuels Plan				✓
LCRCA Local Journeys Strategy (2019)	✓	✓	✓	✓
Joint and Well-being Strategy 2020-2025	✓			
LCRCA LCWIP (2019)	✓	✓	✓	✓
LCRCA Transport Plan (2019)	✓	✓	✓	✓

Table 3.1
Summary of how LCWIP delivers on wider local policies

3.2 Stakeholder Engagement

This section will be completed following Stakeholder engagement.

Initial stakeholder engagement has identified a number of schemes that Knowsley Metropolitan Borough Council would have a longer-term ambition to support, subject to detailed feasibility assessment and further stakeholder engagement. These include the proposals by National Highways to create two 'green bridges' as listed below.

- Bridge over M62 south of Halsnead Garden Village development (to provide biodiversity and active travel benefits).
- Land bridge over M57 east of Stadt Moers Park (to provide biodiversity and active travel benefits).



3.3 Data & tools

The data sources and tools listed below are from a number of national and local sources and have been used to identify existing patterns of walking and cycling and potential new journeys as well as helping to inform any potential new routes while helping to give context to the local region:

- **Policy Documentation:** please see the infographics in Figure 3.1.
- **Engagement:** feedback from stakeholders was gained as set out in Section 3.2.
- **Propensity to Cycle Tool (PCT):** this includes Census 2011 cycling figures and future estimates derived from scenarios including the Government Target scenario for cycling propensity to double by 2025, as well as more optimistic scenarios such as 'Go Dutch' replicating the high uptake experienced in the Netherlands.
- **Local Transport Note 1/20 and the Cycling Level of Service Tool (CLOS) provided within LTN 1/20:** a scoring tool using cohesion, directness, safety, comfort and attractiveness to assess existing provision and potential

improvements to cycling routes.

- **Walking Route Audit Tool (WRAT):** a DfT tool that uses a range of criteria to assess existing provision and potential improvements for a walking route.
- **Mapping:** see Chapter 5. This includes existing cycling infrastructure, origins and destinations (key trip generators), Walking Networks, Public Rights of Way (PROWs), Development Sites, 20mph Streets, pedestrian crossings, National Cycle Routes (NCNs), and other cycle routes (off-road/shared), bus stops and public green space:
 - **Bus stops** – data source derived from OpenStreetMap Query
 - **School and names** – Knowsley Council website
 - **National Cycle Routes** – Sustrans National Cycle Network Map
 - **Other cycle routes (off-road/shared)** – KMBC Cycling Map
 - **Development Sites** – Knowsley Local Plan: Core Strategy
 - **PROWs** – KMBC Definitive Highways Map
 - **20mph Streets** – Knowsley Merseyside road safety website

- **Public Green Spaces** – Knowsley Merseyside road safety website
- **Background map** – KMBC Cycle Map
- **Appraisal Data Sources:** to determine the scores for the appraisal metrics, the following data sources have been used, please note this is explained in greater detail in Chapter 6:
 - **Healthier** – ONS (Census), Public Health England data, Sustrans Liverpool City Region Walking and Cycling Index 2023, publicly available air quality data, and publicly available data on the prevalence of diagnosed depression
 - **Safe & Inclusive** – we have reviewed the deprivation index, Active travel collisions (Key Accident Data)
 - **Stronger Economy** – we have reviewed Unemployment levels (Census 2021)
 - **Net Zero** – we have reviewed publicly available Car Related Carbon Emissions and existing Car Mode Share (Census 2021)



3.4 Successes to date and lessons learnt

Knowsley Metropolitan Borough Council is currently progressing a number of Active Travel and Town Centre schemes which once delivered will complement the interventions identified in this LCWIP in terms of providing a network of high-quality walking and cycling infrastructure.

Some of these include:

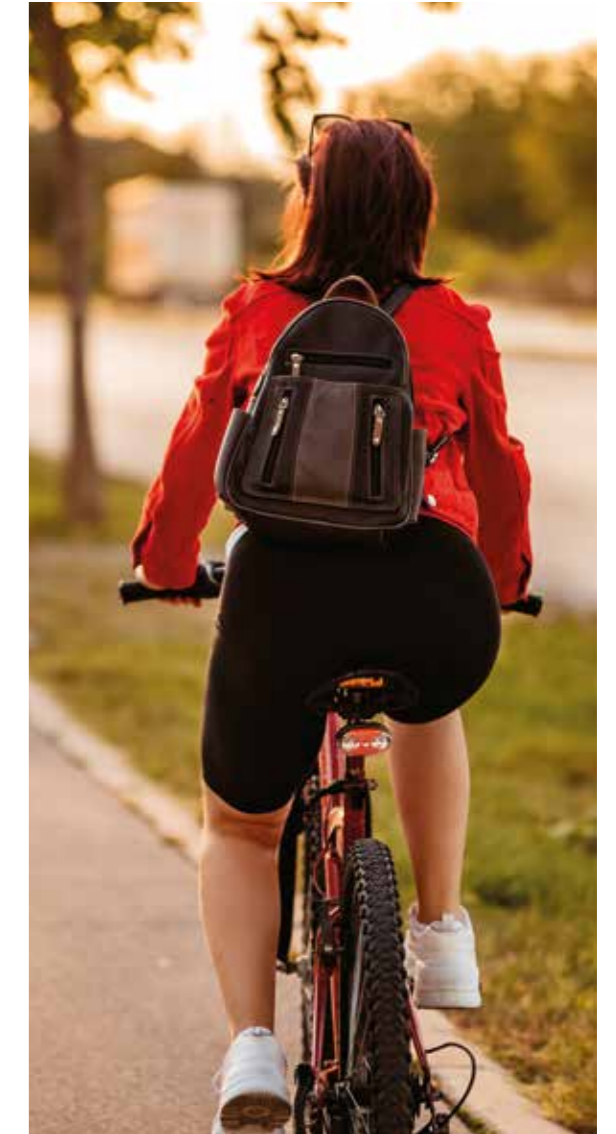
- New fully segregated cycle routes such as the 2km Higher Road, including new pedestrian facilities and junction upgrades around Baileys Lane and Finch Lane. As of summer 2024, these proposals are being delivered on site.
- New active travel route connecting Halewood Leisure Centre to Higher Road, including traffic calming measures.

Through these schemes, several elements have been identified both as successes and/or lessons learnt:

- Routes need to be part of a consistent network linking origins and destinations with coherent designs appropriate to the neighbourhood scale and character, for instance on-carriageway routes

in 20mph residential areas and fully segregated infrastructure on primary connectors as in the Halewood scheme.

- Routes should be designed so that all vulnerable road users can use the routes safely, meaning not just confident, able-bodied adults travelling on foot and by bike but people of all ages and abilities, including those travelling by scooter and other non-motorised modes.
- Beyond their movement function, routes contribute strongly to a sense of place and urban design and landscape enhance and future-proof interventions, for instance with the use of greening, seating and wayfinding.
- All schemes leading to modifications of existing highway, traffic and parking arrangements need to balance technical feasibility, public acceptability and be designed sensitively.
- Scheme development timescales can be significantly lengthened when additional land take is required.
- Consultation and engagement are crucial to the success of the scheme, in order to obtain community buy-in and avoid anti-social behaviour.





CHAPTER 4

Network planning for cycling

4.1 Network Planning Process

The network planning process collated potential existing and untapped cycling demands as a core component of the cycle route identification process. This involved reviewing potential route alignments between different origins and destinations. The main tool used in the development of the cycle network was the propensity to cycle tool (PCT). Major route alignments were extracted for review and adjustment-making considerations to the following tools and information:

- Neighbouring LCWIP cycle network, especially the St Helen's LCWIP and Liverpool City Region Combined Authority (LCRCA) LCWIP.
- Development Opportunity Sites and Sustainable Urban Extensions (SUE) from the Knowsley Local Plan.
- The existing local cycle paths along with public right-of-way paths.
- The existing National Cycle Network (NCN) routes.
- NCN routes that are under the network development planning process from Sustrans (as per Figure 4.1).

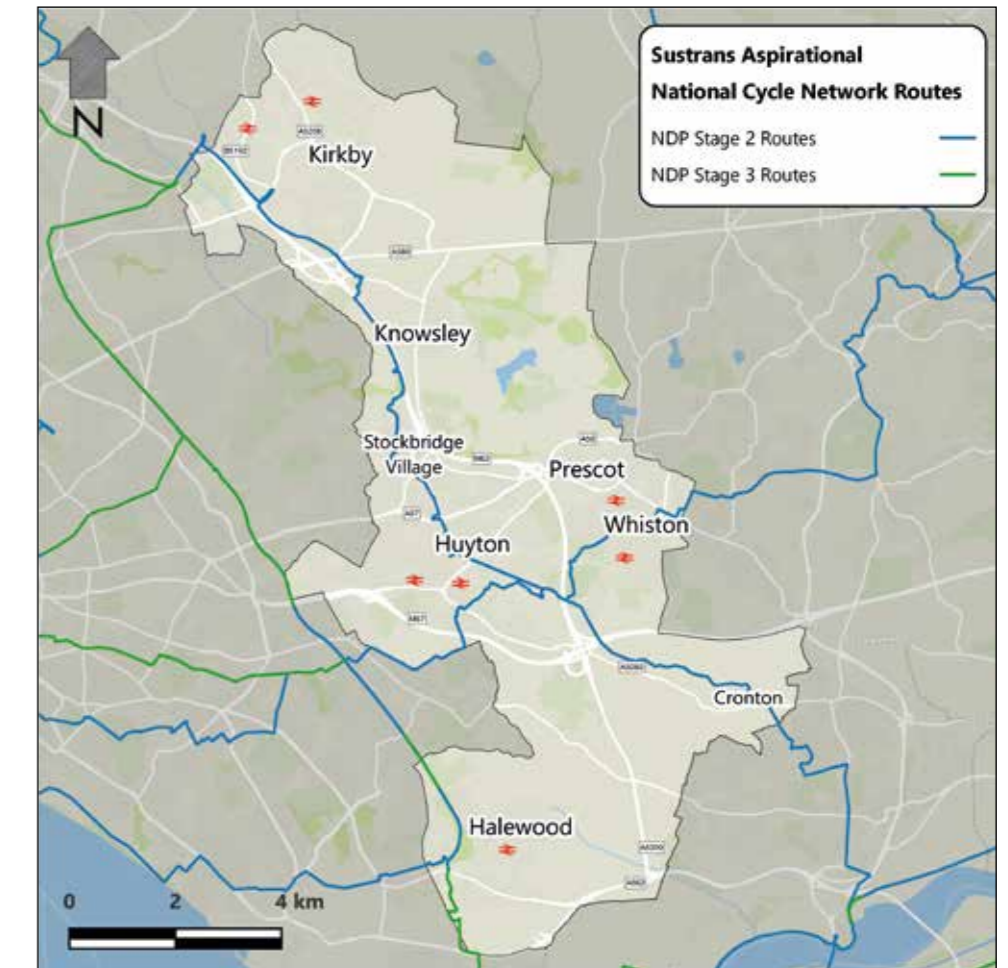


Figure 4.1
Sustrans aspirational National Cycle Network Routes

4.2 Propensity to Cycle Tool

DfT-funded propensity to Cycle Tool (PCT) is a freely available online resource that has been designed to help with the strategic planning of cycling networks. The tool uses travel-to-work data from the 2011 census, which has origins and destinations for all commuters in England.

The PCT data used for this LCWIP is based on the “Go-Dutch” scenario, which assumes that infrastructure and cultural barriers to cycling are eliminated, but the hilliness and journey characteristics remain. One of the challenges to cycling within the Knowsley area is the low volume of existing residents cycling commuting purposes. Therefore, to gain a broader high-level understanding of cycling commuters within Knowsley, the Middle Super Output Area⁵ (MSOA) level was used instead of the Lower Super Output Area (LSOA). Figure 4.2 adjacent shows how the cycling commuters were distributed within Knowsley in the “Go-Dutch” Scenario.

4.3 Identification of Key Origins & Destinations

Trip origins generally consist of key residential areas that generate the most travel demand and,

⁵ MSOAs are geographical areas used for statistical purposes such as the UK Census, and comprise between 2,000 and 6,000 households, and a resident population of between 5,000 and 15,000 people. Each MSA is usually made up of four or five LSAs, each with roughly 1,200 households and between 1,000 and 3,000 people.

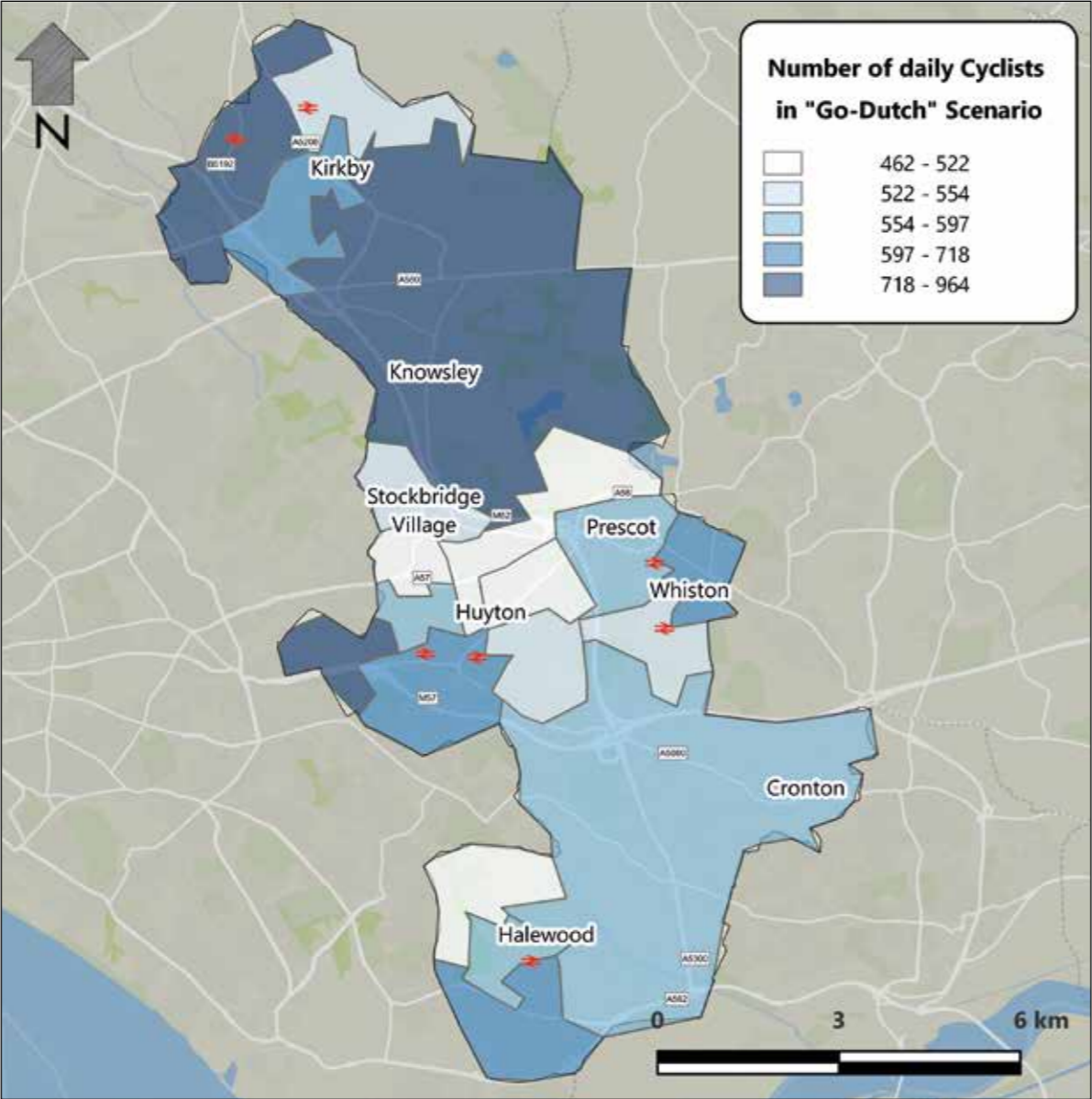


Figure 4.2
Potential daily cyclists in Propensity to Cycle’s ‘Go-Dutch’ scenario



therefore, the greatest potential to achieve a modal shift to active modes of travel. Trip destinations generally consist of key employment or industrial estates, town centres, places of worship, railway stations, schools, and health care services. Figure 4.3 adjacent shows the location of amenities within Knowsley.

Knowsley Local Plan Core Strategy ‘Policy SUE1 Sustainable Urban Extensions and Safeguarded Land’ contains two relevant clauses. Clause 1 contains the wording for the main housing sites known as ‘Sustainable Urban Extensions’. Clause 2 contains the wording for the Knowsley Village ‘Safeguarded Land’.

‘Policy CS6 Town Centres and Retail Strategy’ includes ‘Knowsley’s Hierarchy of Centres’. This hierarchy includes town, district and local centres, including the role of each centre, and the level of development required to meet the needs of their catchment areas. Clause 1a contains ‘Town Centres’, clause 1b contains ‘District Centres’, and clause 1c contains Local Centres’.

In order to enhance the vitality and viability of Knowsley’s centres and maintain appropriate local service provision, the following hierarchy shall apply:

- (a) **Huyton, Kirkby and Prescott Town Centres** will enhance their equal role in providing comparison and convenience shopping. This will be supplemented by a complementary mix

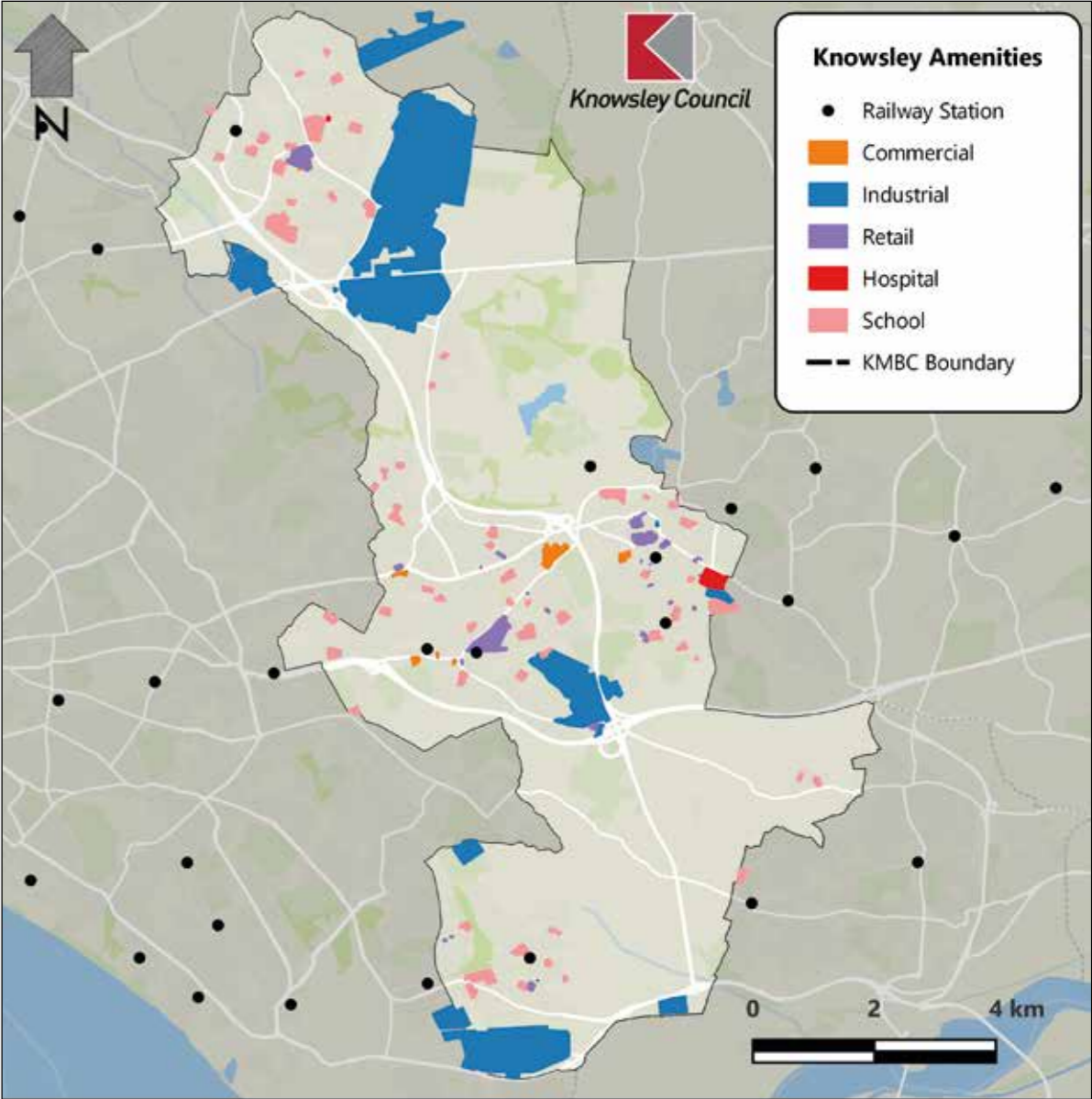


Figure 4.3
Amenity land-use in Knowsley

of leisure, health, residential, education, cultural, employment, service uses and complementary evening and night time uses

- (b) **Halewood (Ravenscourt), Liverpool Road/ Page Moss** and **Stockbridge Village** will retain a district centre role providing a local shopping function to complement the town centres, mainly focused on convenience shopping and services appropriate to local needs
- (c) **Local Centres** will provide local shopping and service provision of an appropriate scale relative to the size and function of each centre

In addition to the amenities within Knowsley, this LCWIP also considered the planned developments listed in the different Development Plan Documents. The identified origin and destinations are shown in Figure 4.4 adjacent. It should be noted that the geometries of these areas are generalised and indicative, representing the general movement rather than of specific locations.

The geographical distribution of origins and destinations shows that trip destinations are evenly distributed across the north and south of Knowsley while the trip origins are more densely located towards the centre of the Borough. This indicates that the proposed cycle network should facilitate the trip movements north and south of Knowsley, connecting through the hotspot towards the centre.

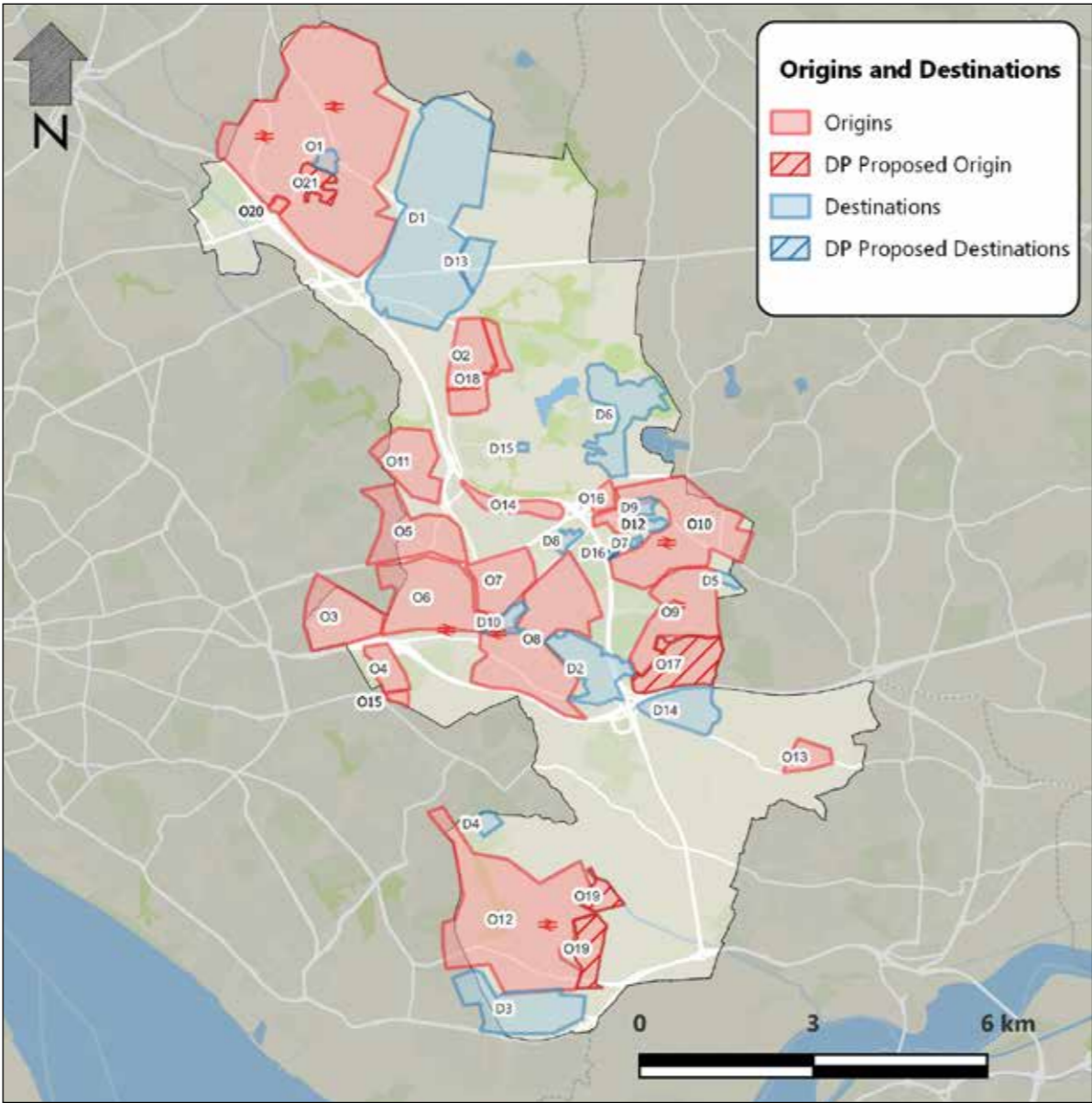


Figure 4.4
Key origins and destinations for trips in Knowsley, including those existing and those proposed in the Local Plan

Code	Origin	Proposed or Existing
O1	Kirkby	Existing
O2	Knowsley	Existing
O3	Broadgreen	Existing
O4	Court Hey	Existing
O5	Fincham and Woolfall	Existing
O6	Huyton Farm	Existing
O7	Bakers Green	Existing
O8	Mosscroft, Huyton and Pluckington	Existing
O9	Whiston	Existing
O10	Prescot	Existing
O11	Stockbridge Village	Existing
O12	Halewood	Existing
O13	Cronton	Existing
O14	Knowsley Lane, Huyton	Existing
O15	Edenhurst Avenue, Huyton	Existing
O16	Land bounded by A58, Prescot	Existing
O17	South of Whiston	Proposed
O18	Knowsley Village	Existing* ¹
O19	East of Halewood	Proposed
O20	Former Kirkby Stadium (Valley Road)	Existing* ²
O21	Cherryfield Drive	Proposed* ³

Table 4.1
Origins and Destinations contained with KMBC Development Plan

*¹ The site Knowsley Village is identified as 'safeguarded land'. This site is not allocated for development at the present time

*² This regards the 'saved' policy H4 from the previous Knowsley Unitary Development Plan

*³ The site 'Cherryfield Drive' is included in the draft Liverpool City Region Spatial Development Strategy. This is located within 'Policy LCR SP1 – Strategic Housing Need and Distribution' as the strategic site SH7

Code	Destination	Proposed or Existing
D1	Knowsley Industrial Park	Existing
D2	Beacon Interchange Motorway Estate	Existing
D3	Jaguar Land Rover and Ford Plant	Existing
D4	Wastewater Treatment Plant	Existing
D5	Whiston Hospital	Existing
D6	Safari Park	Existing
D7	Prescot Business Park	Existing
D8	King's Business Park	Existing
D9	Prescot Town Centre	Existing
D10	Huyton Town Centre	Existing
D11	Kirkby Town Centre	Existing
D12	Cables Shopping Park	Existing
D13	East of Knowsley Industrial and Business Parks	Existing
D14	Land South of M62	Existing
D15	Knowsley Hall	Existing
D16	Carr Lane	Proposed



4.4 Cycle Network Desire Lines

Using the PCT “Go-Dutch” scenario in MSOA, 40 desire lines were identified with the most cycling commuter volume potential. Of the 40 desire lines identified (nos.1-40), only one desire line had an estimated cyclist volume of above 250 cyclists per day as per the recommended threshold for the primary desire line from DfT. Therefore, the 20 desire lines with the highest potential cycling commuter volumes were classified as Primary, and the next 20 desire lines were classified as Secondary. An additional 30 (nos. 41-70) desire lines were identified through internal workshops, with those over 4km in length classified as Primary, and those under 4km as Secondary. These desire lines are shown in Figure 4.5 adjacent.

4.5 Proposed Cycle Network

The proposed cycle network alignments were developed based on the fast route option from the PCT tool. PCT statistics state that the Census data from 2011 indicated a minimal (2.1%) of commuters using cycling as a mode of transport. Under the ‘Go Dutch’ scenario, where 23.2% of commuters are estimated to be cycling as a method of travel, there was only one route alignment with an estimated flow of more than 250 cyclists per day, with this route forming part of the proposed Route 13 in Kirkby (refer to cycle map overleaf). Therefore, each route alignment was assessed, merged, and adjusted considering requirements listed in LTN 1/20, along with the connectivity throughout the Knowsley region.

Following the same methodology as the desire line identification, an initial 20 route alignments were identified using the PCT fast routes tool, these being the 20 routes with the highest potential for commuting cyclists under the ‘Go Dutch’ scenario. A further 14 routes were identified through internal workshops and cross-checking with the PCT desire lines output, refer to Table 4.1.

The list of routes also includes the proposed cycle routes as part of the wider Liverpool City Region (LCR) LCWIP, however these routes do not feature in the assessment within the KMBC LCWIP.

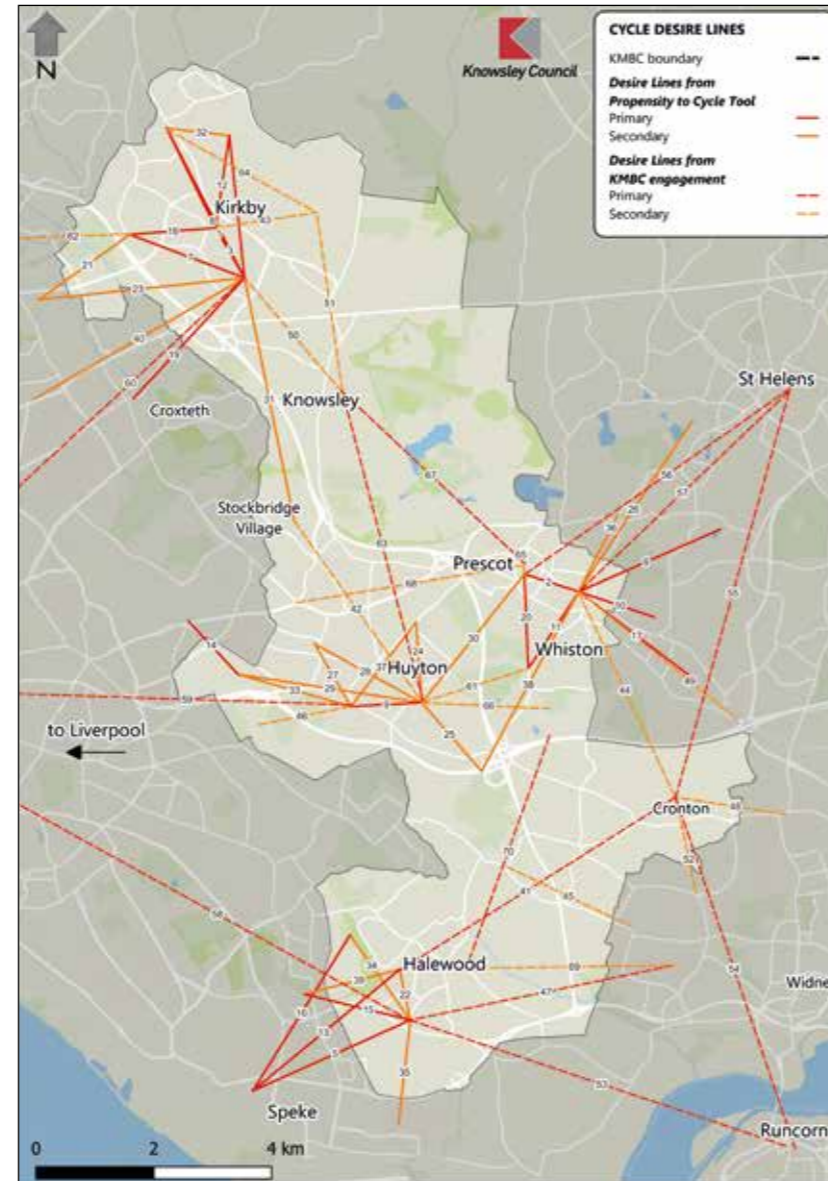


Figure 4.5
Cycle desire lines map, using Propensity to Cycle tool data and supplementary routes identified through engagement with KMBC.
NB: These desire lines are straight for diagrammatical purposes

The DfT compliant methodology used in this report has seen Route 1 subdivided into three sections, as a result of the variation in character seen along its length. While this was important in the audit stage to determine appropriate interventions, it is recognised that the route highlighted through the PCT will be effective when delivered as one single entity to form a coherent route that provides a link between key origins and destinations. When taken as a whole, the route is considered to be medium priority due to the high and low priority of the subsections determined as part of the appraisal.

Routes 2 and 7 have also been subdivided due to their varying character and length, however as with Route 1 they are to be seen as one package of improvements bringing the total routes to 43.

A number of the cycle routes were later removed from the proposed network following their initial identification (either through the PCT or KMBC engagement) due to overlap with other nearby routes that provide similar origins and destinations. These routes were as follows:

- Route 5 (PCT route, overlap with Routes 22 and 34).
- Route 29 (KMBC engagement route, overlap with Routes 26 and 28).
- Route 31 (‘Missing Links’ route, added under Route 8 alignment).

As a result, the 36 routes (including sub-routes) taken forward to audit stage are shown in Figure 4.6 and Table 4.2 which is overleaf.

Major schemes currently underway in Knowsley have also been included in the map as follows:

- Higher Road and wider scheme as part of East of Halewood development.
- Cycle routes as part of Halshead Garden Village development.

These schemes are not appraised as part of the LCWIP, but will contribute to the future cycle network in Knowsley.

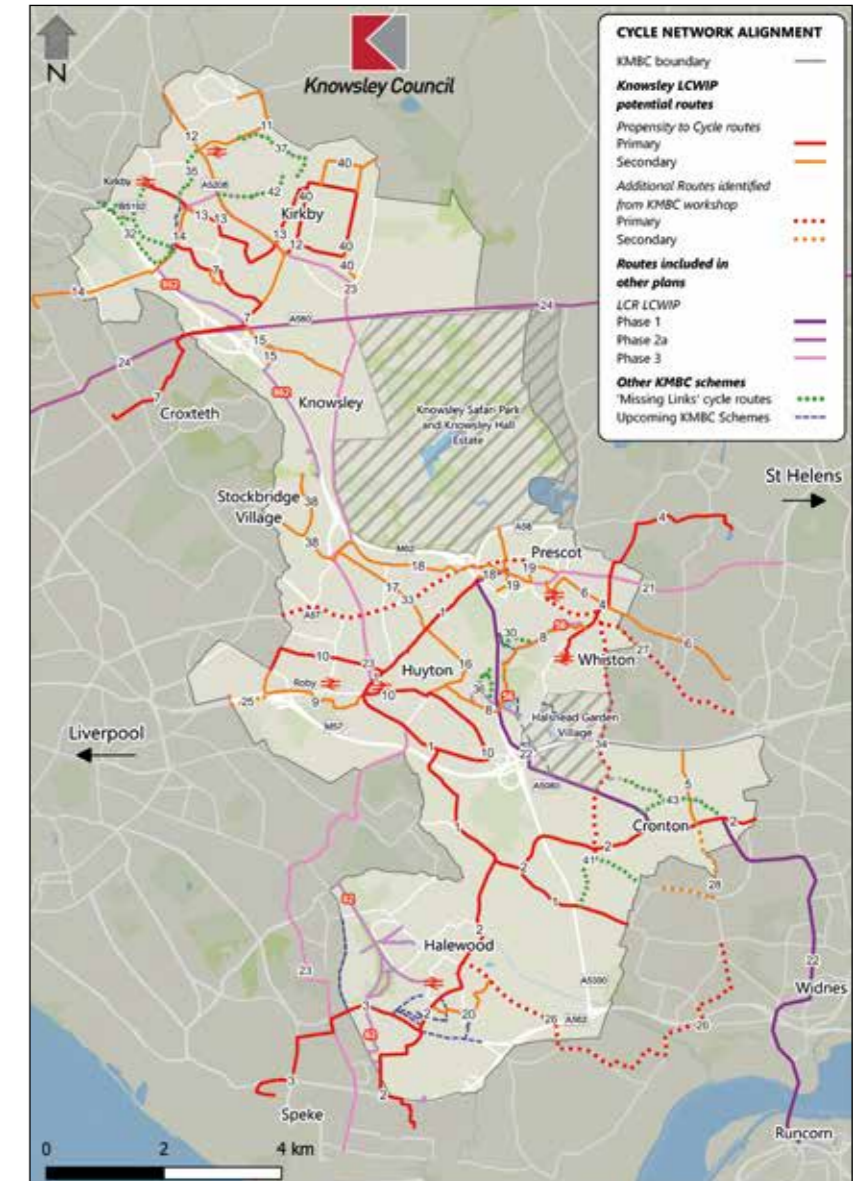


Figure 4.6
Alignment of 38 cycling routes identified through the Propensity to Cycle Tool (PCT) and internal workshops within KMBC

Ref on Route Map	Origin/Destination	Origin/Destination	Route Length (within KMBC) /km
1	Huyton Lane/Carr Lane, Huyton	Netherley Road/Hough Green Road, Hough Green	9.6
2	Cronton Sixth Form College, Cronton	Higher Road/Macket's Lane, Halewood and Speke	10.5
3	Higher Road/Leather's Lane, Halewood	Higher Road/Macket's Lane, Halewood and Speke	1.3
4	Whiston Station, Whiston	Old Lane, Whiston	2.2
5	Hall Lane (KMBC boundary)	Smithy Lane/Cronton Road, Cronton	1.3
6	Cables Shopping Park, Prescott	Whiston Hospital, Whiston	1.6
7	East Lancashire Road (KMBC boundary), Croxteth	Valley Road/Bewley Drive, Kirkby	3.5
8	Huyton Industrial Estate (Hall Lane/Ellis Ashton Street), Huyton	Whiston Hospital (Dragon Lane/Hazel Avenue), Whiston	3.7
9	Swanside (Pilch Lane East/Childwall Avenue), Huyton	Huyton Station, Huyton	2.8
10	Swanside(Pilch Lane), Huyton	Wilson Road/Cronton Road, Tarbock	6.3
11	Shevington's Lane, Kirkby	Williams Industrial Park (Headbolt Lane/Pingwood Lane), Kirkby	2.3
12	Melling Mount (Bank Lane), Kirkby	Knowsley Business Park (Lees Road/Gores Road), Kirkby	3.8
13	Kirkby Station, Kirkby	Knowsley Business Park (Moss Lane/Ashcroft Road), Kirkby	4.4
14	Kirkby Town Centre (Cherryfield Drive/Valley Road), Kirkby	Aintree University Hospital (Longmoor Lane/KMBC boundary)	2.6
15	Knowsley Business Park (Moorgate Road N), Kirkby	School Lane/Knowsley Lane, Knowsley Village	3.7
16	King George V Playing Fields (Longview Drive/ Huyton Lane), Huyton	Sawpit Park (Hall Lane/Wilson Road), Huyton	1.8
17	Hillside Avenue/Stockbridge Lane, Huyton	King George V fields (Huyton Lane), Huyton	2.1
18	Knowsley Lane/Stockbridge Lane, Huyton	King George V Browns Field (Wood Lane/Carr Lane), Prescott	3.5
19	Knowsley Safari Park (Knowsley Park Lane), Prescott	Prescot Town Centre (Kemble Street and Carr Lane), Prescott	2.7
20	Halewood Town Centre (Leather's Lane/Hillingdon Avenue), Halewood	East of Halewood development, Halewood	1.7
21	Prescot	St Helens	n/a
22	Prescot	Runcorn	n/a
23	Kirkby	Speke	n/a

Ref on Route Map	Origin/Destination	Origin/Destination	Route Length (within KMBC) /km
24	Haydock (East Lancashire Road)	Liverpool	n/a
25	Childwall Lane/Court Hey Avenue, Huyton	Greystone Bridge, Huyton	0.9
26	Greensbridge Lane/Lower Road, Halewood	Lower Road (KMBC boundary), Halewood	2.2
27	Station Road Boulevard/Bridge Road, Prescott	Shaw Lane/Dragon Lane, Whiston	1.1
28	Cronton Road/Chapel Lane, Cronton	Chapel Lane/Parklands, Hough Green	1.0
29	Cronton Village	Lunts Heath	n/a
30	Stadt Moers 'Pottery Field' Quadrant (Coronation Drive), Whiston	Stadt Moers 'Pottery Field' Quadrant (Pottery Lane), Whiston	0.9
31	Stadt Moers Park 'Tushingham' Quadrant (Pottery Lane), Whiston	Stadt Moers Park 'Tushingham' Quadrant (Ellis Ashton Street), Huyton	n/a
32	Copthorne Walk Public Open Space (Leeds and Liverpool Canal), Kirkby	Copthorne Walk Public Open Space (Valley Road), Kirkby	2.0
33	East Prescott Road (KMBC boundary), Page Moss	Church Street/High Street, Prescott Town Centre	4.7
34	Halsnead Garden development site (Cumber Lane/Stoney Lane), Whiston	East of Halewood development (Prescot Road/Stockswell Road), Widnes	4.2
35	Millbrook Park Millennium Green and Valley Park (Headbolt Lane), Kirkby	Millbrook Park Millennium Green and Valley Park (Kirkby Row), Kirkby	1.1
36	Stadt Moers Park 'West View' Quadrant (Hale View Road), Huyton	Stadt Moers Park 'West View' Quadrant (Dales Row), Huyton	1.0
37	Northwood Forest Hills (Headbolt Lane), Kirkby	Northwood Forest Hills (Eddie McArdle Playing Fields), Kirkby	1.7
38	Waterpark Drive/Haswell Drive, Stockbridge Village	Hillside Avenue/ Stockbridge Lane, Huyton	2.3
39	Whitefield Drive/Valley Road, Kirkby	Whitefield Drive/Kirkby Row, Kirkby	2.3
40	Knowsley Industrial Estate (circular), Kirkby		6.2
41	Netherley Road/Cross Hillocks Lane, Tarbock Green	Stockswell Road, Hough Green (KMBC boundary)	1.9
42	Old Rough Lane (Kirkby town centre)	Knowsley Industrial Estate, Kirkby	1.8
43	Penny Lane/Tue Lane, Cronton	Hall Lane/Cronton Road, Cronton	2.4

Committed schemes from LCRCA (LCWIP)

Combined routes

Route 29 was removed due to its overlap with Route 2A, with similar origins and destinations catered for within Route 2.

Route 31 was removed and incorporated into the alignment of Route 8.

Table 4.2
List of cycling route alignments taken forward to audit stage

4.6 Route Alignment, Appraisal & Audit

Local Transport Note 1/20 (LTN1/20) is the UK's national design guidance for cycle routes, introducing greater consistency of design across the country that helps those cycling and other road users have confidence in how bikes use and navigate streets to reduce confusion and improve comfort, safety and convenience, as well as setting a measurable quality threshold to achieve when designing cycling schemes.

The Cycling Level of Service (CLoS) tool provided in LTN 1/20 was used for a simple scoring assessment of all the route options for each proposed route considering the following elements of the design principles:

- **Cohesion:** Connections, continuity and wayfinding, the density of the network.
- **Directness:** Distance, time: frequency of required stops or giveaways, time: delay at junctions, time: delay on links, gradient.
- **Safety:** Reduce/remove speed differences where cyclists are sharing the carriageway, avoid high motor traffic volumes where cyclists are sharing

the carriageway, risk of collision, avoid complex design, consider and reduce risk from kerbside activity, reduce the severity of collisions where they occur.

- **Comfort:** Surface quality, effective width without conflict, wayfinding.
- **Attractiveness:** Social safety and perceived vulnerability of user, impact on pedestrians including people with disabilities, minimise street clutter, secure cycle parking.

Where individual routes contained in Figure 4.6 considerably varied in character due to their length and location, they were divided into sub-sections of similar characteristics, with a separate audit conducted for each.

In some cases, potential improvements were limited by spatial constraints of the highway network and land availability, and so it was noted that in order to deliver such improvements land acquisition was required.

The CLoS results for each proposed cycle route are shown in Table 4.3 adjacent (the higher the score the better quality of cycling provision).



Ref on Route Map	Origin/Destination	Origin/Destination	Route Length (within KMBC) /km	CLoS audit score
1	Huyton	Hough Green	9.6	–
1A	Huyton Lane (Carr Lane), Huyton	Archway Road (Tarbock Road), Huyton	2.8	34%
1B	Archway Road (Tarbock Road), Huyton	Tarbock Road/Coney Lane, Huyton	1.6	44%
1C	Tarbock Road/Coney Lane, Huyton	Netherley Road/Hough Green Road, Hough Green	5.1	24%
2	Cronton	Speke	10.5	–
2A	Cronton Sixth Form College, Cronton	Alder Lane/Cronton Road, Cronton	2.2	36%
2B	Alder Lane/Cronton Road, Cronton	Greensbridge Lane/Palmer Grove, Halewood	4.8	32%
2C	Greensbridge Lane/Palmer Grove, Halewood	Renaissance Way, Speke	3.5	36%
3	Higher Road/Leather's Lane, Halewood	Higher Road/Macket's Lane, Halewood	1.3	50%
4	Whiston Station, Whiston	Thatto Heath (ends Old Lane, within KMBC)	2.2	40%
5	Hall Lane (KMBC boundary)	Smithy Lane/Cronton Road, Cronton	1.3	40%
6	Cables Shopping Park, Prescott	Whiston Hospital, Whiston	1.6	38%
7	Croxteth	Kirkby	3.5	–
7A	East Lancashire Road (KMBC boundary), Croxteth	Bewley Drive/Moorgate Road N, Kirkby	1.5	58%
7B	Bewley Drive/Moorgate Road N, Kirkby	Valley Road/Bewley Drive, Kirkby	2.0	44%
8	Huyton Industrial Estate (Hall Lane/Ellis Ashton Street), Huyton	Whiston Hospital (Dragon Lane/Hazel Avenue), Whiston	3.7	42%
9	Swanside (Pilch Lane East/Childwall Avenue), Huyton	Huyton Station, Huyton	2.8	22%
10	Swanside (Pilch Lane), Huyton	Wilson Road/Cronton Road, Tarbock	6.3	34%
11	Headbolt Lane/Bank Lane, Kirkby	Williams Industrial Park (Headbolt Lane/Pingwood Lane), Kirkby	2.3	58%
12	Melling Mount (Bank Lane), Kirkby	Knowsley Business Park (Lees Road/Gores Road), Kirkby	3.8	54%

Table 4.3
CLoS audit results for cycle routes

Ref on Route Map	Origin/Destination	Origin/Destination	Route Length (within KMBC) /km	CLoS audit score
13	Kirkby Station, Kirkby	Knowsley Business Park (Moss Lane/Ashcroft Road), Kirkby	4.4	28%
14	Kirkby Town Centre (Cherryfield Drive/Valley Road), Kirkby	Aintree University Hospital (Longmoor Lane/KMBC boundary)	2.6	58%
15	Knowsley Business Park (Moorgate Road N), Kirkby	School Lane/Knowsley Lane, Knowsley Village	3.7	32%
16	King George V Playing Fields (Longview Drive/ Huyton Lane), Huyton	Sawpit Park (Hall Lane/Wilson Road), Huyton	1.8	42%
17	Hillside Avenue/Stockbridge Lane, Huyton	Huyton Town Centre (Longview Lane/Huyton Lane), Huyton	2.1	48%
18	Knowsley Lane/Stockbridge Lane, Huyton	King George V Browns Field (Wood Lane/Carr Lane), Prescott	3.5	34%
19	Knowsley Safari Park (Knowsley Park Lane), Prescott	Prescot Town Centre (Kemble Street and Carr Lane), Prescott	2.7	38%
20	Halewood Town Centre (Leather's Lane/Hillingdon Avenue), Halewood	East of Halewood development, Halewood	1.7	58%
21	Prescot	St Helens	n/a	n/a
22	Prescot	Runcorn	n/a	n/a
23	Kirkby	Speke	n/a	n/a
24	Haydock (East Lancashire Road)	Liverpool	n/a	n/a
25	Childwall Lane/Court Hey Avenue, Huyton	Greystone Bridge, Huyton	0.9	58%
26	Greensbridge Lane/Lower Road, Halewood	Lower Road (KMBC boundary), Halewood	2.2	40%
27	Station Road Boulevard/Bridge Road, Prescott	Shaw Lane/Dragon Lane, Whiston	1.1	50%
28	Cronton Road/Chapel Lane, Cronton	Chapel Lane/Parklands, Hough Green	1.0	58%
29	Cronton Village	Lunts Heath	n/a	n/a
30	Stadt Moers 'Pottery Field' Quadrant (Coronation Drive), Whiston	Stadt Moers 'Pottery Field' Quadrant (Pottery Lane), Whiston	0.9	66%

Ref on Route Map	Origin/Destination	Origin/Destination	Route Length (within KMBC) /km	CLoS audit score
31	Stadt Moers Park 'Tushingham' Quadrant (Pottery Lane), Whiston	Stadt Moers Park 'Tushingham' Quadrant (Ellis Ashton Street) Huyton	n/a	n/a
32	Copthorne Walk Public Open Space (Leeds and Liverpool Canal), Kirkby	Copthorne Walk Public Open Space (Valley Road), Kirkby	2.0	44%
33	Liverpool Road/Page Moss Road, Page Moss	Church Street/High Street, Prescot Town Centre	4.7	34%
34	Halsnead Garden development site (Cumber Lane/Stoney Lane), Whiston	East of Halewood development (Prescot Road/Water Lane), Widnes	4.2	36%
35	Millbrook Park Millennium Green and Valley Park (Headbolt Lane), Kirkby	Millbrook Park Millennium Green and Valley Park (Kirkby Row), Kirkby	1.1	64%
36	Stadt Moers Park 'West View' Quadrant (Hale View Road), Huyton	Stadt Moers Park 'West View' Quadrant (Dales Row), Huyton	1.0	64%
37	Northwood Forest Hills (Headbolt Lane), Kirkby	Northwood Forest Hills (Eddie McArdle Playing Fields), Kirkby	1.7	58%
38	Waterpark Drive/Haswell Drive, Stockbridge Village	Hillside Avenue/ Stockbridge Lane, Huyton	2.3	58%
39	Whitefield Drive/Valley Road, Kirkby	Whitefield Drive/Kirkby Row, Kirkby	2.3	52%
40	Knowsley Industrial Estate (circular), Kirkby		6.2	26%
41	Netherley Road/Cross Hillocks Lane, Tarbock Green	Stockswell Road, Hough Green (KMBC boundary)	1.9	24%
42	Old Rough Lane (Kirkby town centre)	Knowsley Industrial Estate, Kirkby	1.8	40%
43	Penny Lane/Tue Lane, Cronton	Hall Lane/Cronton Road, Cronton	2.4	36%


Committed schemes from LCRCA (LCWIP)

Table 4.3
CLoS audit results for cycle routes


Route 29 was removed due to its overlap with Route 2A, with similar origins and destinations catered for within Route 2.
Route 31 was removed and incorporated into the alignment of Route 8.

4.7 Cycle Scheme Types


Following the audits, the identified route alignments were reviewed to understand the type of measures that would be appropriate for each route based on the CLoS results. An assessment of each route highlighted the type of cycle route that was most suitable for the alignment, based on the categorisation contained in Figure 4.7 adjacent. This list is non-exhaustive and was used as a guide when making recommendations for improvements to the existing infrastructure.




Protected cycle routes
Fully protected from motor traffic and other road users




Cycle path
Pedestrian/cycle route, split with white line, kerb or shared space route dependent on the volume of pedestrian traffic, in line with LTN 1/20



Quietway
Other wider traffic control interventions to reduce vehicle traffic on local residential streets (eg. liveable neighbourhoods, resident only zones, restricting through traffic, filtered streets access)



Improvements to existing street
Cyclists required to share road with other vehicles, investigation required to understand design approached to improving facilities (eg. cycle lane protection, resurfacing (including coloured surfacing), speed limit reduction/traffic calming, advisory cycle lane markings, lighting and wayfinding)



Traffic free route
Fully off-road cycle route (eg. along old railway corridor or upgrade to Public Right of Way)

Figure 4.7
Categorisation of cycle scheme types



4.8 Cycle network mesh density

Based on the route alignments listed above, the coverage of the proposed cycle network with a 400m mesh width is shown in Figure 4.8 adjacent. LTN 1/20 guidance suggests that in built-up areas the spacing of routes should be between every 250m-400m while in suburban areas the spacing will increase as development density becomes lower. Figure 4.9 overleaf contains a comparison of the existing cycle network in the borough with the proposed cycle network, including proposed routes within this LCWIP, the LCRCA LCWIP and the National Cycle Network routes.

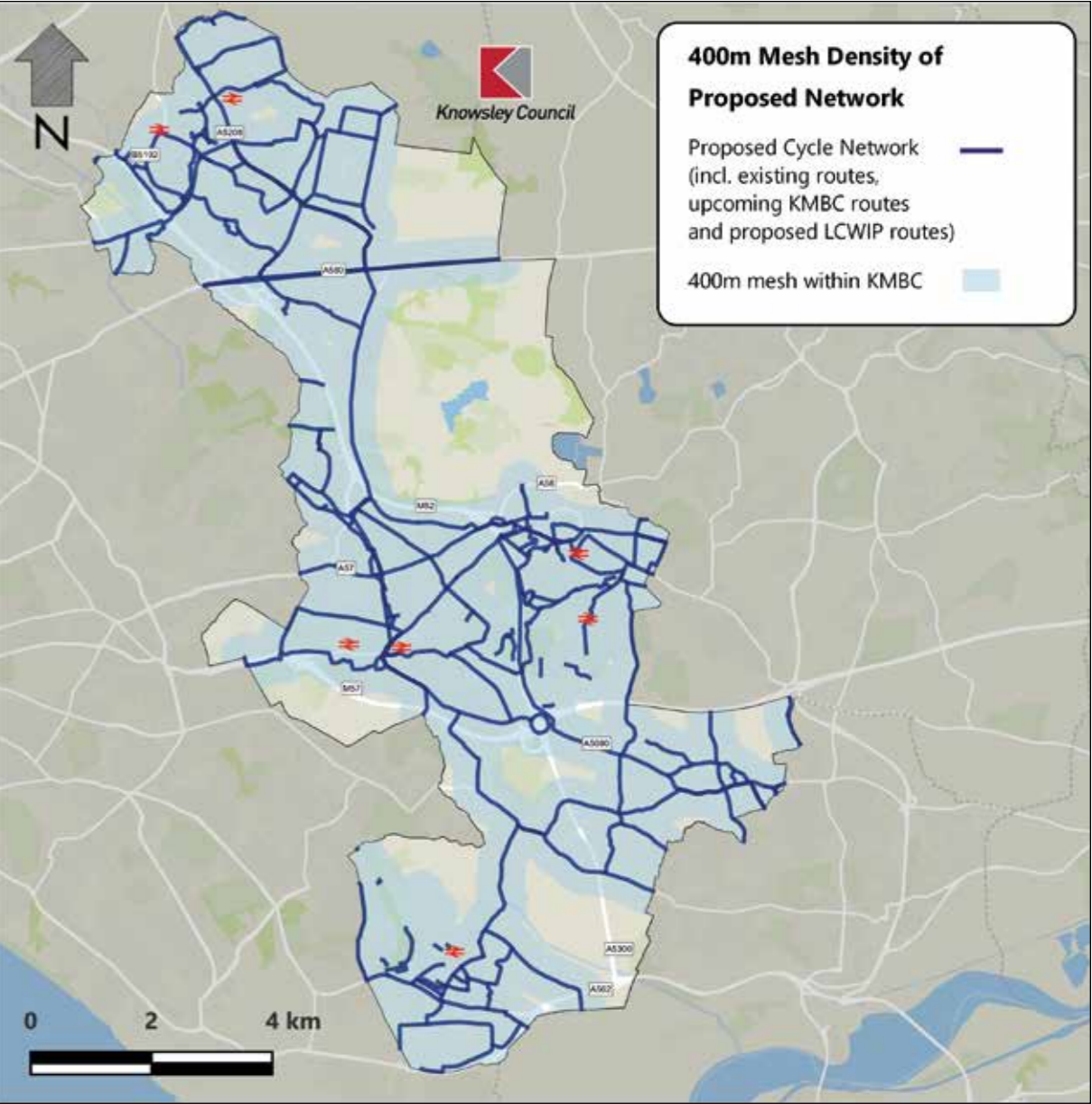


Figure 4.8
400m mesh width of proposed cycle network, including existing and upcoming KMBC routes, LCRCA LLWIP Routes

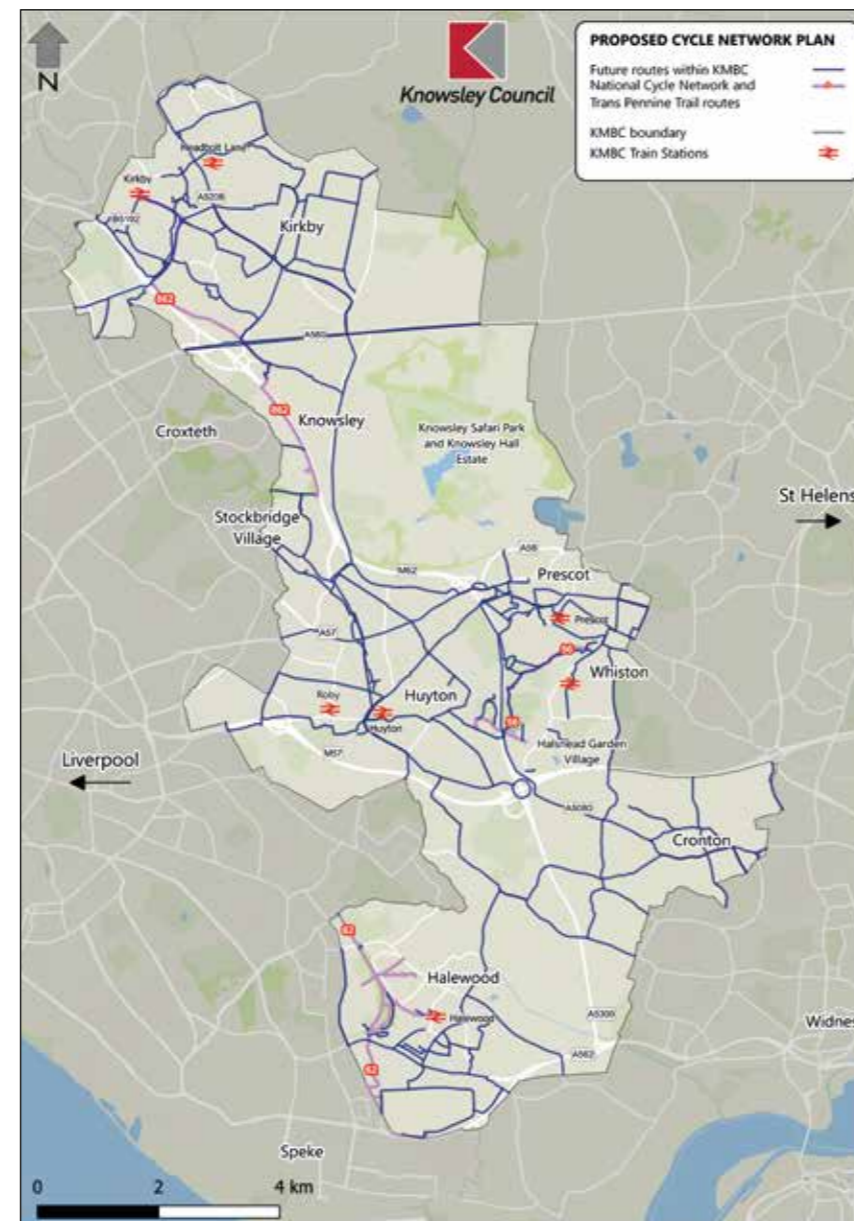


Figure 4.9
Existing cycle network in Knowsley compared with proposed cycle network, including LCRCA routes and National Cycle Network routes





4.9 Wider Recommendations

Alongside the introduction of formal cycle infrastructure to enable people to feel safer when cycling around the borough, it is recommended that other supporting infrastructure be developed. This could include interventions such as:

- Secure cycle parking at several strategic locations around the borough, such as major workplaces, retail centres, and train stations. This would be carried out in compliance with both current and future regulations pertaining to cycle parking.
- Removal of street clutter and obstacles to ensure that public spaces are free of hazards to all users.
- Long-distance off-road cycleways that are developed away from the carriageway to consider including the use of equestrians in its design.



Figure 4.10
Prototype wayfinding shared as part of the production of the LCRCA Active Travel Wayfinding Manual
(as per p.5 of the Manual)



Wayfinding that is clear and easy to read that leads to and from important locations like town centres, railway stations, and other sites (like tourist attractions). The Active Travel Wayfinding Manual (ATWM) published by LCRCA in 2022 provides a comprehensive approach to wayfinding, including an overview plan, design standards and planning guidelines. The ATWM sets out five Design Principles, as shown in Figure 4.11 adjacent.

The tiered approach stresses the importance of greater consistency across the region with a destination hierarchy, signed routes and an emphasis on decision points.

Such approaches to delivering improved wayfinding should be included in the design of any new scheme, as even existing route wayfinding will need to be removed in order to provide a consistent approach throughout the borough.

Behavioural change initiatives are also recommended which includes continuing efforts in schools to encourage more young people to walk and cycle within the borough.

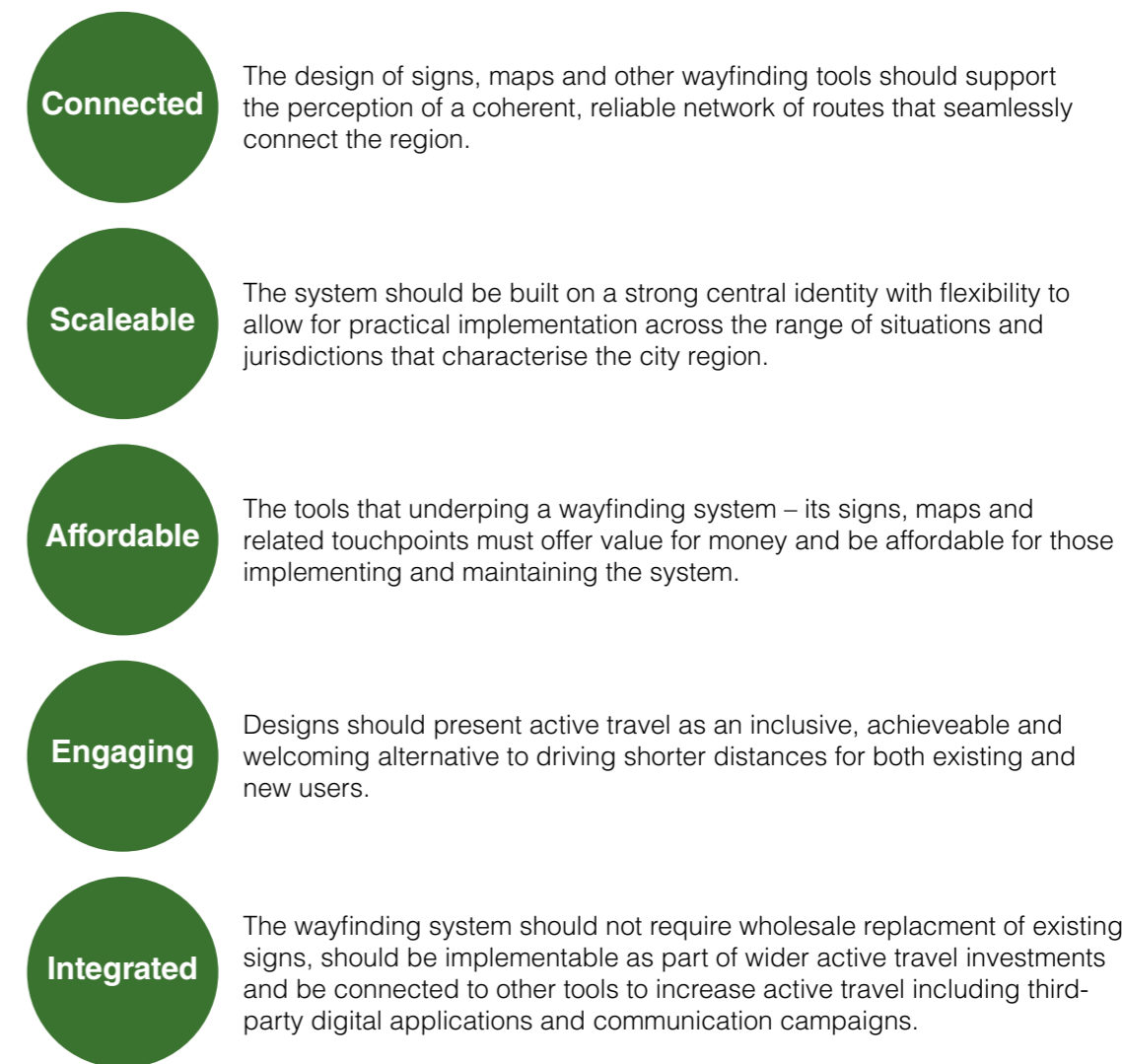


Figure 4.11
Design Principles from the Active Travel Wayfinding Manual



CHAPTER 5

Network planning for walking

5.1 Methodology

A walking network for Knowsley has been developed. It identifies existing and potential walking routes that could be provided or improved for residents and visitors within the area.

The walking network was developed using the following steps:

1. Identification of key trip generators in Knowsley.
2. Identification of several Core Walking Zones within Knowsley.
3. Early Identification of Primary, Secondary and Link walking routes, based on a desktop review.
4. Review of the KMBC Footway Maintenance classification levels for Primary, Secondary and Link routes; and assessment against the desktop review.
5. Walking Audits on-site and online using the Walking Route Assessment Tool

(WRAT) as set out in the DfT LCWIP guidance in order to determine where improvements are needed.

5.2 Trip Generators

Understanding potential demand for the walking network started by mapping the main origin and destination points across the geographical area covered by the LCWIP.

Trips that aren't made for leisure (i.e. utility trips) typically have common journey destinations, such as town centres, educational establishments, workplaces, health, leisure, and other facilities.

In line with national guidance, the following trip generators were identified:

- Education facilities including primary schools, secondary schools, colleges and university campuses.
- Community facilities and leisure venues such as council one-stop-shops,

libraries, sports centres and green spaces.

- Healthcare establishments such as hospitals and medical centres.
- Transport interchanges such as railway stations and bus stops.
- Employment areas and retail areas including large employers, business parks, shopping centre, parades of shops, and large supermarkets.
- Future development sites.
- Existing relevant transport links including national cycle network.

5.3 Core Walking Zones

A total of eight Core Walking Zones (CWZs) were identified by looking at clusters of trip generators. Each CWZ was given a diameter of a minimum of 400m (typically a five-minute walk); as well as 2.5km buffer to identifying all relevant routes leading to the CWZ.

The following CWZs were identified for Knowsley:

- Prescott
- Whiston
- Cronton
- Halewood and Speke
- Knowsley Village
- Kirkby
- Huyton
- Stockbridge Village

5.4 Walking Routes Categorisation

The walking routes for Knowsley are split into the following categories:

- **Primary Routes:** busy shopping/business areas and main pedestrian routes.
- **Secondary Routes:** medium usage routes to residential areas which feed into primary routes.
- **Link Footways:** linking local access footways through urban areas and busy rural areas. The purpose of link footways is connecting residential street environment with larger more heavily trafficked secondary and primary routes.

- **Public Rights of Way (PROWs):** Leisure and rambling routes around the borough. In this context, these PROWs are existing Public Right of Way paths in the borough which includes national footpaths, bridleways etc.

5.5 Walking Audits

Approach

Walking audits were completed for all the Primary, Secondary and Links routes, in order to determine where improvements are required to facilitate more walking journeys.

The audits were conducted in enough detail to enable the identification of interventions; and associated costs to be developed. The walking audits target five key design outcomes for pedestrian infrastructure which are:

- Attractiveness
- Comfort
- Directness
- Safety
- Coherence

The audits were conducted using the Walking Assessment Audit Tool (WRAT) as recommended in the DfT's



LCWIP guidance. A total of 111 audits were undertaken. Each route was scored against the above criteria and the infrastructure improvements were proposed and costed. The walking audits are included in Appendix B.

Common barriers

Following initial discussions, the identification of Funnel Routes was discounted. Funnel Routes exist where pedestrians and cyclists are forced to use a particular route because of a lack of viable alternatives. For example, railway lines, major roads and land features like hills and rivers can restrict the number of routes through a particular area, putting the few existing routes under higher stress.

These common barriers included:

- Pavement obstructions (e.g. guardrail, signage, lighting columns) and pavement parking.
- Areas of in need of paving improvements or with overgrown vegetation.
- Busy roads that make crossing difficult/lack of crossings for desire lines.
- Isolated routes with the potential fear of crime.
- Crossing times do not allow everyone to cross safely.

- Lack of places to rest and greening.
- Overcoming these challenges will require close cooperation with residents and businesses. The network maps that follow outline the current situation and it is the aim of this plan to determine location specific solutions for each town or village centre and the associated routes.

Where excessive guardrailing, pavement repairs, litter and overgrown vegetation have been noted as part of the audit, this has formed part of a record outside of the scope of the LCWIP and the information has been communicated to the relevant teams at KBMC.

Walking Infrastructure Improvements

In line with national guidance the following walking improvements have been reviewed and identified as part of the walking network for the eight Core Walking Zones:

- New walking links.
- Additional formal pedestrian crossings; or improved existing facilities (additional width, new refuges, reduced waiting time, increased crossing times).
- Additional informal pedestrian crossings including dropped kerbs and tactile paving.
- Highway modifications to facilitate formal and informal crossings; including

reduce junction radii.

- General maintenance and repairs including leaf fall sweeping, litter cleaning and vandalism removal.
- Removal of street clutter including bollards.
- Traffic regulation changes such as introduction of double yellow lines, 20mph zone extensions.
- Public realm interventions such as signage, planting and seating.
- Parking enforcement.

It is acknowledged that some of these interventions aimed at facilitating walking will be at the expense of journeys undertaken through other modes of transport. In line with the policy aspirations set out in 3.1 priority has been given to facilitate journeys via active travel and public transport.

Following public consultation and adoption of this document, additional feasibility studies will be required to provide detailed plans and assess any impacts of the proposed interventions. This will be an opportunity to consider how interventions for several routes can be grouped and implemented together as part of a package of work in order to achieve complementary benefits and optimise funding.

5.6 Walking Network Maps

Walking Network Maps are contained in the following figures as follows:

- Prescott – Figure 5.1
- Whiston – Figure 5.2
- Cronton – Figure 5.3
- Halewood and Speke – Figure 5.4
- Knowsley Village – Figure 5.5
- Kirkby – Figure 5.6
- Huyton – Figure 5.7
- Stockbridge Village and Page Moss – Figure 5.8

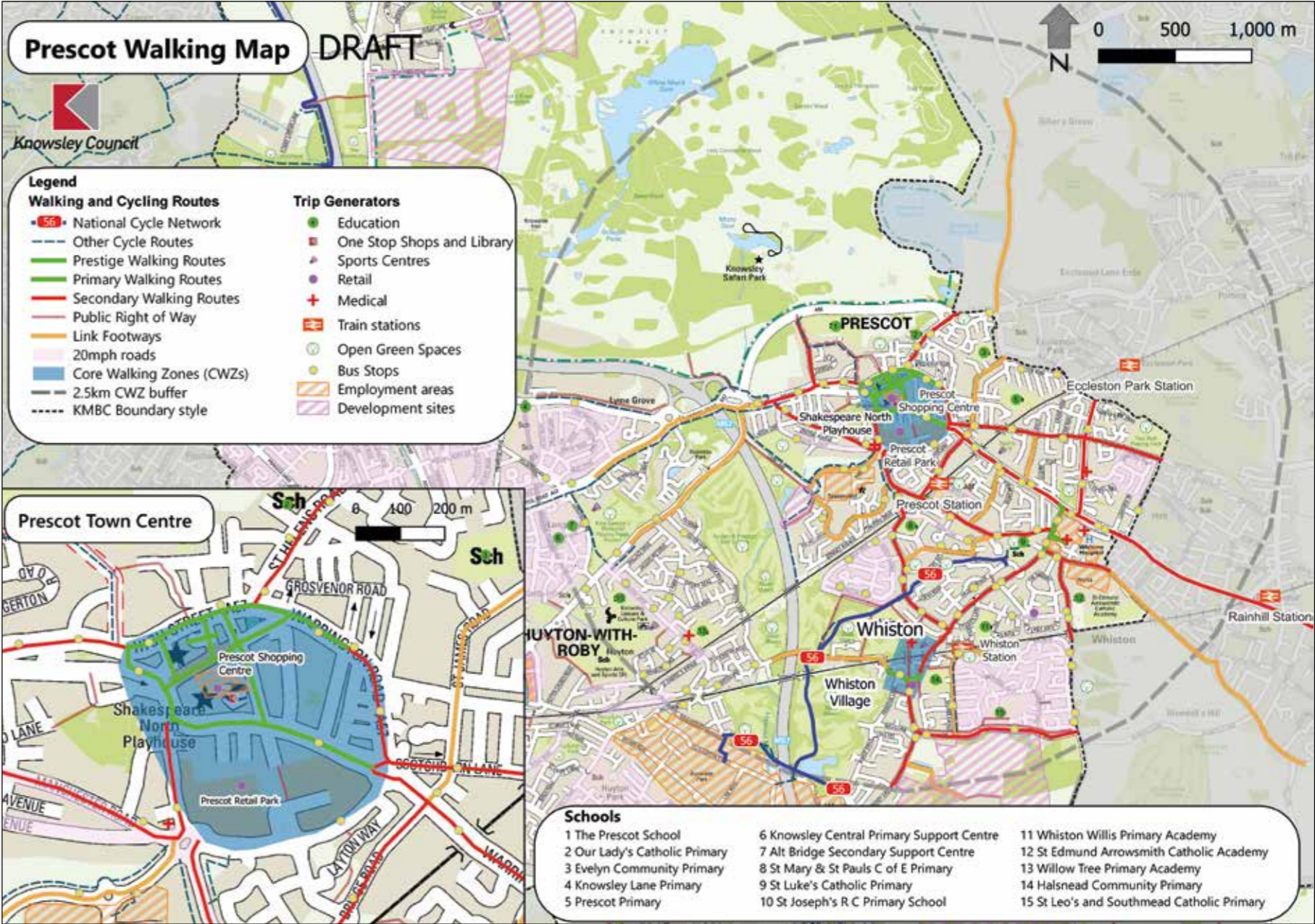


Figure 5.1
Prescot Walking Map



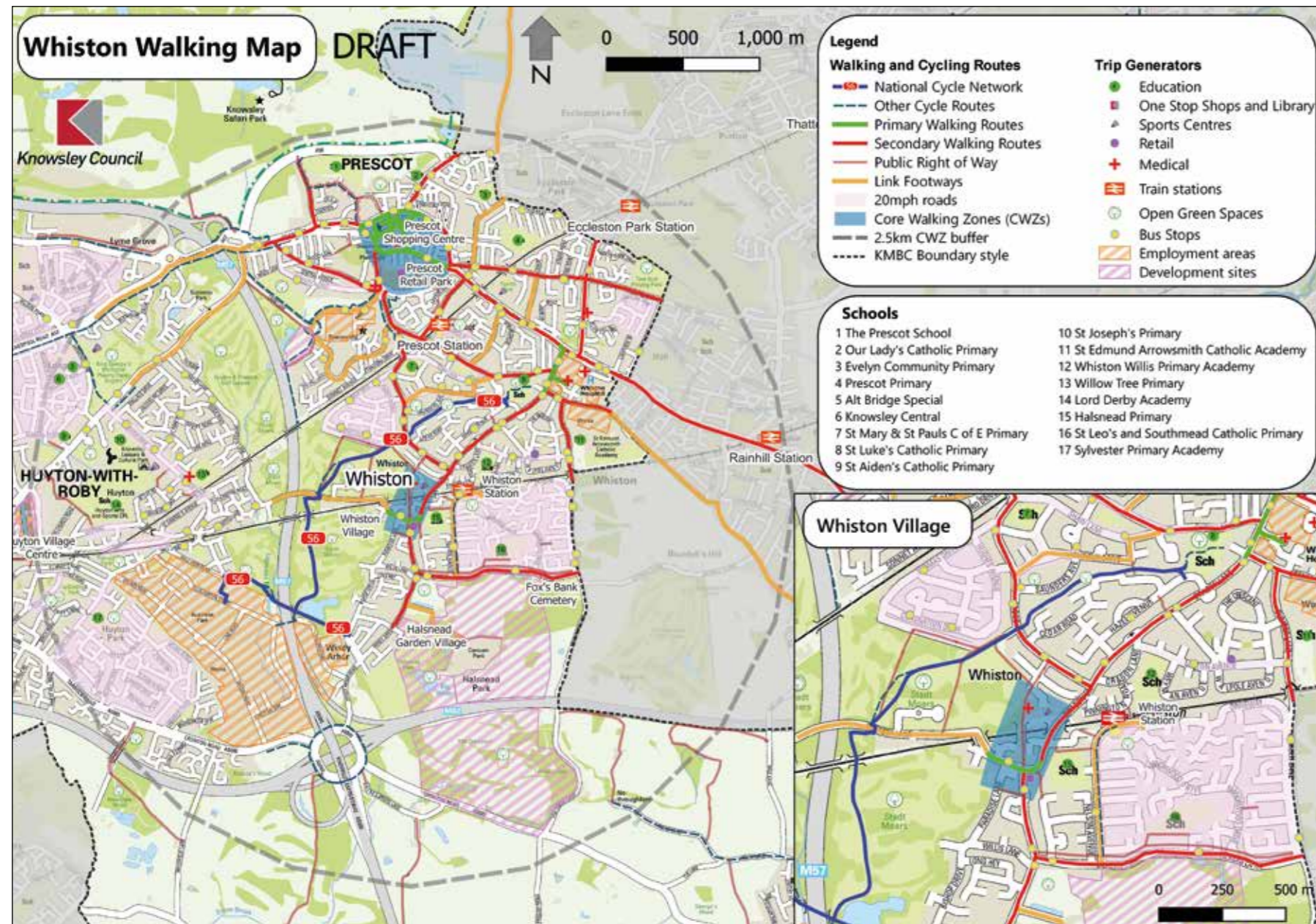


Figure 5.2
Whiston Walking Map

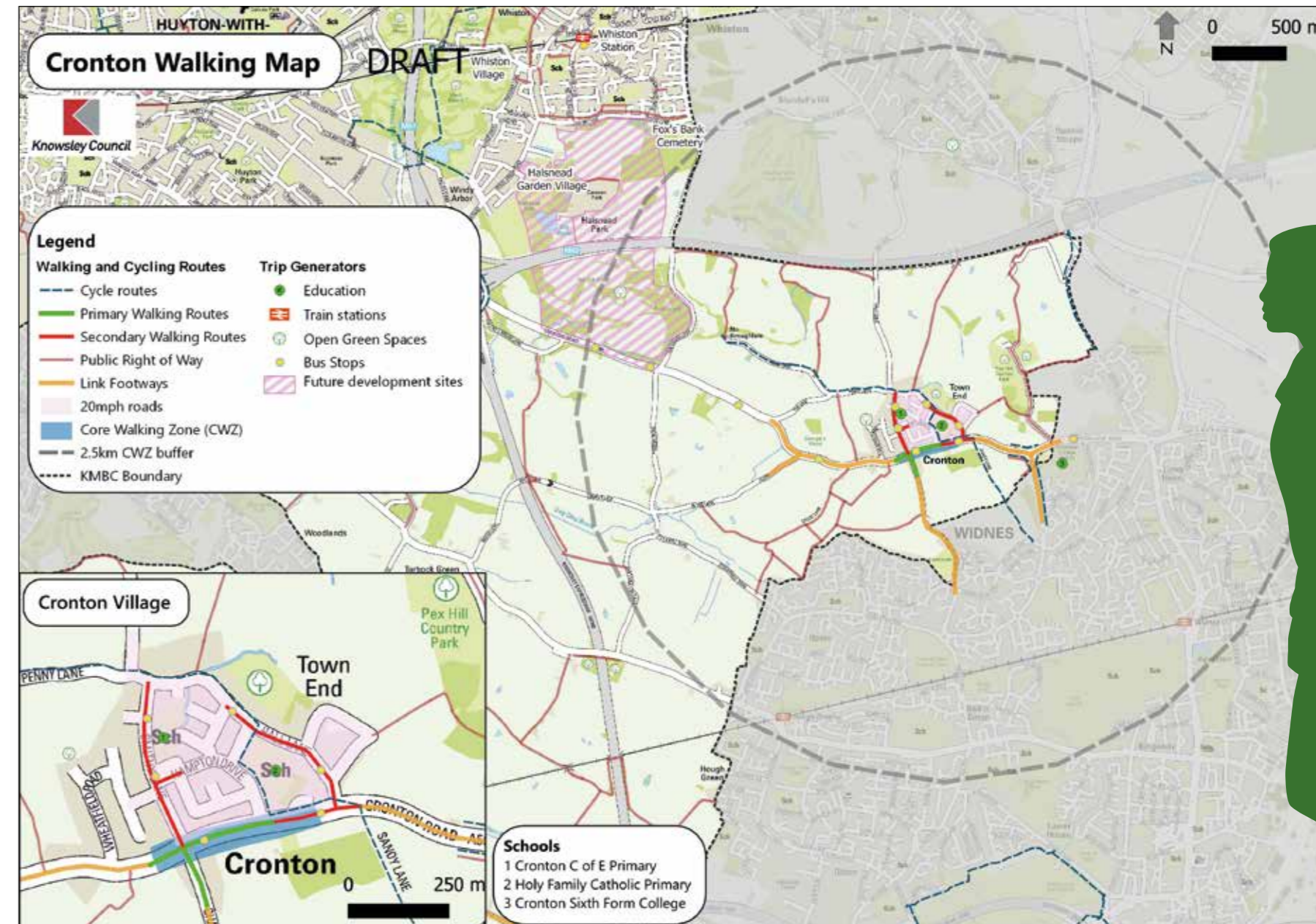


Figure 5.3
Cronton Walking Map

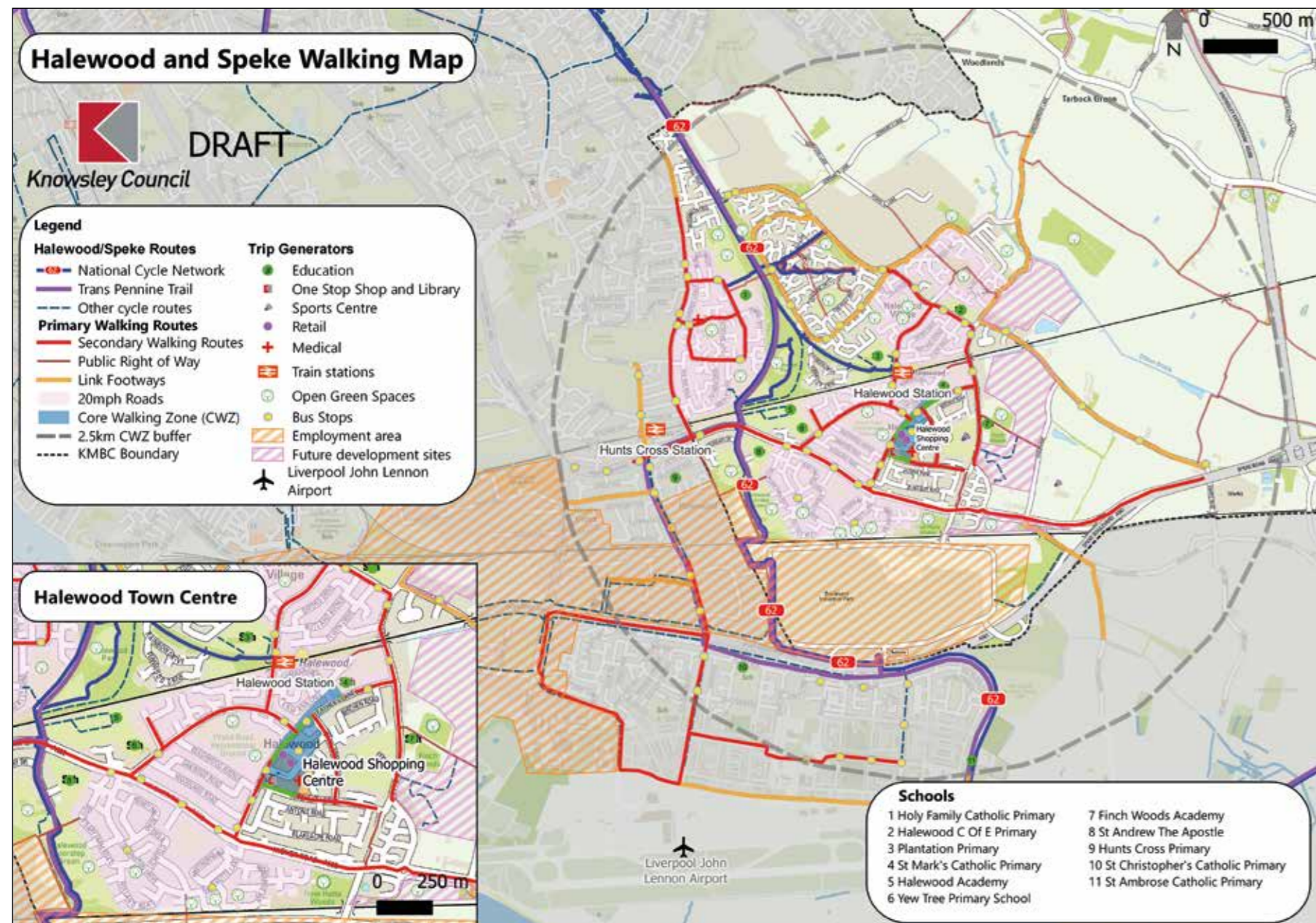


Figure 5.4
Halewood and Speke Walking Map



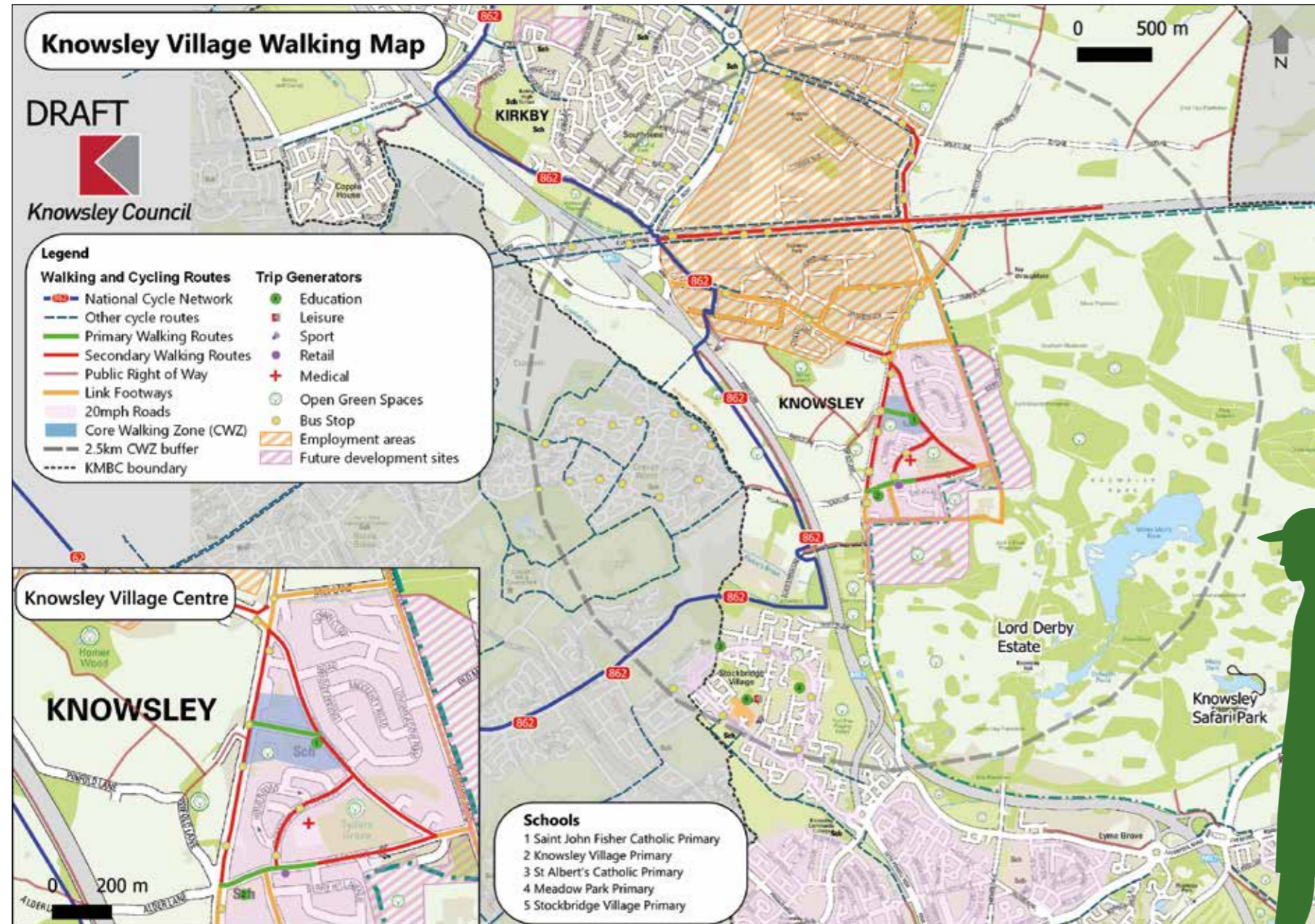


Figure 5.5
Knowsley Walking Map

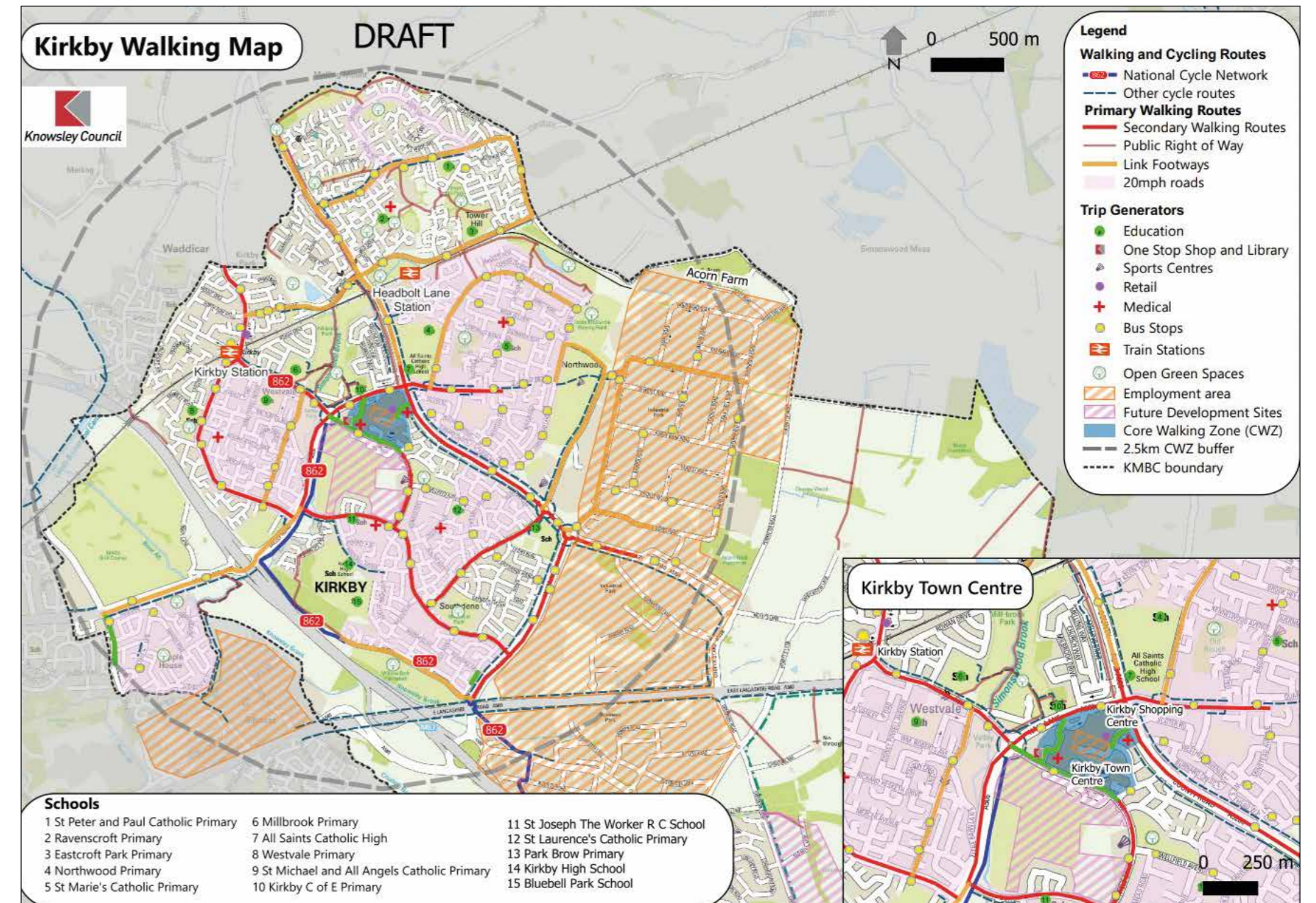


Figure 5.6
Kirkby Walking Map

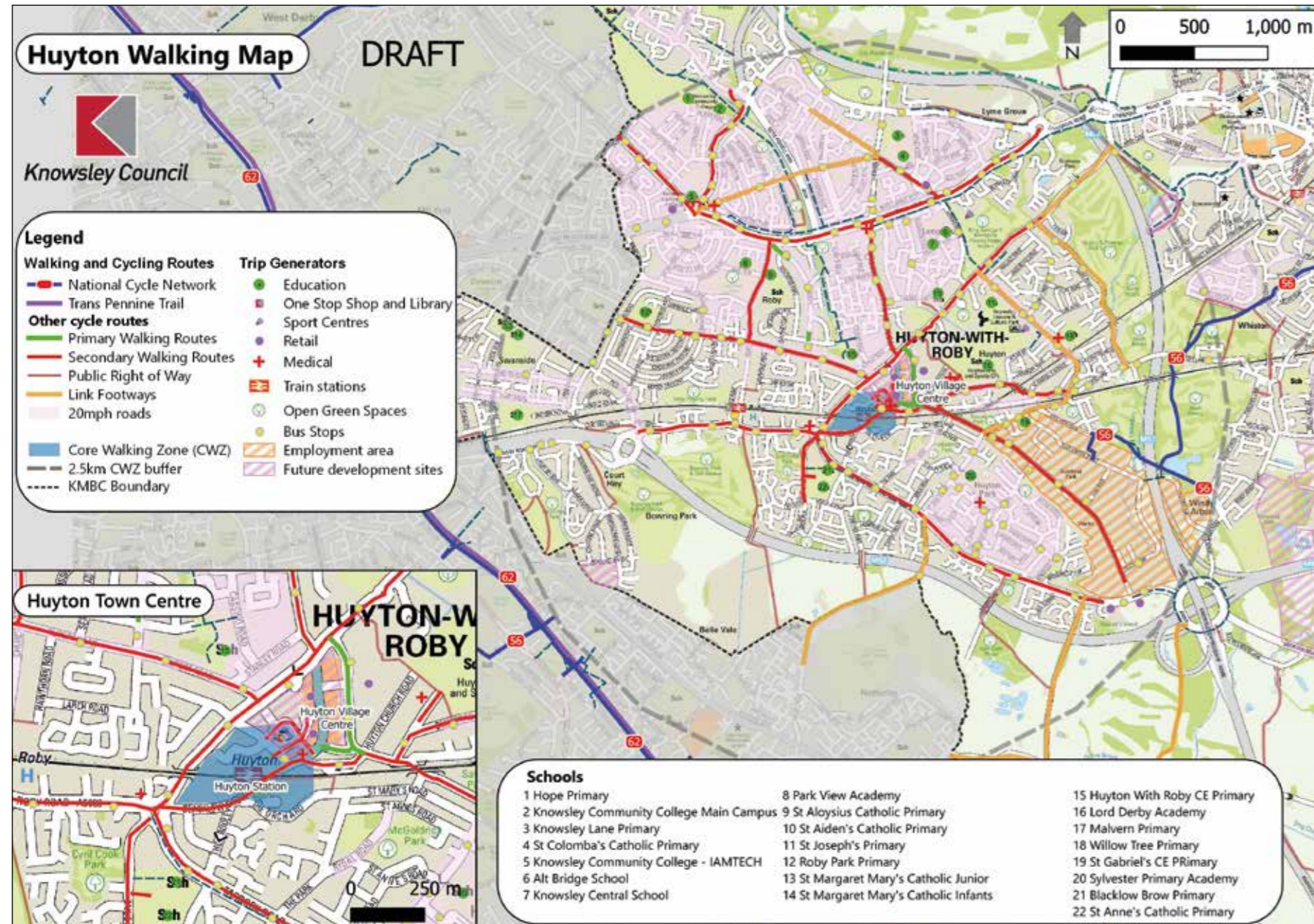


Figure 5.7
Huyton Walking Map

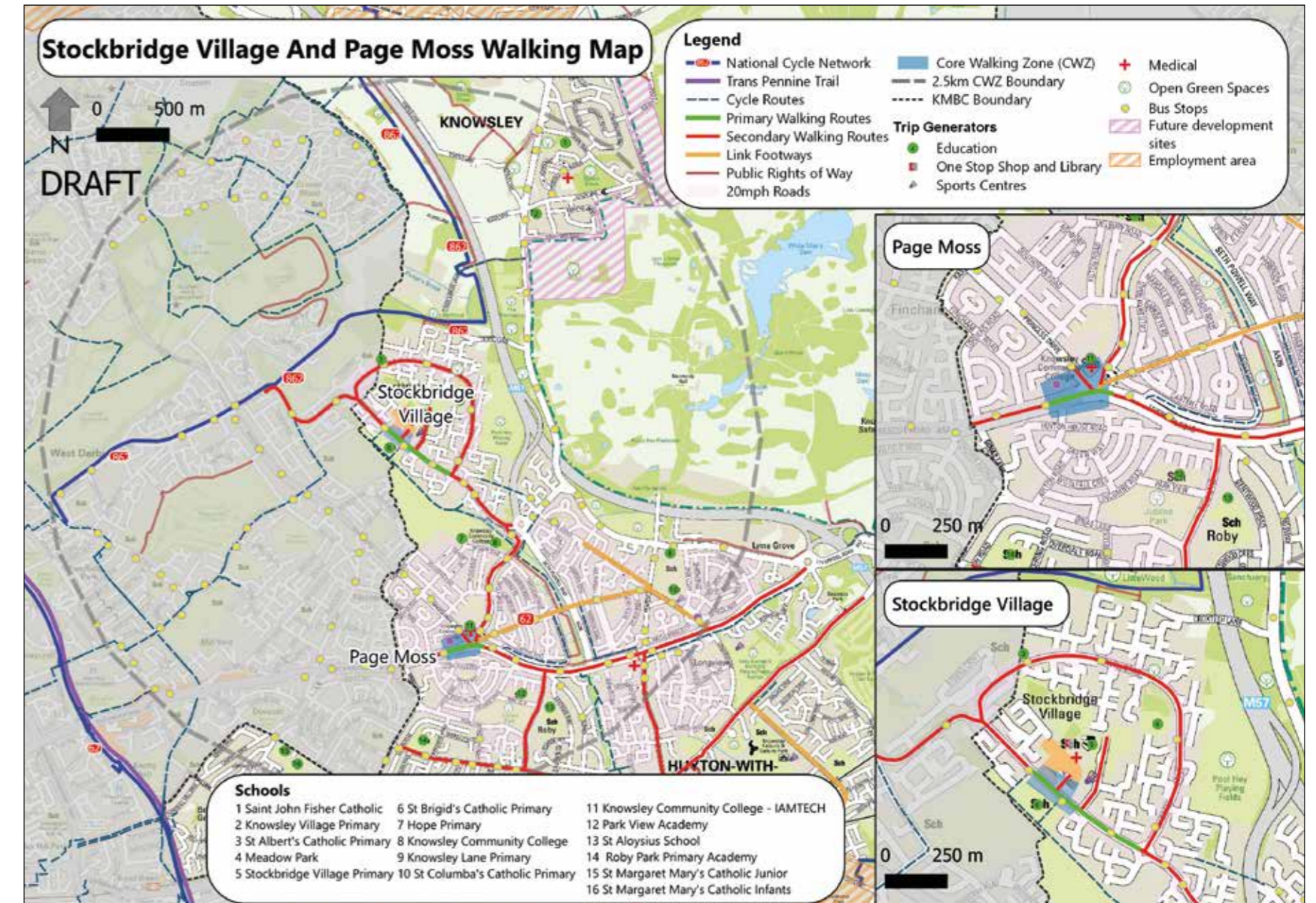


Figure 5.8
Stockbridge Village and Page Moss Walking Map

6.1 Appraisal Process

The appraisal follows a two-step process. First, an 'Effectiveness & Needs Based Appraisal' and then a 'Deliverability Appraisal'. This two-step approach is illustrated in Figure 6.1 adjacent.

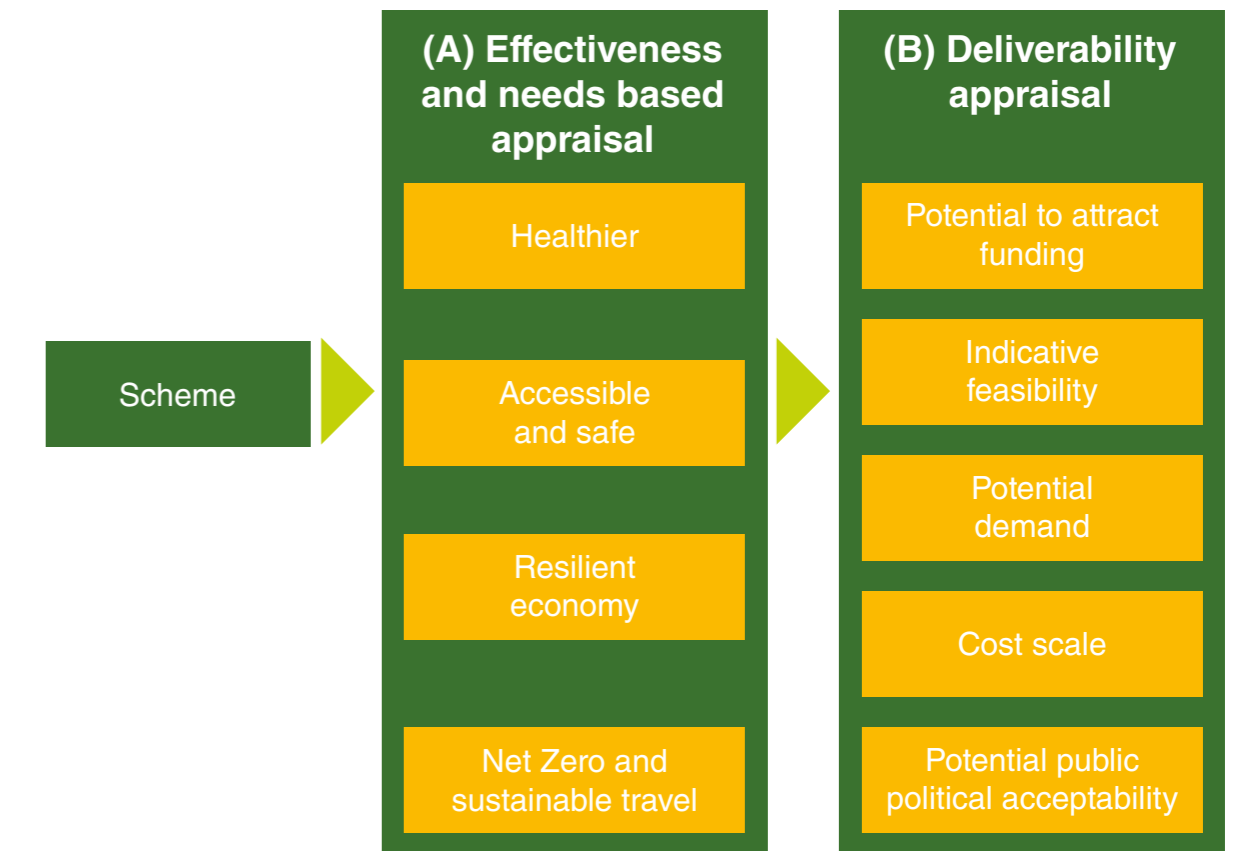


Figure 6.1
Two-step appraisal approach

6.2 Appraisal Categories

Step 1: Effectiveness and Needs appraisal

The ‘Effectiveness and Needs’ based appraisal categories that formed Step 1 are as outlined below. Where scores are based on proximity to a particular service or feature of the environment, the following rationale has been used to cater for the fact distances associated with cycle trips are likely to be longer than walking trips.

Score	Walking distance	Cycling distance
3	Less than 500m away	Less than 750m away
2	Less than 750m away	Less than 1.25km away
1	Less than 1km away	Less than 1.75km away
0	More than 1km away	More than 1.75km away

Table 6.1
Proximity scoring rational for walking and cycling appraisal

Healthier

- **Air Quality (Annual Mean Nitrogen Dioxide (NO2) Levels):** the [2023 KMBC Air quality Annual Status report](#) was used. Any proposed intervention in close proximity to a monitoring site was assessed according to NO2 and PM10 concentration levels. For interventions with no data, an average score was marked.
- **Access to Health:** proximity of the proposed intervention to a medical centre was used.

- **Physical activity:** proximity to parks, leisure centres and National Cycle Network routes was used.
- **Life Expectancy:** Census 2021 data was used.

Safe & Inclusive

- **Deprivation Index:** Census data 2021 was used.
- **Active Travel Collisions:** Key Accident Data was used to identify serious and fatal collisions involving pedestrians and/ or cyclists in the past five years.
- **Access to Green Space:** proximity to green space was used.
- **Level of Traffic Stress:** proximity to motorway was used.

Stronger Economy

- **Proximity to Education Facilities (Schools & Colleges):** proximity to education facilities was used.
- **Unemployment Level:** Census 2021 was used.
- **Integration with Future Allocated Residential & Employment Sites:** proximity to identified zones as part of walking maps was used.

- **Access to Existing Employment Areas:** proximity to identified zones as part of the walking maps was used.

Net Zero

- **Access to Public Transport Hubs:** proximity to rail stations & bus stops was used.
- **Car Related Carbon Emissions:** the [2023 KMBC Air quality Annual Status report](#) was used. Any proposed intervention in close proximity to a monitoring site was assessed according to No2 concentration levels. For interventions with no data, an average score was given.
- **Links with Existing Infrastructure:** a combination score of proximity to existing 20mph zones and cycle routes and the quality of existing pedestrian/ cycle environment was used.
- **Existing Car Mode Share:** Census 2021 Method of Travel to Work data was used.

Step 2: Deliverability Appraisal

- **Funding potential:** this was undertaken via a workshop with KMBC officers.
- **Feasibility:** this was based on professional judgement on whether the intervention is a new route, major upgrade to existing or minor upgrade to existing; and whether the intervention is located in an area with a high number of constraints e.g. topography, protected environmental zone, land ownership etc.
- **The potential demand the intervention would capture:** this was based on the Propensity to Cycle Tool ‘Go Dutch’ scenario to identify area of highest cycling potential, proximity to these areas (less than 500m) scored the highest.
- **An indicative cost:** high-level costs based on the length and nature of the intervention. Please note the costs will be indicative and subject to further feasibility design.
- **Its potential public and political acceptability:** this was undertaken via a workshop with KMBC officers.

Each criterion within the Deliverability Appraisal received equal weighting.

6.3 Scoring Scale

A scoring of 0 to 3 was used with the following allocation of scores:

- **0:** the intervention does not improve the outcome; has no potential to attract funding; will be technically challenging to deliver; will not capture potential demand; has high cost; is unlikely to be acceptable by the public/politically.
- **1:** the intervention marginally improves the outcome; has little potential to attract funding; some elements will be technically challenging to deliver; will capture little potential demand; has medium cost; is likely to be challenged by the public/politically.
- **2:** the intervention improves the outcome; has potential to attract funding; few elements may be technically challenging to deliver; will capture some potential demand; has low cost; is unlikely to be challenged by the public/politically.
- **3:** the intervention substantially improves the outcome; has high potential to attract funding; will not be technically challenging to deliver; will capture a lot of potential demand; has very low cost; is likely to be welcomed by the public/politically.



6.4 Prioritised Routes

Upon completion of the Deliverability Appraisal stage of the two-step process, routes were prioritised based on the given scores. For both walking and cycling prioritisation, routes were classified under low, medium or high prioritisation. Routes were sorted in each of the three classes to evenly distribute the routes between them, so each class was roughly of equal size. Future infrastructure improvement schemes have been categorised in Figure 6.2 adjacent.

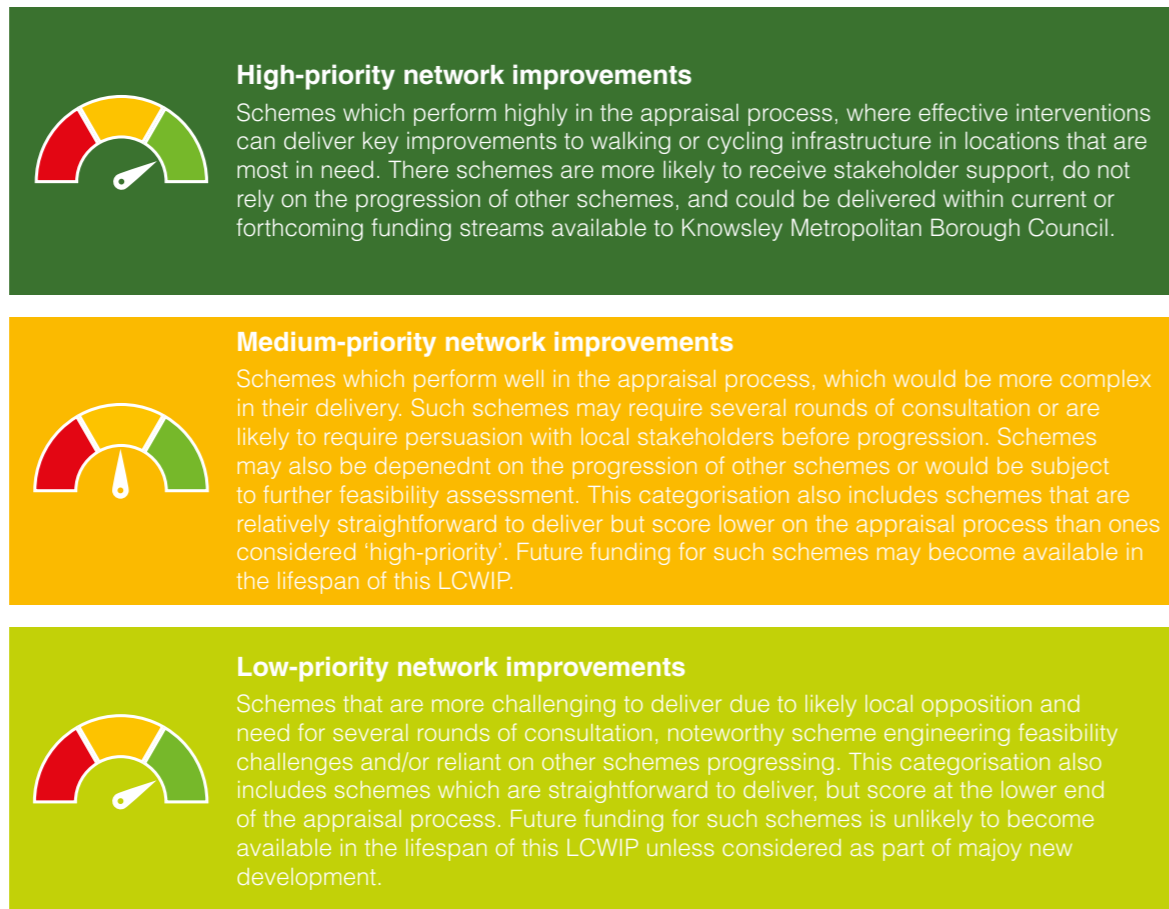


Figure 6.2
Prioritisation of future schemes

In line with DfT Guidance, this LCWIP has been produced considering a prioritised series of network upgrades across a ten-year period. However, the above prioritisation of routes does not guarantee scheme delivery, even for routes categorised as high-priority.

The output of the Cycle Route Prioritisation can be found in Table 6.2, and the output of the Walking Route Prioritisation can be found in Table 6.3 and Table 6.4 in the following pages. Figure 6.3 also shows the proposed cycle network prioritisation in map form.

Full tables are available in Appendix C and D for cycling and walking appraisals respectively.

Cycle Route Prioritisation

In the case of Routes 1 and 2, which are each made of three sub sections (A, B and C), all three sub-sections would be delivered together as part of a coherent network. Therefore, routes 1 and 2 have been assigned medium priority.

Four routes, Routes 2, 3, 10 and 34 have scored low or medium scores within the prioritisation. However, some sections of those routes have already been identified for upcoming schemes in the borough:

- Route 2 (Leather's Lane)
- Route 3 (Higher Road)
- Route 10 (Wilson Road)
- Route 34 (Halsnead Garden Village)

As these schemes are linked to developments the funding is ringfenced. As a result, these routes have been upgraded to high priority.

This is reflected in the Proposed Cycle Network Plan in Figure 6.3.

Future aspirational routes that have not been assessed for this report include links between the new Halsnead Garden Village and the Halsnead Garden Village Employment Area using the bridge over the M62 slip road, the Mineral Line and Cronton Colliery.



CYCLE ROUTE PRIORITISATION OUTPUT		
Number	Route	Score
HIGH PRIORITY		
7A	East Lancashire Road to Bewley Drive	4.650
12	Melling Mount to Knowsley Business Park	4.513
33	Page Moss to Prescott Town Centre	4.500
20	Leather's Lane (Halewood) to Finch Farm (Halewood)	4.250
35	Millbrook Park Millennium Green and Valley Park (by Valley Rd), Kirkby	4.238
30	Stadt Moers Park 'Pottery Fields' Quadrant, Whiston	4.188
19	Knowsley Safari Park (Prescot) to Prescott Town Centre	4.138
28	Hough Green to Cronton Village	4.038
38	Waterpark Drive/Haswell Drive to Hillside Avenue	4.025
36	Stadt Moers Park 'West View' Quadrant, Huyton	3.925
3**	Halewood to Estuary Business Park	3.638
10**	Swanside to Huyton Industrial Estate	3.413
2C**	Greensbridge Lane to Renaissance Way	3.325
34**	Halsnead Garden development site to East of Halewood development	3.450

MEDIUM PRIORITY		
1B*	Tarbock Road to Coney Lane (Huyton)	4.063
2A*	Cronton Sixth Form College to Alder Lane	3.963
14	Kirkby Town Centre to Aintree University Hospital	3.913
37	Northwood Forest Hills	3.913
13	Kirkby Station (Kirkby) to Knowsley Business Park (Kirkby)	3.875
18	Stockbridge Lane (Huyton) to King George V, Browns Field (Prescot)	3.875

High Priority Medium Priority Low Priority

Table 6.2
Cycle Route Prioritisation

CYCLE ROUTE PRIORITISATION OUTPUT		
Number	Route	Score
25	Court Hey Avenue (Huyton) to Greystone Bridge (Huyton)	3.850
7B	Bewley Drive to Valley Road	3.838
6	Cables Shopping Park (Prescot) to Whiston Hospital (Whiston)	3.813
42	Kirkby Town Centre to Knowsley Industrial Estate	3.813
27	Prescot to Rainhill Stoops (KMBC Only)	3.788
11	Headbolt Lane Station (Kirkby) to Shevington's Lane (west of Greenham Avenue)	3.775
17	Hillside Avenue, Huyton to Huyton Town Centre	3.763
32	Copthorne Walk Public Open Space, Kirkby	3.763
8	Huyton Industrial Estate (Huyton) to Whiston Hospital (Whiston)	3.750
15	Knowsley Business Park (Kirkby) to Knowsley Village	3.675
26	Halewood to Ditton	3.650
1A*	Huyton Lane (Carr Lane) to Archway Road (Tarbock Road)	3.600
16	King George V Playing Fields (Huyton) to Sawpit Park, Huyton	3.538
2B*	Alder Lane (Cronton Road) to Greensbridge Lane (south of Tavington Road)	2.838
1C*	Coney Lane to Hough Green	2.800

LOW PRIORITY		
4	Whiston Station (Whiston) to Thatto Heath (ends Old Lane)	3.438
39	Whitefield Drive	3.375
43	Cronton connector routes	3.275
40	Knowsley Industrial Estate	3.263
5	Hall Lane (M62/KMBC boundary) to Cronton Road	3.088
41	Netherley Road to Hough Green	2.525
4	Whiston Station (Whiston) to Thatto Heath (ends Old Lane)	3.438

* sub sections within Routes 1 and 2 have been assigned medium priority as scheme is to be viewed in delivery terms as one route.
** Parts of Routes 2C (Leather's Lane), 3 (Higher Road), 10 (Wilson Road), and 34 (Halsnead Garden Village) have been identified for upcoming schemes, and so have been assigned high priority. The remainder of these routes are assigned medium priority.

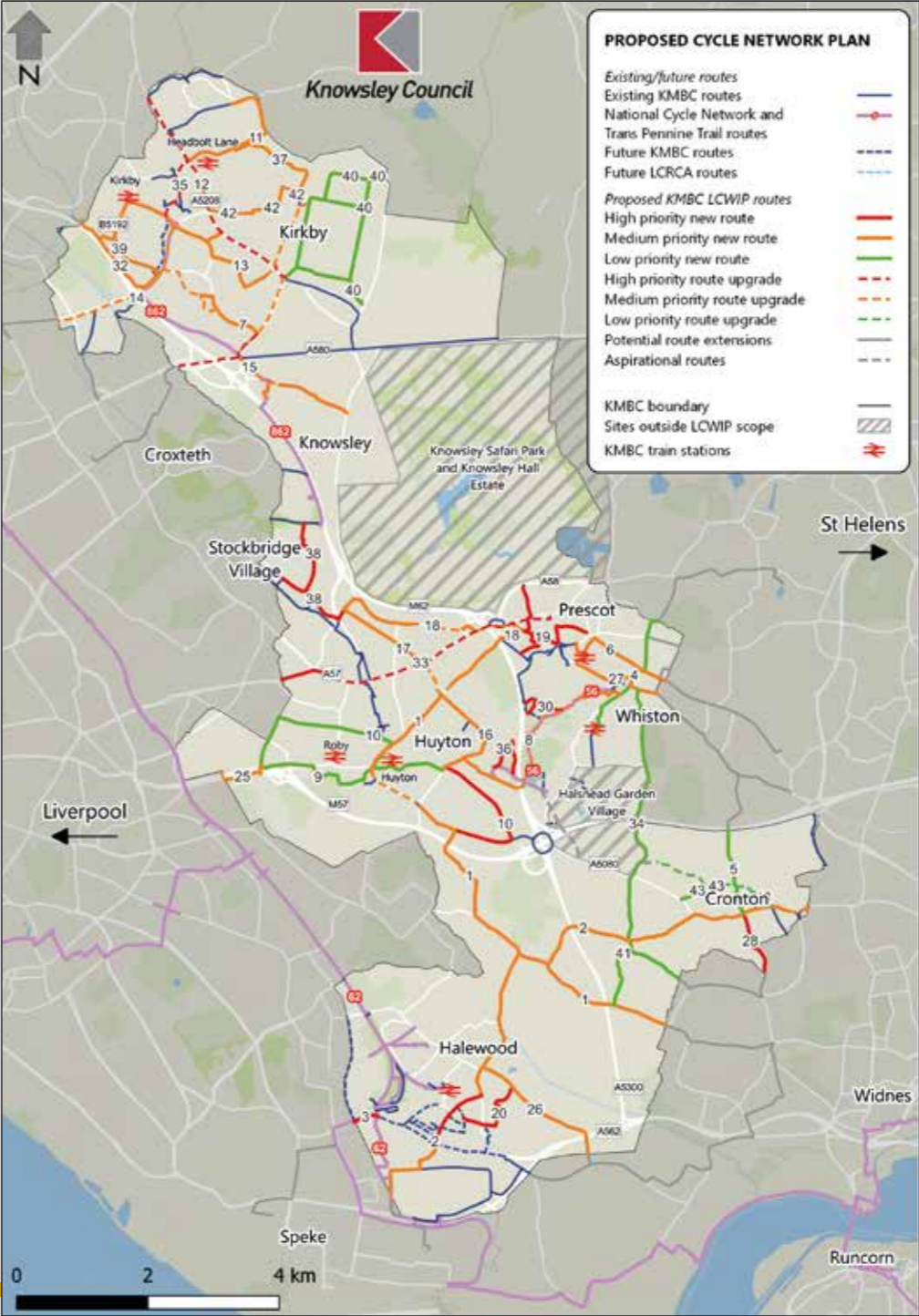


Figure 6.3
Proposed Cycle Network Plan with Prioritisation

WALKING ROUTE PRIORITISATION OUTPUT		
Area	Route	Score
	HIGH PRIORITY	
Kirkby	County Road to junction with Headbolt Lane (Nov 2022)	5.025
Kirkby	Valley Road (Cherryfield Drive to Bewley Drive)	4.7125
Kirkby	Valley Road (Bewley Drive to Field Lane)	4.675
Kirkby	Irlam Drive (County Road to St. Chad's Drive)	4.6625
Prescot	Eccleston Street	4.6375
Kirkby	Bewley Drive	4.625
Halewood and Speke	Halewood Bus Terminus. Service Road from Hillingden Avenue to Leathers Lane	4.6
Kirkby	Upper Cherryfield Drive (Hall Lane A506 to Webster Drive)	4.6
Stockbridge Village	Waterpark Drive from junction with Leach Croft to Haswell Drive roundabout	4.5625
Prescot	Kemble Street, Prescot	4.5375
Prescot	Mill Street	4.5375
Prescot	Prescot Park Way to Manchester Road	4.5375
Prescot	Church Street, Prescot (including pedestrian area)	4.475
Prescot	Atherton Street junction with High Street via Aspal Street to Kemble Street	4.4125
Prescot	Chapel Street, Prescot	4.4125
Prescot	Hill Street, Prescot	4.4125
Prescot	Leyland Street, Prescot	4.4125
Prescot	Market Place, Prescot	4.4125
Prescot	Sewell Street	4.4125
Kirkby	Ribblers Lane	4.4125
Kirkby	Bank Lane from Headbolt Lane to Council boundary	4.4

High Priority Medium Priority Low Priority

Table 6.3
Walking Route Prioritisation

WALKING ROUTE PRIORITISATION OUTPUT		
Area	Route	Score
Kirkby	All Norwich Way Schemes (Telegraph Way, Pedestrianised area and Norwich Way service Road)	4.4
Huyton	Westmorland Road, Poplar Bank to barrier	4.3625
Halewood and Speke	A562/Higher Road	4.35
Kirkby	A5208 (Old Rough Lane to Hornhouse Lane)	4.35
Kirkby	A580/A5208 (Moorgate Road North)	4.325
Stockbridge Village	Haswell Drive	4.3
Huyton	Liverpool Road (junction with Princess Dr) to junction with Blue Bell Lane	4.2875
Prescot	High Street junction with Church Street to Junction of Warrington Road with Queens Road, Prescot	4.275
Whiston	Pottery Lane from Greenes Road to Whiston Lane	4.275
Kirkby	Cherryfield Drive (KMBC from Webster Drive to Bewley Dr)	4.275
Kirkby	Shevington's Lane (Apr 2023)	4.25
Huyton	Griffiths Road	4.2375
Prescot	Warrington Road	4.225
Kirkby	Roughwood Dr	4.2125
Kirkby	St Chads Drive Webster Drive to Irlam Road	4.2
Kirkby	Headbolt Lane	4.2
Prescot	Knowsley Park Lane	4.175
Kirkby	James Holt Ave (December 2022)	4.175
Prescot	Cables Way	4.1625
Huyton	Victoria Road House 39 to House 33	4.1125
Kirkby	Mill Lane and Boyes Brow	4.1

WALKING ROUTE PRIORITISATION OUTPUT		
Area	Route	Score
Prescot	Liverpool Road/Derby Street	4.0875
Whiston	Dragon Lane junction with Warrington Road to junction with Stoney Lane	4.075
Knowsley	School Lane (From junction with B5202 to Fagan Electrical)	4.075
Halewood and Speke	Lower Road (between Greensbridge Lane in west to Finch Lane)	4.05
Huyton	Kingsway Shop frontage – from House no.2 to Liverpool Road	4.05
Kirkby	Whitefield Drive	4.05
Huyton	Hall Lane	4.025
Stockbridge Village	Leach Croft	4.025
Prescot	Bridge Road	4.0125
Kirkby	Kirkby Row/Cherryfield Drive	4.0125
	MEDIUM PRIORITY	
Huyton	Wilson Road into Huyton Hey Road to the junction with Huyton Church Road	3.975
Stockbridge Village	Waterpark Drive (Haswell Drive roundabout south to Seth Powell Way)	3.975
Huyton	Huyton Hey Road (leading from main Huyton Hey Road to Derby Road pedestrianised zone)	3.95
Huyton	Civic Way, Poplar Bank to Westmorland	3.95
Huyton	Kingsway. Shop frontage from House No. 200 to House No. 91 Crosswood Crescent.	3.9375
Huyton	Blacklow Brow, Derby Road to Derby Road pedestrian zone	3.9375
Kirkby	Old Rough Lane	3.925
Knowsley	B5202/Knowsley Lane from School Lane to Sugar Lane	3.925

High Priority Medium Priority Low Priority

WALKING ROUTE PRIORITISATION OUTPUT		
Area	Route	Score
Halewood and Speke	Leather's Lane from St Mark's School to Roseheath Drive	3.9125
Huyton	Princess Drive, Northbound – Liverpool Road to Saxby Road (Building Line North Side of Saxby Road), Southbound – Saxby Road to Liverpool Road (Building Line North Side of Saxby Road)	3.9
Halewood and Speke	Leather's Lane from Bailey's Lane from St Mark's Primary School, and from Roseheath Drive to Higher Road	3.8875
Kirkby	Broad Lane	3.85
Kirkby	Glovers Brow	3.825
Kirkby	Arbour Lane	3.8125
Huyton	Woolfall Heath Avenue	3.8
Huyton	Lathom Road and Huyton Road (up to Huyton Church Road)	3.775
Halewood and Speke	Camberley Drive	3.7625
Huyton	B5199 (Archway Road into Huyton Lane stopping at the junction with Longview Dr)	3.7625
Prescot	Ash Grove	3.75
Knowsley	Home Farm Road	3.75
Whiston	Pennywood Drive until junction with Stanwood Gardens	3.7375
Stockbridge Village	The Withens	3.725
Whiston	Stoney Lane (between Dragon Lane and Newby Avenue), Whiston	3.7125
Huyton	Hillside Avenue (between Primrose Drive and A57)	3.7
Huyton	Longview Drive and The Crescent	3.7
Prescot	Sinclair Avenue to junction with Scotchbarn Lane	3.6875

WALKING ROUTE PRIORITISATION OUTPUT		
Area	Route	Score
Stockbridge Village	Waterpark Drive (Leach Croft to Mab Lane)	3.65
Prescot	St James Road to Alder Road	3.625
Whiston	Dragon Lane from junction with Eglington Avenue into Greenes Road up to Montgomery Close, Whiston	3.625
Halewood and Speke	Greensbridge Lane	3.625
Kirkby	Copplehouse Lane Service Road. Alscot Avenue to End	3.625
Kirkby	Copplehouse Lane Service Road. Edna Avenue to Copplehouse Lane	3.625
Kirkby	Old Farm Road (Shop Frontage)	3.625
Knowsley	Sugar Lane, from Ormskirk Road to Knowsley Lane	3.6125
Huyton	Victoria Road/Seel Road to Hillcrest Parade shop frontage from junction with Hillcrest Ave to The Crescent	3.6125
Prescot	Hall Lane/Thomas Drive/Cross Lane	3.6125
Knowsley	B5202/Knowsley Lane from School Lane to East Lancashire Road	3.6125
Cronton	Cronton Road East from Natalie Dignam Theatre School to Sandy Lane Public Path	3.6
Kirkby	Moss Lane	3.6
Halewood and Speke	Okell Drive	3.6
Prescot	St Helens Road	3.5875
Cronton	Cronton Road From The Unicorn Inn to Cronton Community Centre, and Chapel Lane from junction with Cronton Road to Cronton Wesleyan Chapel	3.5625

WALKING ROUTE PRIORITISATION OUTPUT		
Area	Route	Score
Huyton	Huyton Lane junction with Fairway to M57	3.55
Huyton	Western Ave/Rupert Road	3.5375
Cronton	Queensbury Way from roundabout with A5080 to roundabout with Upton Rocks Avenue	3.5375
Cronton	A5080 from junction with Sandy Lane to Cronton Sixth Form College	3.5375
Prescot	Portico Lane/Delph Lane	3.5125
Knowsley	School Lane from Fagan Electrical to Randles Farm Interchange	3.5125
Kirkby	Pingwood Lane	3.5125
	LOW PRIORITY	
Whiston	Molyneux Drive to Shaw Lane up its junction with Kingsway	3.4875
Kirkby	Lees Road/Charley Wood Road (April 2023/November 2022)	3.475
Halewood and Speke	The Avenue. Wood Road to No.20 The Avenue	3.4625
Knowsley	Longborough Road	3.45
Cronton	Hall Lane from Holy Family Catholic Primary School to junction with Cronton Road	3.4375
Halewood and Speke	Arncliffe Road	3.425
Huyton	Church Road into Twig Lane	3.425
Whiston	Lickers Lane, Whiston	3.4125
Huyton	Twickenham Drive (from Acacia Avenue to Roby Road)	3.4

High Priority Medium Priority Low Priority

WALKING ROUTE PRIORITISATION OUTPUT		
Area	Route	Score
Knowsley	Shop Road	3.3875
Knowsley	B5202/Knowsley Lane from Sugar Lane to Shannon's Lane	3.375
Huyton	Roby Road (A5080) to the roundabout	3.375
Cronton	Smithy Lane From junction with Cronton Road to junction with Hall Lane	3.3625
Cronton	Hampton Drive from junction with Smithy Lane to junction with Lambourn Avenue	3.3625
Kirkby	Quarryside Road/Simonswood Lane to Arbour Lane/Moss Lane	3.3625
Whiston	Dragon Lane (north from Eglington Avenue) and Dragon Drive to Stoney Lane, Whiston	3.35
Knowsley	Randles Road	3.35
Kirkby	Ashcroft Road	3.35
Huyton	Cronton Road/Tarbock Road A5080 (up to Wilson Road)	3.35
Knowsley	Sugar Lane, Fountain Road to Ormskirk Road	3.3375
Whiston	Main Drive to Windy Arbor Road	3.325
Prescot	Manchester Road (between Liverpool Road and Steley Way), Prescot	3.3125
Halewood and Speke	Barn Croft Road	3.3125
Huyton	Liverpool Road junction with Blue Bell Lane to Knowsley Lane roundabout	3.3125
Huyton	Huyton Lane junction with Longview Drive to Fairway	3.3
Huyton	Stockbridge Lane, B5198 – Princess Drive to Waterpark Drive, Roundabout (Seth Powell Way) to Knowsley Lane	3.3
Huyton	Hillside Avenue	3.275
Whiston	Cumber Lane (up to Haslemere southern bus stop), Whiston	3.2625

Future aspiration schemes

WALKING ROUTE PRIORITISATION OUTPUT		
Area	Route	Score
Halewood and Speke	Wood Road	3.2625
Cronton	A5080 from The Unicorn Inn to junction with Tuel Lane	3.25
Knowsley	Kitling Road	3.25
Prescot	Scotchbarn Lane/Two Butt Lane	3.225
Huyton	Blue Bell Lane until junction with Liverpool Road	3.225
Whiston	Windy Arbor Road from Nicholas Road, Whiston	3.2125
Huyton	Wheat Hill Road (up to M62)	3.2125
Prescot	Manchester Road/Kingsway/Shaw Lane/Dragon Lane	3.2
Halewood and Speke	Macket's Lane (Lydiate Lane to Hillfoot Avenue) including Lydiate Lane roundabout	3.1625
Halewood and Speke	Lydiate Lane/Church Road	3.15
Halewood and Speke	Church Road/Baileys Lane up to no.168 Bailey's Lane	3.1
Huyton	Whiston Lane	3.075
Cronton	Chapel Lane from Cronton Weleyan Chapel to Cornerhouse Lane	2.8875
Knowsley	Tithebarn Road	2.8875
Knowsley	Ormskirk Road (Mill Lane to Home Farm Road)	2.825
Huyton	Ox Lane	2.825
Halewood and Speke	Hollies Road. House No.93 to Wood Road and Church Road to No.93	2.8
Halewood and Speke	Halewood Road (Lydiate Lane to Out Lane, KMBC boundary)	2.7
Huyton	Netherley Road (from KMBC boundary, Caldway Drive) and Whitefield Lane	2.5125

Table 6.4
Walking Route Prioritisation – Future Aspirational Schemes



CHAPTER 7

Integration and Application



7.1 Policy Integration

This LCWIP has been developed in line with the relevant national guidance and is well aligned to national, regional, and local policy.

To properly implement the proposals outlined in the Knowsley LCWIP, it is important that the proposals set out are fully integrated with future and emerging local and regional policy, as well as in the management of development sites.

In addition to the infrastructure proposals set out above, this LCWIP also recommends the following:

- Any new Local Transport Plan covering Knowsley should integrate the proposals and principles of this LCWIP.
- Future travel plans, including workplace travel plans for businesses, school travel plans and the council itself, should account for key principles and schemes within this LCWIP.
- The council commits to exploring the potential for new policies and activities that will support the delivery

of proposals set out in this LCWIP, including the potential removal of on-street parking, area-wide traffic management schemes, school travel planning and the implementation of School Streets.

These recommendations are critical to ensuring that the contents of this LCWIP are successfully delivered on the ground and should be given equal weighting to the rest of this report.

7.2 Monitoring and Evaluation

To assess each scheme's influence on modal shift and decarbonisation, monitoring and evaluation needs to be completed.

This should be carried out in line with the process outlined by the Liverpool City Region's LCWIP, which sets out the requirement for a Monitoring & Evaluation Plan to be developed for each route as they come forward for more detailed development and implementation, setting out:

- Data requirements for collection (e.g. what, how, when, sample size)
- Outputs for the scheme
- Key outcomes for the scheme
- Lessons learned for improving future schemes

As these routes start to connect and embed themselves, the Monitoring & Evaluation Plans will provide the advantages of a network delivery strategy, with the results of evaluations helping to guide the creation of new routes and strategies.

7.3 LCWIP Review

It should be noted that this LCWIP requires regular review and updates to ensure it continues to remain relevant, with new schemes being prioritised as others are delivered.

It should therefore be updated regularly at least every four to five years; particularly where a material change occurs that will affect its relevance, such as a major new local or national policy.



CHAPTER 8

APPENDIX A

Cycle Intervention Prioritisation Matrix

CYCLE NETWORK – PRIORITISATION SUMMARY								
ROUTE NO.	ALIGNMENT	ORIGINAL/ DESTINATION REF	HEALTHIER	SAFE AND INCLUSIVE	STRONGER ECONOMY	NET-ZERO	DELIVERABILITY	OVERALL PRIORITY
1A	Huyton Lane (Carr Lane) to Archway Road (Tarbock Road)	25, 30, 37, 45	●	●	●	●	●	Medium Priority
1B	Tarbock Road to Coney Lane	25, 30, 37, 45	●	●	●	●	●	High Priority
1C	Coney Lane to Hough Green	25, 30, 37, 45	●	●	●	●	●	Low Priority
2A	Cronton Sixth Form College to Alder Lane	35, 41	●	●	●	●	●	High Priority
2B	Alder Lane (Cronton Road) to Greensbridge Lane (south of Tavington Road)	35, 41	●	●	●	●	●	Low Priority
2C	Greensbridge Lane to Renaissance Way	35, 41	●	●	●	●	●	High Priority
3	Halewood to Estuary Business Park	5, 13, 16	●	●	●	●	●	High Priority
4	Whiston Station (Whiston) to Thatto Heath (ends Old Lane)	11, 38	●	●	●	●	●	Low Priority
5B	Hall Lane (Mill Lane) to Smithy Lane (A5080 Cronton Road)	44, 52	●	●	●	●	●	Low Priority
6	Cables Shopping Park (Prescot) to Whiston Hospital (Whiston)	2, 10, 17, 49	●	●	●	●	●	Medium Priority
7A	East Lancashire Road to Bewley Drive	7	●	●	●	●	●	High Priority
7B	Bewley Drive to Valley Road	7, 19, 40, 60	●	●	●	●	●	Medium Priority
8	Huyton Industrial Estate (Huyton) to Whiston Hospital (Whiston)	11, 30, 38, 61	●	●	●	●	●	Medium Priority
9	Swanside to Huyton Station	29, 33	●	●	●	●	●	Low Priority
10	Swanside to Huyton Quarry Industrial Estate	25, 28, 29	●	●	●	●	●	High Priority
11	Headbolt Lane Station (Kirkby) to Williams Industrial Park (Kirkby)	32	●	●	●	●	●	Medium Priority
12	Melling Mount to Knowsley Business Park	1, 3, 8	●	●	●	●	●	High Priority
13	Kirkby Station (Kirkby) to Knowsley Business Park (Kirkby)	43	●	●	●	●	●	Medium Priority
14	Kirkby Town Centre to Aintree University Hospital	18, 21, 23	●	●	●	●	●	Medium Priority
15	Knowsley Business Park (Kirkby) to Knowsley Village	31, 50	●	●	●	●	●	Medium Priority
16	King George V Playing Fields (Huyton) to Sawpit Park, Huyton	24, 63	●	●	●	●	●	Medium Priority

Alignment with appraisal criteria: ● Weak alignment ● Medium alignment ● Strong alignment

CYCLE NETWORK – PRIORITISATION SUMMARY								
ROUTE NO.	ALIGNMENT	ORIGINAL/ DESTINATION REF	HEALTHIER	SAFE AND INCLUSIVE	STRONGER ECONOMY	NET-ZERO	DELIVERABILITY	OVERALL PRIORITY
17	Hillside Avenue (Huyton) to Huyton Town Centre	42	●	●	●	●	●	Medium Priority
18	Stockbridge Lane (Huyton) to King George V, Browns Field (Prescot)	67	●	●	●	●	●	Medium Priority
19	Knowsley Safari Park (Prescot) to Prescot Town Centre	65	●	●	●	●	●	High Priority
20	Leather's Lane (Halewood) to Finch Farm (Halewood)	47	●	●	●	●	●	High Priority
25	Court Hey Avenue (Huyton) to Greystone Bridge (Huyton)	46	●	●	●	●	●	Medium Priority
26	Halewood to Ditton	47, 69	●	●	●	●	●	Medium Priority
27	Prescot to Rainhill Stoops	17, 49	●	●	●	●	●	Medium Priority
28	Hough Green to Cronton Village	52	●	●	●	●	●	High Priority
30	Stadt Moers Park 'Pottery Fields' Quadrant, Whiston	48	●	●	●	●	●	High Priority
32	Copthorne Walk Public Open Space, Kirkby	62	●	●	●	●	●	Medium Priority
33	Page Moss to Prescot Town Centre	68	●	●	●	●	●	High Priority
34	Halsnead Garden development site to East of Halewood development	70	●	●	●	●	●	High Priority
35	Millbrook Park Millennium Green and Valley Park (by Valley Road), Kirkby	3, 8	●	●	●	●	●	High Priority
36	Stadt Moers Park 'West View' Quadrant, Huyton	61	●	●	●	●	●	High Priority
37	Northwood Forest Hills	64	●	●	●	●	●	Medium Priority
38	Waterpark Drive / Haswell Drive to Hillside Avenue	31, 42	●	●	●	●	●	High Priority
39	Whitefield Drive	18	●	●	●	●	●	Low Priority
40	Knowsley Industrial Estate	43, 51, 64	●	●	●	●	●	Low Priority
41	Netherley Road to Hough Green	41, 45	●	●	●	●	●	Low Priority
42	Kirkby Town Centre to Kirkby Industrial Estate	43	●	●	●	●	●	Medium Priority
43	Cronton connector routes	41, 44, 48	●	●	●	●	●	Low Priority

Alignment with appraisal criteria: ● Weak alignment ● Medium alignment ● Strong alignment

APPENDIX B

Walking Intervention Prioritisation Matrix

WALKING NETWORK – PRIORITISATION MATRIX								
ROUTE REF	LOCATION	ROUTE	HEALTHIER	SAFE AND INCLUSIVE	STRONGER ECONOMY	NET-ZERO	DELIVERABILITY	OVERALL PRIORITY
1	Prescot	High Street jct w/Church Street to junction of Warrington Road with Queens Road, Prescot	●	●	●	●	●	Medium Priority
2	Prescot	Kemble Street, Prescot	●	●	●	●	●	High Priority
3	Prescot	Atherton Street jct w/High Street via Aspinall Street to Kemble Street	●	●	●	●	●	High Priority
4	Prescot	Mill Street	●	●	●	●	●	High Priority
5	Prescot	Eccleston Street	●	●	●	●	●	High Priority
6	Prescot	Chapel Street, Prescot	●	●	●	●	●	High Priority
7	Prescot	Church Street, Prescot (including pedestrian area)	●	●	●	●	●	High Priority
8	Prescot	Hill Street, Prescot	●	●	●	●	●	High Priority
9	Prescot	Leyland Street, Prescot	●	●	●	●	●	High Priority
10	Prescot	Market Place, Prescot	●	●	●	●	●	High Priority
11	Prescot	Portico Lane / Delph Lane	●	●	●	●	●	Low Priority
12	Prescot	Scotchbarn Lane / Two Butt Lane	●	●	●	●	●	Removed from LCWIP Prioritisation
13	Prescot	Warrington Road	●	●	●	●	●	Medium Priority
14	Prescot	Bridge Road	●	●	●	●	●	Medium Priority
15	Prescot	St Helens Road	●	●	●	●	●	Low Priority
16	Prescot	Liverpool Road / Derby Street	●	●	●	●	●	Medium Priority
17	Prescot	Manchester Road (between Liverpool Road and Steley Way), Prescot	●	●	●	●	●	Removed from LCWIP Prioritisation
18	Prescot	Manchester Road / Kingsway / Shaw Lane / Dragon Lane	●	●	●	●	●	Removed from LCWIP Prioritisation
19	Prescot	Hall Lane / Thomas Drive / Cross Lane	●	●	●	●	●	Low Priority
20	Prescot	Knowsley Park Lane	●	●	●	●	●	Medium Priority
21	Prescot	Sewell Street	●	●	●	●	●	High Priority
22	Prescot	Prescot Park Way to Manchester Road	●	●	●	●	●	High Priority

Alignment with appraisal criteria: ● Weak alignment ● Medium alignment ● Strong alignment

WALKING NETWORK – PRIORITISATION MATRIX								
ROUTE REF	LOCATION	ROUTE	HEALTHIER	SAFE AND INCLUSIVE	STRONGER ECONOMY	NET-ZERO	DELIVERABILITY	OVERALL PRIORITY
23	Prescot	Cables Way	●	●	●	●	●	Medium Priority
24	Prescot	Sinclair Avenue to jct w/Scotchbarn Lane	●	●	●	●	●	Low Priority
25	Prescot	Ash Grove	●	●	●	●	●	Low Priority
26	Prescot	St James Road to Alder Road	●	●	●	●	●	Low Priority
27	Whiston	Dragon Lane jct w/Warrington Road to jct w/Stoney Lane	●	●	●	●	●	Medium Priority
28	Whiston	Dragon Lane from jct w/Eglington Avenue into Greenes Road up to Montgomery Close, Whiston	●	●	●	●	●	Low Priority
29	Whiston	Stoney Lane (between Dragon Lane and Newby Avenue), Whiston	●	●	●	●	●	Low Priority
30	Whiston	Cumber Lane (up to Haslemere southern bus stop), Whiston	●	●	●	●	●	Removed from LCWIP Prioritisation
31	Whiston	Lickers Lane, Whiston	●	●	●	●	●	Low Priority
32	Whiston	Dragon Lane (north from Eglington Avenue) and Dragon Drive to Stoney Lane, Whiston	●	●	●	●	●	Removed from LCWIP Prioritisation
33	Whiston	Windy Arbor Road from St Nicholas Road, Whiston	●	●	●	●	●	Removed from LCWIP Prioritisation
34	Whiston	Main Drive to Windy Arbor Road	●	●	●	●	●	Removed from LCWIP Prioritisation
35	Whiston	Pottery Lane from Greenes Road to Whiston Lane	●	●	●	●	●	Medium Priority
36	Whiston	Molyneux Drive to Shaw Lane up it's junction with Kingsway	●	●	●	●	●	Low Priority
37	Whiston	Pennywood Drive until jct w/Stanwood Gardens	●	●	●	●	●	Low Priority
38	Cronton	Cronton Road from The Unicorn Inn to Cronton Community Centre and Chapel Lane from jct w/Cronton Road to Cronton Wesleyan Chapel	●	●	●	●	●	Low Priority
39	Cronton	Smithy Lane from jct w/Cronton Road to jct w/Hall Lane	●	●	●	●	●	Removed from LCWIP Prioritisation
40	Cronton	Hall Lane from Holy Family Catholic Primary School to jct w/Hall Lane	●	●	●	●	●	Low Priority
41	Cronton	Hampron Drive from jct w/Smithy Lane to jct w/Lambourn Avenue	●	●	●	●	●	Removed from LCWIP Prioritisation

Alignment with appraisal criteria: ● Weak alignment ● Medium alignment ● Strong alignment

WALKING NETWORK – PRIORITISATION MATRIX								
ROUTE REF	LOCATION	ROUTE	HEALTHIER	SAFE AND INCLUSIVE	STRONGER ECONOMY	NET-ZERO	DELIVERABILITY	OVERALL PRIORITY
42	Cronton	Cronton Road East from Natalie Digna Theatre School to Sandy Lane Public Path	●	●	●	●	●	Low Priority
43	Cronton	Queensbury Way from roundabout with A5080 to roundabout with Upton Rocks Avenue	●	●	●	●	●	Low Priority
44	Cronton	A5080 from jct w/Sandy Lane to Cronton Sixth Form College	●	●	●	●	●	Low Priority
45	Cronton	Chapel Lane from Cronton Weleyan Chapel to Cornerhouse Lane	●	●	●	●	●	Removed from LCWIP Prioritisation
46	Cronton	A5080 from The Unicorn Inn to jct w/Tuel Lane	●	●	●	●	●	Removed from LCWIP Prioritisation
47	Halewood and Speke	Leather's Lane from St Mark's School to Roseheath Drive	●	●	●	●	●	Medium Priority
49	Halewood and Speke	Halewood Bus Terminus, Service Road from Hillingden Avenue to Leather's Lane - both sides	●	●	●	●	●	High Priority
50	Halewood and Speke	Wood Road	●	●	●	●	●	Removed from LCWIP Prioritisation
51	Halewood and Speke	Leather's Lane from Bailey's Lane to St Mark's Primary School, and Roseheath Drive to Higher Road	●	●	●	●	●	Low Priority
52	Halewood and Speke	A562 / Higher Road	●	●	●	●	●	Medium Priority
53	Halewood and Speke	Church Road / Bailey's Lane up to no. 168 Bailey's Lane	●	●	●	●	●	Removed from LCWIP Prioritisation
54	Halewood and Speke	Arncliffe Road	●	●	●	●	●	Low Priority
55	Halewood and Speke	Hollies Road, no. 93 to Wood Road and Church Road to no. 93	●	●	●	●	●	Removed from LCWIP Prioritisation
56	Halewood and Speke	The Avenue, Wood Road to no. 20 The Avenue	●	●	●	●	●	Low Priority
57	Halewood and Speke	Macket's Lane (Lydiate Lane to Hillfoot Avenue) including Lydiate Lane rondabout	●	●	●	●	●	Removed from LCWIP Prioritisation

Alignment with appraisal criteria: ● Weak alignment ● Medium alignment ● Strong alignment

WALKING NETWORK – PRIORITISATION MATRIX								
ROUTE REF	LOCATION	ROUTE	HEALTHIER	SAFE AND INCLUSIVE	STRONGER ECONOMY	NET-ZERO	DELIVERABILITY	OVERALL PRIORITY
58	Halewood and Speke	Barn Croft Road	●	●	●	●	●	Removed from LCWIP Prioritisation
59	Halewood and Speke	Camberley Drive	●	●	●	●	●	Low Priority
60	Halewood and Speke	Okell Drive	●	●	●	●	●	Low Priority
61	Halewood and Speke	Lower Road (between Greensbridge Lane in West to Finch Lane)	●	●	●	●	●	Medium Priority
62	Halewood and Speke	Lydiate Lane / Church Road	●	●	●	●	●	Removed from LCWIP Prioritisation
63	Halewood and Speke	Greensbridge Lane	●	●	●	●	●	Low Priority
64	Halewood and Speke	Halewood Road (Lydiate Lane to Out Lane, KMBC boundary)	●	●	●	●	●	Removed from LCWIP Prioritisation
65	Knowsley	Sugar Lane, from Ormskirk Road to Knowsley Lane	●	●	●	●	●	Low Priority
66	Knowsley	Shop Road	●	●	●	●	●	Removed from LCWIP Prioritisation
67	Knowsley	Sugar Lane, Fountain Road to Ormskirk Road	●	●	●	●	●	Removed from LCWIP Prioritisation
68	Knowsley	B5202 / Knowsley Lane from School Lane to Sugar Lane	●	●	●	●	●	Medium Priority
69	Knowsley	Tithebarn Road	●	●	●	●	●	Removed from LCWIP Prioritisation
70	Knowsley	School Lane (from jct w/B5202 to Fagan Electrical)	●	●	●	●	●	Medium Priority
71	Knowsley	B5202 / Knowsley Lane from School Lane to East Lancashire Road	●	●	●	●	●	Low Priority
72	Knowsley	B5202 / Knowsley Lane from Sugar Lane to Shannon's Lane	●	●	●	●	●	Removed from LCWIP Prioritisation
73	Knowsley	Ormskirk Road (Mill Lane to Home Farm Road)	●	●	●	●	●	Removed from LCWIP Prioritisation
74	Knowsley	Longborough Road	●	●	●	●	●	Low Priority
75	Knowsley	Home Farm Road	●	●	●	●	●	Low Priority

Alignment with appraisal criteria: ● Weak alignment ● Medium alignment ● Strong alignment

WALKING NETWORK – PRIORITISATION MATRIX								
ROUTE REF	LOCATION	ROUTE	HEALTHIER	SAFE AND INCLUSIVE	STRONGER ECONOMY	NET-ZERO	DELIVERABILITY	OVERALL PRIORITY
76	Knowsley	Kitling Road	●	●	●	●	●	Removed from LCWIP Prioritisation
77	Knowsley	School Lane from Fagan Electrical to Randles Farm Interchange	●	●	●	●	●	Low Priority
78	Knowsley	Randles Road	●	●	●	●	●	Removed from LCWIP Prioritisation
79	Kirkby	Upper Cherryfield Drive (Hall Lane A506 to Webster Drive)	●	●	●	●	●	High Priority
80	Kirkby	Copplehouse Lane Service Road, Alscot Achenue to end - both sides	●	●	●	●	●	Low Priority
81	Kirkby	Copplehouse Lane Service Road, Edna Avenue to Copplehouse Lane - both sides	●	●	●	●	●	Low Priority
82	Kirkby	Irlam Drive (County Road to St Chad's Drive - both sides)	●	●	●	●	●	High Priority
91	Kirkby	St Chad's Drive, Webster Drive to Irlam Road - both sides	●	●	●	●	●	Medium Priority
95	Kirkby	Old Farm Road (shop frontage)	●	●	●	●	●	Low Priority
96	Kirkby	Valley Road (Cherryfield Drive to Bewley Drive)	●	●	●	●	●	High Priority
97	Kirkby	Cherryfield Drive (KMBC from Webster Drive to Bewley Drive)	●	●	●	●	●	Medium Priority
98	Kirkby	Whitefield Drive	●	●	●	●	●	Low Priority
99	Kirkby	Glovers Brow	●	●	●	●	●	Medium Priority
100	Kirkby	Kirkby Row / Cherryfield Drive	●	●	●	●	●	Medium Priority
101	Kirkby	Old Rough Lane	●	●	●	●	●	Medium Priority
102	Kirkby	A5208 (Old Rough Lane to Hornhouse Lane)	●	●	●	●	●	Medium Priority
103	Kirkby	Broad Lane	●	●	●	●	●	Low Priority
104	Kirkby	A580 / A5208 (Moorgate Road North)	●	●	●	●	●	Medium Priority
105	Kirkby	Bewley Drive	●	●	●	●	●	High Priority
106	Kirkby	Lees Road / Charley Wood Road	●	●	●	●	●	Low Priority
108	Kirkby	Ribblers Lane	●	●	●	●	●	High Priority
109	Kirkby	James Holt Avenue	●	●	●	●	●	Medium Priority

Alignment with appraisal criteria: ● Weak alignment ● Medium alignment ● Strong alignment

WALKING NETWORK – PRIORITISATION MATRIX								
ROUTE REF	LOCATION	ROUTE	HEALTHIER	SAFE AND INCLUSIVE	STRONGER ECONOMY	NET-ZERO	DELIVERABILITY	OVERALL PRIORITY
110	Kirkby	Mill Lane and Boyes Brow	●	●	●	●	●	Medium Priority
111	Kirkby	Headbolt Lane	●	●	●	●	●	Medium Priority
112	Kirkby	Pingwood Lane	●	●	●	●	●	Low Priority
113	Kirkby	Valley Road (Bewley Drive to Field Lane)	●	●	●	●	●	High Priority
114	Kirkby	Shevington's Lane	●	●	●	●	●	Medium Priority
115	Kirkby	County Road to junction with Headbolt Lane (Nov 2022)	●	●	●	●	●	High Priority
116	Kirkby	Bank Lane from Headbolt Lane to KMBC boundary	●	●	●	●	●	Medium Priority
117	Kirkby	Arbour Lane	●	●	●	●	●	Low Priority
118	Kirkby	Moss Lane	●	●	●	●	●	Low Priority
119	Kirkby	Quarryside Road / Simonswood lane to Arbour Lane / Moss Lane	●	●	●	●	●	Removed from LCWIP Prioritisation
120	Kirkby	Ashcroft Road	●	●	●	●	●	Removed from LCWIP Prioritisation
121	Kirkby	Roughwood Drive	●	●	●	●	●	Medium Priority
122	Huyton	Lathom Road and Huyton Hey Road (up to Huyton Church Road)	●	●	●	●	●	Low Priority
124	Huyton	Huyton Hey Road (leading from main Huyton Hey Road to Derby Road pedestrianised zone)	●	●	●	●	●	Medium Priority
125	Huyton	Kingsway, shop frontage - from no. 2 to Liverpool Road	●	●	●	●	●	Medium Priority
126	Huyton	Kingsway, shop frontage - from no. 200 to nol. 91 Crosswood Cres	●	●	●	●	●	Medium Priority
127	Huyton	Cronton Road / Tarbock Road A5080 (up to Wilson Road)	●	●	●	●	●	Removed from LCWIP Prioritisation
128	Huyton	Roby Road (A5080) to the roundabout	●	●	●	●	●	Removed from LCWIP Prioritisation
129	Huyton	Blacklow Brow, Derby Road to Derby Road pedestrian zone	●	●	●	●	●	Medium Priority
130	Huyton	Wilson Road into Huyton Hey Road to the jct w/Huyton Church Road	●	●	●	●	●	Medium Priority
131	Huyton	Western Avenue / Rupert Road	●	●	●	●	●	Low Priority
132	Huyton	Church Road into Twig Lane	●	●	●	●	●	Low Priority

Alignment with appraisal criteria: ● Weak alignment ● Medium alignment ● Strong alignment

WALKING NETWORK – PRIORITISATION MATRIX								
ROUTE REF	LOCATION	ROUTE	HEALTHIER	SAFE AND INCLUSIVE	STRONGER ECONOMY	NET-ZERO	DELIVERABILITY	OVERALL PRIORITY
133	Huyton	Bluebell Lane until jct w/Liverpool Road	●	●	●	●	●	Removed from LCWIP Prioritisation
134	Huyton	Liverpool Road (jct w/Princess Drive) to jct w/Bluebell Lane	●	●	●	●	●	Medium Priority
135	Huyton	Liverpool Road jct w/Bluebell Lane to Knowsley Lane roundabout	●	●	●	●	●	Removed from LCWIP Prioritisation
136	Huyton	B5199 (Archway Road into Huyton Lane to Knowsley Lane roundabout)	●	●	●	●	●	Removed from LCWIP Prioritisation
137	Huyton	Huyton Lane jct w/Longview Drive to Fairway	●	●	●	●	●	Removed from LCWIP Prioritisation
138	Huyton	Hillside Avenue (between Primrose Drive and A57)	●	●	●	●	●	Low Priority
139	Huyton	Griffiths Road	●	●	●	●	●	Medium Priority
140	Huyton	Westmorland Road, Poplar Bank to barrier - both sides	●	●	●	●	●	Medium Priority
141	Huyton	Stockbridge Lane, B5198 - Princess Drive to Waterpark Drive - both sides, roundabout (Seth Powell Way) to Knowsley Lane - both sides	●	●	●	●	●	Removed from LCWIP Prioritisation
142	Huyton	Victoria Road / Seel Road to Hillcrest Parade shop frontage from jct Hillcrest Avenue to The Crescent	●	●	●	●	●	Low Priority
143	Huyton	Victoria Road no. 39 to no. 33	●	●	●	●	●	Medium Priority
144	Huyton	Princess Drive, Northbound - Liverpool Road to Saxby Road (building line North side of Saxby Road), Southbound - Saxby Road to Liverpool Road (building line North side of Saxby Road)	●	●	●	●	●	Medium Priority
145	Huyton	Civic Way, Poplar Bank to Westmorland - both sides	●	●	●	●	●	Medium Priority
146	Huyton	Twickenham Drive (from Acacia Avenue to Road Road)	●	●	●	●	●	Low Priority
147	Huyton	Hall Lane	●	●	●	●	●	Medium Priority
148	Huyton	Longview Drive and The Crescent	●	●	●	●	●	Low Priority
149	Huyton	Wheathill Road (up to M62)	●	●	●	●	●	Removed from LCWIP Prioritisation
150	Huyton	Woolfall Heath Avenue	●	●	●	●	●	Low Priority

Alignment with appraisal criteria: ● Weak alignment ● Medium alignment ● Strong alignment

WALKING NETWORK – PRIORITISATION MATRIX								
ROUTE REF	LOCATION	ROUTE	HEALTHIER	SAFE AND INCLUSIVE	STRONGER ECONOMY	NET-ZERO	DELIVERABILITY	OVERALL PRIORITY
151	Huyton	Hillside Avenue	●	●	●	●	●	Removed from LCWIP Prioritisation
152	Huyton	Huyton Lane jct w/Fairway to M57	●	●	●	●	●	Low Priority
153	Huyton	Whiston Lane	●	●	●	●	●	Removed from LCWIP Prioritisation
154	Huyton	Netherly Road (from KMBC boundary, Caldway Drive) and Whitefield Lane	●	●	●	●	●	Removed from LCWIP Prioritisation
155	Huyton	Ox Lane	●	●	●	●	●	Removed from LCWIP Prioritisation
156	Stockbridge Village	Waterpark Drive from jct w/Leach Croft to Haswell Drive roundabout	●	●	●	●	●	High Priority
157	Stockbridge Village	Haswell Drive	●	●	●	●	●	Medium Priority
158	Stockbridge Village	The Withens	●	●	●	●	●	Low Priority
159	Stockbridge Village	Leach Croft	●	●	●	●	●	Medium Priority
160	Stockbridge Village	Waterpark Drive (Leach Croft to Mab Lane)	●	●	●	●	●	Low Priority
161	Stockbridge Village	Waterpark Drive (Haswell Drive roundabout south to Seth Powell Way)	●	●	●	●	●	Medium Priority
162	Kirkby	All Norwich Way Schemes	●	●	●	●	●	High Priority

Alignment with appraisal criteria: ● Weak alignment ● Medium alignment ● Strong alignment



CHAPTER 9

Quality

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements.
- Ensure projects are completed to programme and within budget.
- Improve productivity by having consistent procedures.
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training.
- Continually improve the standard of service we provide internally and externally.



- Achieve continuous and appropriate improvement in all aspects of the company.

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.



Award Winning



Certifications



Accreditations



Memberships





Knowsley Council