



# Emergency Active Travel Routes are coming to your street soon

## Access through Bootle Town Centre

In May the Government announced a significant funding opportunity and released guidance to Local Authorities to help us make changes to our streets, so they allow for social distancing and make it easier for people to walk and cycle once the restrictions are eased and the roads get busier with more people driving. The Emergency Active Travel Fund invited bids from Combined Authorities and Local Authorities and our ideas were included in the bid submitted to the Government by the Liverpool City Region Combined Authority (LCRCA). The statutory guidance issued to local authorities said Local Authorities should make **significant changes to streets and spaces by reallocating road space to people walking and cycling.**

The LCRCA were successfully awarded their full allocation of £1.947m. The £1.947 million has been allocated to the local authorities within the LCR and Sefton Council have been allocated a proportion of funding to deliver 2 routes, one in Southport and one in Bootle which will encourage cycling and walking and make significant improvements to the streets to enable people to use cars less and move around in a different way.

Our vision for Sefton is a confident and connected borough where people can enjoy the use of many cycle and walking friendly routes and where we all work together to keep Sefton clean and green with a commitment to low pollution and better air quality. This funding to implement two active travel routes as we recover from COVID-19, will be a step towards realising that vision. Encouraging people to use active forms of travel by increasing the opportunity for people to move around in a different way is in line with the Council's commitments to improving Health and Wellbeing and tackling Climate Change.

During the lockdown we know you have been out exploring your local neighbourhood to exercise and to shop for essentials. Our cycle counters have shown us that there has been a significant increase in people choosing to cycle around the borough. There is a good network of cycle routes in the Borough, but we know that we have more work to do to create a network of safe routes for people cycling which are accessible and suitable for children to use. We want to help our community by creating attractive, accessible routes for people to use for short journeys by bike or on foot.

We know that getting to Bootle town centre for work, shopping, or education is a priority for our community. We need to make sure that town centres are well connected to local communities by walking and cycling.

The Government funding comes with a requirement that schemes are put in very quickly (within 8 weeks). This means we could not consult on our ideas as we just didn't have enough time. Nevertheless, we want to understand how we can improve the routes and how we can make them better for you and encourage you to walk and cycle more for shorter journeys so we will be monitoring their use and keeping them under review over the coming months.

We are helping people to get into Bootle Town Centre by walking and cycling by creating a mixture of segregated cycle facilities and advisory routes for cyclists. The route has been audited and we will be making changes to make it easier to walk along and this will include removing redundant signs, putting in dropped kerbs and tactile kerbs and working with environmental health to create an obstruction free route. The cycle route will be made by putting in separate cycle lanes, creating cycle routes on quieter streets and improving road crossings. It will link with similar facilities in North Liverpool. We are keen to engage with you to make the Access to Bootle the best it can be.

## Separate cycle lanes

These provide a space for cycling which is separate from the road which vehicles would use. The separate cycle lanes will not block driveways to properties. People will not be able to park in the space where the separate cycle lanes are installed as this space is just for cycling.

## Quiet Street

A quiet street is one where people will not be able to use the road as a through route by car. This is done by putting in a measure to manage traffic, called a modal filter (usually near to a junction) in the road. For example, the modal filters may be one-way for people driving and buses (if on a bus route). Modal filters allow people to walk and cycle as they normally would and the street will be quieter because the through traffic is removed. This could mean that your driving route may change, and you may have to take a different route to access your property.

## The Access to Bootle route

**Stanley Road, north of Marsh Lane –** segregated cycle lanes will be provided in both directions. The southbound side will use the existing bus lane and parking will still be possible.

**Church Gardens** - this will be a quiet street.

**Merton Road** – segregated cycle facilities will be provided. **Pembroke Road** – this will be a cycle friendly quiet street.

**We appreciate that travel using public transport is difficult with social distancing restrictions and we hope to encourage walking and cycling as an alternative to car use by providing access routes to Bootle town centre to link with other routes. We appreciate this is particularly important in that there are 17,660, 12 to 17-year olds living in Sefton and 28.5% (or 33,592) of households in Sefton do not have access to a car or van (2011).**

**These measures will be monitored and adjusted if appropriate**



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To see maps and plans and tell us your thoughts

**You will be able to tell us your views once the routes have gone in and we have finished our work on them. We may make changes to the way the route has been created based on what you tell us.**



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