

**REPORT TO:** Environment and Urban Renewal  
Policy and Performance Board

**DATE:** 23 June 2021

**REPORTING OFFICER:** Strategic Director – Enterprise, Community  
and Resources

**PORTFOLIO:** Environment and Urban Renewal

**SUBJECT:** Update by LCR Walking and Cycling  
Commissioner

**WARDS:** Borough wide.

## **1.0 PURPOSE OF THE REPORT**

- 1.1 Simon O'Brien is the Metro Mayor and the Liverpool City Region Combined Authority's [Walking and Cycling Commissioner](#). Simon was appointed to this role in the autumn of 2019.
- 1.2 The update attached to this cover report describes the importance of collective action to radically enhance local walking and cycling infrastructure, in response to a number of policy challenges such as health and wellbeing, climate change, increasing travel choices, and reducing air pollution and congestion.

## **2.0 RECOMMENDATION:**

- 1) That the Board welcome the update by the LCR Cycling and Walking Commissioner.**

## **3.0 SUPPORTING INFORMATION**

- 3.1 The longstanding importance of walking and cycling in support of the city region's goals and ambitions is well documented and will be familiar to Members. In July 2020, the critical role of walking and cycling was made abundantly clear in two related documents from Government / DfT:-
- [Gear Change](#): A bold vision for cycling and walking and
  - [Local Transport Note \(LTN\) 1/20](#) - Guidance for local authorities on designing high-quality, safe cycle infrastructure
- 3.2 In transport terms, the principle of packaging up schemes into holistic schemes, with a focus on placemaking has been escalated through the recent work (e.g. the Runcorn Station Quarter Scheme). It is important to ensure that opportunities to enhance walking and cycling in bold and meaningful ways are woven into all transport schemes and programmes. This should include highway maintenance schemes where "like for like"

replacements all too often miss out opportunities to include simple or low cost enhancements for pedestrians and cyclists.

#### **4.0 POLICY IMPLICATIONS**

4.1 Enhancing local walking and cycling infrastructure has positive implications for a number of policy challenges such as health and wellbeing, climate change, increasing travel choices, and reducing air pollution and congestion.

#### **5.0 FINANCIAL IMPLICATIONS**

5.1 No direct financial implications arise from the update.

#### **6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

6.1 Improving cycling and walking infrastructure will contribute towards all of the Council's priorities by providing options for travel that are: sustainable, safe, provide connections to places of employment, provide opportunities to improve health and well-being, and provide transport options suitable for children and young people.

#### **7.0 RISK ANALYSIS**

7.1 There are no direct risks arising from the update.

#### **8.0 EQUALITY AND DIVERSITY ISSUES**

8.1 Local authorities need to have regard to the Public Sector Equality Duty, under the Equality Act 2010 when devising and implementing the new infrastructure, which includes the need to have due regard to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act.

#### **9.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

None under the meaning of the Act.