

## Active Travel Schemes Appraisal: Fender Lane and New Chester Road

24 February 2023

**For the attention of: Julie Barnes**

Dear Julie,

Mott MacDonald is pleased to present our proposal to undertake an appraisal of the Active Travel schemes at Fender Lane and New Chester Road.

Following discussions with yourself we understand that the appraisal will be an independent review, highlighting the benefits/ disbenefits of each scheme for all road users since their introduction. The appraisals will also identify any potential enhancements for each scheme that may deliver further benefits for pedestrians and cyclists and / or address concerns identified.

A Stage 3 Road Safety Audit is also to be carried out for each Active Travel scheme and considered as part of each individual appraisal.

It is understood the appraisals will provide Wirral with an independent scheme evaluation that will be shared internally amongst officers and with Wirral elected members to support decision making regarding the two Active Travel schemes and to contribute to the development of future Active Travel schemes.

Based on the task brief we have developed a scope of works and set out a proposed methodology for undertaking the appraisal of each Active Travel scheme as follows.

### **1 METHODOLOGY**

#### **1.1 Inception**

At inception stage we will conduct a meeting with yourself/ the project team to discuss the following:

- Confirmation of client and consultant expectations,
- Confirmation of methodology tasks,
- Information requirements,
- Agreement of programme and reporting, and
- Deliverables.

#### **1.2 Data**

To develop a thorough appraisal of each scheme we will review the following:

- Traffic data\* (traffic volumes, vehicle classification, speeds, queue lengths),
- Traffic signal information for Fender Lane/Reeds Lane and Fender Lane/Fendale Avenue (junction signal timings, stage sequence etc.) and any LinSig reviews,
- Saturn model outputs for Fender Lane scheme between Bidston and Moreton,
- Pedestrian/cycle usage,
- Stage 1 and Stage 2 Road Safety Audits,
- Air quality data before/after scheme implementation, if accessible,
- Collision data (3 years' worth of data and information regarding whether there have been any recent collisions not yet recorded),

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- Key stakeholder consultation/ feedback i.e., emergency services and bus services, and
- Public feedback.

\*It is understood that there is not any before or during scheme implementation traffic data therefore the review will only comment on post scheme implementation levels of use and traffic data.

### **1.3 Site observations**

It is proposed to undertake a site visit of both schemes to fully understand the context of each. Site observations will be recorded and used as part of the appraisal process.

Separate site visits will be undertaken as part the Stage 3 Road Safety Audits.

### **1.4 Road Safety Audits**

A stage 3 Road Safety Audit (RSA) of each scheme on site will be undertaken during the hours of daylight and the hours of darkness. A separate RSA report for each scheme will be produced. Any safety issues identified during the RSA's will be referenced during the appraisal.

### **1.5 Junction Assessments**

For the Fender Lane Active Travel scheme, it is proposed to model the junctions of Fender Lane / Reeds Lane and Fender Lane / Fendale Ave in LinSig software to determine whether any modifications to the current signal arrangements could improve the capacity, and therefore efficiency of the junction to improve traffic movements through the junction. Queue lengths for the modelling will be validated during the site visit for Fender Lane.

We are aware that Mott MacDonald has modelled Fender Lane as part of the Emergency Active Travel Fund (EATF) Bidston/Moreton, "Healthy Highway/Key Workers Corridor" – Fender Lane scheme between Bidston and Moreton. We will liaise with our modelling team to understand the outputs of this modelling.

### **1.6 Design standards and industry practice**

We understand that both Active Travel schemes were developed prior to the publication of the Department for Transport's most recent design guidance, Local Transport Note 1/20 Cycle Infrastructure Design (published July 2020). It is also understood that due to the popularity in Active Travel 'pop-up' schemes during the COVID pandemic across the UK, that some cycle infrastructure products were fairly new and were limited in availability for both schemes. Although the task brief is not to conduct a design check of the schemes, we propose to review the schemes against LTN 1/20 Cycle Infrastructure Design Guidance and other UK cycle guidance when looking at possible enhancement measures for each scheme. We will also make recommendations on tried and tested products across the UK that could be considered as part of the scheme improvements.

## 1.7 Appraisal

The appraisal will be an evidence-based evaluation of the data and information collated for each scheme to understand the benefits/disbenefits to all road users since being introduced. The appraisal will include a review of the following:

- Site observations,
- Traffic data,
- Pedestrian / cycle activity,
- Modelling (Fender Lane scheme),
- Road safety,
- Cycle design requirements / best practice, and
- Key stakeholder and public feedback / consultation.

The objective of the appraisal is to determine how the introduction of the Active Travel schemes has impacted (both positively and negatively) all road users. To achieve this, we propose to break down the appraisal by the different user groups:

- Pedestrians,
- Cyclists,
- Motorists,
- Buses,
- Emergency services, and
- Equestrians (Fender Lane Active Travel scheme).

Through the appraisal process recommendations for scheme enhancements for both schemes will be identified, where possible.

## 1.8 Reporting

We propose to present the appraisal for each scheme as a comprehensive report to include the following sections:

1. Introduction
2. Appraisal
  - a) Stakeholder and public feedback
  - b) Modelling
  - c) Road safety issues
  - d) Benefits / disbenefits to all road users
3. Scheme enhancements
4. Conclusion and recommendations

A separate report will be produced for each scheme, with a draft issued for your review and comment before a final version is issued. The final version of the report will include feedback from any additional consultation undertaken. The reports will be issued in electronic format.

## 2 PROGRAMME

### 2.1 Programme

An indicative programme is appended to this document for your review.

## 3 TEAM

To undertake the commission, we have assembled a team which combines relevant technical expertise with local experience of the area and working with yourselves. Project and discipline leads will be as follows:

- Project Director: Paul Walton – Paul will provide leadership and technical direction throughout the project.
- Project Manager: Hayley Palmer – Hayley will be responsible for the delivery of the appraisal and coordination of tasks.
- Road Safety Auditors: Hayley Palmer and Rachael Collins will undertake the Stage 3 Road Safety Audits.
- Additional Support: Staff from the Liverpool office as required to support the study.

## 4 COMMISSIONING

We trust that we have correctly interpreted your requirements for the appraisal of two Active Travel schemes within the borough. We would be glad to answer any queries you may have on our proposal and would be happy to present our approach to you, should this be helpful. Should you wish to discuss any aspects of this tender, please do not hesitate to contact us.

Kind regards,



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