



St. Helens Southern Gateway

Formerly known as Eastern Region Interchange and Connectivity (ERIC)

Consultation Response Document



ST HELENS
BOROUGH COUNCIL



METROMAYOR
LIVERPOOL CITY REGION



Introduction	3
Train Station	4
Cycling and Walking Routes	5
Route 1 Clock Face Road	6
Route 2 Chester Lane	7
Route 3 (not included in consultation)	9
Route 4 Eaves Lane and New Street	9
Route 5 Marshalls Cross Road, Sutton Park and Sherdley Park	10
Route 6 Elton Head Road	10
Route 7 Lea Green Road	11
CYCLOPs Junction	12
General Remarks	12
Appendix 1: Preferred Travel Modes	14
Appendix 2: Respondent Demographics	14

Introduction

St. Helens Southern Gateway, formerly known as Eastern Region Interchange and Connectivity, is a project developed by the Council through a partnership the Liverpool City Region Combined Authority and Northern Trains Limited. The project's objectives are to improve Lea Green rail station and accessibility by all transport modes

On 23 March, the project was awarded £14.8 million from the City Region's Transforming Cities Fund. The council was awarded £4.8 million to deliver highway improvements.

A public consultation was held from 12 February to 28 February. Face-to-face engagement within the community was not possible due to COVID-19 restrictions, so the consultation was held online. The consultation was promoted on the social media channels of the Council, Liverpool City Region and Northern Trains. A press release could be viewed on the Council website and was covered by the St. Helens Star newspaper. Key stakeholders were contacted via email and all residents and businesses on the proposed route were hand-delivered a letter about the consultation.

The consultation was conducted in a survey format that consisted of 20 questions. Printed copies of the survey and plans were available on request. Responses are anonymous.

Thank you to everyone who took the time to complete our survey. We have read all the responses and are grateful for the feedback. This document shows how our proposals were received by respondents of the survey.

In total we received 431 responses:

- 429 online responses
- 1 respondent completed a paper copy of the survey.
- 1 respondent completed the survey via email.

We are pleased to share that most responses were positive, with 77% of respondents strongly agreeing or agreeing that the proposals will make the rail station more accessible for all.

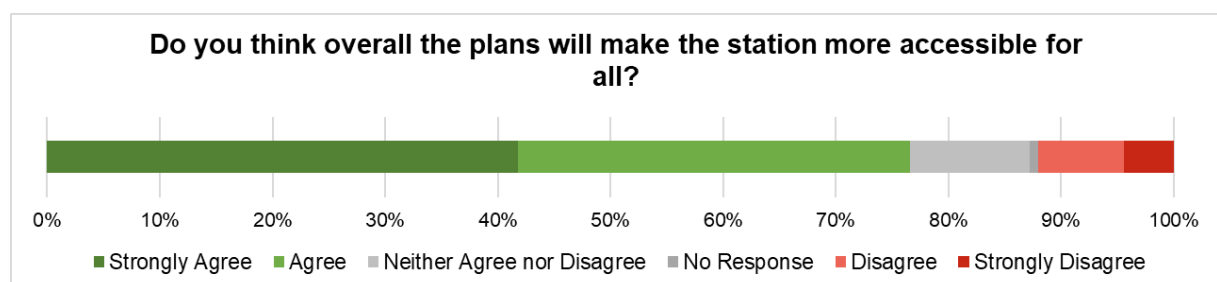


Figure 1 Consultation Survey Question 12 Responses

Train Station

For Lea Green Station, we proposed more station facilities (including a covered booking office and waiting room, accessible toilets, mobile device charging and a dedicated taxi rank), covered secure cycle parking, space for a small shop and expanded park and ride. Participants could watch a fly-through animation of what the proposed station would look like.

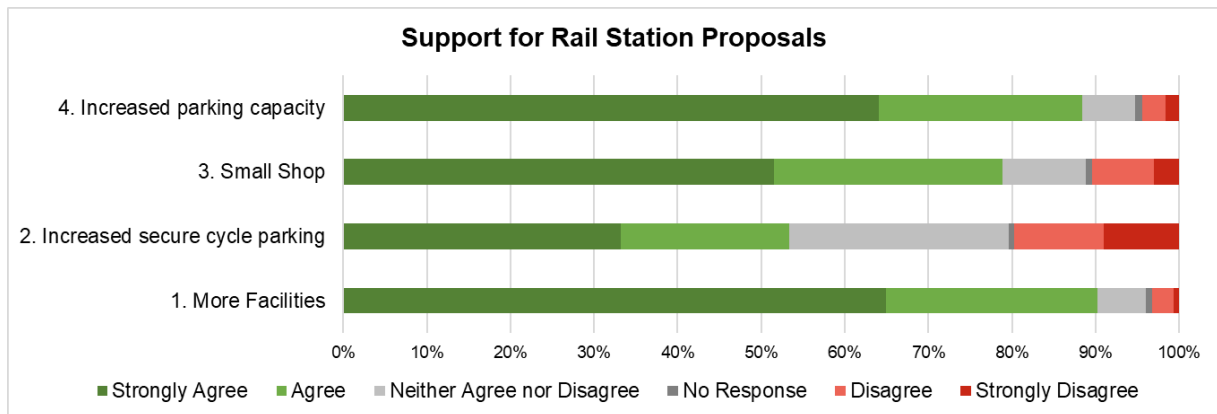


Figure 2 Consultation Survey Questions 1-4 Responses

Participants were asked if the proposed facilities would make the station better for passengers to use (Question 1). Response options were 'Strongly Agree', 'Agree', 'Neither Agree nor Disagree', 'Disagree' and 'Strongly Disagree.' 90% of respondents agreed that the station would be better to use.

Participants were asked if the proposed secure cycle storage would make them more likely to cycle to the station (Question 2), and 53% strongly agreed or agreed.

In Question 3, participants were asked if they thought space for a small shop was a good idea, to which 79% strongly agreed or agreed.

Question 4 asked participants if increasing the number of parking spaces and relocating the bus stop was a good idea. 88% of respondents strongly agreed or agreed.

Comments on the Council's social media posts questioned if parking at the rail station would remain free of charge. The Council can confirm that parking at Lea Green Station will remain free of charge for rail users. The Liverpool City Region Combined Authority has a policy that all rail station car parks across the region are free to use.

Cycling and Walking Routes

A new CYCLOPs junction and six cycling and walking routes were proposed. The routes included the following locations:

- Route 1: Clockface Road
- Route 2: Chester Lane
- *Route 3 will not be progressing*
- Route 4: Eaves Lane and New Street
- Route 5: Marshalls Cross Road, Sutton park and Sherdley Park
- Route 6: Elton Head Road
- Route 7: Lea Green Road

Participants were invited to look at plans on the consultation website or could request paper copies to be posted to them. Participants could read a short description of the routes and express their level of support (Strongly Agree, Agree, Neither Agree nor Disagree, Disagree, Strongly Disagree). All routes received majority support, as shown below in Figure 3.

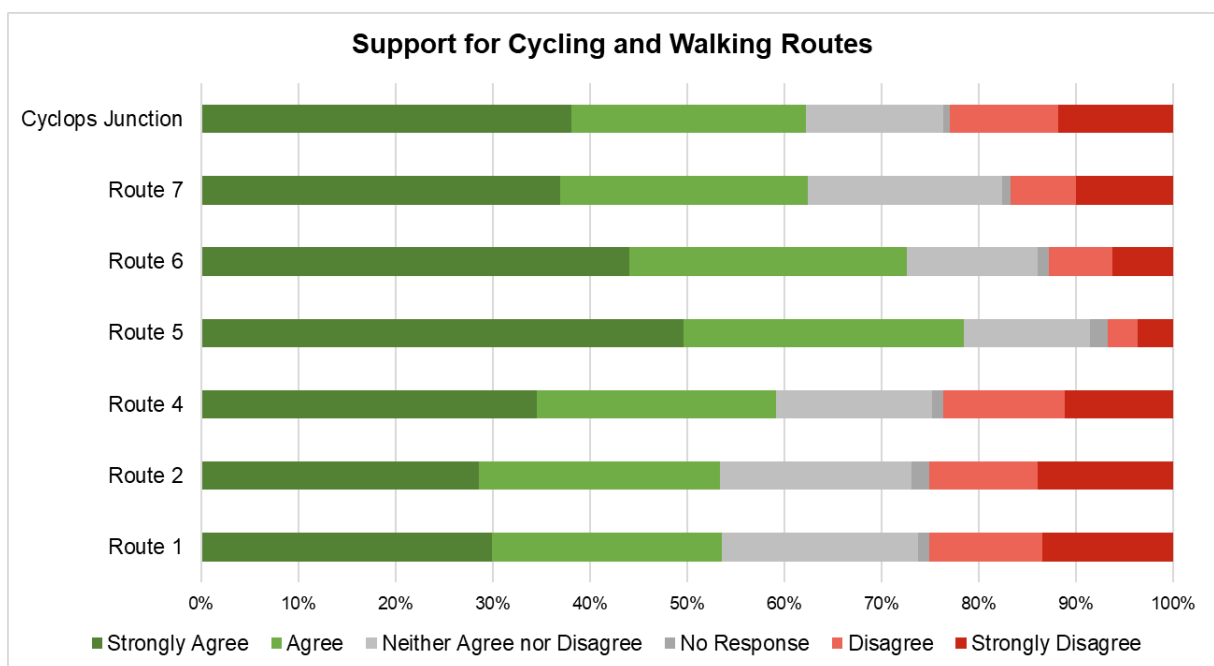


Figure 3 Consultation Survey Responses for Cycling and Walking Routes

For questions about the cycling and walking routes, participants had the opportunity to share additional comments about the proposals. Below we have explained the main themes raised for each route and St. Helens Borough Council's response to each.

Route 1 Clock Face Road

54% of respondents strongly agreed or agreed with proposals on Clock Face Road. 21% of respondents were neutral towards proposals. 25% of respondents disagreed or strongly disagreed.

You said:

We do not like the existing infrastructure for cycle lanes on Clock Face Road because it is filled with leaves, litter and debris. This is a hazard to cyclists, deters other users and brings down the area for everyone.

Of the 25% of respondents who disagreed or strongly disagreed, 19% commented that existing infrastructure had undermined their confidence in cycle lanes.

Our response:

The Council acknowledges these issues raised by the public. We are reviewing the existing cycle lane separators and the cleansing regime.

We are reviewing the recently installed infrastructure on Clock Face Road in terms of design and type of separators used. These comments will be taken on board when we produce the detailed designs for this project.

You said:

Is the road wide enough for segregated cycle lanes?

Our response:

There are minimum widths for traffic lanes which we will be meeting.

The Council has conducted site visits and undertaken topographical surveys to measure road widths. Proposed designs have taken into account the required road widths for all vehicles in accordance with current guidance.

You said:

Will this affect parking on Clock Face Road and access to our properties?

Our response:

Cycle lane separators will not prevent access to properties.

Existing marked parking bays will remain. The proposals include improvements to the existing car park on Clock Face Road to cater for the loss of unmarked on-street parking.

Route 2 Chester Lane

53% of respondents strongly agreed or agreed with the proposals on Chester Lane. 22% of respondents were neutral. 25% of respondents disagreed or strongly disagreed with proposals.

You said:

Like Route 1, we do not like the existing infrastructure for cycle lanes in the area because it is filled with leaves, litter and debris. This is a hazard to cyclists, deters other users and brings down the area for everyone.

Our response:

The Council acknowledges these issues raised by the public. We are removing some of the existing cycle lane separators so there will be more spacing between the wands. This will enable us to carry out more comprehensive cleansing regimes.

We are reviewing the recently installed infrastructure on Chester Lane in terms of design and type of separators used. These comments will be taken on board when we produce the detailed designs for this project.

You said:

Why is this in the plans? There are already segregated cycle lanes on Chester Lane.

Our response:

The proposals in this consultation extend the existing cycle lanes on Chester Lane to connect the route to the Bull and Dog Junction, where we are proposing a CYCLOPS junction that will make using the junction safer for cyclists (please see map below).

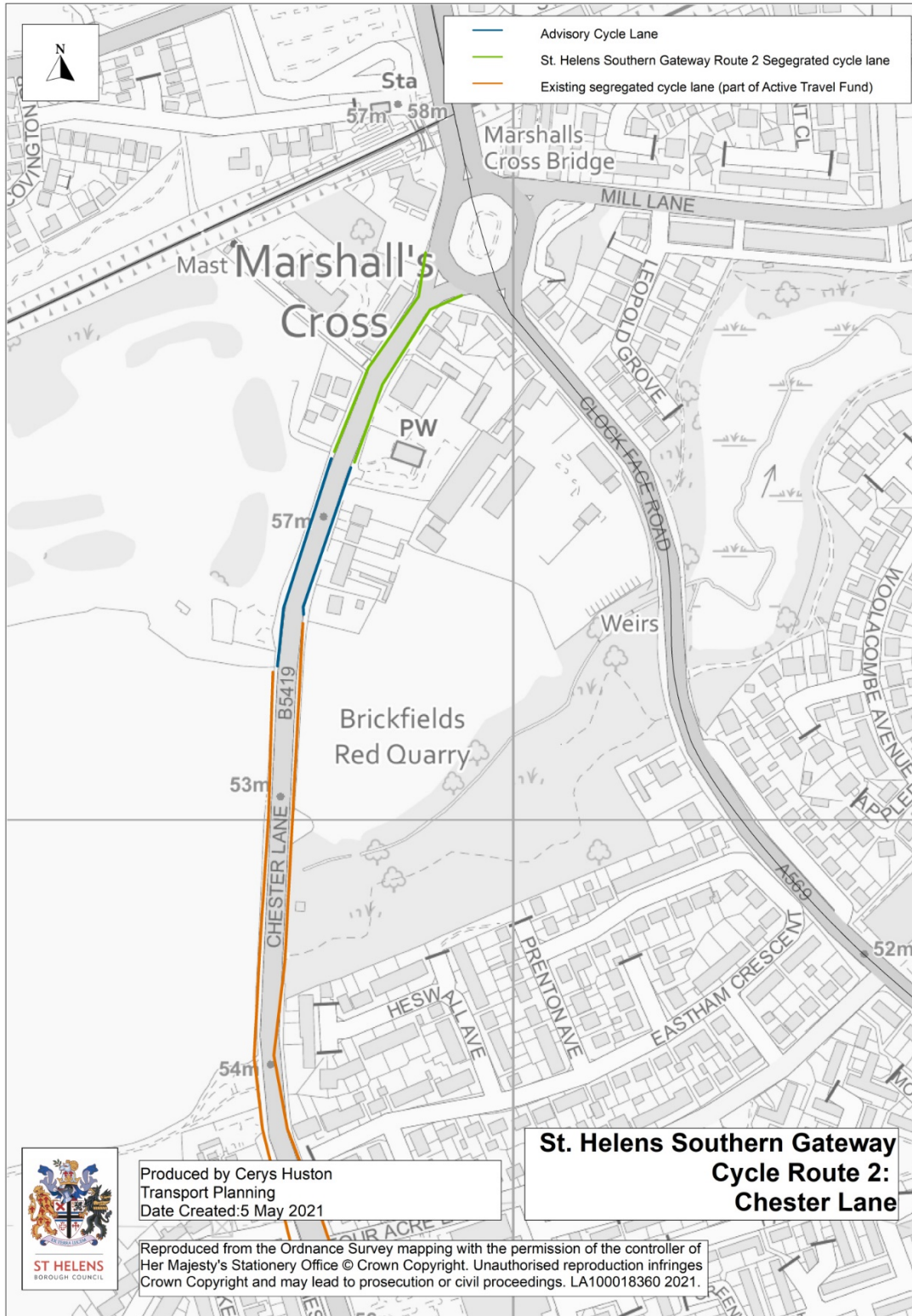


Figure 4 Existing and Proposed Cycle Lanes on Chester Lane

Route 3 (not included in consultation)

This route has not progressed as a result of deliverability issues with funding timescales, including land acquisition, rights of way dedication processes and resolution of flooding issues.

Route 4 Eaves Lane and New Street

59% of respondents strongly agreed or agreed with the proposals on Eaves Lane and New Street. Regardless of response, there was consensus that the reduced speed limit was a positive decision.

You said:

We support 20mph speed limits but are against the installation of additional road humps.

These comments were received by people who agreed and disagreed with the proposals. Some Respondents expressed concern about the damage road humps would do to their car.

Our response:

We are pleased to hear that you support reducing the speed limit in this area.

We are reviewing the number of proposed speed humps. Existing road humps have been built to the current standards.

You said:

These proposals have not addressed the parking issues outside Eaves Lane during school drop-off and pick-up times. This is a bigger problem than speeds.

Our response

Our Road Safety Team works hard to educate and engage with children and their parents/guardians. Eaves Lane Primary School has an agreement with St. Nicolas' Church to allow parents/guardians to park in their car park and walk across to school. The Road Safety Team will work with the school to make sure this is enforced.

You said:

These proposals are pointless if speeds were not enforced.

Some respondents wanted the introduction of speed cameras, while others wanted speeds to be policed more in the area.

Our response

The Council has noted this feedback about speed reduction measures. These measures are subject to an evaluation and feasibility study.

20mph speed limits are ideally self-enforced by signage. The proposal of speed humps is an additional enforcement measure to keep motor vehicles travelling at or below 20mph.

Route 5 Marshalls Cross Road, Sutton Park and Sherdley Park

78% of respondents strongly agree or agree with the proposals on Marshalls Cross Road. Overall respondents praised the addition of another crossing point on Marshalls Cross Road, supporting how it would connect the parks for pedestrians and cyclists.

You said:

Footways and cycle tracks in the parks need to be clearly segregated and signposted at regular intervals along the track. There are too many 'near misses' between pedestrians and cyclists using the same paths.

Our response

The plans for Sutton Park and Sherdley Park include a segregated cycleway and footway. The path and track in Sherdley Park will be separated by a kerb to provide clearer separation for people on foot or bike.

The existing path in Sherdley Park closest to Marshalls Cross Road will remain a footpath only. There will be signage to direct cyclists to the cycle route.

You said:

We do not want to lose more green space in our parks to footways and cycleways.

Our response

The green space lost will be kept to a minimum.

The provision of wider paths will improve accessibility so more people can enjoy the green space. People using mobility aids such as wheelchairs and mobility scooters designed for use on the footway, and people with physical, sensory or cognitive impairments who are travelling on foot will benefit from wider paths.

Route 6 Elton Head Road

73% of respondents strongly agree or agree with the proposals on Elton Head Road.

You said:

Is the road wide enough? Disruptive HGVs pass through the area, will this affect the capacity for a cycleway?

Our response

The existing carriageway width will remain the same. The proposals will widen the existing footpath to make provision for the segregated cycleway adjacent to the footway. This will be done by using the grass verge.

You said:

The cycleway may add to existing traffic issues on the road during school drop-off and pick-up hours.

Our response

We are working with Sutton Academy and they support the scheme proposals which will enable more students to walk and cycle to school and, in turn, reduce traffic.

Route 7 Lea Green Road

62% of respondents agree with the proposals on Lea Green Road. The proposals for this route were praised as a great idea that would make the area safer for pedestrians, especially school children.

You said:

The one-way road would cause congestion in the surrounding estate.

Our response

We are considering a temporary trial of the one-way system to see the effects on traffic to ensure that congestion or other negative impacts are not created.

The one-way system will only be in place from Elton Head Road to Lowfield Lane. This will enable a footway to be provided and should have minimal impacts on the surrounding estate.

You said:

We fully support the proposed footway improvements because the existing pavement is narrow and in poor condition. However, will the road be better illuminated? Walking here in the dark feels unsafe and is uninviting.

Our response

The Council were keen to include this route in the proposals after a recent engagement mentioned similar complaints about the footway. You can view the responses at <https://sthelensliveablestreets.commonplace.is/comments>

The Council is committed to making safe spaces and will make sure the area has adequate lighting during the detailed design process.

CYCLOPs Junction

62% of respondents strongly agree or agree with the proposed CYCLOPs junction. 31 respondents supported the proposal, stating that it would make the junction safer for pedestrians.

You said:

Improvements will exacerbate the congestion and traffic issues that already exist at this junction.

Our response

We have been carrying out traffic modelling as part of the detailed design process. A key objective of the project is to improve safety, comfort and convenience for pedestrians and cyclists at the junction. We will minimise negative impacts on motor traffic.

General Remarks

While not many respondents raised these comments (2-3%), they were mentioned in relation to both the rail station and the cycle routes.

You said:

There are not many cyclists, so what is the point?

Our response

One of the aims of the ERIC project is to encourage walking and cycling around Lea Green. The Council is committed to making St. Helens safer for all road users.

As part of the Liverpool City Region, the Council worked with Sustrans to produce the Bike Life report for the region. This report included a survey of residents and found that road safety concerns were one of the main barriers to cycling. Two-thirds of people support the building of segregated cycle lanes and speed reductions on local roads. To read the full report, please visit: <https://www.sustrans.org.uk/bike-life/bike-life-liverpool-city-region>

While it is true to say that cycle rates in St. Helens are low, sensors installed on Clock Face Road and Chester Lane following installation of the protected cycle lanes, the sensors are recording increasing numbers of cycle trips (see Figure 4 below) and we will continue to monitor this.

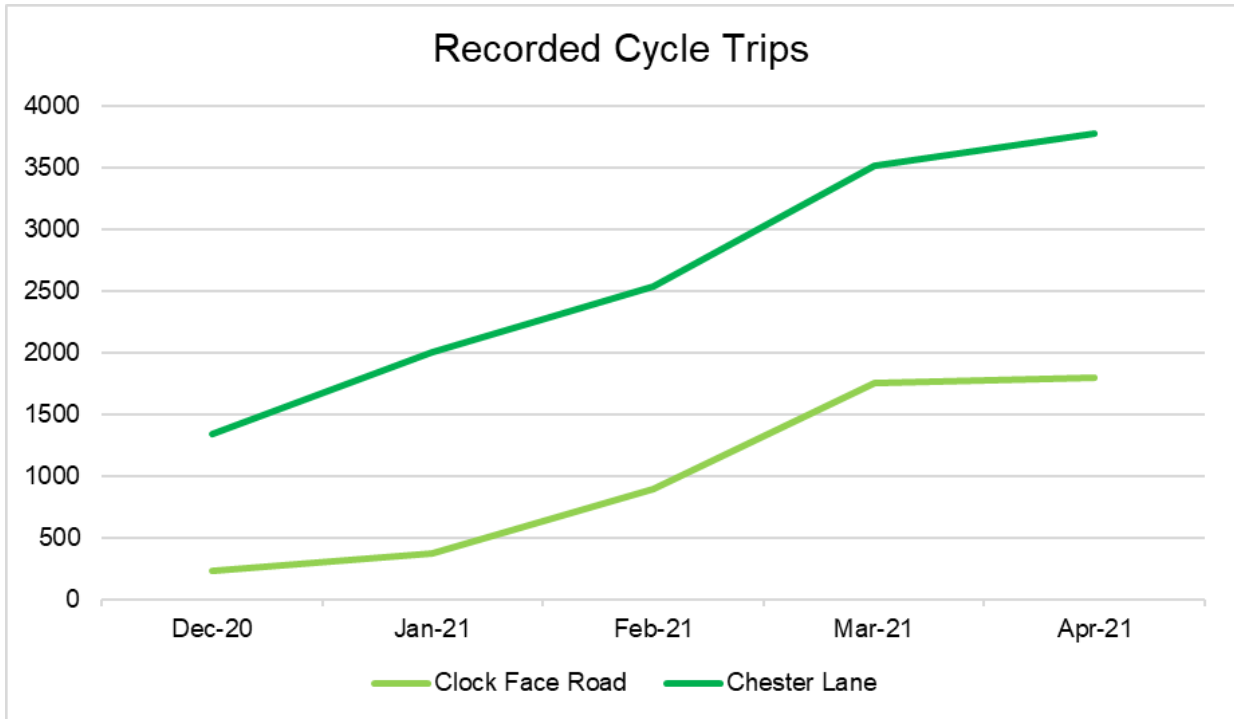


Figure 5 Recorded Cycle Trips on Clock Face Road and Chester Lane

Your said:

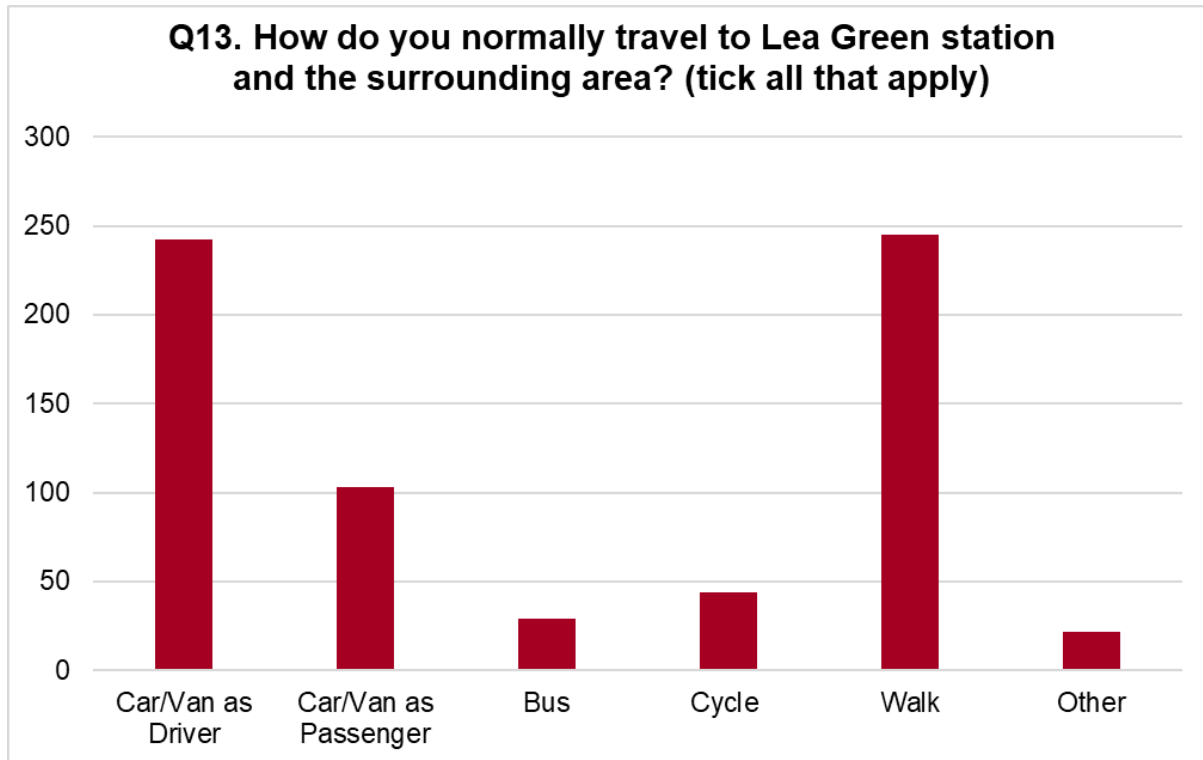
This is a 'waste of money' that would be spent on other things.

Our response

The Council has been awarded funding from the Transforming Cities Fund to deliver this project. It cannot be spent on anything else.

Appendix 1: Preferred Travel Modes

We asked participants how they would typically travel to the station and surrounding area. Participants could select as many options that applied to them. Asking this question provides a baseline for travel modes in the area that can support our monitoring.



56% of respondents drive a car or van to Lea Green station and the surrounding area. 24% of respondents travel as car passengers.

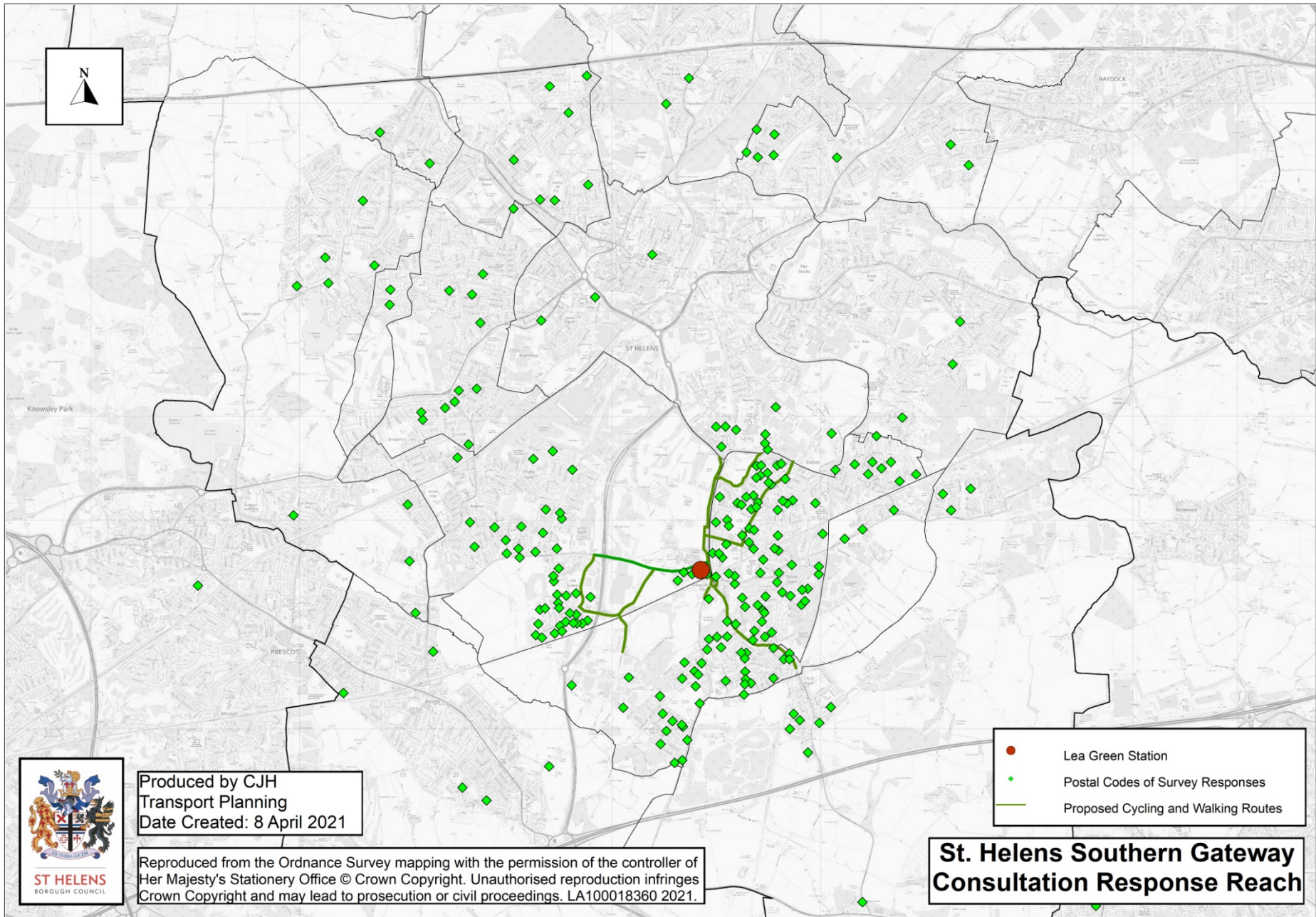
57% of respondents walk while 10% cycle.

7% of respondents use the bus.

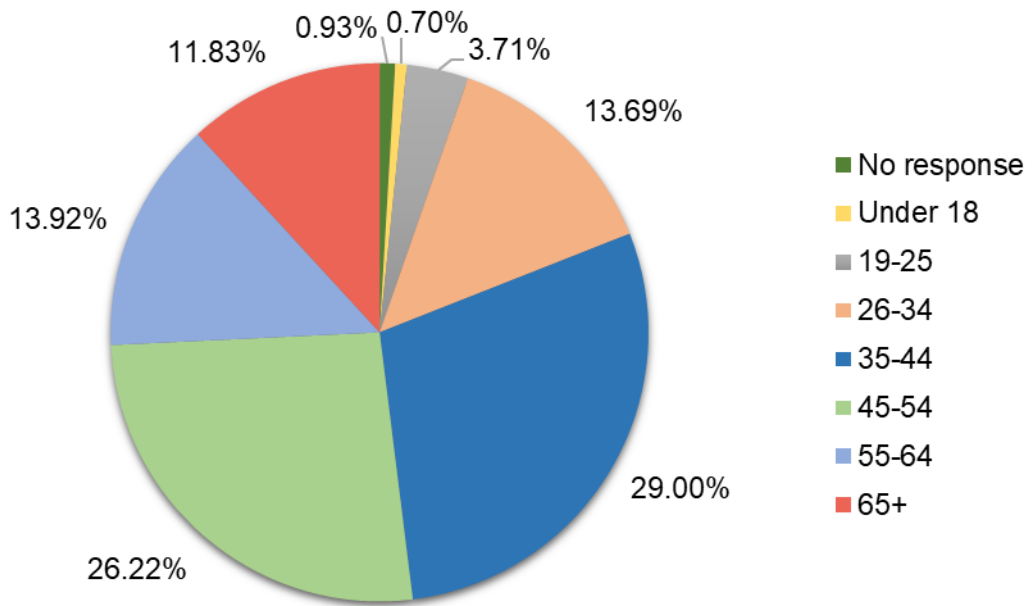
Appendix 2: Respondent Demographics

To assess the effectiveness of our consultation process, we invited participants to share some demographic information. Participants were asked their age, gender identity, ethnicity, and religion.

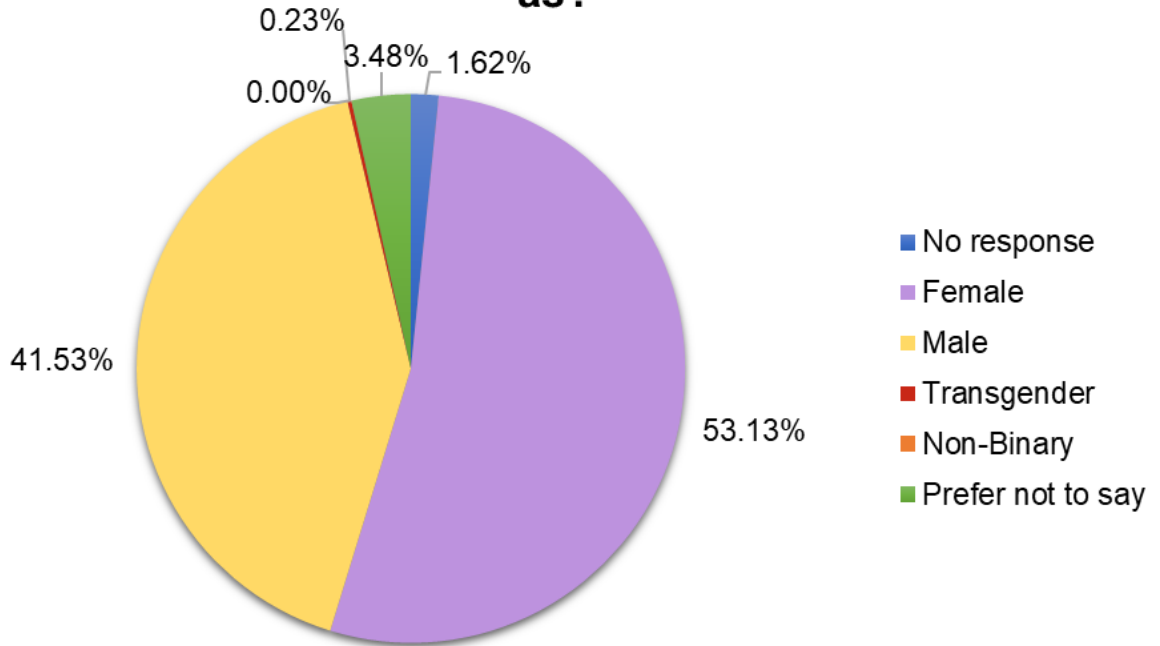
We also asked for participants to enclose their postcode to assess the reach of the survey. Please note that addresses cannot be identified by postcode alone. Points on the map represent the postcode of the respondent and provide no indication of an exact address. All survey responses remain anonymous.



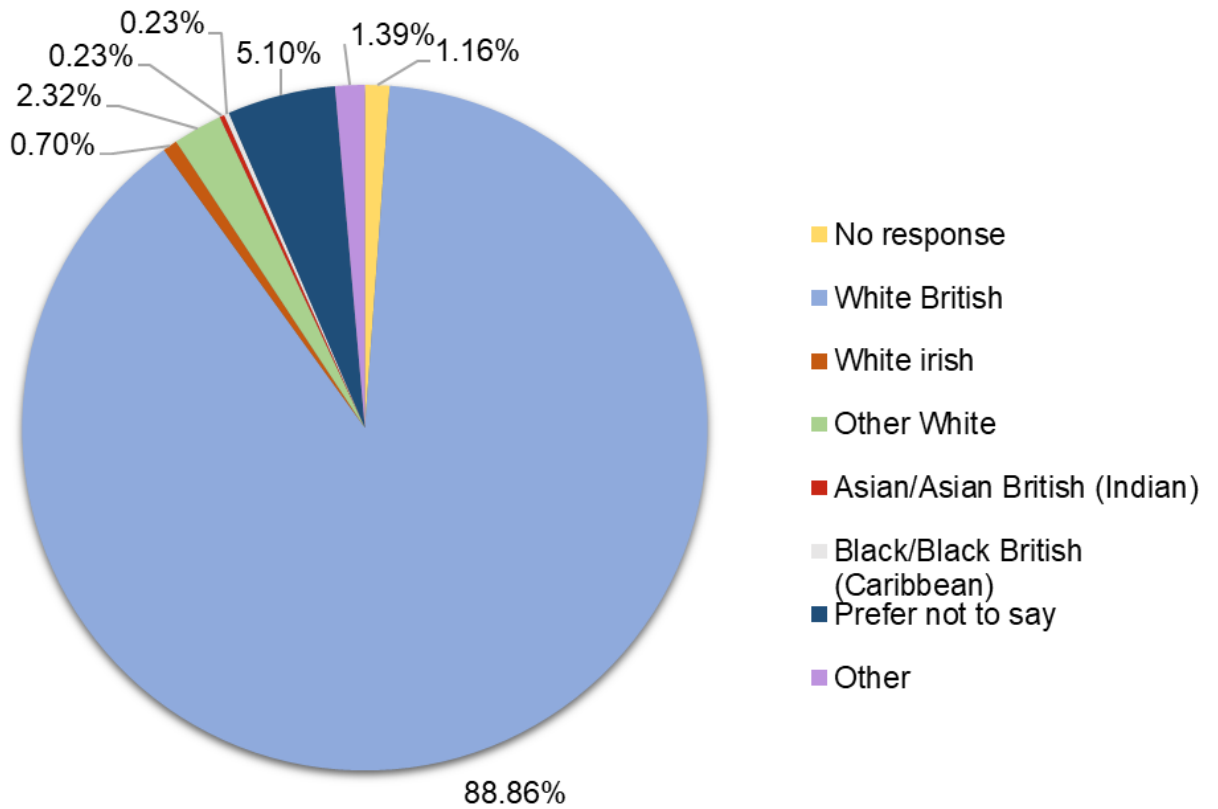
Q14. Which age category are you in?



Q15. Which of the following do you identify as?



Q16. Which ethnic group best describes you?



Q17. Which best describes your religion or belief?

