

Active Travel St Helens

**A580 – Stanley Bank Way to Kenyons Lane
South**

“Have Your Say” Autumn 2023

Frequently Asked Questions



ST HELENS
BOROUGH COUNCIL



**LIVERPOOL
CITY REGION**
COMBINED AUTHORITY

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For any other questions or to be sent a printed copy of the survey, please contact:

www.sthelens.gov.uk/contactus

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ACTIVE TRAVEL FUND FAQs

What is Active Travel St Helens?

St Helens Borough Council is committed to making it easier, safer and more attractive for people to walk and cycle for local trips. As part of this, we are developing plans to deliver a borough-wide walking and cycling network over the coming years. Our work in St Helens Borough builds upon wider plans for a [new 600km walking and cycling network](#) across the Liverpool City Region.

We have a range of projects currently in delivery across the borough to deliver this network. We have now been awarded more funding to develop designs for further proposals that will make walking and cycling in St. Helens a more attractive choice of travel for everyone who lives and works here.

Our next set of proposals include providing new protected cycle routes, improved facilities for walking, reducing traffic speeds and safer crossing facilities for people walking and cycling. The routes will expand upon the existing walking and cycling infrastructure that has already been created in the Borough and support the City Region wide network under development. We currently do not have the funding awarded to construct the changes but are keen to build local community views into the designing process from the earliest opportunity. This will assist in securing funding for the construction of the routes.

This latest round of improvements form part of a wider network of Active Travel Routes currently being reviewed by the council. The proposals will help the council towards achieving its aims of improving health, tackling inequality and making St. Helens a Net Zero borough by 2040, tackling the impacts of climate change.

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Who is involved in the project?

The project is being delivered by St. Helens Borough Council, in partnership with the Liverpool City Region Combined Authority.

Engineering consultants Flinders Chase have been appointed by St Helens Borough Council to support with the preparation of designs for the route we are currently seeking views on.

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Why is this happening?

The [St Helens Borough Strategy](#) 2021-2030 sets out the council's vision for improving people's lives together and creating distinct, attractive, healthy, safe, inclusive, and accessible places in which to live, work, visit and invest. This includes a target to improve active travel by making it easier, safer, and more attractive for us all to travel on foot or by bike more, particularly for shorter journeys. We are doing this because:

- We want to facilitate healthier and happier lifestyles in St Helens, tackling our growing obesity epidemic. Our [Healthy Weight Strategy](#) aims to halve the number of children in St Helens that are obese by 2030. Our [Active Lives Strategy](#) sets out the benefits of us all being more active in our daily lives.
- Climate Change is a huge issue which impacts everyone, both now and in the future. It is crucial we take steps to tackle it and its effects, so we can all look forward to a greener future. We are committed to tackling our carbon challenge of being net zero through improved air quality. Our [Climate Response Plan](#) recognises that a net zero borough means making it easier, quicker, cheaper, and safer to move around by low-carbon modes, with emissions from private cars and taxis responsible for 29% of greenhouse gas emissions in St Helens in 2019. We have an ambitious challenge to make the borough net carbon zero by 2040. Active travel becoming the normal mode for local journeys will contribute enormously to this goal while at the same time helping the travelling public to manage the impacts of the recent rise in the cost of living.
- We want to maximise opportunities for all our residents to access local services, employment and education opportunities. Our Borough Strategy recognises the core role of developing well-connected places in developing a strong, thriving, inclusive and well-connected economy.
- The [Liverpool City Region Road Safety Strategy](#) sets out our plan to make streets across St Helens borough safer. The scheme aims to make walking and cycling in St. Helens safer. Hostile road conditions are one of the main barriers for people wanting to cycle, so the schemes aim to alleviate this problem and encourage everyone to enjoy active travel.
- [Recent polling](#) across the Liverpool City Region shows that the majority of residents would like to see greater investment in walking, cycling and public transport. One third of residents say they do not currently cycle but would like to. For both walking and cycling, residents have told us that infrastructure improvements – wider pavements, better crossings, quieter streets and protected cycle routes – are one of the main factors which would help them to walk, wheel or cycle more.
- The [Liverpool City Region Local Cycling and Walking Infrastructure Plan](#) (LCWIP) sets out an approach to developing a network of high-quality active travel routes across the region. To deliver this plan, and meet our broader policy objectives, we are continuing to develop proposals to expand the active travel network within our borough, to make walking and cycling safer, more accessible, and more enjoyable.

- Alongside the Liverpool City Region LCWIP, St Helens Borough Council has developed its own [St Helens Borough Council Local Cycling and Walking Infrastructure Plan](#) (LCWIP). This policy document identifies future projects to link the main Active Travel corridors to the Borough's residential, employment and leisure sites. In the Haydock area, there is a particular emphasis on linking the residential areas to the south of the A580 East Lancashire Road with the employment sites to the north. In the St Helen's LCWIP, you can find more about these proposals under the Haydock Industrial Estate Core Walking Zone.

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What stage is the project at?

We are currently at the design stage of the project. As part of the process, we are now consulting with residents, businesses, and local stakeholders. We are looking for feedback on proposals where responses will be fed into designs, and ideas about how we can enhance our active travel network.

Once we have proposals that meet our objectives, and have support from the St Helens Borough Community, we will be seeking further funding to implement the scheme, which will be subject to a rigorous business case.

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How will the project be funded?

Active Travel funding obtained from Central Government is being used to develop the designs. This is ring-fenced funding which can only be used for the development of new walking and cycling schemes. No funding has currently been secured for the delivery of the route.

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Who is this project for?

The project will provide high quality walking and cycling infrastructure that is accessible to all regardless of age, gender, ethnicity or disability, from the age of 8 to 80, and beyond. The route will cater for all abilities and improve accessibility to employment, education and leisure sites both within the Borough and in the wider city region. We want everyone who lives near the routes or uses them to move around the Borough to comment on the proposals.

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What input are you looking for from me?

We want to seek your views on a number of specific issues relating to the design of the routes, along with any suggestions or comments you may have on those issues,

or the project in general. We have prepared a brief survey for the proposed A580 route, linked from the project webpage, so that you can join in the consultation process. This survey will be available as a paper copy at the in person public consultation which will take place during the six week public consultation period between Friday 13 October 2023 to Monday 27 November 2023.

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What engagement has already taken place?

We have taken on board the comments made in the Local Cycling and Walking Infrastructure Plan (LCWIP) consultation. A direct quote from this draft LCWIP report is as below:

“When asked to what extent they thought the proposed improvements would improve the overall walking experience around Haydock Industrial Estate, all responses were positive that the improvements would improve the walking experience a great deal. Respondents were then asked how likely it is that these improvements would allow them to make more walking journeys that they would have otherwise made by car for journeys within and to Haydock Industrial Estate. Again, these were mostly positive with reasons behind their answers being that improvements to path widths and increased greenery would increase their likelihood to walk.”

This consultation is the first public engagement exercise surrounding the proposed cycle route along the A580 – Stanley Bank Way to Kenyons Lane South. However, it builds on the comments provided during the LWCIP consultation on the Haydock Industrial Estate.

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TERMINOLOGY FAQs

What is Active Travel?

Active Travel means making journeys by physically active means - like walking, cycling, wheeling or scooting.

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Which technical standards are you using for this scheme?

In July 2020, the UK Government published, "[Gear Change: A Bold Vision for Cycling and walking](#)", the national active travel strategy. The document marked a step change in how transport investment would be made in England, prioritising investment in active and sustainable modes at the heart of transport decision making. It sets out a vision which includes:

- **Healthier Happier and Greener communities** - Due to the increase in active travel and reduction in vehicle travel; resulting in cleaner, healthier, safer, and quieter streets.
- **Safer streets** - Where none are afraid to cycle to and from work and school.
- **Convenient and accessible travel** - Where cycling and walking are seen as the most convenient, desirable, and affordable way to travel and where everyone has opportunities to take up walking and cycling.

Supporting this strategy, [LTN 1/20](#) sets out technical design standards which the Department for Transport required new schemes to meet to obtain funding.

The five core principles are:

- **Coherent**: Cycle networks should be planned and designed to allow people to reach their destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality.
- **Direct**: Cycle routes should be at least as direct, and preferably more direct, than those available for private motor vehicles. Indirect routes will result in cyclists choosing to ride on the main carriageway because it is faster and more direct, even if it's less safe.
- **Safe**: Not only must cycle infrastructure be safe, but it should be perceived to be safe so that more people feel able to cycle.
- **Comfortable**: Routes should have good-quality well-maintained smooth surfaces, adequate width, minimal stopping and starting and avoiding steep gradients. Uncomfortable transitions between on-and-off carriageway facilities are best avoided.
- **Attractive**: Cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive materials and be places that people want to spend time using.

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What are protected cycle routes?

Protected cycle routes are separated from both motor traffic and pedestrians. These can be:

Fully kerbed cycle routes, protected from motor traffic by a full-height kerb, preferably with some buffer space between the cycle route and carriageway, with the pedestrian footway set at a higher level.

Stepped cycle routes set below pedestrian footway level, typically protected from the carriageway by a lower height kerb and usually directly next to it.

Protected cycle routes may also be surfaced in a different colour to delineate them from the adjoining pedestrian footways and carriageway.

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What are shared surfaces?

A shared surface footway / cycleway is preferable to creating sub-standard widths for both pedestrian footways and protected cycle routes where the overall available width is 3.0m or less. It allows users to walk or cycle side by side and negotiate the space when passing.

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What are “corduroy” and “blister” paving?

Corduroy paving is a type of tactile paving comprising a series of raised flat-topped bars, normally buff coloured. They are used in a number of scenarios, including to delineate protected cycle routes. On the footway side, the surface is laid so that the bars are transversely across the main direction of travel for people walking, and it is called the ‘ladder’ surface in this orientation. On the cycle route side, the surface is laid so that the bars are in line with the main direction of travel for people cycling, and it is called the ‘tramline’ surface in this orientation. This arrangement was chosen because it was felt the rumble effect created by the transverse pattern would deter cyclists from entering on the pedestrian side.

Blister paving is a type of tactile paving comprising rows of flat-topped half-spheres (‘blisters’), arranged in straight lines. They are used at designated pedestrian crossing points to provide a warning and guide to vision impaired people who, in the absence of a kerb upstand greater than 25mm high, may otherwise find it difficult to differentiate between where the footway ends, and the carriageway begins.

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What are the different types of crossing facility?

Puffin Crossings are signal-controlled crossings for pedestrians only. They may be installed at junctions or as stand-alone crossings.

Zebra Crossings have white strips painted onto the road in the crossing areas, with flashing yellow lights at both sides of the road on black and white striped poles. Vehicle users are required to stop when they see a pedestrian waiting at the edge of a zebra crossing to allow them to cross the road.

Signal Controlled Parallel Crossings provide a Puffin Crossing for pedestrian only use and a similar separate signal-controlled cycle crossing alongside. These types of crossings ensure that pedestrians and cyclists follow the same route, without having to come into contact with one another.

Toucan Crossings are signal controlled crossings that are located in areas of shared pedestrian and cyclist space. These crossings allow both pedestrians and cyclists to cross in one location with no separation between types of user.

A signal-controlled cycle facility may be provided where a cycle route is connected across a road or an arm of a junction. The crossing may be for cyclists only but can be provided adjacent to a pedestrian crossing facility (Puffin Crossing) which may be useful where separate but parallel routes exist. The pedestrian and cycle crossings do not have to operate with the same signal timings.

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ROUTE SPECIFIC FAQs

A580 between A58 Stanley Bank Way and Kenyons Lane South

What is the project?

The route extends along the southern side of the A580 East Lancashire Road from its junction with the A58 Stanley Bank Way to its junction with Kenyons Lane South.

On the A580 East Lancashire Road it is proposed to:

- Upgrade 1300 metres of shared surface footway/cycleway to a protected cycle route where sufficient space is available;
- Create a short length of new protected cycle route between Millfield Lane and Kenyons Lane North on the northern side of the road;
- Introduce improved cycle crossing facilities along the A580 East Lancashire Road as follows:
 - **Haydock Lane junction** – introduce a straight through cycle crossing on the southern arm of the junction.
 - **Piele Road junction** – signalisation of the A580 East Lancashire Road (westbound)/Piele Road junction to enable the introduction of controlled cycle/pedestrian crossing facilities on the southern arm of the junction.
 - **Millfield Lane junction** – signalisation of the A580 East Lancashire Road (eastbound)/Millfield Lane junction to enable the introduction of controlled cycle/pedestrian crossing facilities on the northern arm of the junction.
 - **Kenyons Lane South junction** – signalisation of the A580 East Lancashire Road (westbound)/Kenyons Lane South junction to enable the introduction of controlled straight through cycle/pedestrian crossing facilities on the southern arm of the junction.
 - New signal controlled Parallel Crossing of the A580 East Lancashire Road midway between the Millfield Lane and Kenyons Lane South junctions that is linked to the operation of both junctions.
- Reduce the speed limit in both directions on the A580 East Lancashire Road to improve consistency of speed limits and safety for all road users. Extent of the speed limit reduction subject to public consultation.
- Remove the existing pedestrian footbridge located immediately east of the Kenyons Lane South junction.

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Will this route be a similar design to the existing bollards on Chester Lane and Clock Face Road?

No, this protected cycle route or shared surface will be physically separated from the carriageway by a kerb line, rather than the line of bollards used on the Chester Lane and Clock Face Road schemes.

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How would the route connect to the broader network?

In parallel with this Active Travel Route proposal, the council has developed its Local Cycling and Walking Infrastructure Plan (LCWIP). This policy document identified future projects to link the main Active Travel corridors to the Borough's residential, employment and leisure sites.

In the Haydock area there is a particular emphasis on linking the residential areas to the south of the A580 East Lancashire Road with the employment sites to the north. St Helens Borough Council is passionate about giving people an alternative choice of travelling, by providing safer walking and cycling facilities. In the St Helens Borough LCWIP, you can find more about these proposals under the Haydock Industrial Estate Core Walking Zone.

To the west of the A58 Stanley Bank Way junction this route will continue as a shared surface footway/cycleway all the way to the western Borough boundary with Knowsley, and onwards towards Liverpool.

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What engagement has taken place already?

We have engaged with elected councillors and other significant stakeholders, but we want to seek the views of the wider community before any detailed plans are developed.

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When will the project be complete?

Following public consultation, the feedback will be incorporated into the final designs. Once those designs are completed, likely early 2024, the process for funding applications for the construction of the route will begin.

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Why aren't you improving the crossing facilities in place at Stanley Bank Way?

The Stanley Bank Way junction has recently benefited from a major improvement scheme to increase its capacity and reduce waiting times for road users. Toucan crossings accommodating both pedestrians and cyclists are currently present across the southern arm of the junction. Possible improvements to the junction for cyclists could be included within future projects to extend the cycleway to the west.

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Why isn't the proposal extending further east than Kenyons Lane?

Wigan Council and TfGM (Transport for Greater Manchester) currently have no firm proposals to construct a cycle route along the southern side of the A580 that would connect with the route in St Helens. Additionally, the A580 to the east of Kenyons Lane South is elevated above the surrounding land on an engineered embankment. To accommodate a cycle route, construction would require significant and expensive works to widen the available footprint atop the embankment along with the widening of the two existing bridges. It was therefore determined Kenyons Lane South was the logical eastern termination point, allowing possible further extensions in future projects.

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Why does the proposal not extend to Carr Mill?

An emerging scheme for a new railway station and housing development at the junction of the A580/Carr Mill Road will most likely require alterations to the existing junction layout. The scope of the alterations is currently undetermined, and it is therefore premature in both financial and disruption terms to introduce new cycling measures at this location in advance of any necessary major junction improvement. In addition to this, significant engineering works would be required to accommodate the additional width necessary for the implementation of a cycle route over Sankey Valley, which is unlikely to receive funding at this time. Therefore, it was decided the logical western termination of this project is the Stanley Bank Way junction which allows for possible extensions to the west, north and south in future projects.

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