



By Ours Cowley Hill

Liveable Neighbourhood Consultation Feedback Report

February 2024

Draft Design



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Key

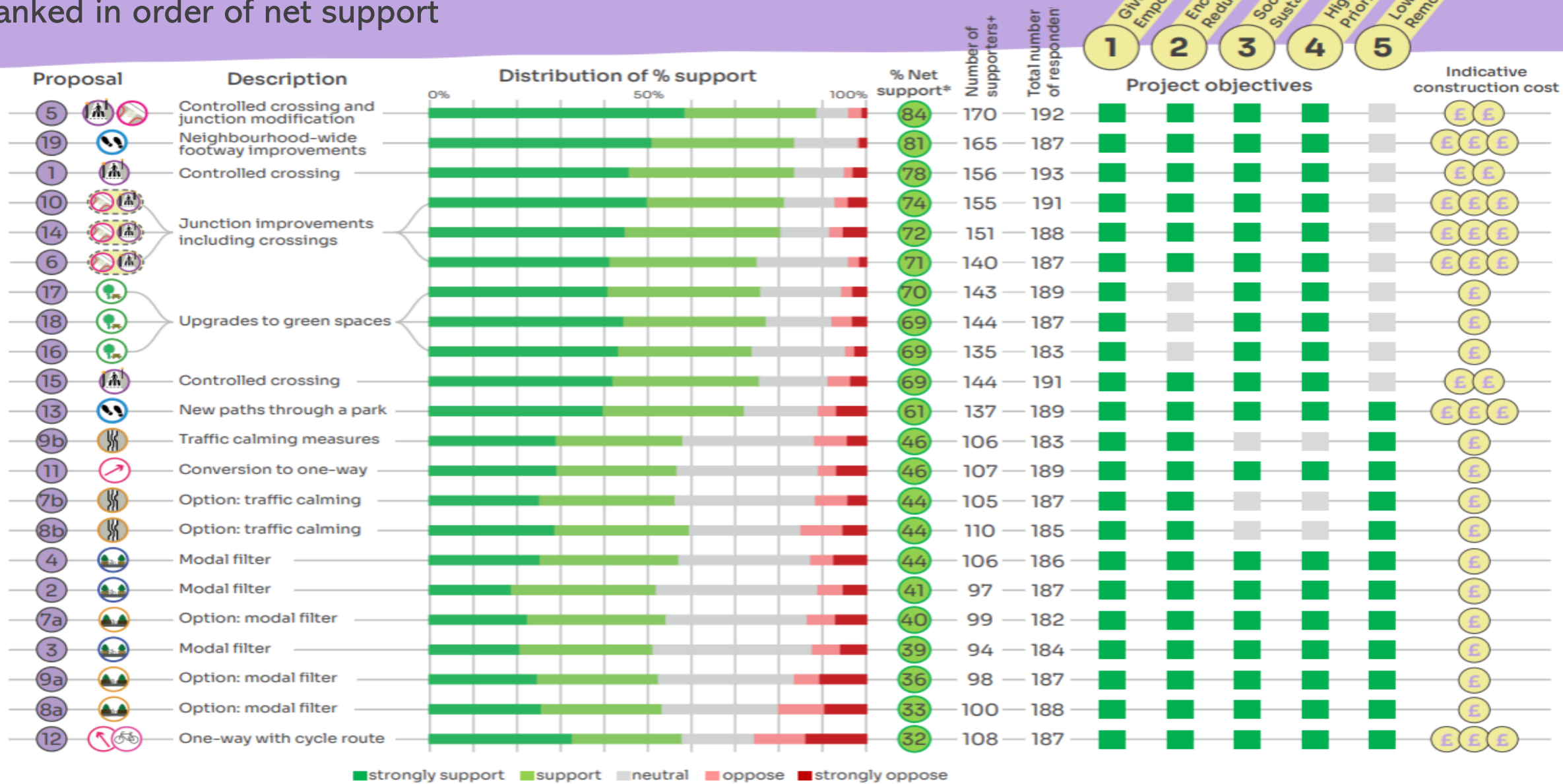
- 1 Design solution
- 2 Proposed controlled crossing
- 3 Proposed modal filter
- 4 Option of traffic calming or modal filter
- 5 Proposed walking route improvements
- 6 Proposed one-way road
- 7 Proposed junction narrowing
- 8 Proposed junction improvements
- 9 Proposed green space improvements
- 10 Proposed cycling route improvements

- 1 New controlled crossings on **Duke Street** near the junctions with **Low Street** and **Mill Street**, to make it easier to walk to the town centre, railway station, and St Mary & St Thomas Primary school.
 - 2 3 Modal filters on **Volunteer Street** (2) and **Mill Street** (3) at the junctions with **North Road** help to make more space for people to enjoy local businesses, by reducing through traffic and vehicle movements onto **North Road**.
 - 4 Modal filter with greening at the junction of **Crab Street** and **Oxford Street**, to make it easier to walk and cycle through **Cowley Hill** by reducing through traffic between **Duke Street** and **North Road**.
 - 5 New controlled crossings on **North Road** at **Crab Street** and **Windle Street**, to make it easier to cross **North Road** safely and help to slow down traffic.
 - 6 Improvements to the junction of **Rutland Street** and **North Road** including a controlled crossing, road narrowing and a continuous footway across **Rutland Street** to make it easier to access **Victoria Park** and **North Road**. There is an opportunity to create a new green area outside **St Marks Gate** entrance to contribute to the network of green spaces in the area.
 - 7 8 9 Design Solutions 7 **Rutland Street**, 8 **Windle Street**, 9 **Cooper Street** look at ways to make these streets safer and more pleasant to walk, cycle, wheel and scoot by providing options to reduce traffic speed and through traffic.
 - 10 Improvements to the junction of **Bishop Road** and **Dentons Green Lane** including controlled crossings, road narrowing and continuous footways across **Bishop Road**. This will make it safer to cross **Dentons Green Lane** and easier to walk to local schools, services and parks, as well as slowing down traffic.
 - 11 Extend existing one-way on **Keswick Road** to **Bishop Road**, with new one-way on **Canterbury Street** between **Dentons Green Lane** and **Keswick Road** to reduce traffic volume and movements. **Canterbury Street** and **Keswick Road** junction narrowing to improve visibility and safety at junctions.
 - 12 One-way road, footway widening and a two-way segregated cycle route on **Bishop Road** between **Cowley Hill Lane** and **Dentons Green Lane**, to reduce traffic and create more space for people who walk, cycle, wheel or scoot between local schools, parks, shops and services. Residents parking and formalised parking bays on **Bishop Road** to reduce pavement parking.
 - 13 New footpaths across **Bishop Road** playing field to connect **Bishop Road** with **Eldertower Road** and **Gamble Avenue**, to create new traffic-free routes to local schools, **Victoria Park**, and nearby areas.
 - 14 Improvements to the junction of **Cowley Hill Lane** and **Bishop Road** including controlled crossings and junction narrowing. This helps make it safer to cross **Bishop Road**, slow down traffic and make it easier to walk, cycle wheel or scoot in and around **Cowley Hill**.
 - 15 New controlled crossings on **Bishop Road** at **Windlehurst Avenue** and **City Gardens**. These will make it safer to cross **Bishop Road**, slow down traffic and improve access to **Victoria Park**, local schools and the town centre.
- For each street there are two options. **Option A:** a modal filter, to restrict through vehicle traffic, but will still allow people who walk, cycle and wheel. **Option B:** traffic calming, which could include raised tables, build outs or road narrowing to encourage people to drive more slowly.
- Improved green spaces**
- 16 on **Cooper Street**
 - 17 on **Crab Street**
 - 18 At the Junction of **Dentons Green Lane** and **Windlehurst Road**
- These will create outdoor spaces for the community to enjoy that also support nature and biodiversity. This can include, where appropriate:
- Trees, shrub, and wildflower planting.
 - Areas for vegetable and flower growing
 - Fruit trees
 - Seating and litter bins
 - Play equipment
 - Better maintenance of existing greenery
 - Public artwork and street art
- Improved walking routes throughout Cowley Hill**
- To make it easier for people to walk, wheel and scoot around the area by making the experience safer and more enjoyable. The routes link key places within and outside the project area. Potential features include, where appropriate:
- Dropped kerbs
 - New crossings
 - Priority at junctions for people who walk, wheel or scoot
 - Additional lighting
 - Footway parking restrictions
 - Greening including street trees and planting beds

The consultation findings were shared by Sustrans with St Helens Borough Council in July 2023, with officers reviewing the feedback and prioritising the list of proposed infrastructure improvements requested by the local community within the allocated budget.

Summary of neighbourhood proposals

Ranked in order of net support*



- 1 Give people a say
Empower communities
- 2 Encourage active journeys
Reduce carbon footprint
- 3 Social connections
Sustainable living
- 4 High-quality public space
Prioritise people over cars
- 5 Low-traffic areas
Remove through-traffic

*Net support is the percentage of 'strongly support' and 'support' responses minus the percentage of 'oppose' and 'strongly oppose' responses.

You said – We listened

You said:

1 Controlled Crossings

2 Footway Improvements

3 Junction Improvements

4 Green Space Improvements

5 New Paths through the Park

6 Traffic Calming Measures

We listened:



A signalised puffin crossing on Duke Street, to the west of Hamer Street



Pedestrian accessibility improvements across a West-East corridor from Bishop Road to North Road, with the inclusion of dropped kerbs



Raised junction tables incorporating uncontrolled at-level pedestrian crossing facilities. These also act as vertical traffic calming features. The junction locations are Bishop Road/ Wynne Road, Wynne Road/ Cowley Hill Lane, Cowley Hill Lane/ Windle Street, Windle Street/ Stanhope Street/ Morello Close, Windle Street/ North Road/ Lord Street



A 'Pocket Park' at Cooper Street / Chapel Street with a new footway link between Cooper Street and Halefield Street, incorporating new seating provision, tree planting, bin storage, improved lighting, and cycle storage.



A new 3.5metre wide active travel route through the park providing a shared use footway and cycleway across Bishop Road Playing Fields, between Bishop Road and Elderflower Road. This will link the community to local primary schools and green amenities, with the incorporation of new seating provision, tree planting, bin storage, improved lighting, and cycle storage.

The Final Design



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