



St Helens Borough Council

## **Active Travel Routes 2023**

Have Your Say Outcome Report – A580 Kenyons  
Lane South to Stanley Bank Way

STHATR-FCL-GEN-R1L17-RP-H-0006



## Document Control Sheet

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## BS EN ISO 19650-2: Revision & Status Codes

Revision Code	Status Code	Description
<b>Design Development</b>		
P01	S2	For Information (Received data only)
↓	S3	For review and comment
Pnn	S5	For Stage Approval (Final document at Stage)
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Pnn	A4	Design (Final Detailed Design document for Tender)
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# 1 Executive Summary

This Have Your Say Outcomes Report has been produced to summarise the findings of a Have Your Say exercise undertaken regarding the proposed Active Travel Route between Kenyons Lane South and Stanley Bank Way, located on the A580 in St Helens. The Active Travel Route is presented and designed by St Helens Borough Council in conjunction with an externally employed Design Team. This Active Travel Route aims to increase the safety and volume of people cycling within the area by providing people accessing the Haydock Industrial Estate, as well as other destinations along the A580, with improved quality active travel infrastructure.

The report outlines the consultation process which took place over a six-week period, ending on Monday 27<sup>th</sup> November 2023. Details on the consultation methodology, provided information and stakeholders contacted as well as common questions and concerns from stakeholders have been included within this report. Official responses from St Helens Borough Council accompany the responses and concerns. A list of Frequently Asked Questions (FAQs) has been provided within *Appendix C*.

St Helens Borough Council and the Design Team consulted with local stakeholders by providing supporting information via a letter drop covering a wide area along the Active Travel corridor which included both residential and business premises. Direct emails and meetings also took place with key stakeholders including blue light services, Liverpool City Region Combined Authority, Ward Members, National Highways and neighbouring Local Authorities. Detailed information was provided via the St Helens Borough Council website for the active travel route, this included the consultation questionnaire which is contained within *Appendix B*. It should be noted that this questionnaire was available as a paper copy at the in-person consultation events for those unable to access the online questionnaire. An email address was also made available via the Council's website for those wishing to request the questionnaire in an alternative format.

Additional advertisement of the consultation process was promoted via various social media outlets including St Helens Borough Council website, Facebook, Twitter and LinkedIn Pages, Merseyside Cycling Campaign website and Facebook page plus an online press release published in the St Helens Star. Examples of the advertisements/posts, as well as pictures of the consultation events can be seen in *Appendix E*.

From the questionnaire responses provided, the Council and Design Team have developed a comprehensive overview of the opinions and views of the key stakeholders and the local community. All major concerns from contributors have been responded to within this report and many viewpoints have been noted and will be included, as far as reasonably practicable, within the detailed design of the A580 Active Travel Route Scheme. A list of the most common FAQs have been provided and will be published by St Helens Borough Council alongside other additional information associated with the proposed scheme.



The response from key stakeholders was mixed but overall positive towards the scheme. A total of 115 people provided responses either via the online survey and/or at the in-person consultation events. Local stakeholders stated that they learnt about the consultation process through a wide range of sources including letters delivered to their addresses, social media posts and through flyers that were handed out at the public consultation venues. This represents a response rate of approximately 8.6% of the homes and premises that received a letter advising of the consultation. From the recorded demographics of people consulted, it can be assumed that a good range of stakeholders have been consulted and the viewpoints obtained provide a comprehensive overview of the opinions of the wider community.



## 2 Introduction

### 2.1 Overview of the Proposed Development

The route will run between Kenyons Lane South and Stanley Bank Way on the A580, to provide commuters to Haydock Industrial Estate and visitors to other destinations along the A580 with a safe and effective means of active travel, in addition to helping local residents move around their area with ease. Moreover, the current bridge crossing of the A580 to the immediate west of Kenyons Lane South is proposed to be replaced with a more accessible at-level crossing. The route is detailed below within Figure 2-1.

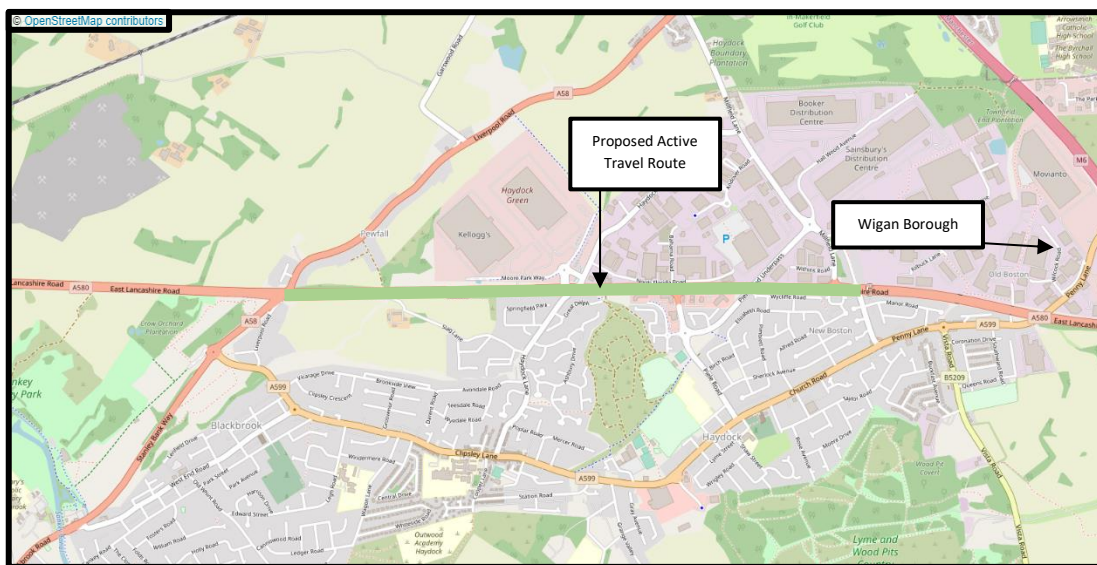


Figure 2-1 - Proposed A580 Active Travel Route Scheme

The route will include elements of speed reductions, improved street lighting, new pedestrian crossings (which can also be used by cyclists) and protected cycle lanes to separate users from general traffic. It should be noted that the proposed plans vary in type over the full length of the route, but rather designed to make best use of the varying highway corridor width in compliance with the government design guide LTN 1/20. Full details of the proposed cycleway design can be found on the St Helens Borough Council Webpage:

<https://www.sthelens.gov.uk/article/9703/Active-Travel-proposed-route-A580-East-Lancashire-Road#:~:text=The%20A580%20East%20Lancashire%20Road,Cycling%20and%20Walking%20Infrastructure%20Plan.>

The drawings of the proposed Active Travel Route used to inform the Have Your Say exercise are included as *Appendix D* of this report.



## 2.2 Overview of the Consultation Process

The consultation process was started with a letter drop to residents and businesses within a localised area surrounding the proposed Active Travel Corridor. The location of the houses and businesses included within the leaflet drop and a copy of the letter can be seen in *Appendix A*. Following this, three in person events were held at the following locations and times:

- Haydock Library on Monday 30<sup>th</sup> October 2023, 11:30 – 13:30
- Haydock Cricket Club on Thursday 2<sup>nd</sup> November 2023, 16:00 – 19:00
- Haydock Industrial Estate Costco on Tuesday 14<sup>th</sup> November 2023, 16:00 – 19:00

Meetings and direct email communication with stakeholders including Liverpool City Region Combined Authority, National Highways, Blue Light Services, Ward Members, Wigan Council, Knowsley Council, Accessibility and Cycling groups took place regarding the proposed plans. The consultation process was promoted by some cycling groups on their own web pages and social media channels.

An article was published in the St Helens Star to inform stakeholders of the proposed plans and direct them to the consultation questionnaire. This article can be accessed via:

<https://www.sthelenstar.co.uk/news/23853123.say-new-active-travel-routes-proposed/#comments-anchor>

Detailed information, including the consultation stage drawings package, proposals for speed limit reductions and survey about the proposed A580 active travel route was provided on the St Helens Borough Council website for stakeholders to read prior to completing the questionnaire.



### 3 Analysis of Have Your Say Responses

The main Have Your Say process employed to collect the viewpoints of residents and stakeholders for the A580 Active Travel Route scheme was an online questionnaire which is detailed below. It should be noted that paper copies of this questionnaire were available at the in-person events for those who may not be able to access it online, with a pre-paid return envelope available to return the questionnaire. An email address was provided on the Council website to request alternative formats of the questionnaire if required.

Informal recorded responses from the in-person consultation event have also been detailed below.

#### 3.1 Overview of Questionnaire Respondents

During the surveys, the respondents were asked to state their age, ethnicity, gender and religion. This is to allow St Helens Borough Council to identify if the consultation was able to reach a significant proportion of the relevant stakeholders and ensure that the responses gained were not skewed by having a large proportion of viewpoints coming from a singular demographic. The overview below suggests most respondents were female and aged between 45-54, with a postcode map of respondents to be detailed within *Appendix F*:

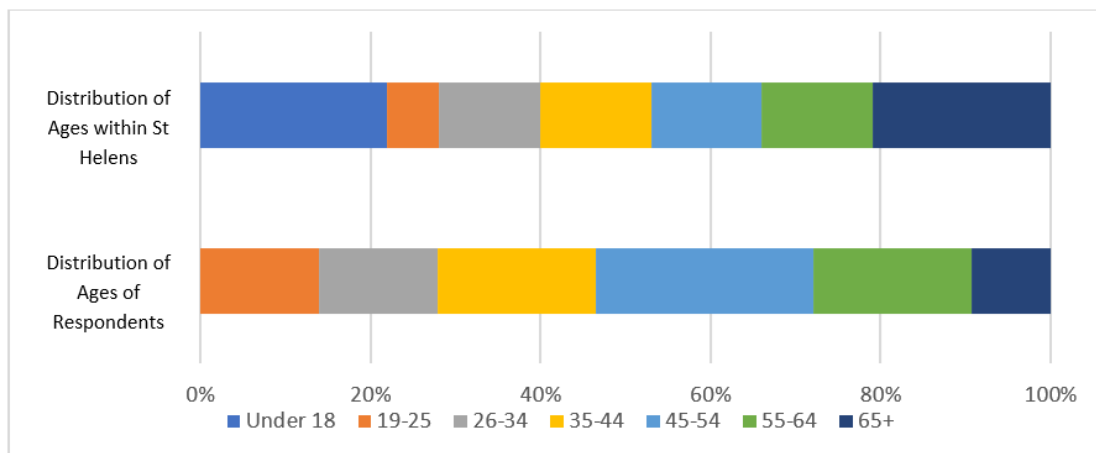


Figure 3-1 - Age Range of Respondents



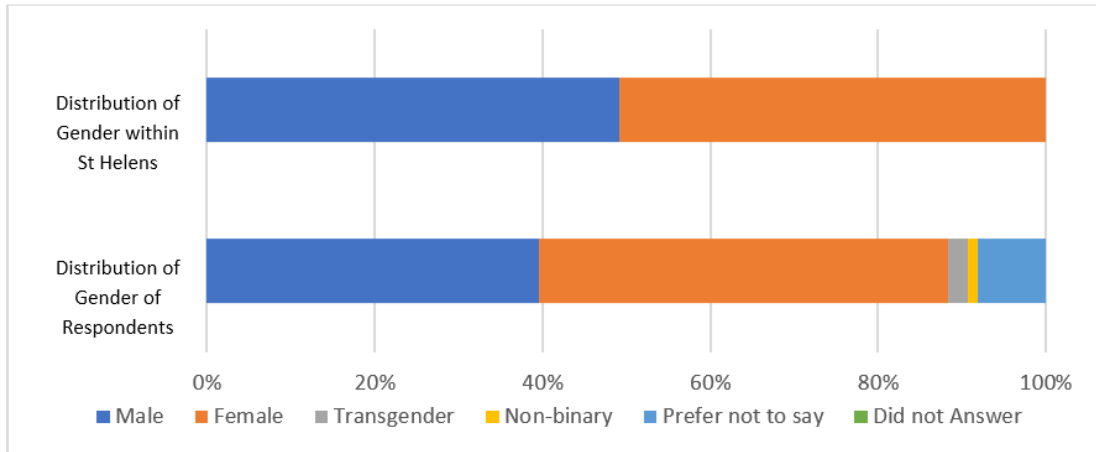


Figure 3-2 - Gender of Respondents

### 3.2 Questionnaire Responses

Question 1 - Do you work on or Travel to the Haydock Industrial Estate on a regular basis (e.g. twice or more a week)?

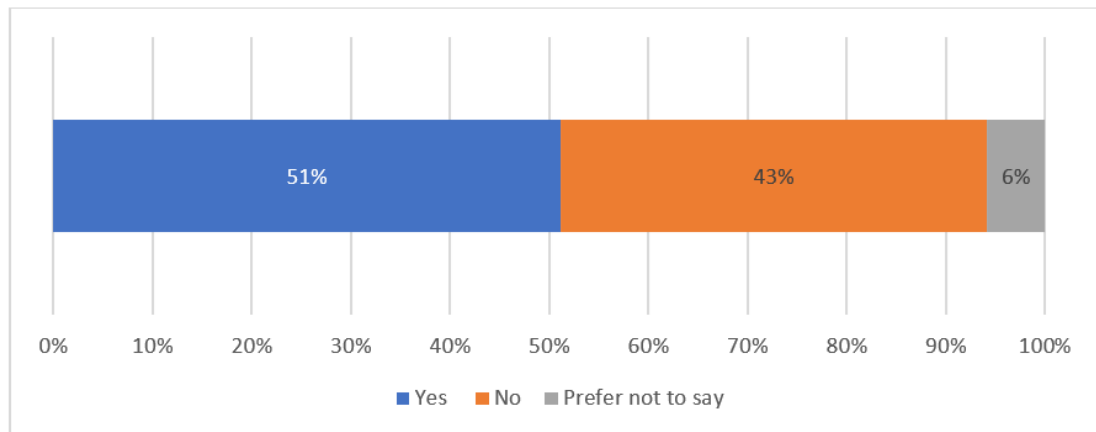


Figure 3-3 - Question 1 Responses



Question 2 - We have proposed to upgrade sections of the current shared surface footway/cycleway, where sufficient space is available, to a protected cycle track along the southern side of the A580 East Lancashire Road between the A58 Stanley Bank Way and Kenyons Lane South junctions.

Do you support this?

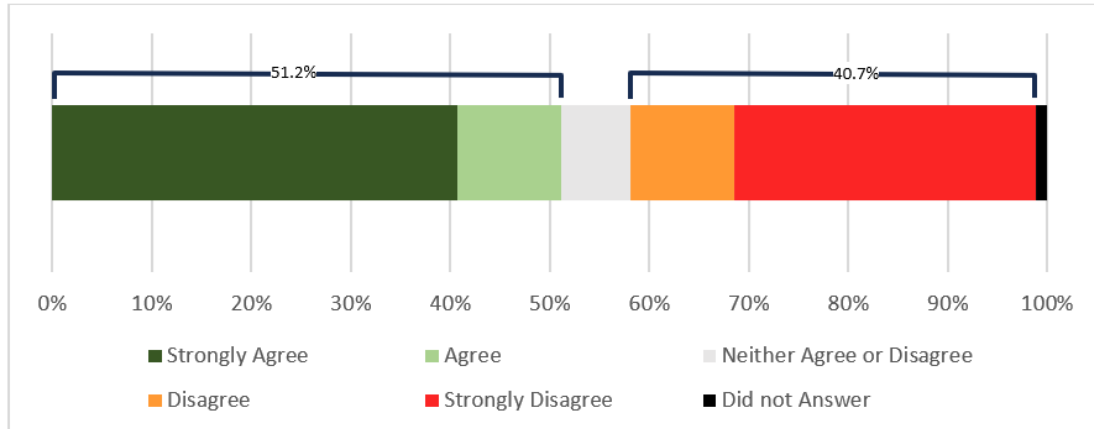


Figure 3-4 - Question 2 Responses

### Q2 - You Said:

There is already a wide and sufficient pathway for pedestrians and cyclists along the proposed route, cyclists use the pavement endangering pedestrians using the route.

### Our Response:

Although the route is currently designated as a shared space between pedestrians and cyclists, it has been found during previous research (and this consultation) that the limited and shared width does not provide the most ideal facilities for cyclists and pedestrians. The design of the proposed route includes areas for pedestrians and cyclists separated by a level difference, as far as reasonably possible. This makes the separation and areas designated for pedestrians and cyclists more obvious and reduces the risk to both parties. Small volumes of shared space have been required over the route length due to the limited highway corridor width, however, these have been reduced as far as reasonably possible. By separating the pedestrian and cycle areas, cyclists will be able to efficiently use the route with a much lower risk of conflicts between pedestrians.

### Q2 - You Said:

Please ensure the cycle path and pedestrian areas are clearly designated, other shared cycle and pedestrian areas are dangerous as pedestrians walk on the cycle lane due to no separation and it not being clearly marked.



### **Our Response:**

The design along the A580 follows the government design guidance called Local Transport Note 1/20. Our design therefore utilises kerbs, throughout the majority of the design, to separate the pedestrian, cycling and carriageway areas to ensure all road users are protected. Areas which have limited carriageway width have required short lengths of shared pedestrian and cycle areas, however, this will be clearly signed to indicate to all road users that the area can be used by both cyclists and pedestrians.

### **Q2 - You Said:**

There are other issues within St Helens that require funding for example potholes along the roads, local libraries and other community institutions. Why aren't these receiving the funding?

### **Our Response:**

The funding being allocated to this project has been ring-fenced by central government to be used for the sole purpose of increasing active travel within boroughs. The funding rules mean that if it is not used for developing new active travel routes, it must be returned and will be lost to the Borough of St Helens.

### **Q2 - You Said:**

There is no point upgrading the A580 without making safe the routes stemming off the A580 to other destinations.

### **Our Response:**

The A580, East Lancashire Road, is a popular route for walkers and cyclists for commuting to employment sites and for leisure purposes. The construction of a new segregated active travel route on this corridor will provide many opportunities to create extra links into Haydock (for example along Piele Road towards primary schools) and into Haydock Industrial Estate. It was selected as one of the priority corridors due to the impact that the route and additional connections could have. St Helens Borough Council is committed, along with the Liverpool City Region Combined Authority, to creating a safe and effective network of interconnected cycle routes across the region. By constructing the route along the A580, East Lancashire Road, as an early priority further links can be planned for the near future.



## **Q2 - You Said:**

There are few cyclists that use this route, the money would be better spent in other areas of the borough.

## **Our Response:**

Cycle counts have been undertaken using Automatic Traffic Counters situated at strategic points along the proposed route. It was found that there is significant use of the route by cyclists, with the peak times for cyclists being early in the morning and later in the evening, suggesting that shift workers from local businesses use the route as their way to commute to and from work.



*Question 3 - To facilitate the implementation of the active travel route, we have proposed to reduce the speed limit in both directions on the A580 East Lancashire Road. We have devised three options which comply with government guidance, please rank the options in order of preference, with 1 being your most preferred option and 3 being your least preferred option.*

Option 1	Reduction of speed limit to 40mph along the A580 between the two existing 40mph sections west of the M6 junction 23 and east of Stanley Bank Way/Liverpool Road, making the whole of the section 40mph.
Option 2	Reduction of speed limit to 40mph between existing 40mph limit west of the M6 junction 23 and just west of Millfield Lane. Reduction to 50mph between this point west to the 40mph limit that is retained east of Stanley Bank Way/Liverpool Road.
Option 3	Reduction of speed limit to 40mph between existing 40mph limit west of the M6 junction 23 and just west of Millfield Lane. Reduction to 50mph between this point and east of Haydock Lane, which then changes to a 40mph section over the Haydock Lane Junction. Then a reduction to 50mph between this point west to the 40mph limit that is retained east of Stanley Bank Way/Liverpool Road

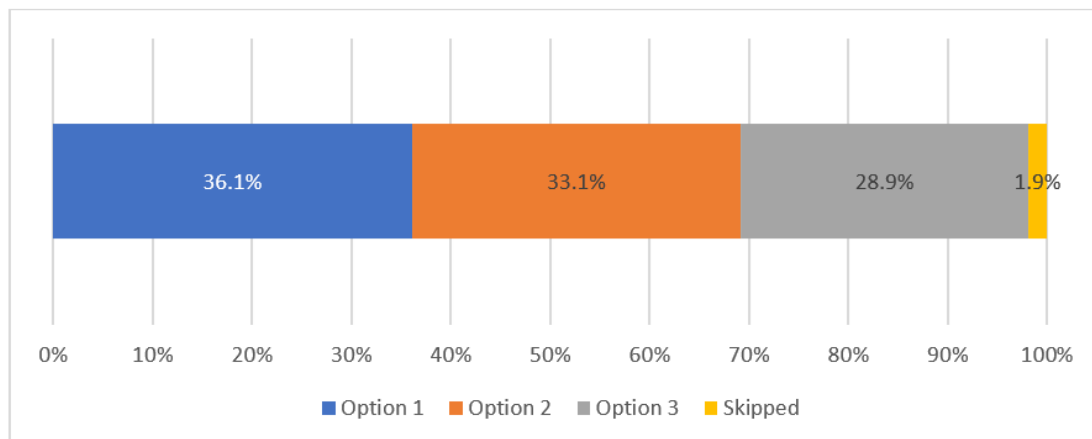


Figure 3-5 - Question 3 Responses

**Q3 - You Said:**

Putting a pedestrian controlled crossing just after Millfield Lane will impact on vehicles joining the East Lancs from Millfield Lane, it will reduce the distance to join safely and will cause a tailback at busy times.

**Our Response:**

Millfield Lane will be controlled by traffic lights with vehicles on the A580 stopped to allow vehicles to exit from Millfield Lane. These lights will be connected to the pedestrian crossing to ensure the timings of the lights operate efficiently. The pedestrian crossing lights will only operate when vehicles are required to exit Millfield Lane to ensure vehicles on the A580 are not stopped unnecessarily. The introduction of the lights increases the safety of the junction



for motorists to ensure they do not have to join the A580 via the “give way merge” arrangement which exists at present amongst a high flow of traffic. Nonetheless, the introduction of traffic signals at this junction will increase journey times for motorised traffic by up to 90 seconds.

### **Q3 - You Said:**

Reducing the speed limit will slow down all traffic and create more traffic jams along the road and does not affect the cycle route.

### **Our Response:**

The reduction in the speed limit along the A580, East Lancashire Road, is required for the design to be compliant with Central Government Guidance on the design of cycle routes and to secure funding. Keeping existing higher speed limits than the options proposed would require a wider corridor for the new footway and cycle track. This would mean narrowing the road for vehicles and this is undesirable for traffic, likely causing lower average speeds and longer journeys.

A reduction in the speed limit will create a less hostile environment for pedestrians and cyclists with negligible effects for journey times. It would also allow the current width of the traffic lanes to be maintained.

### **Q3 - You Said:**

This is an unfair question as there is no option to say we don’t want any changes to the speed limit.

### **Our Response:**

No option for the retention of the speed limit was included within the options put forward for ranking, as retaining the current speed limit would not allow a compliant active travel route to be created. Please see response above.

### **Q3 - You Said:**

How will any new speed limits be enforced, as it doesn’t seem like the existing speed limits are subject to much enforcement?

### **Our Response:**

The Council is working with Merseyside Police and the Merseyside Safety Partnership on including physical measures that will assist them to be able to enforce the speed limits on this section of the A580. This may include areas in the verge where mobile speed cameras can be safely sited.



Question 4 - We have proposed to install new traffic control signals onto the A580 East Lancashire Road at Kenyons Lane South (westbound), Piele Road (westbound), and Millfield Lane (eastbound) to control the vehicle movements both into and out of these side roads to facilitate the Active Travel improvements.

Do you support this?

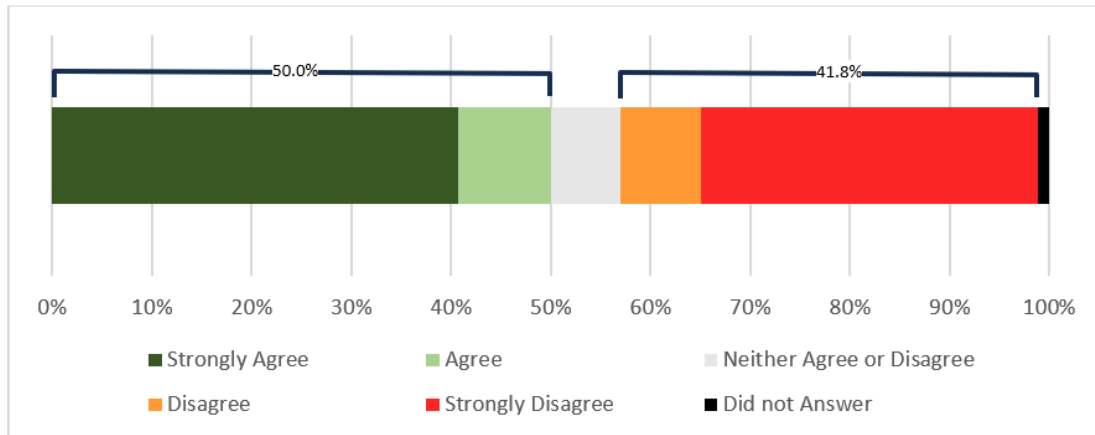


Figure 3-6 - Question 4 Responses

#### Q4 - You Said:

Additional traffic lights to accommodate movement out of side roads will increase the pollution and congestion along the A580.

#### Our Response:

The introduction of the traffic lights to the proposed side roads will improve the safety for vehicles exiting those side roads as well as helping both cyclists and pedestrians cross the roads. The lights will be fitted with sensors and therefore only activate when there is a vehicle needing to exit the side roads, making the lights efficient and minimising disruption to the flow of traffic on the A580, East Lancashire Road.

#### Q4 - You Said:

Why doesn't the proposal extend further to encompass the M6 and Stanley Bank Way/Liverpool Road junction and beyond?

#### Our Response:

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.



At the time of consultation, Wigan Council and Transport for Greater Manchester (TfGM) 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 an improved cycle route, construction would require significant works to widen the available footprint atop the embankment along with the widening of two existing bridges which at present would be cost prohibitive. It was therefore determined Kenyons Lane South was the logical eastern termination point, allowing possible further extensions in future projects.

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 in that location. 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 just east of the Stanley Bank Way junction.

Our ambition as set out in the Local Cycling and Walking Infrastructure Plan (LCWIP) is a much longer strategic route all the way from Manchester to Liverpool. This must be done in phases and in partnership with several local councils and Metro Mayors.

#### **Q4 - You Said:**

Instead of halting the traffic before Millfield Lane, install a roundabout or dedicated right turn which would allow vehicles to enter Millfield Lane who are travelling westbound rather than them using the Piele Road underpass.

#### **Our Response:**

This particular project is targeting improved conditions for pedestrians and cyclists on the A580 and the funding for the works must be spent specifically on that aim. In the future, if new funding becomes available which aligns with the request to introduce a right-turn into Millfield Lane, the Active Travel proposals currently being developed could be amended accordingly and address wider traffic routing to the Haydock Industrial Estate.





*Question 5 - We have proposed to install a new parallel signalised cycle/pedestrian crossing facility across the A580 East Lancashire Road at a point midway between the Millfield Lane and Kenyons Lane South junctions to facilitate the Active Travel improvements.*

*Do you support this?*

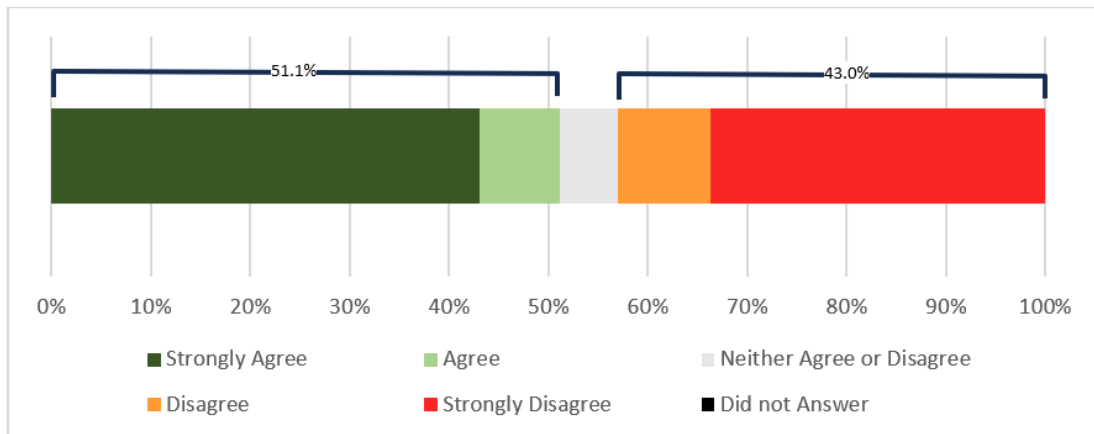


Figure 3-7 - Question 5 Responses

*Question 6 - We have proposed to remove the existing pedestrian footbridge located immediately east of the Kenyons Lane South junction following the installation of the proposed parallel signalised cycle/pedestrian crossing. The new road level signalised crossing will be accessible for all users, unlike the current footbridge, and a duplication of crossing facilities in this location is unnecessary.*

*Do you support this proposal?*

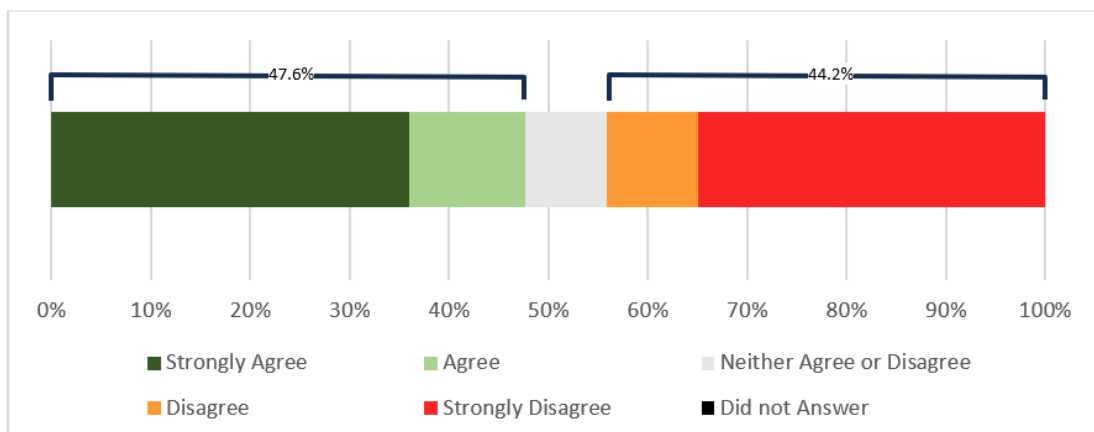


Figure 3-8 - Question 6 Responses



### **Q6 - You Said:**

The footbridge is sufficient for crossing the A580, money would be wasted in constructing push-button traffic lights for crossing. Or keep the bridge in place as well as installing the lights, gives people a choice in which they use.

### **Our Response:**

The footbridge currently in place requires regular maintenance to keep the bridge in service. The overall costs of installing the proposed at level crossing and removing the bridge would, in the long term, be more cost effective for the council. Several anti-social behaviour reports have also been submitted to the police and the Council regarding unsafe and anti-social activities occurring on the bridge, making it feel unsafe for a number of people to use. The bridge is not accessible for many residents of St Helens, as it requires users to negotiate steps and those with limited mobility or parents using push-chairs are unable to access the bridge without difficulty. People have been recorded making dangerous uncontrolled crossings over the A580 in the location where the new crossing is planned, lifting bicycles over barrier in the central reservation.

If the bridge were to remain, it would obscure the traffic signals for the new traffic lights which are part of the proposals. This would create safety issues for vehicles and pedestrians on the A580 and a new at-grade crossing could not be constructed.

### **Q6 - You Said:**

Update the footbridge and put in a ramp so people on bikes can use the footbridge.

### **Our Response:**

To ensure that the bridge is fully accessible to all users, a significant ramp would be required so people of all mobility levels could access the bridge. The construction of this ramp would require significant space to ensure the correct gradient and would require a lane in both directions from the carriageway to be sacrificed for the construction of the access ramp. The cost of this modification as well as the ongoing maintenance costs for the deteriorating condition of the bridge would be significant. Given the additional time required for users to navigate the bridge and the evidence we have recorded of people who already choose not to use the bridge, modifications to the structure are unlikely to address any safety issues at this location.



**Question 7 - Thinking about the proposals as a whole:**

*Do you think the proposals would make you more likely to use the route for walking, particularly for local journeys?*

*Do you have any specific comments on infrastructure provision for walking in your local area?*

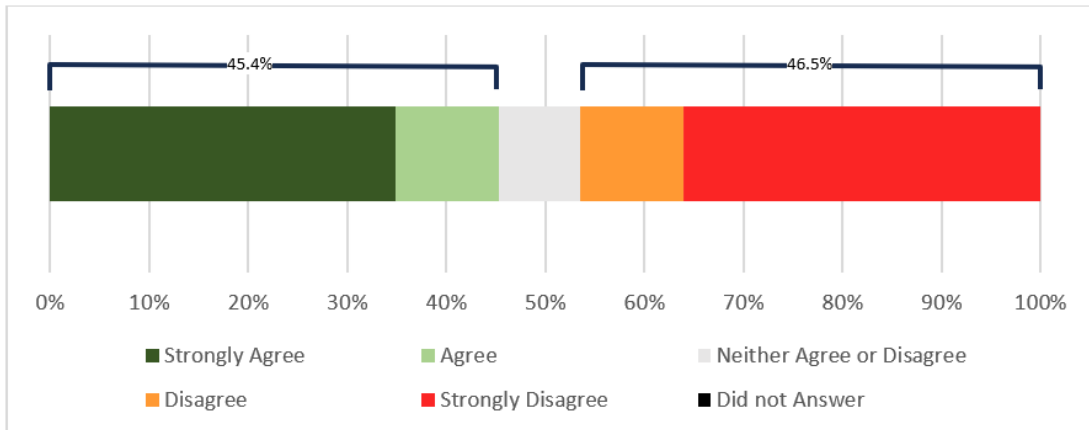


Figure 3-9 - Question 7 Responses

**Question 8 - Thinking about the proposals as a whole:**

*Do you think the proposals would make you more likely to use the route for cycling, particularly for local journeys?*

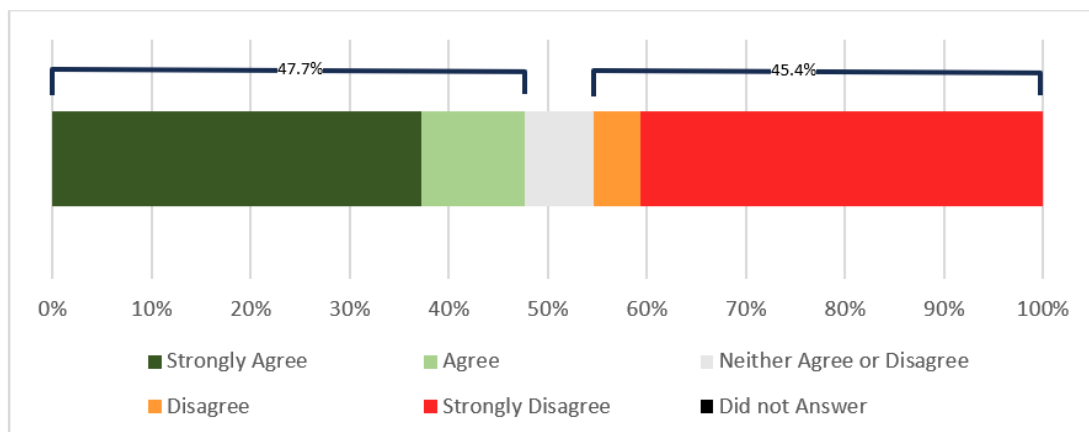


Figure 3-10 - Question 8 Responses



### **Q8 - You Said:**

More walking and cycling links are needed to link the East Lancs back into the local communities that it serves.

### **Our Response:**

The A580, East Lancashire Road was chosen as one of the priority cycle route corridors to improve because it is already used by relatively high numbers of cyclists and pedestrians, and it links residential areas with major employment sites. St Helens Borough Council is committed, along with the Liverpool City Region Combined Authority, to creating a safe and effective network of interconnected cycle routes across the region. The construction of a new segregated active travel route on this corridor will provide many opportunities to create extra links into Haydock (for example along Piele Road towards primary schools) and into Haydock Industrial Estate.

Also, it is proposed to formalise/improve the existing links from Wycliffe Road, thereby improving connectivity to the route.

Further information about Liverpool City Region Local Walking and Cycling Infrastructure Plan can be found at:

[LCR-LCWIP-Final.pdf \(sthelens.gov.uk\)](#)

### **Q8 - You Said:**

HGVs and lorries using inappropriate routes, such as along Kenyons Lane South, are causing ground vibrations, fractured drains, sinking pavements, pollution, and noise to local residents.

### **Our Response:**

Although these concerns do not directly relate to the Active Travel Scheme they have been forwarded to Highway and Environmental Services to review. The potential for a weight limit on Kenyons Lane South will be explored.



*Question 9 - When thinking about how you currently make journeys of under two miles in your local area, please rank the options below with number 1 being the travel mode you use most often. You don't need to rank all of the options.*

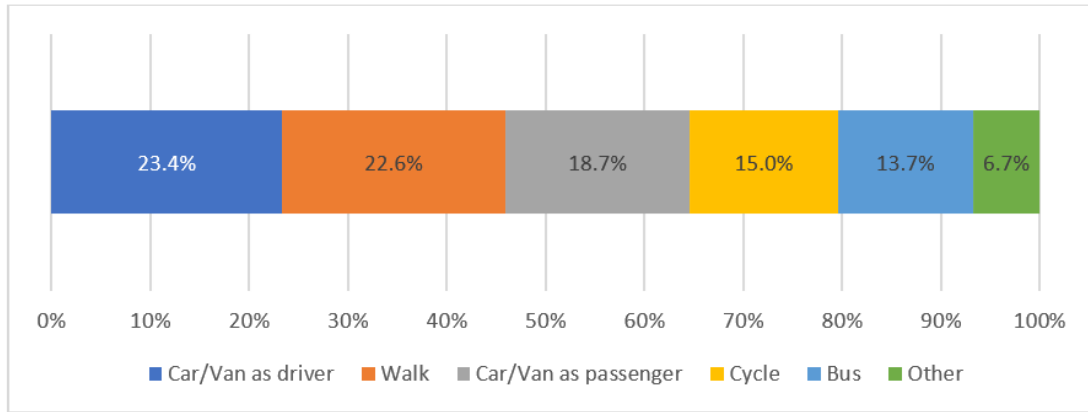


Figure 3-11 - Question 9 Responses

*Question 10 - If we made it safer to walk and cycle in your area, how would you like to make journeys of under two miles in your local area? Please rank the options below with number 1 being the travel mode you would most like to use. You don't need to rank all of the options.*

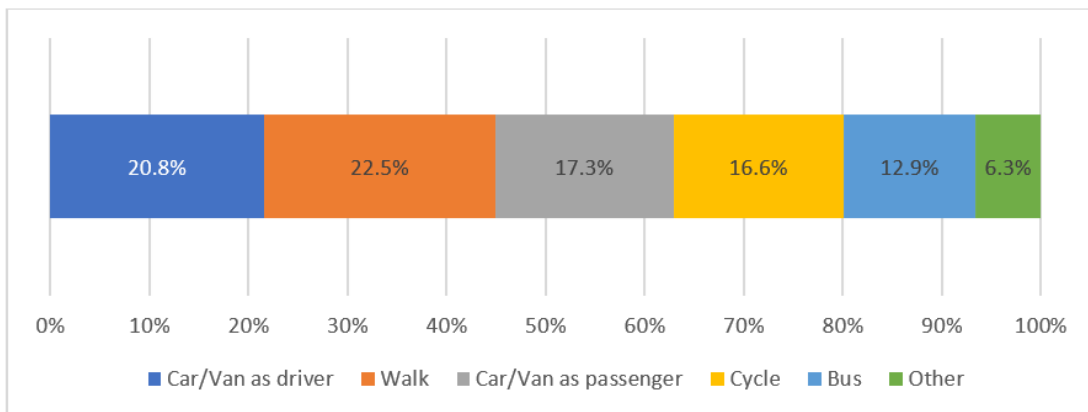


Figure 3-12 - Question 10 Responses



Question 11 - The provision of high-quality Active Travel infrastructure is more likely to make me consider using cycling or walking for short journeys in the future.

Do you support this statement?

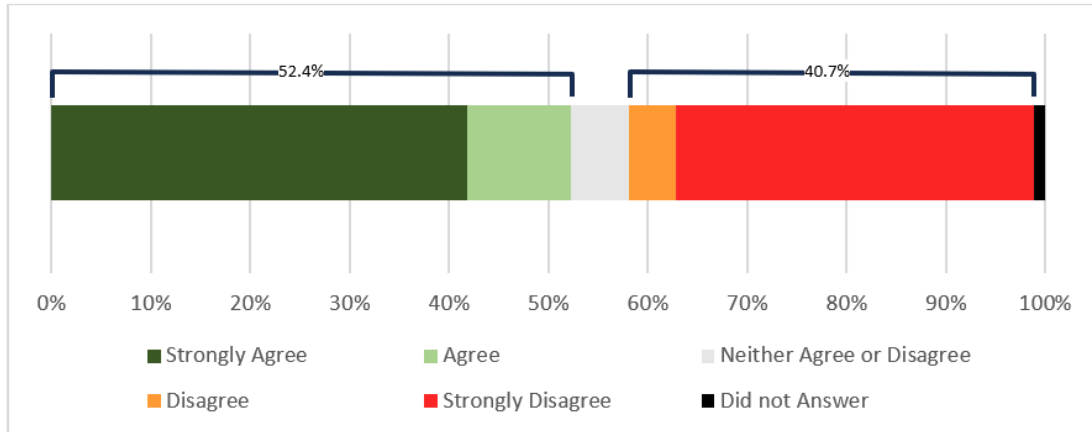


Figure 3-13 - Question 11 Responses

### 3.3 In-Person Consultation Events

#### 3.3.1 Overview of Events

Three in person events were held at the following locations and times:

- Haydock Library on Monday 30<sup>th</sup> October 2023, 11:30 – 13:30
- Haydock Cricket Club on Thursday 2<sup>nd</sup> November 2023, 16:00 – 19:00
- Haydock Industrial Estate Costco on Tuesday 14<sup>th</sup> November 2023, 16:00 – 19:00

During these events, members of both St Helens Borough Council and the external Design Team were available to talk through the proposals and answer questions from stakeholders. The proposed plans provided on the St Helens Borough Council website were available to view in person and a number of comments were recorded by St Helens Borough Council and the Design team and are presented and answered below. It should be noted several points were raised at the in-person events as well as within the online survey, in these cases the comments have not been repeated and can be found in the section above.

#### 3.3.2 Key Comments

The key comments and questions received from the in-person consultation events are outlined below. In general, it was found that people supported the reduction in the speed limit to 40mph across the whole route with some complaints regarding the overgrown vegetation across the length of the A580.

It should be noted that three people, during the course of the consultation process, raised concerns regarding asylum seekers that are currently housed within the Ibis Hotel at Haydock.



They raised questions surrounding whether free bikes were provided to a number of the asylum seekers and that the proposed active travel scheme was being implemented as a response to this. St Helens Borough Council are undertaking this active travel scheme, along with a number of other cycle route schemes in line with our Local Cycling and Walking Infrastructure Plan, to benefit all people who live and work in the borough and the Liverpool City Region by helping to create a network of interconnected cycle routes across the region. The donation of the free bikes was not undertaken by St Helens Council but rather by the charity Our Warm Welcome, further details of this can be found at the link below:

<https://www.sthelenswellbeing.org.uk/services/stop-smoking/articles/our-warm-welcome-get-on-their-bikes-thanks-to-charity-grant>

### **You Said:**

Can Kenyons Lane South have a weight restriction? Heavy Goods Vehicles currently use the route as a “rat run” causing significant noise, vibration and damage to properties on this road.

### **Our Response:**

This could be considered at the Detailed Design stage. A similar restriction is in place on Haydock Lane.

### **You Said:**

Can yellow box junctions be placed over the driveways of any houses close to the junctions proposed to have traffic lights installed? It is currently a problem for residents exiting their homes when traffic queues to exit the junctions.

### **Our Response:**

Thank you for indicating your concern for this, this will be investigated and, if possible, included within the detailed design stage of the cycle route design.

### **You Said:**

How will the step between the cycleway and footway be marked so people don't injure themselves on the level difference?

### **Our Response:**

The footway and cycleway will be clearly marked, and appropriate material used to provide a clear difference between them for all people, including those with visual impairments. The current design proposal is for a 60mm step between the two, but this will be reviewed further at detailed design stage.

**You Said:**

Moore Park Way exit lanes are not aligned, and it is dangerous for cars moving between Moore Park Way and Haydock Lane.

**Our Response:**

Thank you for indicating your concern for this, this will be investigated within the detailed design stage of the cycle route design, on improved wherever possible.





## 4 Conclusion


St Helens Borough Council and the externally employed Design Team have considered the responses received during this consultation process and will take into account the comments and concerns of the respondents to this survey as far as reasonably possible during the next stage of this design process. St Helens Borough Council is confident that this Active Travel Route will provide a much-needed increase in the volume of high quality and accessible active travel infrastructure, to allow local residents to switch their mode of transportation for short journeys from high emission modes of transportation to a mode that is more active and sustainable.


St Helens Borough Council wish to thank everyone who attended the consultation events and those who took the time to complete the survey to provide the necessary feedback that has gone into constructing this report and, which will be used to inform the design of the route.

Additional information will be published onto the St Helens Borough Council website in due course.



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