



St. Helens Southern Gateway (ERIC) Public Consultation 2021

Frequently Asked Questions



ST HELENS
BOROUGH COUNCIL



**INDUSTRIAL
STRATEGY**
TRANSFORMING CITIES FUND



**LIVERPOOL
CITY REGION**
COMBINED AUTHORITY

METROMAYOR
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St. Helens Southern Gateway (ERIC) Frequently Asked Questions

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**For any other questions
or to be sent a printed
copy of the survey,
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PROJECT FAQs

What is the ERIC Project?

Please note this project was formerly called ERIC, it is now the St. Helens Southern Gateway.

ERIC stands for Eastern Region Interchange and Connectivity - a project planned for Lea Green Station and the surrounding area. The ERIC project will deliver much needed improvements for people walking, cycling and using public transport in Lea Green.

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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 and Northern Trains Ltd.

The Council will deliver cycling and walking improvements on routes leading to the railway station.

The Liverpool City Region Combined Authority and Northern Trains Ltd will deliver improvements to the Station and park and ride facilities.

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Where is it?

The project centres around Lea Green Station, which is south of St. Helens town centre. Cycle routes will connect the station to Lea Green, Sutton, Clock Face Village and Rainhill.

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Why is this happening?

St. Helens Borough Council has been listening to local residents and rail users and wants to apply to the Transforming Cities Fund to make the improvements.

Lea Green Station provides opportunities to travel to Manchester, Liverpool, Leeds, York and beyond. We recognise the need for a better station to accommodate passengers who are travelling longer distances.

We have listened to concerns about congestion around the station and commuters using residential streets as overflow station parking. We understand that the station car park is at capacity and want to support more passengers to make longer trips by rail.

For those who have shorter journeys, we want to make walking and cycling safer and more accessible. The ERIC project is an exciting opportunity to provide more facilities for safer active travel around the area and to blend active travel with public transport.

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What does it involve?

A new station building with:

- Accessible ticket counters
- Accessible toilets
- Covered waiting facilities

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- Automatic ticket machines
- Device charging points
- Covered taxi drop off and pick up point adjacent to the station building

Expanded Park and Ride facility with 451 spaces, including:

- 23 Blue Badge Bays
- 23 Enlarged Bays
- 10 Electric Vehicle Bays with charging facilities
- Covered and more secure cycle parking

Improved access for walking and cycling

- A new layout at the Bull & Dog junction
- 6 cycle routes

Proposals for improved public transport interchange

- New bus stops on Elton Head Road

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What are the benefits of the scheme?

For residents

- Improved access to Lea Green station by all transport modes
- More park and ride capacity will remove the need for parking on local residential roads

For pedestrians

- Safer walking network with pedestrian priority at side roads
- Improved accessibility to facilities and green spaces

For cyclists:

- Connected, safer and continuous cycle routes
- Improved accessibility to employment, education, retail and leisure facilities by cycle

For rail and bus users

- A better station more suitable for long distance journeys
- Improved facilities
- Improved public transport connections from the station
- Increased parking for bikes with more secure cycle storage
- More park and ride capacity to support longer trips by rail

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What stage is the ERIC scheme at?

We are in the process of submitting our application to the Liverpool City Region Combined Authority Transforming Cities Fund.

As part of the design process for the scheme, we are now consulting with residents, businesses and local stakeholders to give feedback on the proposals. Responses will be fed into these designs.

Because of COVID-19, we will not be able to hold face-to-face consultations for this project. Instead, we have made a short survey which will be available from Friday 29th January to Monday 15th February. During this time, you can view all the plans and an animation film of the station proposals.

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How will the project be funded?

St. Helens Borough Council have applied for funding from the Liverpool City Region's Transforming Cities Fund. We will know if the funding application is successful by the end of March 2021.

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What is the Transforming Cities Fund?

The Liverpool City Region has secured £134 million in capital grant from the Transforming Cities Fund for local transport investment over a 5 year period. The aim of the fund is to support programmes of interlinking interventions which will transform sustainable transport connectivity in key commuter routes in major city regions. The funding forms part of the wider Strategic Investment Fund.

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STATION IMPROVEMENT FAQs

How will the project affect local residents?

When will the railway station works happen?

Should funding be approved in March 2021, we will start work on the detailed designs. Construction work is due to start in early 2022. The station works will be complete by the end of March 2023.

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Will works be carried out day or night?

There are currently no plans to undertake works at night or on weekends. Residents will see increased activity on site during the construction period on weekdays. Car parking spaces will be temporarily reduced to enable to low-level car park deck and station building to be constructed.

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Will the works be noisy?

Noise will be kept at a minimum where possible. There will be movements of plant and machinery during site operational hours. There will also be increased construction traffic making deliveries and taking away waste each day. These will be planned to take place outside of peak hours and school drop-off and pick-up times.

Construction activity will be regularly monitored to ensure that the contractor adheres to site restrictions.

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Will people be able to see into my property?

Plans for the new park and ride include landscaping to screen adjacent residential properties (on Old Elton Head Road) by planting a tree line between the car park and the boundary fence. Boundary walls and fences already up around the site will remain undisturbed by the worked. Some planting will be undertaken between the car park and Marshalls Cross Road – this may include a landscape wall on the car park.

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Noise and Fumes from the car park area

Noise and fumes from cars will be kept to a minimum next to residential properties. The site has been designed to leave a 'buffer zone' space between the car park and rear gardens of the houses. These spaces will have a walking/cycling route and some landscaping to reduce the impact the car park will have on surrounding houses.

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Glare from Car Park Lighting

Car parking lighting will be designed to minimise the glare on neighbouring properties.

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Security and Station CCTV

The Station's existing CCTV network will be extended to cover all areas of the redeveloped car park and station. The system will be developed to ensure that cameras are positioned to give maximum coverage and secure the car park and station site without encroaching on neighbouring properties. The installation of additional cameras will follow all Network Rail regulations to ensure compliance with railway standards.

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Increased traffic flows

The project will provide additional space for passengers wanting to access the station by car, as well as better access on foot and by bicycle. This is one of the overriding factors for undertaking this project as this will reduce the impact station users have on the surrounding residential developments. This will however have an impact on the volume of traffic accessing the station. Studies have been undertaken to define this impact and the station entrance and access designed to limit, as far as possible, the impact this extra traffic will have.

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Improved access for walking and cycling

The proposals include increasing the number of bike hoops at the station and providing a covered, more secure building for 50 bikes. The design provides a walking and cycling route through the station.

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How will the project affect passengers?

Will the station close?

No, the station will not close. Construction will be planned to maintain access to the rail service throughout, but during the works how passengers get to the platforms and purchase tickets might change. Passengers may find reduced access to parking spaces during the works as well.

Northern Trains Ltd will keep residents and passengers informed of changes to access throughout the works.

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How will I/ pupils of Sutton Academy access the station?

A segregated walking and cycling route will be created from Elton Head Road to the station building ensuring that pedestrians and cyclists don't need to cross the car park or interact with any vehicles using the car park.

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Accessibility

The transformed station and car park will provide more facilities for passengers with reduced mobility. The volume of blue badge parking spaces and wider access spaces will also be provided for passengers that need additional space to access the station. A dual height ticket desk and accessible toilets will be provided within the station building.

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How will you keep me informed?

Our construction partners will write to residents in advance of works starting on site and at any time when works to be undertaken are deemed to have an impact on local users or residents. Passengers and station users will be informed in advance of any changes in access to the station via displayed posters and leaflets for all passengers.

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HIGHWAY IMPROVEMENT FAQs

How will the project affect residents?

When will highways work happen?

If funding is approved, highway improvements will start in April 2021. The cycle routes will be delivered between April 2021 and March 2022. Construction on the junction will happen between April 2022 and March 2023.

The ERIC Project will be complete by April 2023.

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At what time of the day will construction take place?

If funding is approved, construction will take place on weekdays during the daytime. Noise will be kept to a minimum and activity will be regularly monitored to ensure contractors are being considerate of residents.

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Will the Bull and Dog junction remain in operation during construction?

Access to the Bull and Dog junction will be maintained throughout the works.

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Will there be road closures while improvements take place?

Access to all roads along the proposed cycle routes will be maintained throughout the works.

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Terminology in the Plans

What is Active Travel?

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

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What are segregated cycle lanes?

Segregated cycle lanes are separate from pedestrian pavements and motor vehicles. They are protected by small dividing features that prevent vehicles from entering the mandatory cycle lane.

St Helens Borough Council have recently installed 'wands' on Chester Lane and Jubits Lane which physically separate people on bikes from motor vehicles (see picture on right).



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What are cycle lane separators?

Cycle lane separators are dividing features that segregate cyclists from traffic. They prevent motor vehicles from entering the mandatory cycle lane.

There are a few different types of cycle lane separators:

- Mini Orca Cycle Lane separators
- One Piece Wandorca Cycle lane separators
- Greenwich Wandorca Cycle lane separators
- Redispace spitter island separators



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What is a toucan crossing?

A crossing operated by traffic signals where pedestrians and cyclists can cross together.

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What is a CYCLOPS junction?

A Cycle Optimised Protected Signals (CYCLOPS) junction fully segregates cyclists from motor traffic. The design also provides safer crossing points for pedestrians.

CYCLOPS junctions are quite a new idea - you can see an example of a CYCLOPS junction in Manchester [here](#).

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