

Active Travel Fund Consultation Response Document



ST HELENS
BOROUGH COUNCIL



**LIVERPOOL
CITY REGION**
COMBINED AUTHORITY

METROMAYOR
LIVERPOOL CITY REGION

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Introduction

Liverpool City Region Combined Authority has been awarded £7.8m from the Active Travel Fund, with over £1m allocated to St Helens Borough Council to make walking and cycling safer, accessible and more enjoyable.

Proposals include:

- Provision of new cycle lanes, physically separated from traffic
- Cycle tracks, separated from pedestrians where possible
- Reduced speed limits
- Safer crossing facilities for pedestrians and cyclists

A public consultation was held from 12 March to 28 March 2021. 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. A press release could be viewed on the Council website and was covered by the St. Helens Star online. Key stakeholders were contacted via email and all residents and businesses on the proposed routes were hand-delivered a letter about the consultation.

The consultation was conducted in a survey format that consisted of 15 questions. Participants could read a short description of the routes that supported the plans and express their level of support (Strongly Agree, Agree, Neither Agree nor Disagree, Disagree, Strongly Disagree). Participants also had the opportunity to write any additional comments they had for each route. 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 242 responses. All respondents completed the survey online.

Levels of Support for Each Route

We are pleased to share that our proposals have been positively received, with all routes receiving over 65% of 'strongly agree' or 'agree' responses.

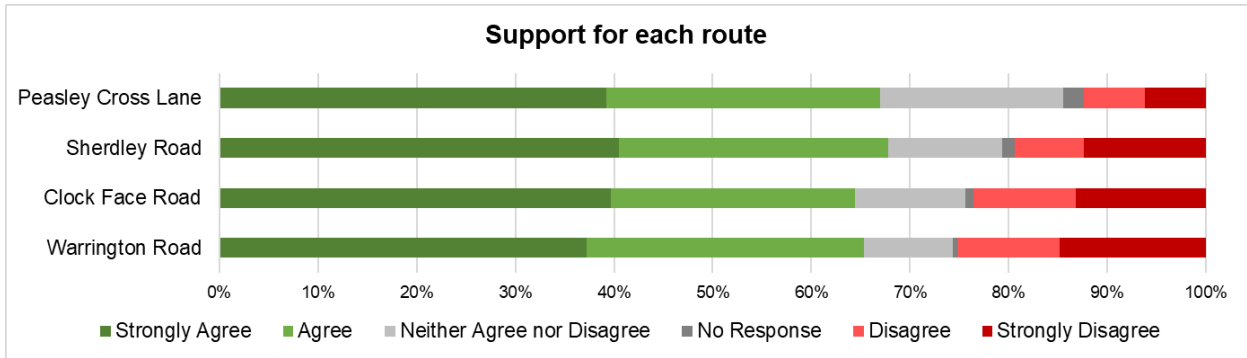


Figure 1 Survey Responses for Proposed Routes

Common Themes of Comments

While we have received strong positive responses to our proposals, there were two common themes that recurred for all routes.

Theme 1: Cycle Lane Separator Bollards

You said:

We do not like the existing infrastructure in the area that uses cycle lane defender bollards:

- a. The cycle lanes are filled with leaves, litter and debris. This is a hazard to cyclists, deters users and brings down the area for everyone.
- b. The amount and spacing of bollards is 'too much.' The bollards are also positioned inside the cycle lane, making it narrower and unusable for wider types of pedal cycles.
- c. The bollards themselves are visually unappealing. There are already broken ones and we are concerned they will not stand the test of time.

Our response:

The Council has acknowledged these issues raised by this consultation.

On Clock Face Road and Jubits Lane, we are reviewing the existing cycle lane separators, their positioning, and the cleansing regime.

All damaged bollards on Clock Face Road and Jubits Lane have now been removed.

We are taking the comments about the existing infrastructure on board and reviewing alternative cycle lane separators that are more durable and less visually intrusive. We agree that good design is important on our streets and will show consideration to your comments when we produce detailed designs for the project.

Theme 2: Horses and Horse Riders

You said:

What safety measures are being put in place for horse riders? Have you consulted horse riders?

Our response:

The Council wants to make sure that roads are safer for all road users. Unfortunately, the comments did not provide many details about their experiences with the existing cycle lanes.

Following the close of the consultation, members of the Transport Planning and Engineering teams engaged with representatives from the British Horse Society North West and East Liverpool Riding for the Disabled Association. The stakeholders were consulted on the type of cycle lane separators that would be most horse-friendly, as well as their travel patterns on roads in the south of the borough.

In addition to the stakeholders above, we contacted Bold Heath Equestrian Centre, Bold Riding Club and Northfield Riding Centre for their input. These stables either did not use the roads or did not respond.

Scheme 1: Warrington Road

We proposed cycle lanes on both sides of Warrington Road, with cycle lane defender bollards to separate cyclists from motor traffic. We also proposed to reduce the speed limit from 50mph to 40mph.

65% of respondents 'Strongly Agree' or 'Agree' with the proposals. There was strong support for the speed limit reduction, with 13 participants even suggesting a further reduction to 30mph. Participants were overall in favour of provisions for cyclists on the road, with comments focusing mostly on the design of the cycle lane.

You said:

This route is not used by cyclists.

Our response:

The Council has evidence of increasing levels of cycling in the area. In line with government guidance, it is our aim to make continuous cycle routes that more people will be confident to use.

By including Warrington Road in our proposals, and through the delivery of the St Helens Southern Gateway project, we will have a continuous cycle route from St. Helens Town Centre to the south of the borough to

the border with Warrington. (We are working with Warrington Borough Council to join up routes across this border.)

Scheme 2: Clock Face Road

From the junction with Gartons Lane to Gorsey Lane, we proposed a reduction in the speed limit from 30mph to 20mph. Cycle lane defender bollards were proposed to be installed to separate cyclists from motor traffic.

From Gorsey Lane to Warrington Road, we proposed to reduce the speed limit from 50mph to 40mph. Grass verges will be removed to provide a wider footway and cycleway. Existing crossing points will be upgraded to allow cyclists and pedestrians to cross more safely.

65% of respondents 'Strongly Agree' or 'Agree' with the proposals. Like the comments for Warrington Road, the speed reduction was praised and including facilities for cyclists was positively received.

Scheme 3: Sherdley Road

We proposed to introduce cycle lanes on both sides of Sherdley Road. The cycle lanes were proposed to be separated from motor traffic by cycle lane defender bollards.

Off-street parking options are being considered for residents who park their cars on the pavement outside of their homes, so that people can safely walk along the footway.

68% of respondents 'Strongly Agree' or 'Agree' with the proposals.

You said:

If on-road parking is going to be restricted, off-road parking for residents is a necessity, not just a consideration.

Our response:

The Council intends to provide off-street parking for residents. This is subject to planning approval.

You said:

The traffic from the roundabout and junction is already bad enough and this will make it worse.

Our response:

Improvements to the roundabout are currently underway as a separate highway scheme. Our proposals include improvements to the Sherdley Road/ Peasley Cross Junction. Updated equipment at this junction will enable the signalling to operate more efficiently for all road users.

Scheme 4: Sherdley Road/Peasley Cross Lane/Sutton Road Junction

For question 4, participants were invited to comment about the problems they experience as a pedestrian or a cyclist at this junction. Options for the junction are under consideration and the input from junction users will assist our design.

You said:

As a pedestrian, the junction is difficult to cross. It makes me feel unsafe. The wait at the crossing is too long and the time given to cross is too short.

Our response

New signalling equipment will enable us to provide safer crossing points for pedestrians.

You said:

As a cyclist, I feel too close to the cars at the junction.

Our response

We are looking at how we can provide a safer environment for cyclists to cross the junction, in line with current guidance.

You said:

As a cyclist, the junction approach is difficult to navigate because of parked cars.

Our response

We are considering parking restrictions, together with the provision of off-road residential parking, on Sherdley Road that will prevent parked cars on the approach to the junction.

You said:

There are no problems with this junction if you are an experienced cyclist and know what you are doing.

Our response

One of the objectives of the Active Travel Fund is to make cycling and walking safer and more accessible for all. This involves creating routes that cyclists of varying abilities and ages will feel confident to use.

The recent Liverpool City Region Bike Life survey found that road safety concerns were one of the main barriers to cycling. The Council has been awarded the Active Travel Fund to provide safer cycling routes to make cycling an option for everyone, not just experienced cyclists.

You can read the full Bike Life report here: <https://www.sustrans.org.uk/bike-life/bike-life-liverpool-city-region>

Scheme 5: Peasley Cross Lane

We proposed a two-way cycle track separate from the footway on one side of Peasley Cross Lane, with new crossing points to allow south-travelling cyclists to access this cycle track and the existing shared footway/cycleway to get to the existing Toucan crossing on the Linkway.

67% of respondents 'Strongly Agree' or 'Agree' with the proposals.

You said:

This proposal does not make a continuous-flowing route for cyclists along Peasley Cross Lane. It causes a lot of stopping and starting that takes up more energy.

Our response:

We understand that the proposals on Peasley Cross Lane involve changing lanes for cyclists. Unfortunately, the width of the road limits our design options for cycle lanes. We will continue to review our proposals throughout the detailed design process to try and find the best cycle options for the road.

You said:

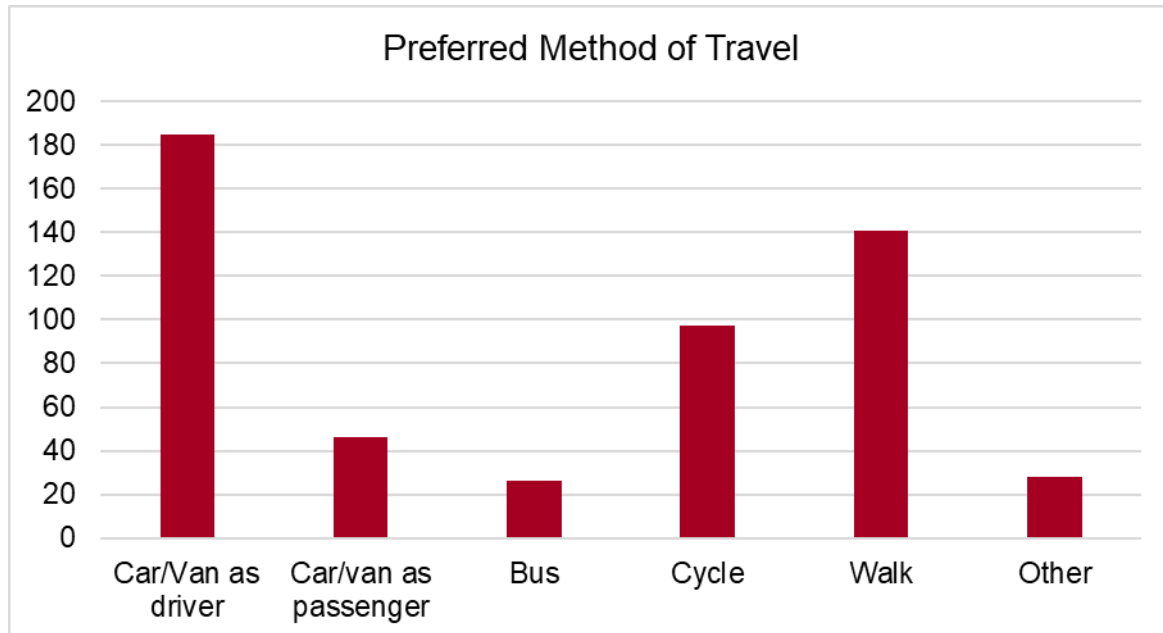
We are concerned about the section of the proposals where pedestrians share the footway with cyclists. This is likely to cause near-misses between pedestrians and cyclists.

Our response

The footway and cycleway along Peasley Cross Lane will be clearly marked and signposted to separate pedestrians from cyclists.

Appendix 1: Preferred Travel Modes

We asked participants how they would typically travel around St. Helens. 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.



95% of respondents travel around St. Helens via car or van.

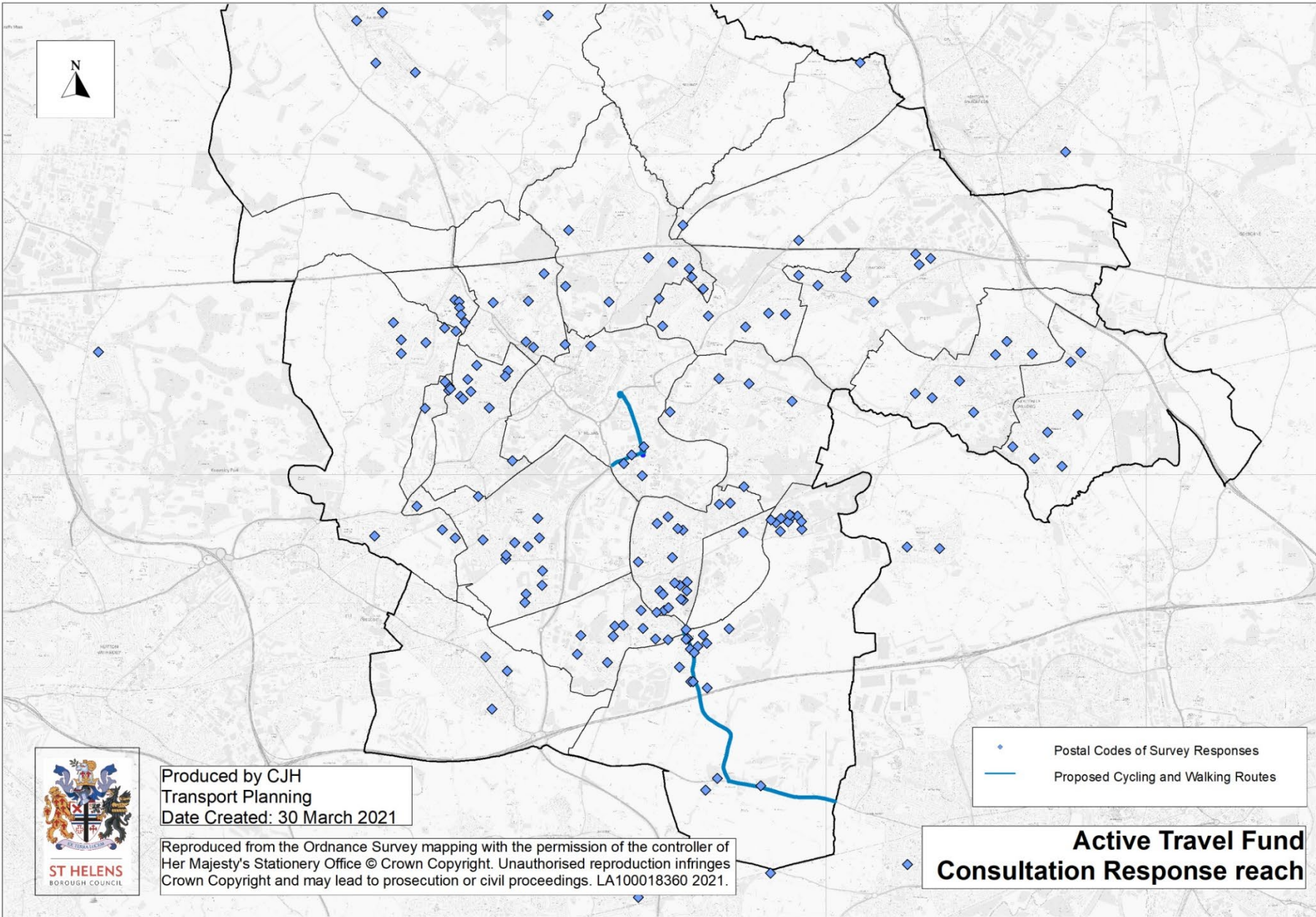
11% use local bus services.

40% of respondents cycle and 58% of respondents walk around St. Helens as a preferred method of travel.

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.

To assess the reach from our consultation process, we also asked for participants to enclose their postcode. Please note that your address cannot be identified by your postcode alone. Points on the map represent the postcode of the respondent and provide no indication of where they live.



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Transport Planning
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◆ Postal Codes of Survey Responses
— Proposed Cycling and Walking Routes

Active Travel Fund Consultation Response reach

