



ST HELENS BOROUGH
COUNCIL
*Local Cycling & Walking
Infrastructure Plan*



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1 Foreword

St Helens Borough Council has a vision to make our borough an attractive and accessible place for people to live, work, invest and thrive. We want to facilitate healthier and happier lifestyles, by tackling our growing obesity problem, addressing toxic air quality and working towards a net zero borough by 2040. We want to ensure our children can, once again, independently walk or cycle to school, to visit friends and to shops, on infrastructure which was developed with them in mind. We want to develop a strong and well-connected local economy, to help our businesses, communities and town centres prosper.

The St Helens Borough Local Cycling & Walking Infrastructure Plan (LCWIP) is a key part of how we will achieve this vision, as part of an integrated strategy that also includes supporting faster, more efficient public transport and the transition to electric vehicles. It identifies an ambitious ten-year plan to deliver the safe, attractive infrastructure network critical to enabling the significant increases in walking and wheeling needed to combat major challenges facing our borough, including the cost-of-living crisis, climate emergency and growing health and mental health pressures. We want walking, wheeling and cycling to be the first choice for short everyday trips and as part of longer-distance journeys using public transport – but for this, people need suitable and safe routes to use. Across the borough, we want to improve our roads, footways, and cycleways so that people of all ages and abilities can walk and cycle from where they live to where they want to go.

We know that this is what our residents and businesses increasingly expect their council to prioritise. Polling conducted for the [Liverpool City Region Cycling & Walking Index](#) shows that the majority of residents would like to see greater investment in walking, cycling and public transport. One third say they do not currently cycle but would like to, with wider pavements, better crossings, quieter streets, and protected cycle routes recognised as primary factors which would help them to walk, wheel or cycle more. Once delivered, 90% of the borough's population will be within a 5-minute cycle ride of the high-quality network set out in this plan.

This LCWIP isn't just 'blue sky thinking'; we are already cracking on with delivery. Projects such as St Helens Southern Gateway at Lea Green station and improvements along the Sankey Valley are the first green shoots of our future high-quality network. Over the coming months and years, we will be seeking to design, consult and construct the proposals set out in this report, bringing better health, cleaner air and better journeys to communities across our borough.



Cllr Andy Bowden

Cabinet Member for Environment & Transport

1.1 Summary

Proposals in the St Helens Borough LCWIP include:

- Three “core walking zones” (areas of particularly high pedestrian footfall) at St Helens Town Centre, Earlestown Town Centre and the Haydock Lane Industrial Estate. These areas form the focus of pedestrian infrastructure investment within the LCWIP. Details of these proposals are set out in Section 6.2.
- Ten primary cycle routes, seven secondary cycle routes and an array of local links, forming a dense network grid covering all key settlements across the borough. This network is set out in the plan in Section 5.2.

Infrastructure proposals are then prioritised in Section 7, using a short-, medium- and long-term approach. Finally, Section 8 sets out recommendations on how this LCWIP can be integrated and applied to supporting programmes and forthcoming strategies to maximise the benefits of the proposed network as it develops.



Figure 1-1: Example of cycle infrastructure along Clock Face Road, St Helens.

2 Introduction

2.1 Context

This St Helens Borough LCWIP is a strategic approach to developing a cohesive network of high standard walking and cycling infrastructure across the borough. It complements the LCWIP prepared by Liverpool City Region Combined Authority (LCRCA), adding local level detail to the planned network.

There is extensive evidence demonstrating the ways in which people can benefit from improved walking and cycling environments (see Figure 2-1).

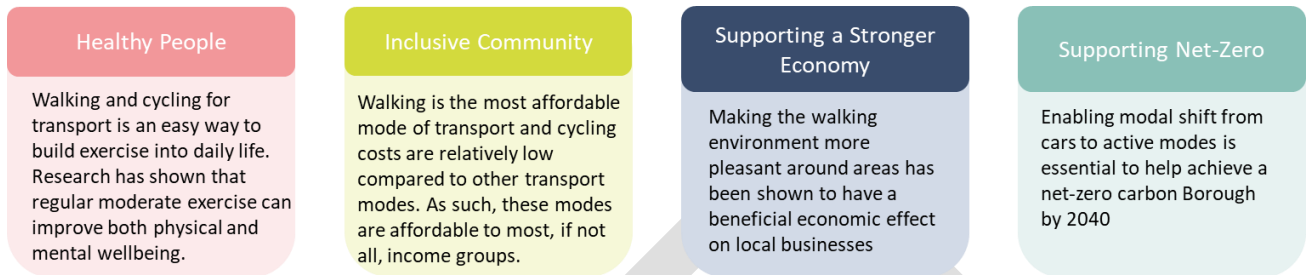


Figure 2-1: Benefits of active travel

2.2 Purpose

This LCWIP sets out a long-term plan for investment in walking and cycling infrastructure across St Helens Borough, with the purpose of enabling as many people in St Helens to walk and cycle as often as possible. To achieve this, suitable infrastructure is needed to ensure the best experience for users, so they feel safe and confident to walk and cycle within the borough.

2.3 LCWIP Process

This LCWIP is developed in line with the Department for Transport (DfT) technical guidance document on the development of LCWIPs (DfT, 2017) and follows the six-step process (see Figure 2-2).

The key outcomes of this LCWIP are:

- Network plans for walking and cycling across St Helens (see Sections 5.2 and 6.2)
- A prioritised programme of infrastructure improvements (see Section 7.1)

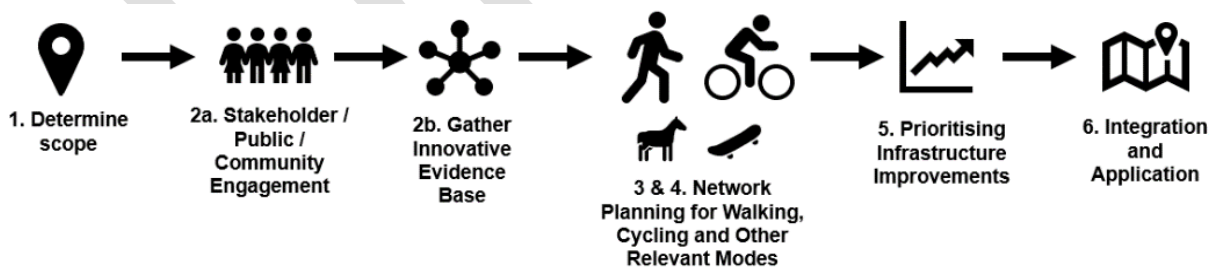


Figure 2-2: Summary of LCWIP Process

3 Determining Scope

3.1 Objectives

This LCWIP includes:

- Engaging with stakeholders to understand the requirements for walking and cycling in St Helens (see Section 4.2)
- Gathering information to understand the current patterns of walking and cycling across St Helens (see Section 4.3)
- Developing a network of cycling infrastructure across the borough (see Section 5.2)
- Developing walking infrastructure improvements in Core Walking Zones within the borough (see Section 6.2)
- Prioritising schemes for delivery (see Section 7.1), developing an implementation plan for the delivery of the network
- Ensuring integration of proposed networks with transport and land use planning policies as well as the development of the Liverpool City Region LCWIP schemes (see Section 8.1)

3.2 Aims

The aims of the Local Cycling and Walking Infrastructure Plan have been developed in collaboration with the council and align with the council’s wider goals, such as the St Helens Borough Strategy (see Section 4.1). The LCWIP aims are geared towards better health, safety when walking or cycling, a strong economy and our 2040 net zero target (see Figure 3-1).

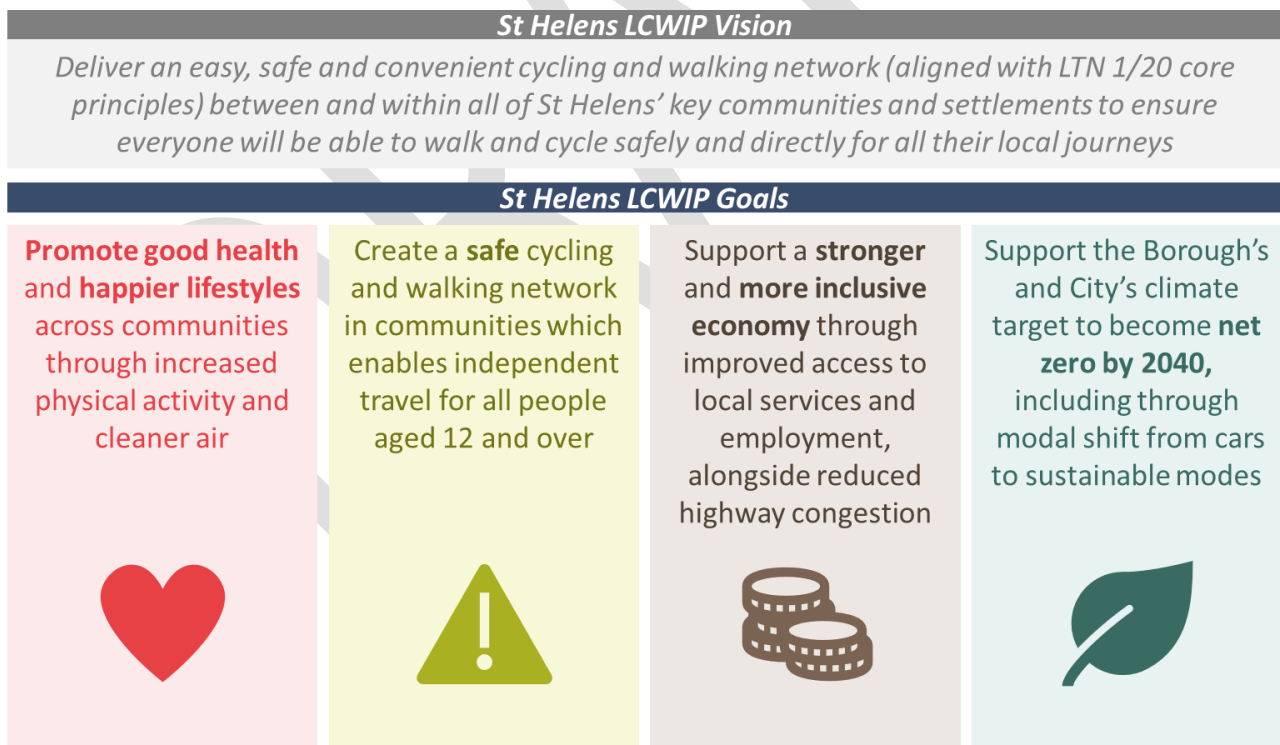


Figure 3-1: Outcome-Led Objectives for the St Helens Borough LCWIP

3.3 Geographical Extent

This LCWIP covers the whole of the St Helens Borough, which means it includes both St Helens Town and surrounding areas such as Newton-le-Willows, Rainford, Haydock and Billinge (see Figure 3-2).

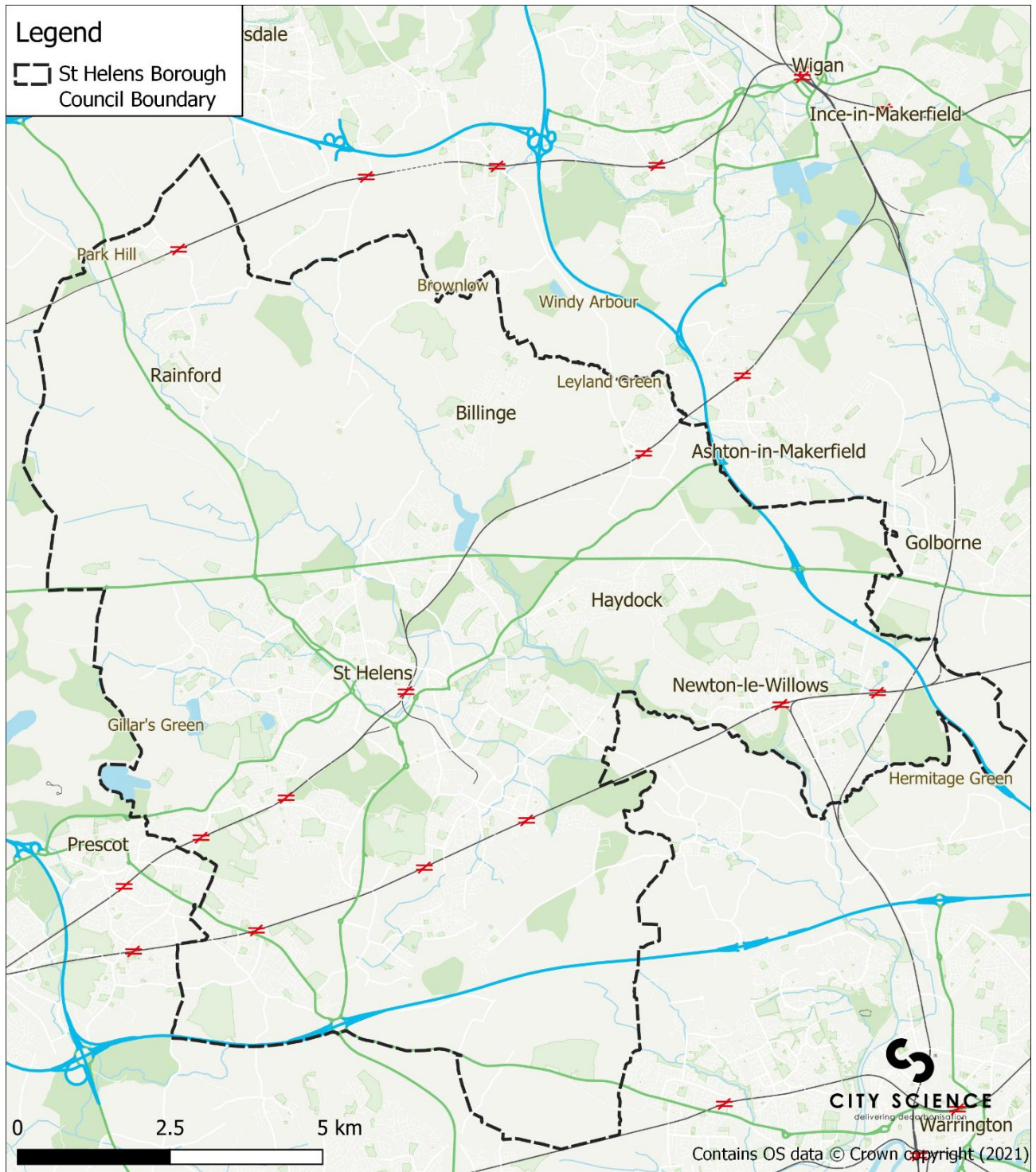


Figure 3-2: Geographical Extent of the St Helens Borough LCWIP

4 Gathering Information

4.1 Policy Alignment

Figure 4-1 sets out all the policy documents reviewed as part of this LCWIP, they cover a range of subjects from land use planning to mode specific transport policies. They also vary in the level of governance that produced them with St Helens, LCRCA, and national policies being reviewed.

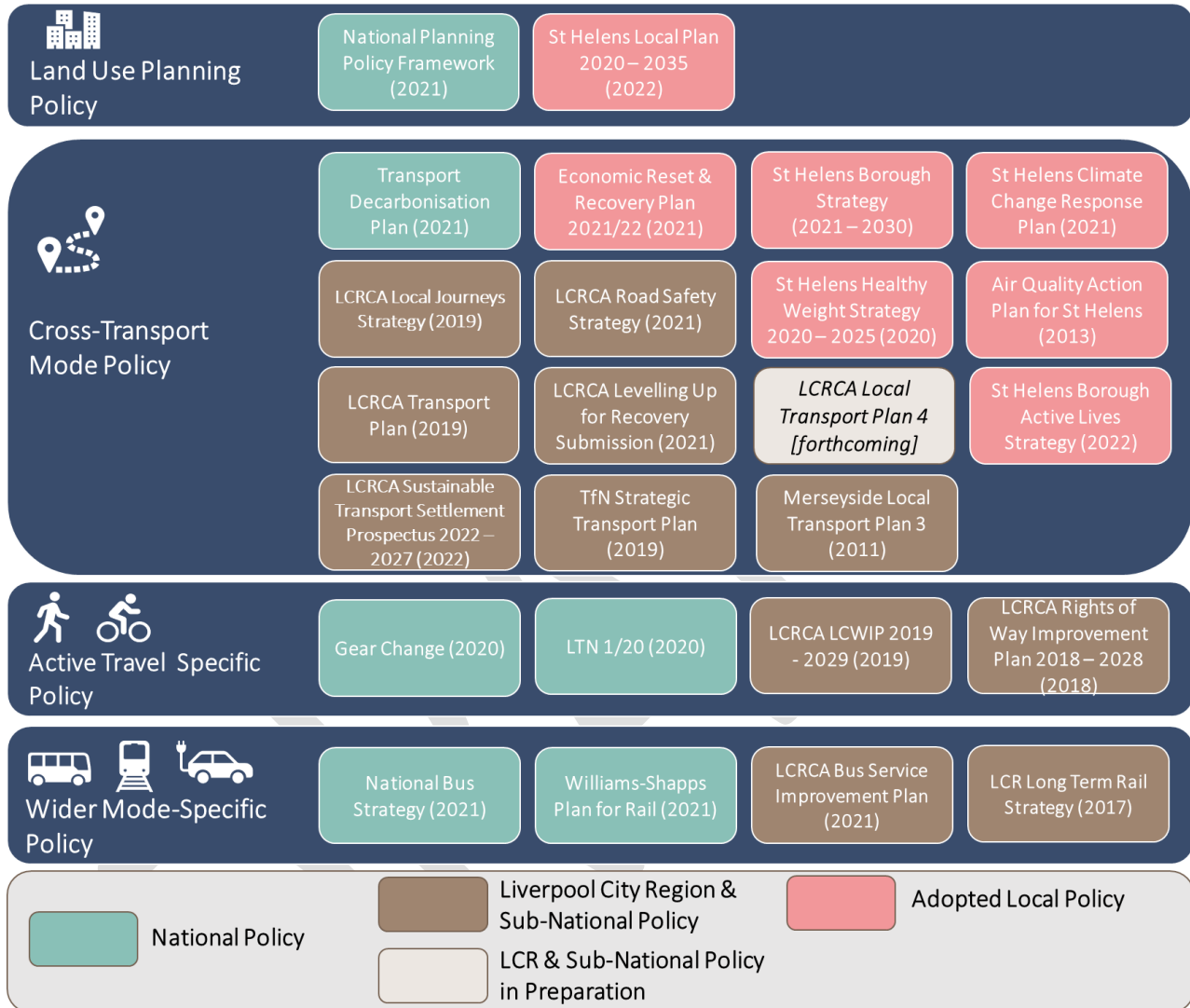


Figure 4-1: Policy documents reviewed as part of the St Helens Borough LCWIP

The LCWIP delivers on key ambitions and objectives found in local and national policies; particularly the St Helens Borough Strategy, the emerging St Helens Local Plan and the LCRCA LCWIP. Table 4-1 demonstrates the relative level of integration between key policy documents and the objectives of this LCWIP previously identified in Figure 3-1. The full policy review is detailed in Appendix E: Baseline ReportAppendix E: .

Key Local Policy Document	St Helens LCWIP Objectives			
	<i>Promote good health and happier lifestyles across communities through increased physical activity and cleaner air</i>	<i>Create a safe cycle and walking network in communities which enables independent travel for all people aged 12 and over</i>	<i>Support a stronger and more inclusive economy through improved access to local services and employment, alongside reduced highway congestion</i>	<i>Support the Borough's and City's climate target to become net zero by 2040 including through modal shift from cars to sustainable modes</i>
St Helens Local Plan 2020 – 2035 (Forthcoming)	✓	✓	✓	✓
St Helens Borough Strategy 2021 – 2030	✓	✓	✓	✓
St Helens Economic Reset & Recovery Plan 2021/2022 (2021)			✓	
LCRCA Road Safety Strategy (2021)		✓		
St Helens Borough Active Lives Strategy (2022)	✓	✓		
St Helens Climate Change Response Plan (2021)				✓
Air Quality Action Plan for St Helens (2013)	✓			✓
LCRCA Local Journeys Strategy (2019)	✓	✓	✓	✓
St Helens Healthy Weight Strategy (2020)	✓	✓		
LCRCA Transport Plan (2019)	✓	✓	✓	✓
LCRCA LCWIP (2019)	✓	✓	✓	✓
Merseyside Local Transport Plan 3 (2011)	✓	✓	✓	✓
LCRCA Local Transport Plan 4 (forthcoming)	✓	✓	✓	✓

Table 4-1: Summary of how LCWIP delivers on wider local policies

4.2 Stakeholder Engagement

Stakeholder engagement has been a key component of every stage of the LCWIP process. Figure 4-2 summarises the activities that were undertaken and the stakeholder groups involved in each.

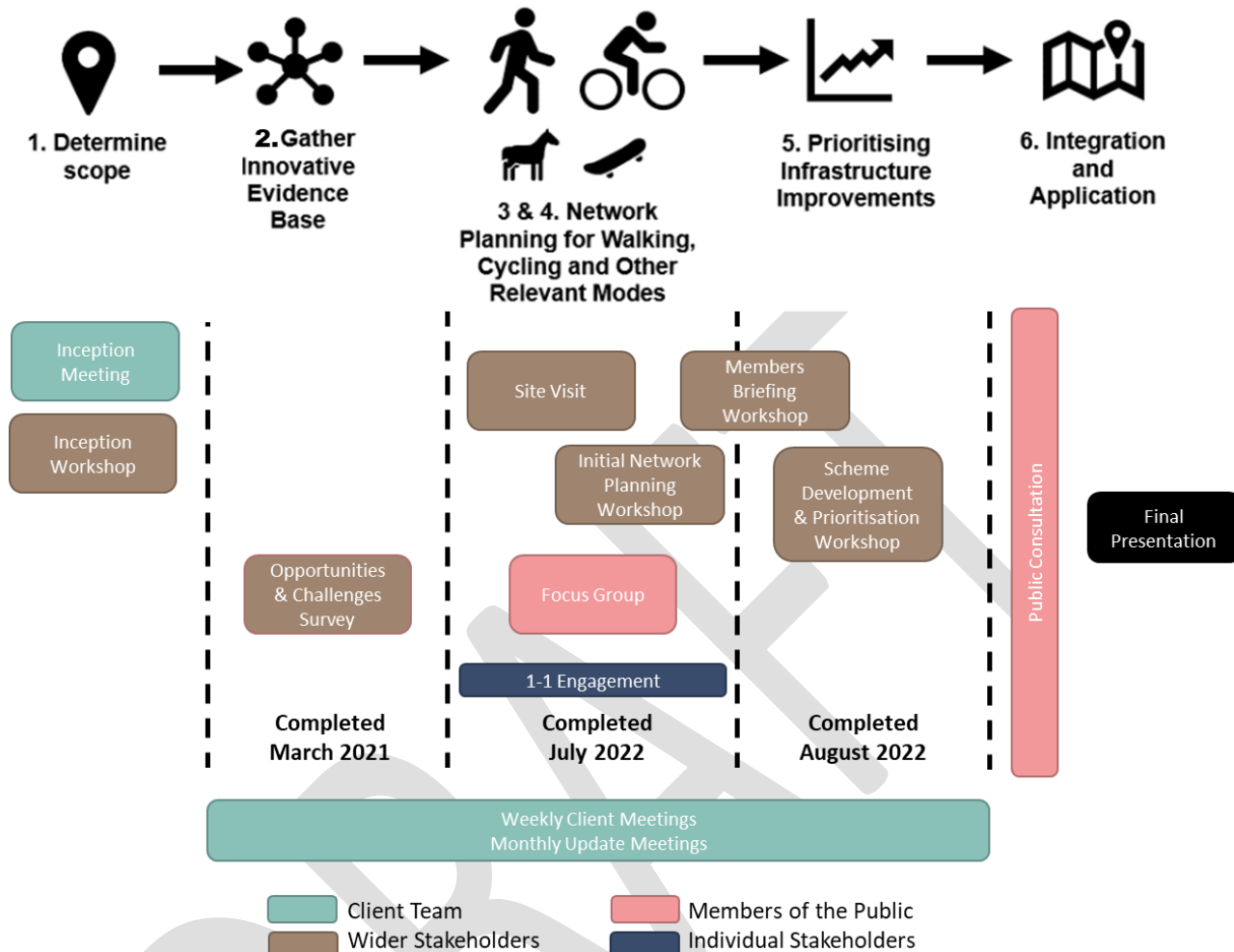


Figure 4-2: Summary of Stakeholder Engagement Activities

4.2.1 Stakeholder Workshops

Table 4-2 describes the stakeholder workshops that were undertaken as part of the LCWIP development process, including the purpose of each workshop.

Workshop	Date	Purpose
Inception Workshop	8 Feb 2022	
Initial Network Planning Workshop	1 April 2022	
Members Briefing Workshop	26 May 2022	
Network Planning Outcomes & Scheme Prioritisation Workshop	8 June 2022	

Table 4-2: Stakeholder workshops undertaken in the course of the development of the LCWIP

Stakeholders from the following groups were invited to contribute to workshops:

- St Helens Borough Council officers & consultant teams
- LCRCA officers
- Neighbouring local authorities
- Elected representatives (councillors and MPs)
- Parish councils
- Emergency services
- Education bodies
- Major employers & business groups
- Local community & interest groups
- Potential scheme delivery partners (e.g. Sustrans, National Highways)

Online tools such as Mentimeter and Miroboard were used to collate feedback from stakeholders in stakeholder workshops. The former allows participants to answer questions in online polls. The latter was used to enable participants to use sticky notes to place their comments on maps. Figure 4-3 and Figure 4-4 show examples of these tools in use within stakeholder workshops.

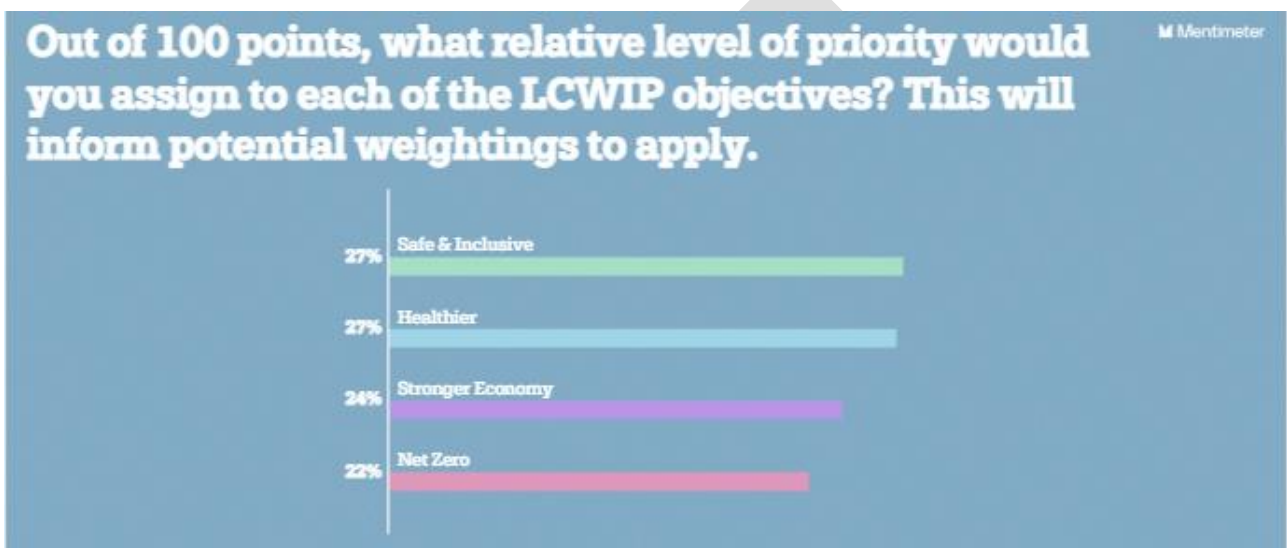


Figure 4-3: Example of feedback collated in a stakeholder workshop using Mentimeter

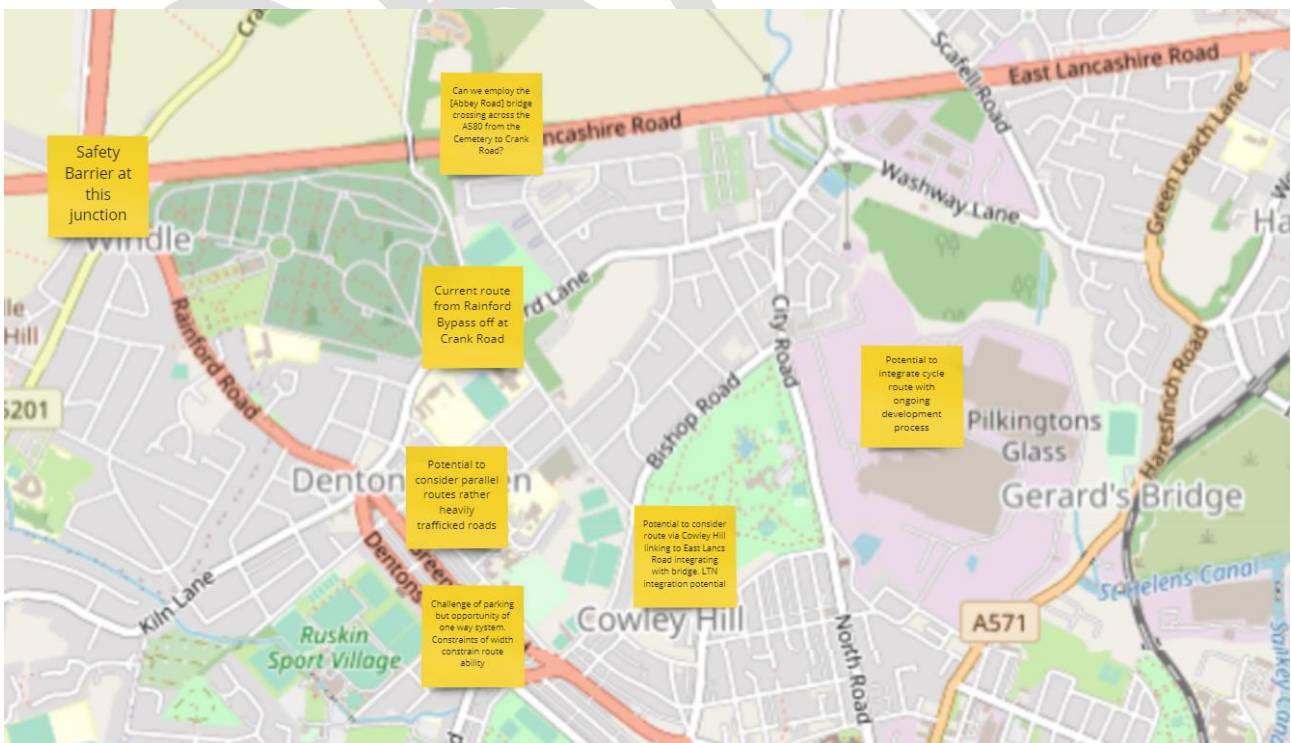


Figure 4-4: Example of feedback collated in a stakeholder workshop using Miroboard.

4.2.2 Opportunities & Constraints Survey

A survey was circulated to Parish Council representatives, local businesses, cycling and walking groups and other wider stakeholders to capture their views on key network-wide opportunities and constraints and to seek their feedback on the draft objectives of the LCWIP.

Respondents were invited to score the current walking and cycling networks against the LTN 1/20 criteria. Directness and safety scored the most poorly. Opinion was more divided on the walking network, with safety (and perception of safety) featuring as a key constraint.

Country parks, the canal routes and re-developed railway land were commented on as strengths of the current network with potential for further utilisation. Poor continuity of routes, lack of coherence and insufficient maintenance of the network were cited as weaknesses by many respondents. When asked to score how well they agree with the draft objectives of the LCWIP, most respondents were largely supportive of the proposed objectives.

4.2.3 Focus Group

Local residents and local organisations (via the Social Inclusion & Disability Network, Halton & St Helens Voluntary & Community Action) were invited to take part in a focus group to discuss the key barriers to walking and cycling in the borough of St Helens. The purpose of the focus group was to proactively capture the views of people who would not normally engage with an LCWIP.

Poor safety/perception of poor safety on the network formed much of the discussion with the dominance of the car being cited as the main cause. It was felt that lack of provision of necessary infrastructure such as crossings and sufficiently wide pavements made busy roads difficult to navigate safely, particularly around schools.

4.2.4 One-to-One Engagement

Engagement meetings were held with key stakeholders such as:

- Knowsley Borough Council
- National Highways
- Warrington Council
- Sustrans
- St Helens Chamber of Commerce

Meetings were also held with Liverpool City Region, Flinders Chase, Sustrans and WSP, in relation to parallel studies, outcomes of which meant that there was an integrated approach to the network planning process.

4.3 Data

Figure 4-5 below outlines the data that was analysed as part of this LCWIP, it includes a wide range of data looking at all elements surrounding active travel including potential demand, existing infrastructure and population-based data. Full analysis of all of the below data is covered in Appendix E: Baseline Report.



Figure 4-5: Data analysed as part of the St Helens Borough LCWIP

4.4 Successes to Date and Lessons Learnt

St Helens Borough Council has been making substantial progress on starting to implement a network of quality walking and cycling infrastructure over recent years. This forms the groundwork for development of our LCWIP network moving forward. For example:

- Improvements to the greenway along the Sankey Valley & Ravenhead Greenway have transformed often-impassable muddy tracks into quality public open spaces providing strategic connectivity across the borough and beyond

- ‘Pop-up’ cycle lanes on Chester Lane and Clock Face Road were installed in 2020 and now carry an average of over 3,100 active trips every week
- The St Helens Southern Gateway project has secured multimillion pound funding to deliver the Liverpool City Region’s first ‘Cycle Optimised Protected Signals’ (CYCLOPS) junction, along with a network of routes around an upgraded Lea Green rail station
- Design concepts for further schemes on Jubits Lane and Elton Head Road were consulted on during Summer 2022 and, at the time of writing, a range of further links are under development across the borough

Equally, we have already noted several ‘lessons learnt’ which will help inform how we design and build the infrastructure set out in this plan:

- All schemes must be built to the highest quality, as set out in the latest national design standards (currently “Local Transport Note 1/20”). This ensures that all vulnerable road users can use the routes safely, meaning not just confident, able-bodied adults travelling on foot and by bike but people of all ages and abilities, including those travelling by horse, scooter and other non-motorised modes
- While ensuring design quality, it is also important to ensure that all new transport infrastructure enhances the look and feel of the places it passes through. While protected cycle infrastructure is inevitably a change to our streets, it should be designed to sensitively enhance local character and heritage wherever possible
- Routes should be part of a cohesive, safe and attractive network, which allows people to get from where they live to where they want to be in a convenient and comfortable way. This is the kind of network this LCWIP seeks to identify
- If designed correctly, new active travel infrastructure can also contribute to a range of other benefits. For example, recent improvements along the Sankey Canal have also included flood mitigation, tree planting and creation of eight hectares of new high-quality wildlife habitat, contributing to the biodiversity of our borough



Figure 4-6: Before & after of new cycle infrastructure along the Sankey Canal in St Helens.

5 Network Planning for Cycling

5.1 Network Planning Process

As identified in the DfT LCWIP Technical Guidance (DfT, 2017), collating potential existing and untapped cycling demand is a core component of the cycle route identification process. This involved classifying routes which residents would prefer to use (desire lines) between key origins and destinations across the borough. Following the identification of desire lines, routes were identified following the primary and secondary desire lines. These then went through an alignment appraisal and audit to come out with the final proposed cycle routes for this LCWIP (see Figure 5-1).



Figure 5-1: Cycling Network Development Process

5.1.1 Identification of Key Origins & Destinations

Trip origin points generally consist of key residential areas which generate the most travel demand and therefore present the greatest potential to achieve modal shift to active modes (DfT, 2017). Trip destination points mostly consist of key employment or community areas such as industrial estates, town centres, railway stations, schools and health care services. Key origin and destination points were clustered into key origin and destination areas (see Figure 5-2). This looked at population density, socio-demographics (e.g. deprivation), planned development and scale of employment. The geometries of these areas are indicative, representing movement rather than specific locations. Areas not represented are still covered within the planning process.

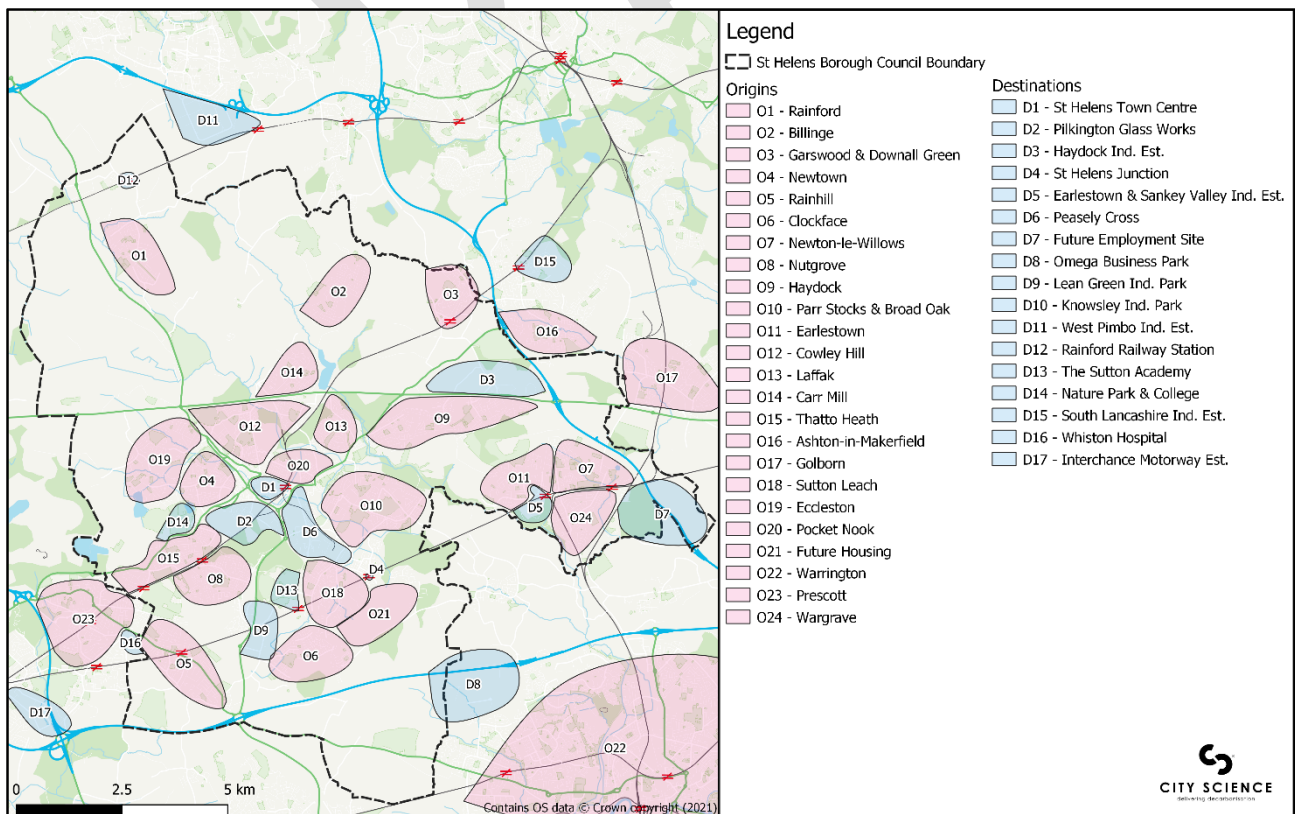


Figure 5-2: Origins & Destinations used to inform the Network Planning for Cycling phase of the St Helens Borough LCWIP

5.1.2 Desire Lines

Once the origin and destination areas were identified, desire lines (shown in Figure 5-3) were drawn between them using the evidence included within the Baseline Report as well as the desire lines developed as part of the Liverpool City Region LCWIP (see Figure 5-4). These desire lines are initially ‘straight lines’ and are then converted into potential routes. Movements beyond the borough of St Helens (i.e. towards Liverpool City) are captured as part of the Liverpool City Region LCWIP (see Figure 5-4).

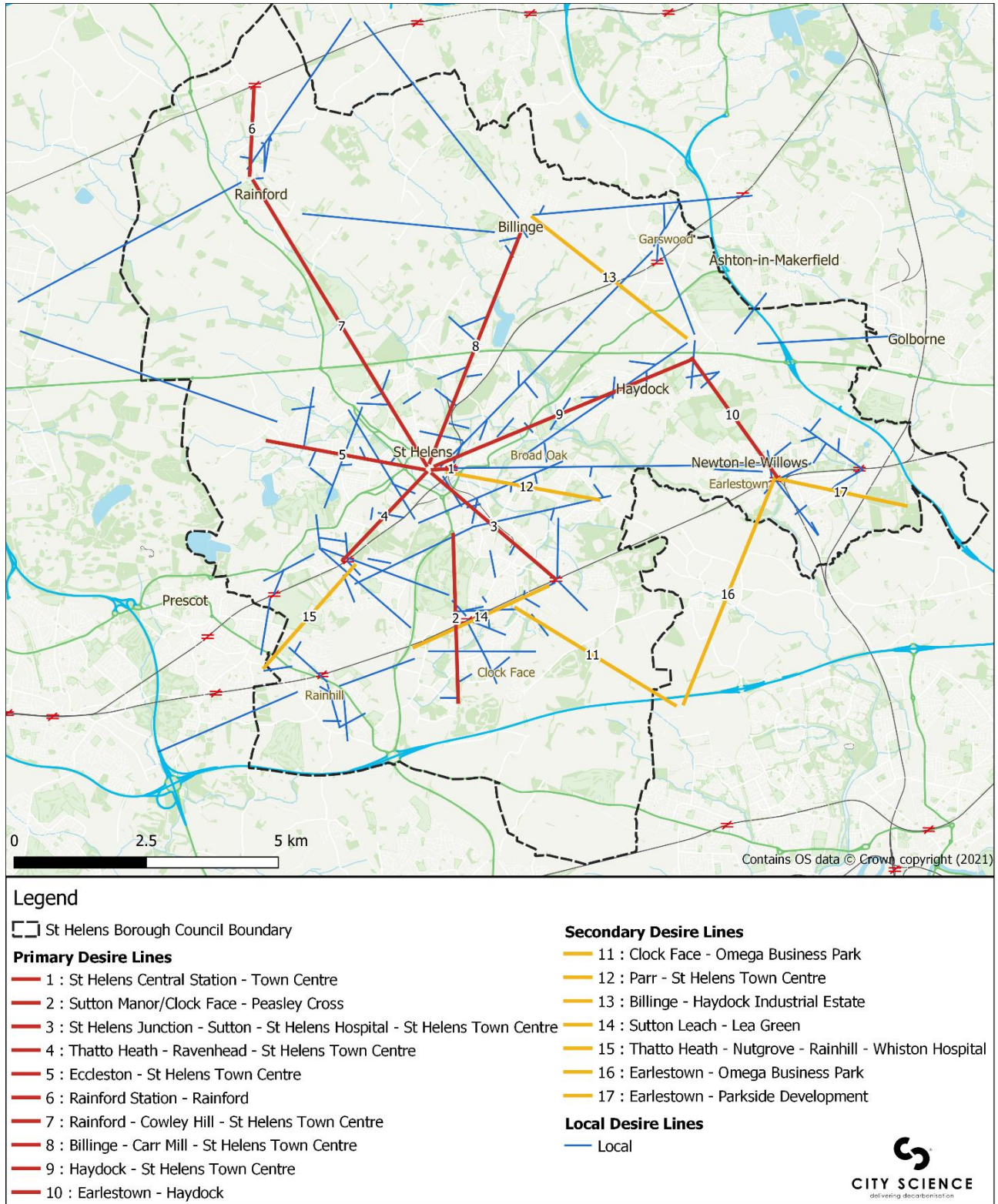


Figure 5-3: Desire Lines used for Network Planning in the St Helens Borough LCWIP

As identified in the DfT LCWIP Technical Guidance (DfT, 2017), each desire line’s relative importance has been classified according to the number of cycle trips they are likely to need to accommodate, based on the following criteria:

- **Primary Desire Line:** Potential for a high number of people (> 250 per day) to cycle, typically linking large or high-density existing or planned residential areas with town centres
- **Secondary Desire Lines:** Potential for a moderate number of people (50 to 250 per day) cycling from existing or planned residential areas, typically linking to employment zones
- **Local Desire Lines:** Potential for low people (< 50 per day) cycling from residential areas, typically linking smaller destinations (e.g. schools), into primary/secondary desire lines, between the outer suburbs of St Helens, to the borough boundary or within an origin or destination

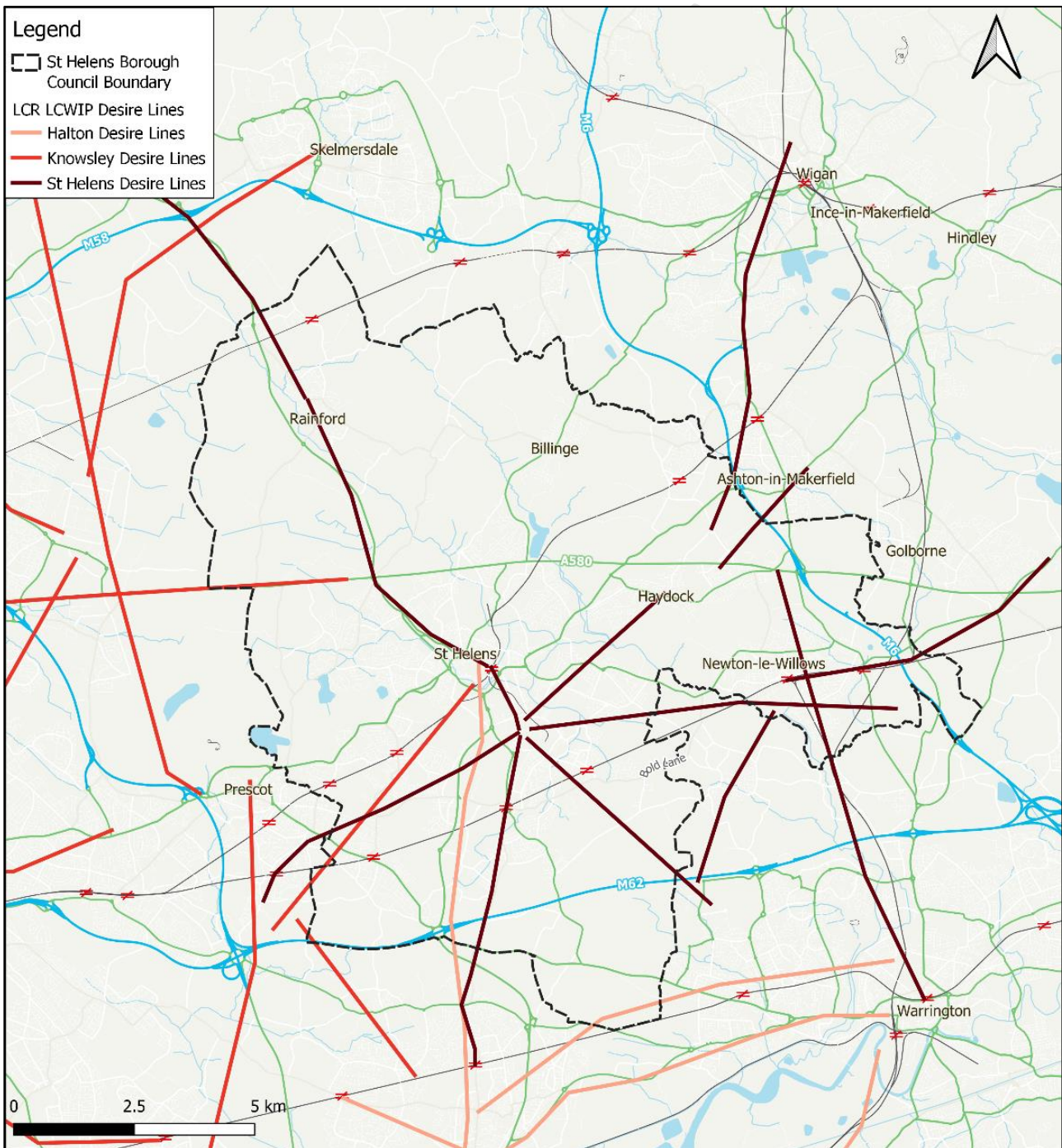


Figure 5-4: Liverpool City Region LCWIP Desire Lines

5.1.3 Route Alignment, Appraisal & Audit

The initially straight desire lines were translated into potential route alignment options (see Figure 5-5) considering data included within the baseline report, Strava, Google Maps, cyclestreets.net and Open Street Map. Feedback from stakeholders was considered, along with on-site observations of existing and planned cycle infrastructure. The route alignments will also be revisited at the initial concept design stage, which may result in a change to the final route alignment.

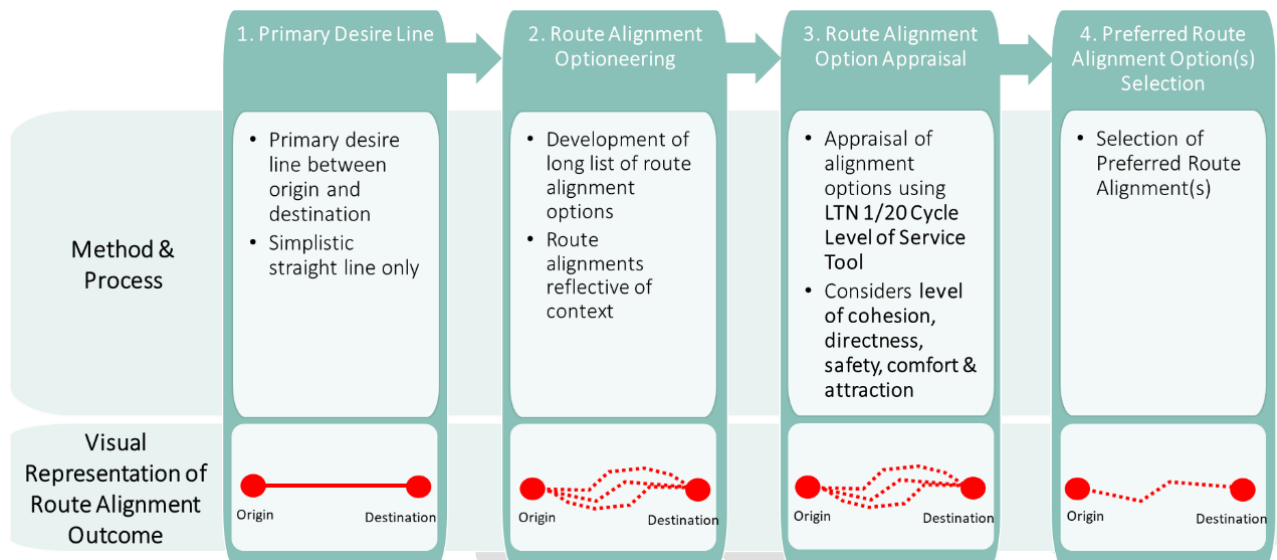


Figure 5-5: Conversion of primary desire lines into Potential Route Alignment Process

Local Transport Note (LTN) 1/20 was used as design guidance and considered as good practice for the design of cycling infrastructure. The five core design principles (coherent, direct, safe, comfortable, attractive) provided a basis for the design standard and align with the LCWIP objective of delivering high-quality, inclusive infrastructure. The guidance indicates that the five core principles of inclusive and accessible design should run through all recommendations.

The Cycling Level of Service tool provided in LTN 1/20 was used for a simple scoring assessment of all the route options for each desire line considering the following elements of the design principles:

- **Cohesion:** Connections
- **Directness:** Distance, gradient, junctions
- **Safety:** Speed, traffic volume, collisions
- **Comfort:** Width, surface quality
- **Attractiveness:** Lighting, overlooking, street clutter

Each route option was audited and marked with an overall score against the Cycling Level of Service Tool. The preferred routes were identified for each Primary Desire Line using this scoring system (see **Appendix C: Primary Desire Line Scores**).

5.2 Network Plans

The St Helens LCWIP schemes can be categorised by the desire line they satisfy (see Figure 5-6):

- **Regional:** Connections to wider regional locations outside St Helens Borough (routes planned within the Liverpool City Region LCWIP)
- **Primary:** Connections to towns within St Helens Borough (as a result of selected Primary Desire Lines)
- **Secondary:** Connections to main attractors (as a result of selected Secondary Desire Lines)

The individual schemes detailed as part of this LCWIP are shown in Appendix B: Network Plans for Cycling.

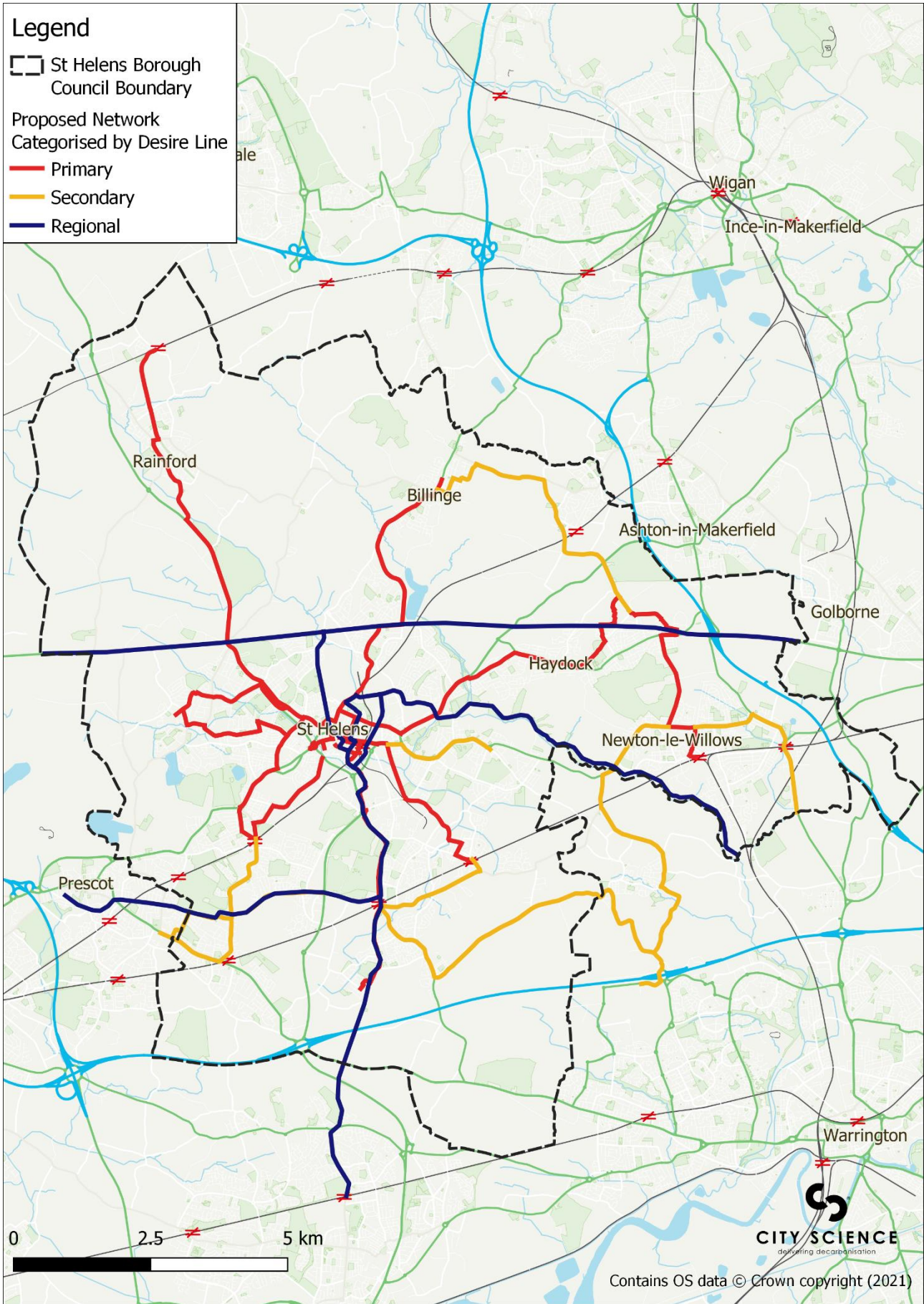


Figure 5-6: Proposed cycling network classified by the desire line the schemes satisfy

5.2.1 Cycle Scheme Types

The existing and planned network infrastructure was reviewed to understand the type of infrastructure that would be appropriate for each primary and secondary route. The categorisation of cycle route types is summarised in Figure 5-7.



Figure 5-7: Categorisation of Cycle Route Types

Different interventions are proposed on different routes, with some involving the creation of a new path, whilst others propose improvements to existing infrastructure. (see Figure 5-8).

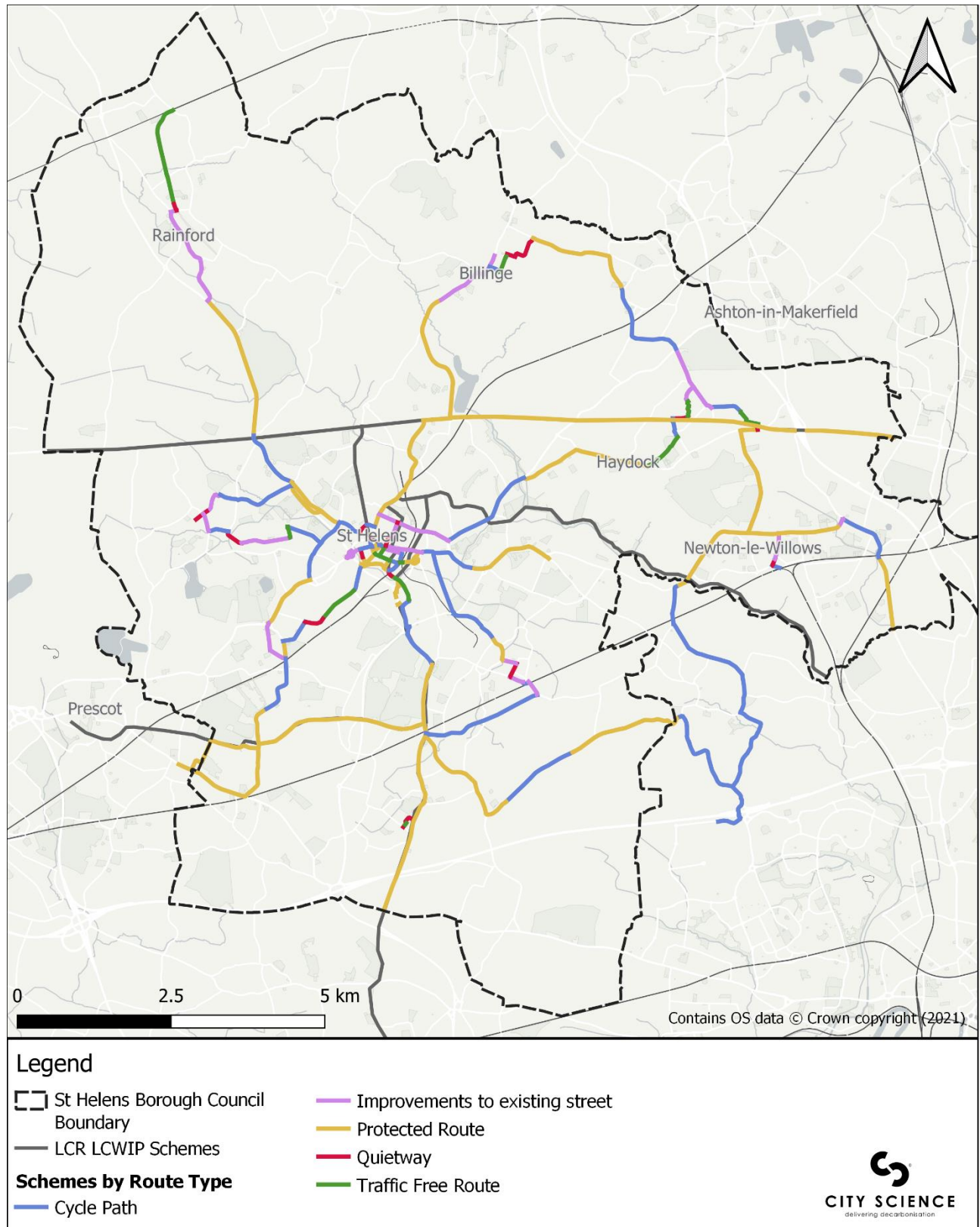


Figure 5-8: St Helens Cycling Network Scheme Types

6 Network Planning for Walking

6.1 Core Walking Zones Process

Walking facilities, accessibility upgrades and pedestrian safety enhancements are core priorities for the council across St Helens Borough. However, within this LCWIP, identification of Core Walking Zones allows walking improvements to be prioritised in areas of higher pedestrian footfall with a particularly high concentration of key destinations.

Three CWZs have been identified across the borough, based on analysis of key locations of destinations (e.g. retail facilities, employment areas and transport interchanges). As per DfT guidance, a diameter of 400m (approximately a 5-minute walk) was defined around each of the CWZs to develop walking improvements within. The CWZs were refined using input from the St Helens Borough Council team and from discussions with key stakeholders. The final CWZs identified are:

- St Helens Town Centre (see Figure 6-1)
- Earlestown Town Centre (see Figure 6-2)
- Haydock Industrial Park (see Figure 6-3)

Following the identification of the CWZs, analysis was conducted on each, including the identification of barriers and funnel routes in the area, as well as conducting a walking accessibility assessment, categorised by walking journey time, to help identify problem areas.

6.2 Network Plans

6.2.1 St Helens Town Centre

Our key proposals for improving walking within St Helens Town Centre are detailed in Table 6-1 and Figure 6-1. The aim of these proposals is to:

- Create a pedestrianised route from St Helens Central railway station and the Stadium, through the town centre to St Helens College
- Reduce traffic circulation and movement, this is done by rationalising bus movements within the town centre, whilst still supporting bus, taxi and cycle movements (as well as off-peak deliveries)

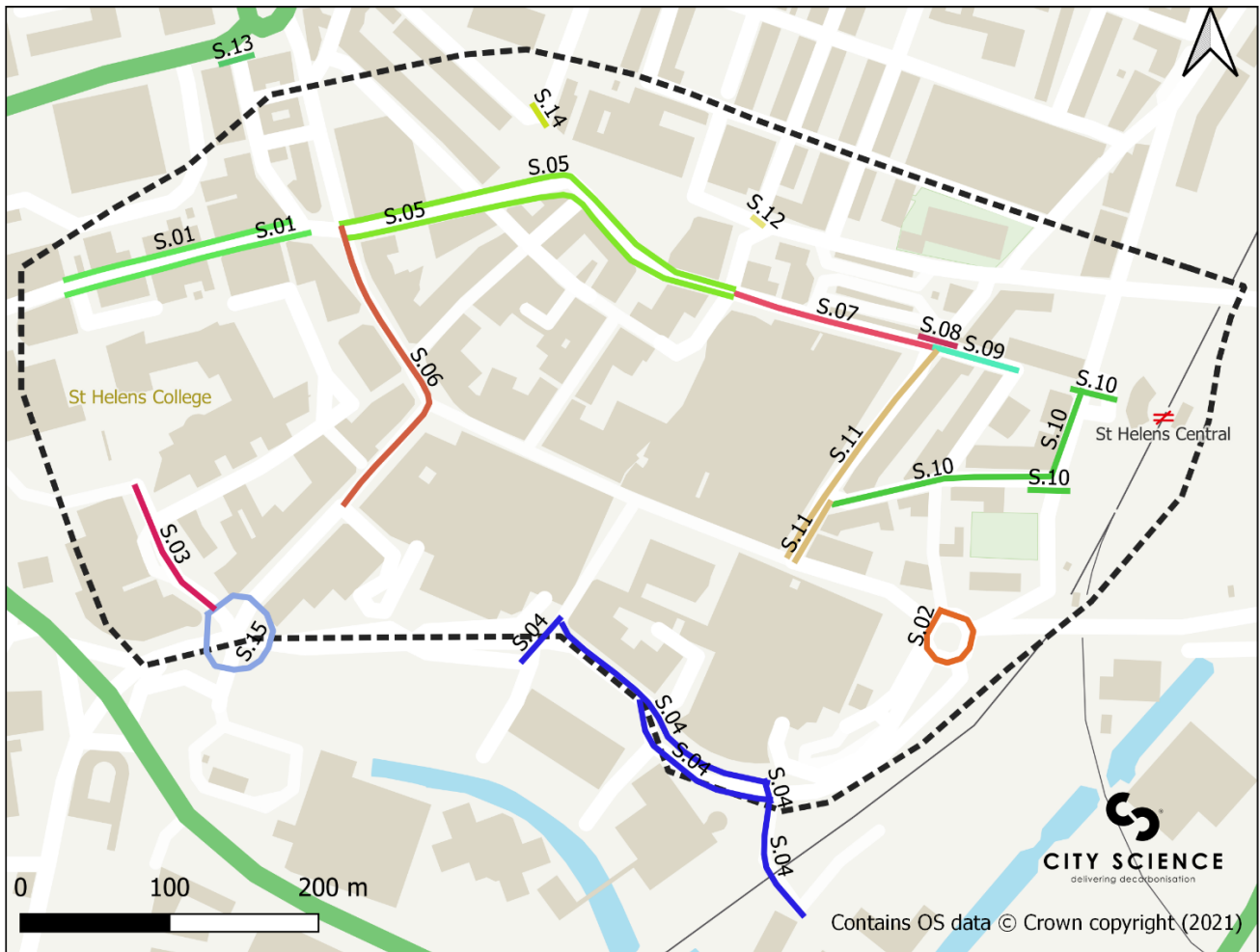


Figure 6-1: Walking schemes in St Helens town centre

Ref	Description
S.01	Public realm improvements along Westfield Street
S.02	Improve the Chalon Way/Parr Street roundabout and address overprovision of highways space along Chalon Way East
S.03	Deliver protected cycle infrastructure on Water Street
S.04	Create continuous pathway/pedestrian environment from Salisbury Street along Chalon Way and Foundry Street to Market Street
S.05	Make Cotham Street and Bickerstaffe Street (to Library Street junction) Bus & Taxi only
S.06	Make Ormskirk Street bus and taxi only
S.07	Pedestrianisation of Bickerstaffe Street from Library Street to Hall Street
S.08	Pedestrian crossing of Hall Street along Bickerstaffe Street
S.09	Improve pedestrian priority Bickerstaffe Street from Hall Street to St Helens Central and remove bollards on pavement
S.10	Pedestrianise Shaw Street from St Helens Central to George Street
S.11	Make Hall Street Bus & Taxi only from Church Street to Bickerstaffe Street
S.12	Filter on Corporation Street at the Vincent Street junction
S.13	Filter on Ormskirk Street restricting access from the A571
S.14	Filter on Corporation Street at the Birchley Street junction
S.15	Pedestrian and cycle crossings of the Chalon Way West roundabout

Table 6-1: Walking Schemes in the St Helens Town Centre Core Walking Zone

6.2.2 Earlestown Town Centre

Our key proposals for improving walking within Earlestown town centre are detailed in Table 6-2 and shown in Figure 6-2. The aim of these proposals is to:

- Create a pedestrianised route from Earlestown railway station through the town centre
- Expand the existing pedestrian zone
- Simplify the one-way system and improving bus movements

These recommendations have been developed with consideration of the Masterplan Development Framework (St Helens Borough Council, 2022).

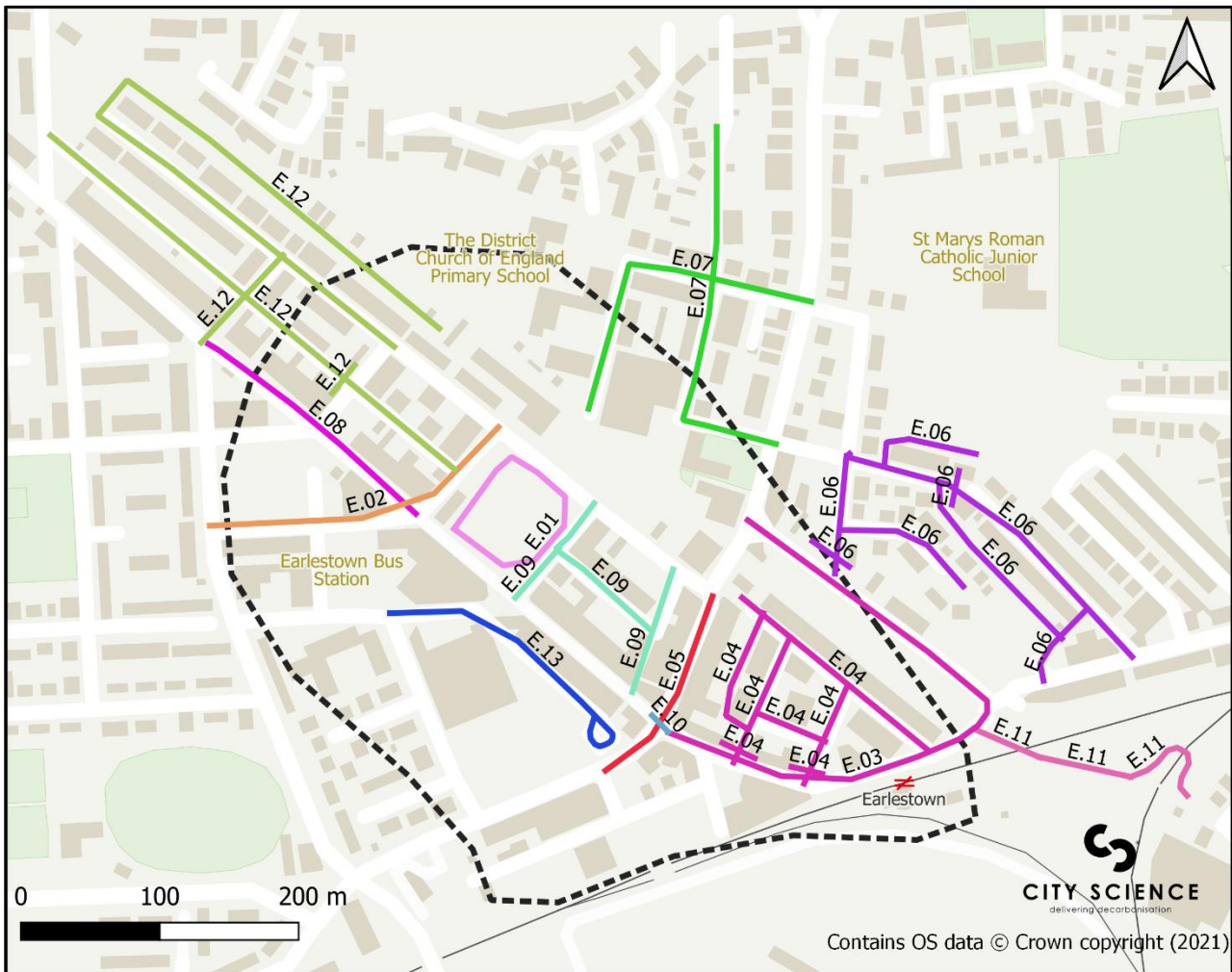


Figure 6-2: Walking Schemes in Earlestown town centre

Ref	Description
E.01	Remove parking on Market Square
E.02	Make Tamworth St/Stanley St Bus & Taxi only
E.03	Widen pathway along Fairclough St/Railway St/Queen St
E.04	Neighbourhood filter around Duke Street/Princes Street/King Street
E.05	Make Bridge Street Bus & Taxi only
E.06	Neighbourhood filter around Hotel Street/Brookfield Street/Derby Close
E.07	Neighbourhood filter around Patterson Street/School Street
E.08	Extend pedestrianised zone along Market Street
E.09	Neighbourhood filter around Oxford Street/Grafton Street/Back Bridge Street
E.10	Pedestrian and cycle crossing of Bridge Street
E.11	New bridge over the railway connecting Railway Street to Old Wargrave Road
E.12	Neighbourhood filter around Back Market Street/Haydock Street
E.13	Neighbourhood filter around Gable Street

Table 6-2: Walking Schemes in the Earlestown Town Centre Core Walking Zone

6.2.3 Haydock Industrial Park

Our key proposals for improving walking within Haydock Industrial Park are detailed in Table 6-3 and shown in Figure 6-3. The aim for these proposed schemes is to:

- Upgrade the existing Public Rights of Way
- Upgrade and widen footways
- Improve the existing crossings of the A580 and M6

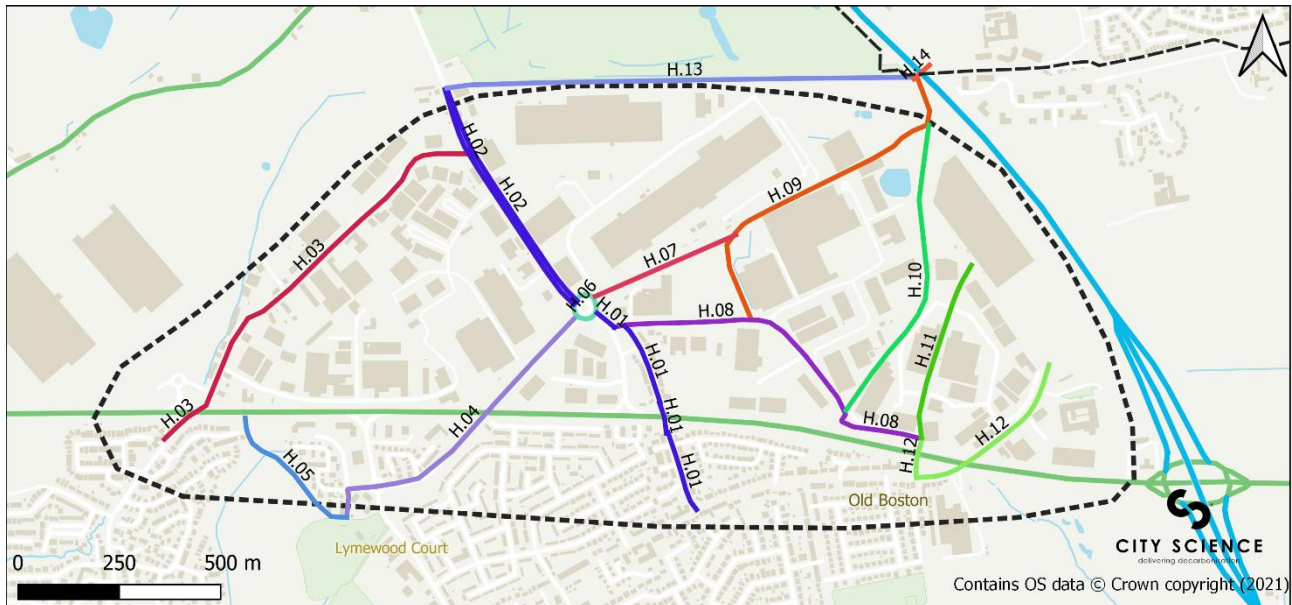


Figure 6-3: Walking schemes in Haydock Industrial Park

Ref	Description
H.01	Upgrade of path on Kenyon's Lane and at-grade crossing of A580, includes removal of pedestrian overbridge
H.02	Parking enforcement and path upgrade along Millfield Lane
H.03	Upgrade of path along Haydock Lane and pedestrian crossing of A580
H.04	Upgrade/widen path on Piele Road, with one-way system for vehicles on the A580 underpass
H.05	Upgrade/widen path through Piele Park
H.06	Pedestrian crossing provision around Millfield Lane Roundabout
H.07	New pathway between Millfield Lane Roundabout and PROW north of Kilbuck Lane
H.08	Upgrade/widen pathway along Kilbuck Lane
H.09	Upgrade PROW from Kilbuck Lane (north) to Townfield End Plantation
H.10	Upgrade PROW from Kilbuck Lane (south) to Townfield End Plantation
H.11	Upgrade PROW through Wilcock Road/Dixon Close area
H.12	Upgrade pathway on Penny Lane/Old Boston
H.13	Upgrade PROW running along northern edge of Haydock Industrial Estate
H.14	New cycle friendly bridge crossing of the M6

Table 6-3: Walking Schemes in the Earlestown Town Centre Core Walking Zone

7 Prioritising Improvements

LCWIP Guidance (DfT, 2017) identifies that proposed schemes should be prioritised based on their ability to ‘have the greatest impact on increasing the number of people who choose to walk and cycle and therefore provide the greatest return on investment.’ It also identifies other factors, including deliverability of schemes or opportunities to integrate with wider schemes.

Accounting for this, the scheme prioritisation process is split across two components (see Figure 7-1):

- **A) Effectiveness & Needs Based Appraisal:** To assess the extent to which the proposed scheme has the potential to deliver upon the five LCWIP outcome-led objectives (16 appraisal metrics)
- **B) Deliverability:** To assess the relative ease in which the proposed scheme can be implemented, considering factors such as dependency, feasibility, and public acceptability (5 appraisal metrics)

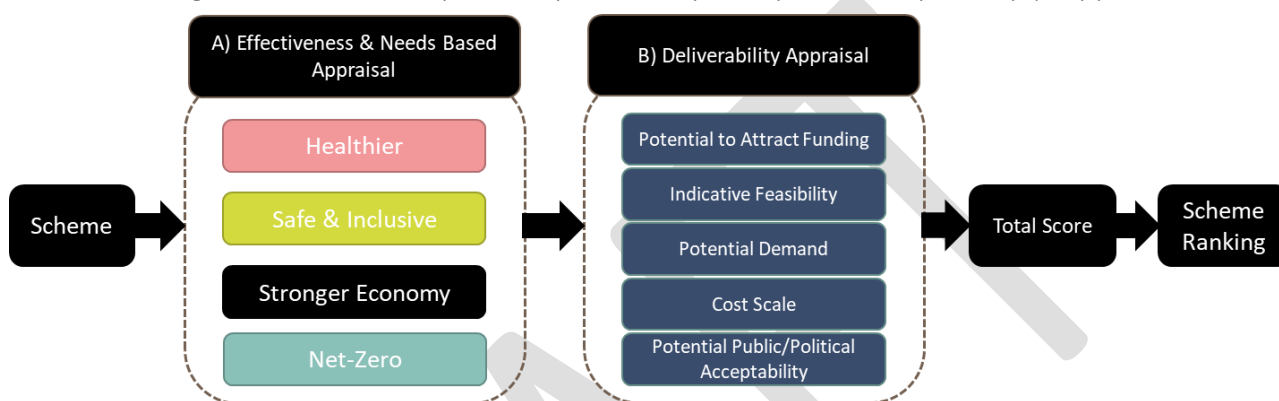


Figure 7-1: Scheme Prioritisation Framework

The outcomes of these components are then combined to formulate an overall score, which is then used to inform the relative scheme rank and implementation priority.

The appraisal framework is based around the objectives set in the Evidence Base for this LCWIP (see Table 7-1). These are outcome-led and account for the key opportunities and constraints in St Helens.

Objective	Description	Appraisal Metric
Healthier	Promote good health across communities through increased physical activity and cleaner air	<ul style="list-style-type: none"> • Percentage of People Classed as Physically Inactive • Air Quality (Annual Mean NO2 Levels) • Prevalence of Diagnosed Depression • Access to Health
Safe & Inclusive	Create a safe and inclusive cycling & walking network in communities which enables independent travel for people of all abilities	<ul style="list-style-type: none"> • Deprivation Index • Active Travel Collisions • Access to Green Space • Level of Traffic Stress
Stronger Economy	Support sustainable growth and tackle deprivation through improved access to local services, employment and future development sites	<ul style="list-style-type: none"> • Proximity to Education Facilities (Schools & Colleges) • Unemployment Level • Integration with Future Allocated Residential & Employment Sites • Access to Existing Employment Areas
Net-Zero	Support the Borough's Climate Response Plan to become net-zero by 2040 through modal shift from cars to active modes	<ul style="list-style-type: none"> • Access to Public Transport Hubs • Car Related Carbon Emissions • Links with Existing Infrastructure • Existing Car Mode Share

Table 7-1: St Helens Borough LCWIP Objectives

7.1 Prioritised Schemes

7.1.1 Timescales

In line with DfT Guidance, this LCWIP has been produced considering a prioritised series of network upgrades across a ten-year period. Future infrastructure improvement schemes have been categorised as follows:

- **Short Term Network Improvements (2023-2026):** ‘Quick wins’ which can be delivered relatively easily with stakeholder support, do not rely on other schemes progressing and could be delivered within current or already identified forthcoming funding streams available to Shropshire Council
- **Medium Term Network Improvements (2026-2029):** Schemes that require several rounds of consultation and likely to require persuasion with local people before progression, subject to further feasibility assessment and/or reliant on some dependency on other scheme progressing
- **Long Term (2029 +):** Schemes that are more challenging to deliver due to likely local opposition and need for several rounds of consultation, noteworthy scheme engineering feasibility challenges and / or reliant on other schemes progressing

7.1.2 Prioritised Routes

Based on the outcomes of the appraisal and prioritisation process, the recommended delivery timescales for the routes are indicated in Figure 7-2 to Figure 7-4.

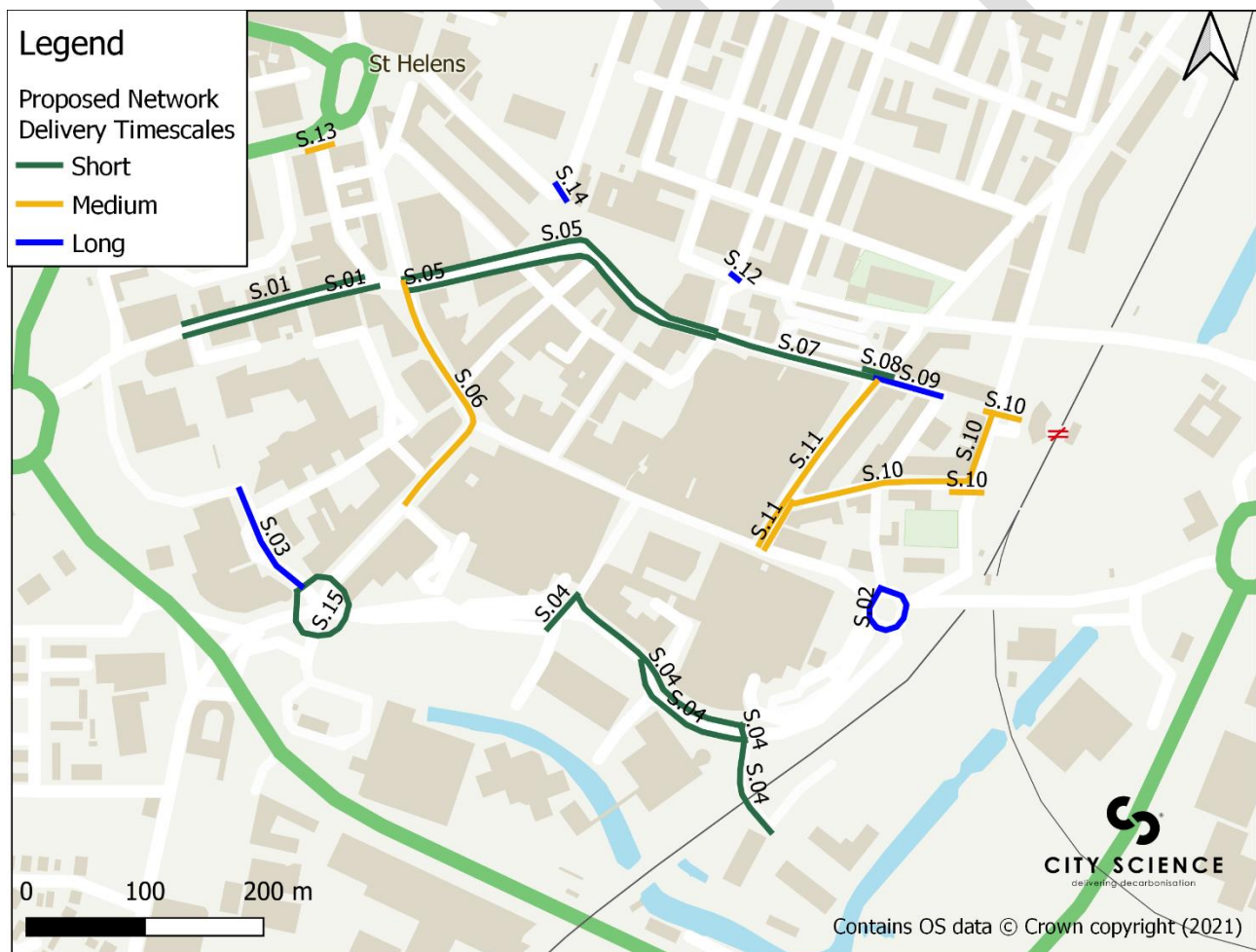


Figure 7-2: Proposed schemes St Helens Town Centre

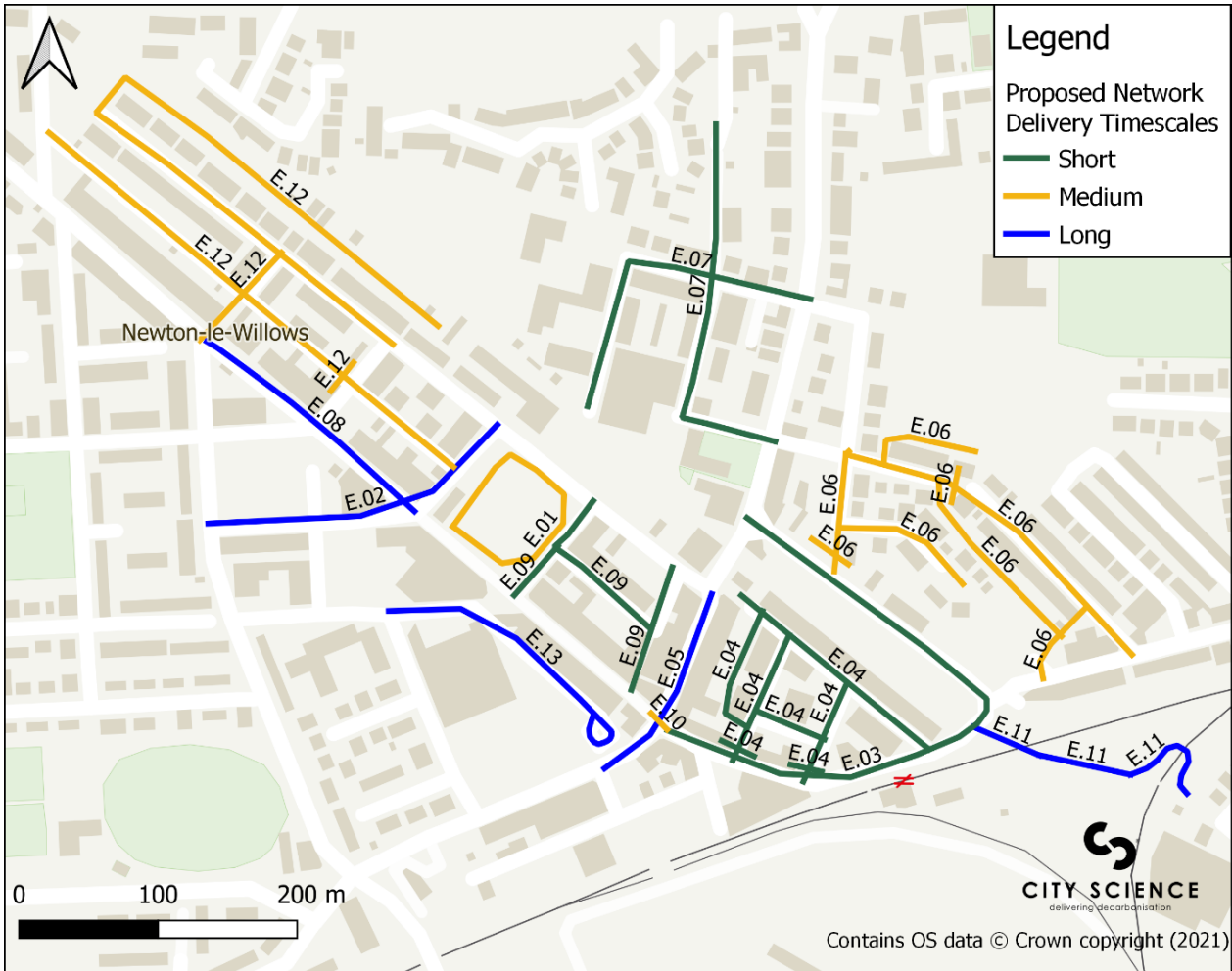


Figure 7-3: Proposed schemes Earlestown Town Centre

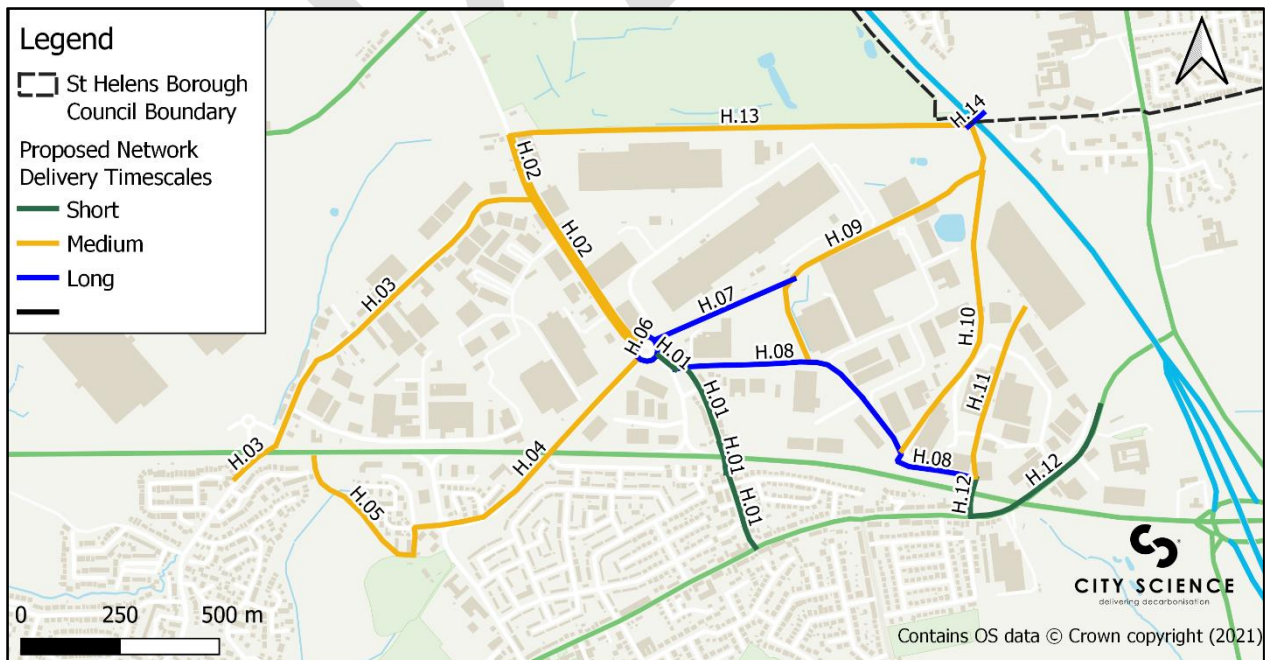


Figure 7-4: Proposed schemes in Haydock Industrial Park

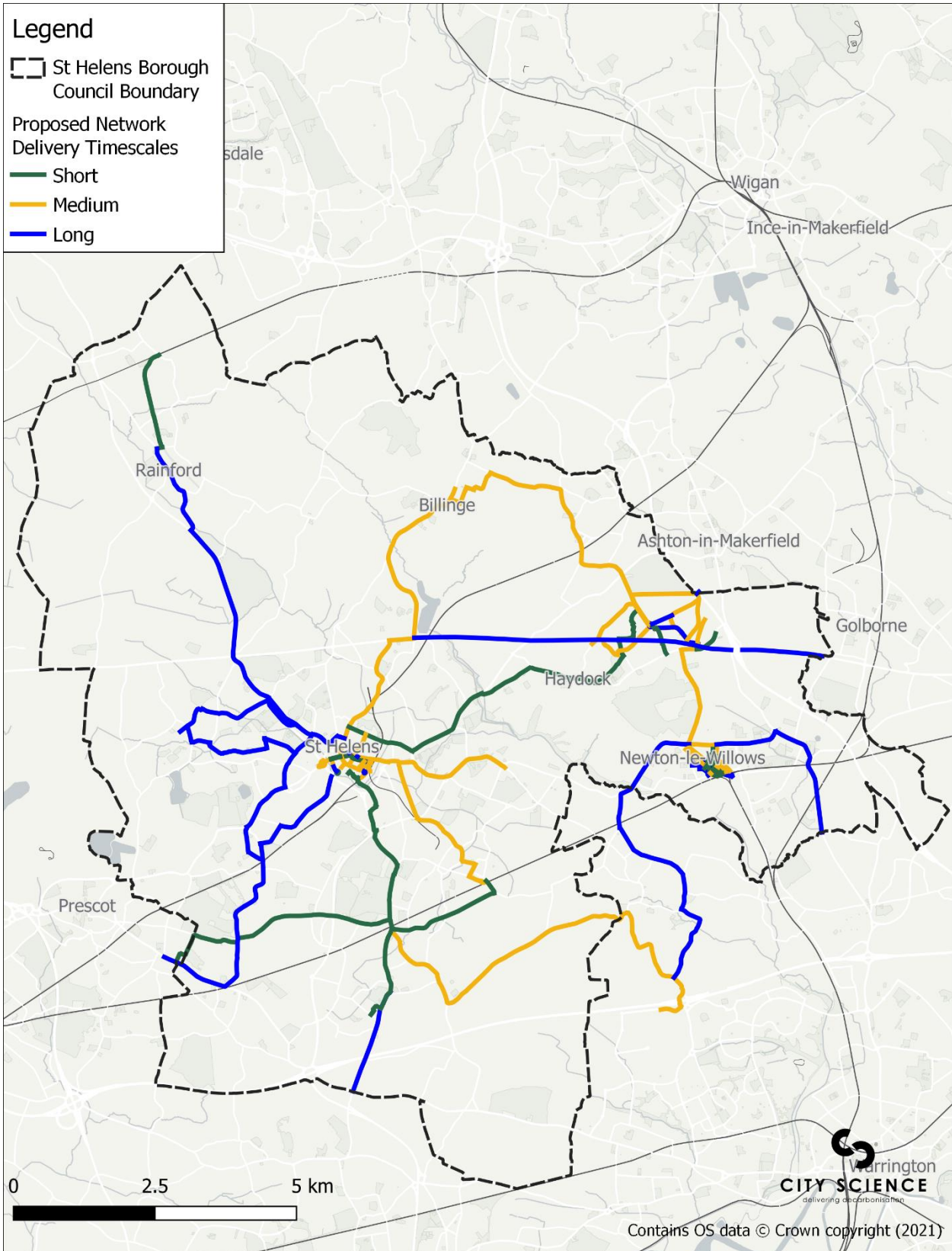


Figure 7-5: Proposed schemes categorised by delivery timescale

8 Integration & Application

8.1 Policy Integration

This LCWIP has been developed in line with the relevant national guidance and is well aligned to national, regional and local policy, as set out in Figure 4-1. It has been developed within the context of the Liverpool City Region LCWIP, adding local granularity to this planned regional network. However, to properly implement the proposals outlined in the St Helens Borough LCWIP, it is important that the proposals set out here are fully integrated with future and emerging local and regional policy, as well as in process such as development management.

As such, in addition to the infrastructure proposals set out above, this LCWIP also recommends that:

- Any updated or refreshed Local Transport Plan covering St Helens Borough should integrate the proposals and key principles of this LCWIP
- St Helens Borough Council is currently working towards a revision of the St Helens Borough Council's 'Ensuring a Choice of Travel' Supplementary Planning Document, this document will integrate the proposed schemes into the development planning process, including delivery of routes and safeguarding where appropriate. This LCWIP will be considered in responses to major planning applications from its adoption.
- Future travel plans, including workplace travel plans for businesses, school travel plans and the council itself, should account for key principles and schemes contained within this LCWIP
- The Council commits to exploring the potential for new policies and activities which will support the delivery of proposals set out in this LCWIP, including the removal of on-street car parking, area-wide traffic management schemes, school travel planning / School Streets, and enforcement of moving traffic offences.

These recommendations are critical to ensuring the contents of the LCWIP are successfully delivered on the ground and should be given equal weighting to the rest of this report.

8.2 Monitoring & Evaluation

Monitoring and evaluation of each scheme should be undertaken in line with the process outlined by the Liverpool City Region's LCWIP. This sets out the requirement for a Monitoring & Evaluation Plan to be developed for each route as they come forward for more detailed development and implementation, setting out:

- Data requirements for collection (e.g. what, how, when, sample size)
- Outputs for the scheme
- Key outcomes for the scheme
- Lessons learned for improving future schemes

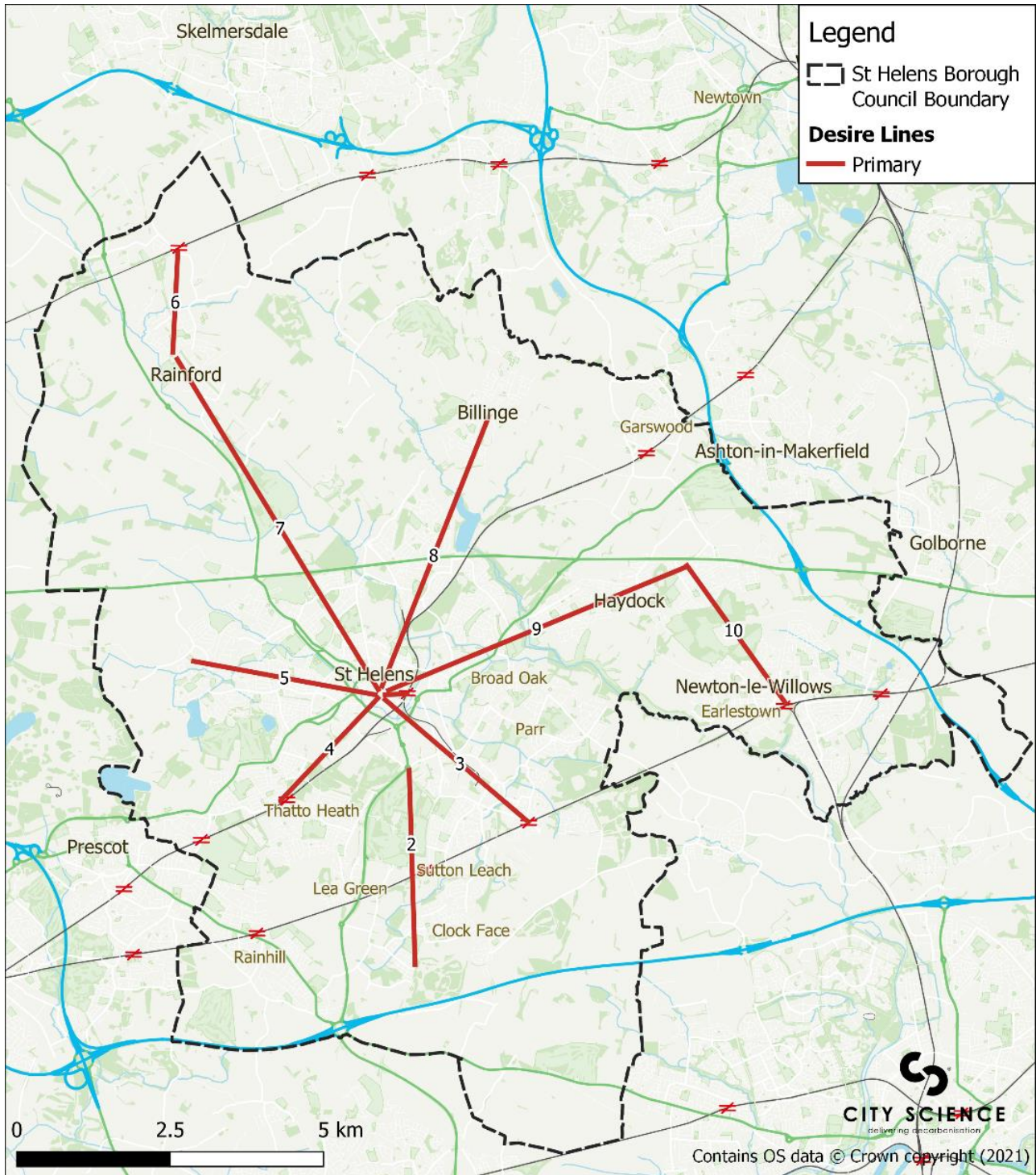
As these routes begin to form a network, these Monitoring & Evaluation Plans will combine to outline the benefits of a network delivery approach, with evaluation findings informing designs of future routes.

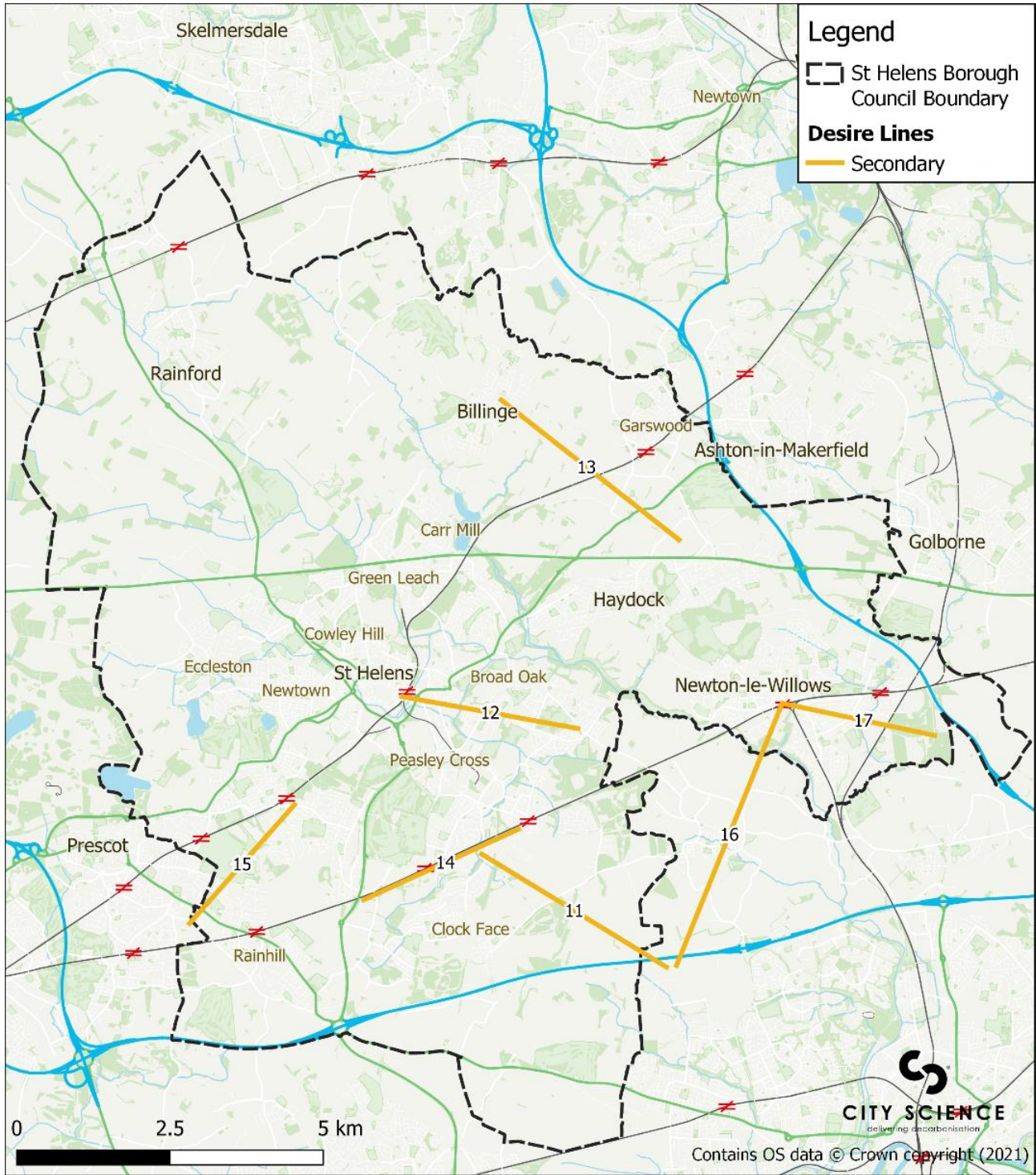
8.3 Future LCWIP Review

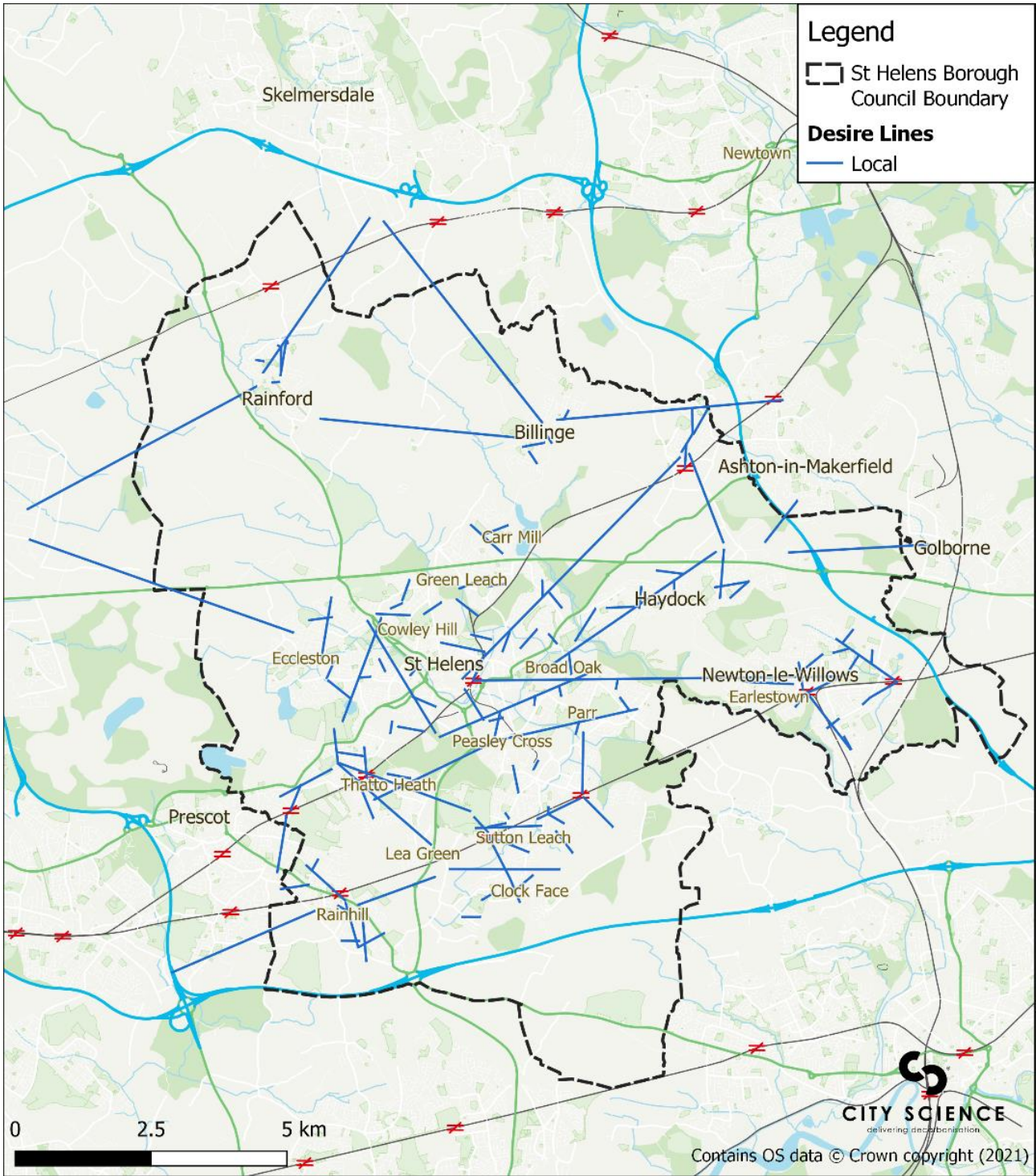
This LCWIP has been produced at a point in time (August 2022) and is subject to uncertainty due to the length of the planning horizon considered to 2029 and beyond, for example in relation to scheme dependencies.

This LCWIP is a 'living document' which means it requires regular review and updates to ensure it continues to remain relevant, with new schemes being prioritised as others are delivered. It should therefore be updated regularly at least every four to five years; particularly where a material change occurs that will affect its relevance, such as a major new local or national policy.

9 Appendix A: Detailed Desire Line Maps







10 Appendix B: Network Plans for Cycling

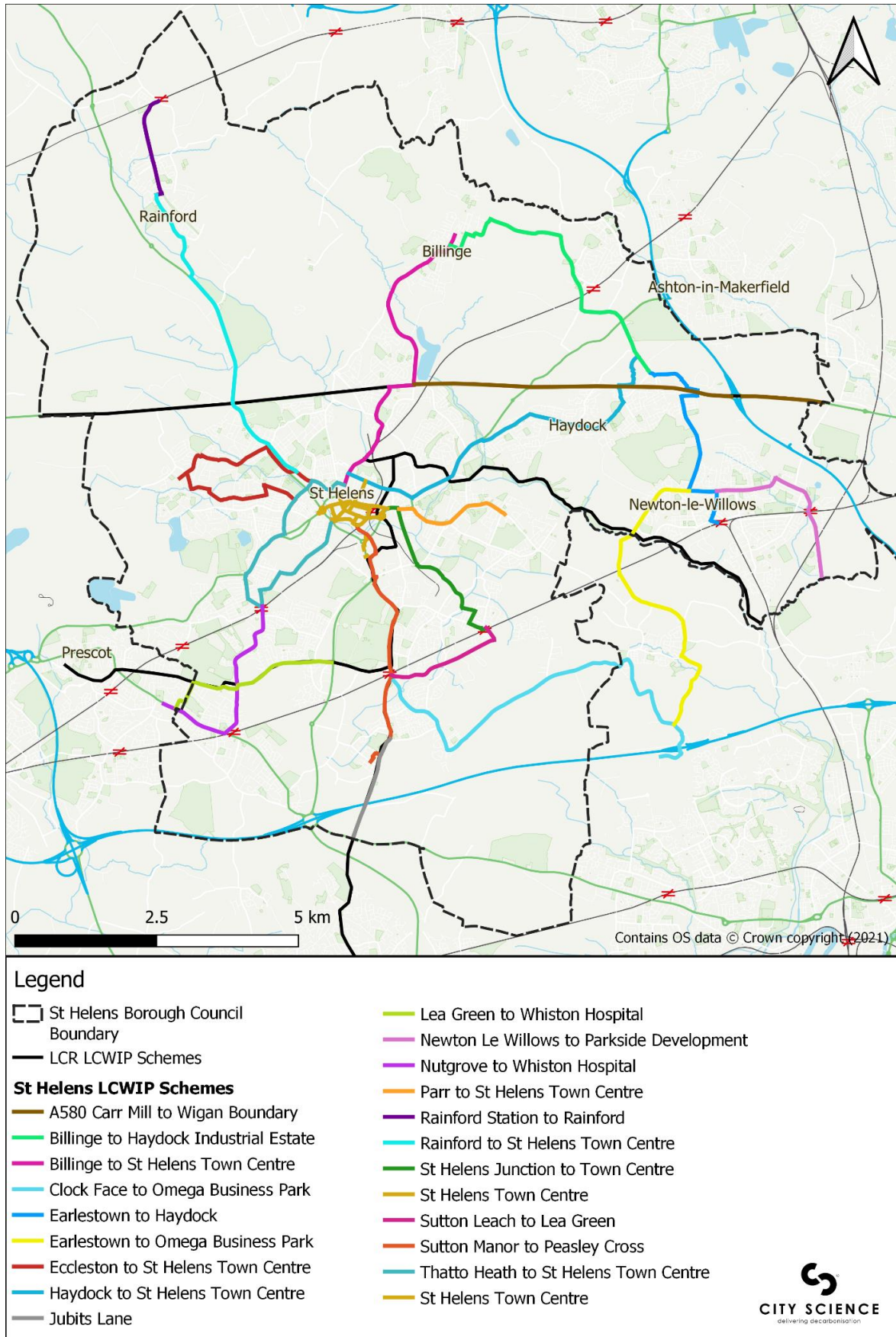


Figure 10-1: Individual schemes developed as part of the St Helens LCWIP

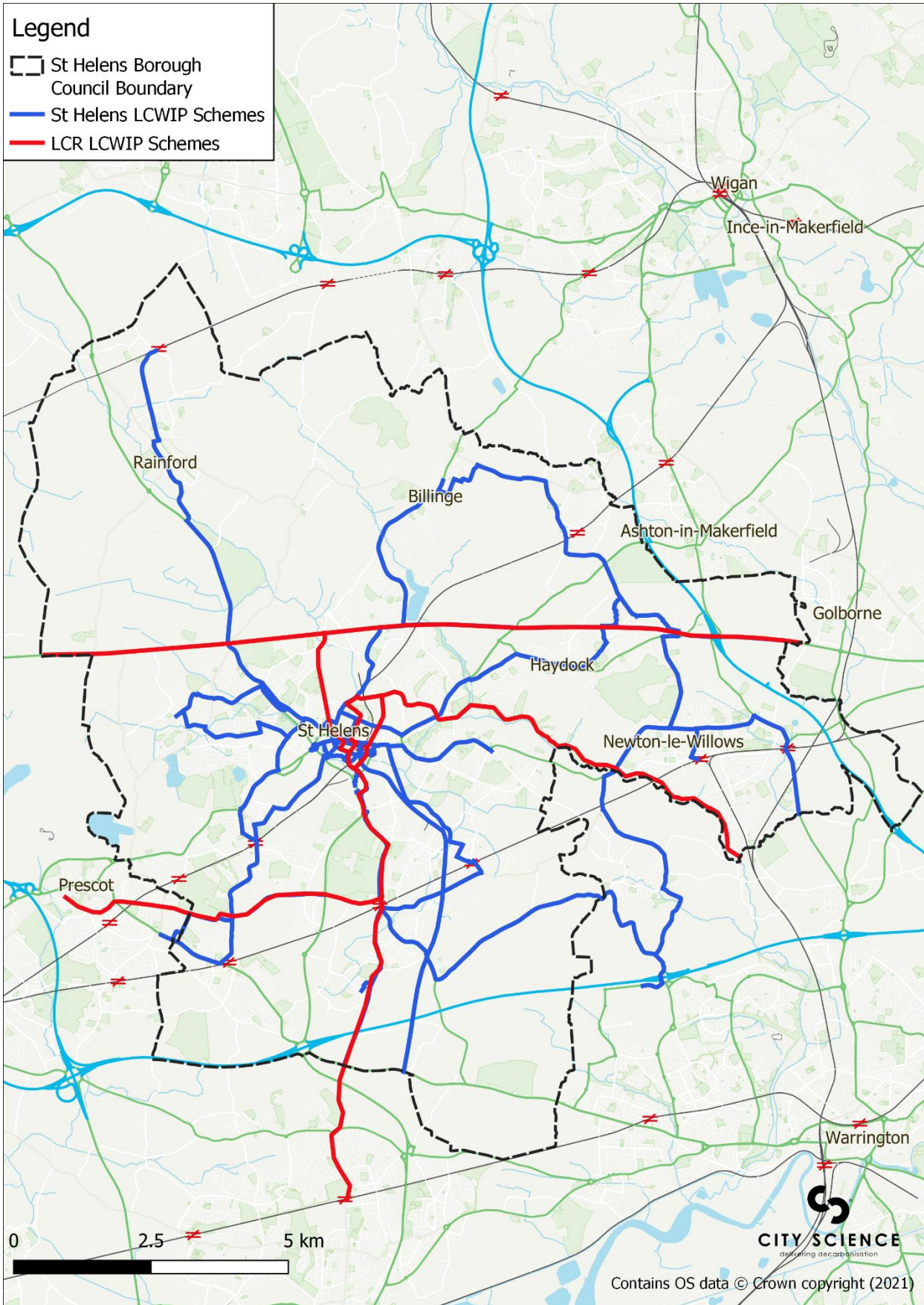


Figure 10-2: St Helens and Liverpool City Region LCWIP Cycling Schemes

11 Appendix C: Primary Desire Line Scores

Primary Desire Line	Description	Option	Cohesion (Connections)	Directness (Distance, Gradients & Junctions)	Safety (Speed, Traffic Volume & Collisions)	Comfort (width & surface quality)	Attractive-ness (lighting, overlooking & street clutter)	Total	Preference
1 - St Helens Central Station to Town Centre	Routes developed in the St Helens Town Centre Active Travel Study	1							✓
2 - Sutton Manor to Peasley Cross	Via B5419 and Marshalls Cross Rd/A569 (2.4 mi, mostly flat)	1	●	●	●	●	●	6	✓
	Via St Helens Linkway/A570 (3.1 mi, mostly flat)	2	●	●	●	●	●	5	
	Via Lea Green Rd and Elton Head Rd (2.9 mi, mostly flat)	3	●	●	●	●	●	5	
3 - St Helens Junction Station to Town Centre	Via Jackson St (2.7 mi, mostly flat)	1	●	●	●	●	●	7	✓
	Via Jackson St and Watery Ln (2.9 mi, mostly flat)	2	●	●	●	●	●	6	
	Via Jackson St and Standish St (2.8mi, mostly flat)	3	●	●	●	●	●	5	
	Via old Railway Line	4	●	●	●	●	●	6	
4 - Thatto Heath Station to St Helens	Via A58 (2.1mi, mostly flat)	1	●	●	●	●	●	4	
	Via Prescott Rd/ A58 and Boundary Rd (2.3 mi)	2	●	●	●	●	●	5	✓
	Via Old Ravenhead Rd (2.2 mi, mostly flat)	3	●	●	●	●	●	5	✓
5 - Eccleston to St Helens	Via Dentons Green Ln (2.4mi)	1	●	●	●	●	●	6	✓
	Via Knowsley Rd (2.3mi)	2	●	●	●	●	●	4	
	Via Hewitt Ave (2.3mi)	3	●	●	●	●	●	6	✓
6 - Rainford station to Rainford	Via Rainford Linear Park (1.2mi, mostly flat)	1	●	●	●	●	●	6	✓
	Via News Lane (1.4mi, mostly flat)	2	●	●	●	●	●	5	
	Via Old Lane, Ormskirk Rd (1.3mi, mostly flat)	3	●	●	●	●	●	4	
7 - Rainford to St Helens	Via B5203/A570 (4.2 mi, mostly flat. 50ft gradient change)	1	●	●	●	●	●	4	
	Via Rainford Linear Park /Abbey Rd (4.1mi, 137ft gradient change from Abbey Rd)	2	●	●	●	●	●	3	
	Via Church Ln/A570 (3.9 mi, 66ft gradient change)	3	●	●	●	●	●	5	✓
	Via former rail alignment /Rainford Linear Park (4.7mi)	4	●	●	●	●	●	4	
8 - Billinge to St Helens	Via A571 (3.3 mi, mostly flat)	1	●	●	●	●	●	6	✓
	Via Chain Ln/ Park Rd (4.5 mi, mostly flat)	2	●	●	●	●	●	3	
	Via Carr Mill Rd/Hinckley Rd (3.7 mi, mostly flat)	3	●	●	●	●	●	4	
9 – Haydock to St Helens	Via A58 (3.7mi, mostly flat)	1	●	●	●	●	●	6	✓
	Via Sandish St/A572 (4.6mi, mostly flat)	2	●	●	●	●	●	3	
	Via East Lancashire Rd/A580 (4.1, mostly flat)	3	●	●	●	●	●	5	
10 – Earlestown to Haydock	Via A572/ Newton Rd (5 mi, some gradient changes)	1	●	●	●	●	●	7	✓
	Via St Helens Canal (5.1mi, high gradient changes)	2	●	●	●	●	●	6	
	Via A58 (5.2mi, some gradient changes)	3	●	●	●	●	●	5	

12 Appendix D: Scheme Appraisal Scores & Rank

The prioritisation table (Table 12-1) summaries the appraisal scores across the effectiveness and needs based appraisal (Part A) and the deliverability appraisal (Part B) for the proposed cycling and walking route-based schemes.

Scheme Name	Network	Net-Zero	Healthier	Safe & Inclusive	Stronger Economy	Total Objective	Deliverability	Total Overall	Rank
Sutton Leach to Lea Green	Cycling	11	8	11	12	42	12	66	1
Parking enforcement and path upgrade along Bickerstaffe Street from Library Street to Hall Street	St Helens CWZ	8	11	11	9	39	13	65	2
Upgrade of path on Kenyon's Lane and crossing of A580	Haydock CWZ	9	10	9	9	37	13	63	3
Public realm improvements along Westfield Street	St Helens CWZ	9	9	9	10	37	13	63	3
Create continuous pathway/pedestrian environment from Salisbury Street along Chalon Way and Foundry Street to Market Street	St Helens CWZ	8	9	9	8	34	14	62	5
Sutton Manor to Peasley Cross	Cycling	11	11	11	11	44	9	62	5
Upgrade pathway on Penny Lane/Old Boston	Haydock CWZ	8	10	7	8	33	14	61	7
Pedestrian crossing of Hall Street along Bickerstaffe Street	St Helens CWZ	8	11	11	9	39	11	61	7
Widen pathway along Fairclough St/Railway St/Queen St	Earlestown CWZ	10	8	9	9	36	12	60	9
Haydock to Town Centre	Cycling	10	11	12	11	44	8	60	9
Make Cotham Street and Bickerstaffe Street (to Library Street junction) Bus & Taxi only	St Helens CWZ	9	11	10	10	40	10	60	9
Local filter around Oxford Street/Grafton Street/Back Bridge Street	Earlestown CWZ	9	9	10	9	37	11	59	12
Pedestrian crossings of the Chalon Way West roundabout	St Helens CWZ	9	9	10	9	37	11	59	12
Local filter around Duke Street/Princes Street/King Street	Earlestown CWZ	10	8	8	9	35	12	59	12
Local filter around Patterson Street/School Street	Earlestown CWZ	10	9	9	9	37	11	59	12
Earlestown to Haydock	Cycling	11	12	11	11	45	7	59	12
Clock Face to Omega Business Park	Cycling	11	9	11	11	42	8	58	17
Upgrade/widen path on Piele Road	Haydock CWZ	8	10	7	9	34	12	58	17
Local filter around Hotel Street/Brookfield Street/Derby Close	Earlestown CWZ	10	8	7	9	34	12	58	17
Upgrade of path along Haydock Lane and pedestrian crossing of A580	Haydock CWZ	9	8	6	9	32	13	58	17
Billinge to Town Centre	Cycling	12	9	11	10	42	8	58	17
Rainford Station to Rainford	Cycling	11	7	9	9	36	11	58	17
Local filter around Back Market Street/Haydock Street	Earlestown CWZ	9	9	9	9	36	11	58	17
Upgrade PROW from Kilbuck Lane (south) to Townfield End Plantation	Haydock CWZ	9	9	6	9	33	12	57	24
St Helens Junction to Town Centre	Cycling	8	10	12	11	41	8	57	24
Upgrade PROW through Wilcock Road/Dixon Close area	Haydock CWZ	8	9	6	8	31	13	57	24
St Helens Town Centre	Cycling	9	11	11	10	41	8	57	24
Thatto Heath to Town Centre	Cycling	9	11	12	11	43	7	57	24
Parr to St Helens Town Centre	Cycling	8	11	11	9	39	9	57	24
Billinge to Haydock Industrial Estate	Cycling	10	10	9	11	40	8	56	30
Parking enforcement and path upgrade along Millfield Lane	Haydock CWZ	9	9	7	9	34	11	56	30
Pedestrianise Shaw Street from St Helens Central to George Street	St Helens CWZ	8	11	8	9	36	10	56	30
Make Water Street one-way from the roundabout to the college parking	St Helens CWZ	9	9	9	9	36	10	56	30
Upgrade PROW from Kilbuck Lane (north) to Townfield End Plantation	Haydock CWZ	9	9	5	9	32	12	56	30
Pedestrianise Ormskirk Street	St Helens CWZ	9	10	8	9	36	10	56	30
Pedestrian crossing of Bridge Street	Earlestown CWZ	8	8	10	8	34	11	56	30
Lea Green to Whiston Hospital	Cycling	11	10	10	7	38	9	56	30
Make Hall Street Bus & Taxi only from Church Street to Bickerstaffe Street	St Helens CWZ	9	11	10	9	39	8	55	38
Upgrade/widen path through Piele Park	Haydock CWZ	9	8	6	8	31	12	55	38
Upgrade PROW running along northern edge of Haydock Industrial Estate	Haydock CWZ	9	9	4	9	31	12	55	38
Jubits Lane	Cycling	9	9	10	6	34	10	54	41
Nutgrove to Whiston Hospital	Cycling	9	10	10	9	38	8	54	41
Filter along Corporation Street at the Birchley Street junction	St Helens CWZ	8	9	10	9	36	9	54	41
Remove parking on Market Square	Earlestown CWZ	8	9	8	9	34	10	54	41
Upgrade/widen pathway along Kilbuck Lane	Haydock CWZ	9	9	6	8	32	11	54	41
Filter along Corporation Street at the Vincent Street junction	St Helens CWZ	8	11	7	9	35	9	53	46
Filter on Ormskirk Street restricting access from the A571	St Helens CWZ	8	9	10	8	35	9	53	46
Pedestrianised Bickerstaffe Street from Hall Street to St Helens Central	St Helens CWZ	8	11	9	9	37	8	53	46
Revise the Chalon Way/Parr Street roundabout	St Helens CWZ	9	10	10	8	37	8	53	46
Pedestrian crossing provision around Millfield Lane Roundabout	Haydock CWZ	9	9	7	8	33	10	53	46
A580 Carr Mill to Wigan Boundary	Cycling	10	10	9	8	37	8	53	46
Newton Le Willows to Parkside Development	Cycling	11	9	9	8	37	8	53	46
Make Bridge Street Bus & Taxi only	Earlestown CWZ	9	8	10	9	36	8	52	53
New bridge crossing of the M6	Haydock CWZ	9	10	8	7	34	9	52	53
Local filter around Gable Street	Earlestown CWZ	8	9	7	9	33	9	51	55
Rainford to Town Centre	Cycling	10	9	9	8	36	7	50	56
Eccleston to Town	Cycling	10	9	10	9	38	6	50	56
Extend pedestrianised zone along Market Street	Earlestown CWZ	8	9	8	9	34	8	50	56
Make Tamworth St/Stanley St Bus & Taxi only	Earlestown CWZ	8	9	10	9	36	7	50	56
Earlestown to Omega Business Park	Cycling	8	9	10	8	35	7	49	60
New bridge over the railway connecting Railway Street to Old Wargrave Road	Earlestown CWZ	10	7	6	8	31	8	47	61
New pathway between Millfield Lane Roundabout and PROW north of Kilbuck Lane	Haydock CWZ	9	9	4	8	30	8	46	62

Table 12-1: Combined cycling & walking schemes prioritisation & appraisal results

13 Appendix E: Baseline Report

This Appendix will contain the Baseline Report developed as part of the St Helens Borough LCWIP.

