

CHESTER LANE AND JUBITS LANE TRAVEL CORRIDOR - FAQs

Who is funding the Chester Lane and Jubits Lane Active Travel improvements?

Design work has been funded by the UK Government/Active Travel England Capability Fund. The funding for this project can only be spent primarily on improvements for walking and cycling facilities. We have included junction upgrades, road re-surfacing and landscaping improvements as these can be included only if they help with the new walking and cycling improvements. If the project is not implemented, the funding cannot be used for other road improvements, such as pothole repairs, or non-highway improvements.

Who is designing the active travel improvement scheme?

Flinders Chase have been competitively appointed by St Helens Borough Council to provide technical consultancy design services for the scheme. They are a local firm based in the Liverpool City Region with experience of completing similar projects. The appointment of further designers and contractors will be determined later and be subject to competition.

Where does the improvement scheme begin and end?

The route runs north-south from the Clock Face junction, near Lea Green Station and the Bull and Dog public house, to the junction of Jubits Lane, Warrington Road (A57) and Wilmere Lane at the borough border with Halton.

Are you restricting any traffic movements along to route?

The proposals do not include any changes to traffic routes along Jubits Lane and Chester Lane or any of the side roads that connect onto these roads.

Are you making any changes to the Clockface junction, which has already had major changes in recent years?

A new two-way cycle track and improved footway on the western side of Chester Lane will connect into the existing cycle track and footways at the Clockface junction. No major changes are proposed to the Clockface junction.

Why are these improvements to Chester Lane and Jubits Lane being proposed?

There are many residential communities on both sides of Chester Lane and Jubits Lane and several key destinations in these areas. These include Sutton Academy, Four Acre Health Centre, Chester Lane Library, St Theresa's Catholic Primary School, Sutton Manor Primary School, KGV Playing Fields, Sutton Manor Woodland and The Dream.

Halton Borough Council has also developed proposals to continue the route south down Wilmere Lane and Birchfield Road to Widnes Station. This would provide access to Cronton Sixth Form College, Wade Deacon High School and the railway station.

On-road pop-up cycle lanes were provided on Chester Lane and Jubits Lane during the COVID-19 pandemic with emergency funding from the UK Government. These new improvements will upgrade the route to comply with the latest design guidance, enable the route to be properly maintained and separate traffic from people walking and cycling with kerbs and not bollards.

There are no safe crossing facilities at some junctions along the route for people walking and cycling and the project will include new safer crossings. The proposals include improvements to bus infrastructure and junctions to allow traffic to flow better and reduce congestion. Funding is available specifically for these active travel improvements and St Helens Borough Council would like to secure investment for this area to improve the local environment.

Active Travel Enhancements: Design

What does the Chester Lane and Jubits Lane improvement scheme include?

The proposals include a new segregated, two-way cycle track that is generally a minimum of 2.5 metres wide and improved footways along the full length of the corridor. Dedicated crossings for people walking and cycling will be included at key junctions and at regular intervals along the route. Bus stop and landscaping improvements will improve the area for all users. Junctions will be improved for all modes of traffic and re-surfacing will be included.

How will the improvement scheme benefit those walking?

The proposed improvements will make the cycle infrastructure better over the full length of the route and separate them from pedestrians. This will reduce the risk of collisions between people walking and cycling. New dedicated, controlled pedestrian crossings have been proposed along the route and at certain junctions where no safe crossing facilities currently exist. Extra benches will be included for people to be able to rest, particularly for elderly people and those with disabilities. Footways will be re-configured and re-surfaced to provide even surfaces and regular dropped crossings.

How will the improvements benefit those wheeling?

The improvements have been designed to make active travel more accessible for every type of footpath user, including those wheeling. 'Wheeling' generally refers to those who use mobility scooters, wheelchairs, or other forms of wheeled aids, but can also include people walking with pushchairs. The proposals include separated pedestrian and cycle infrastructure, safer road crossings and amended junctions to include pedestrian provision. A small number of trees that are damaging the footways will be removed and will be replaced with more appropriate native tree planting. These improvements should give people with reduced mobility, young children or those travelling with heavy shopping greater confidence to travel safely without the use of a car.

How will the improvements benefit those cycling?

The proposals have been developed to make cycling a more appealing travel option by improving connectivity to places of learning, employment, green space, retail and leisure destinations and existing transport infrastructure. All cycle routes will be designed in accordance with LTN 1/20 "Cycle Infrastructure Design", which aims to provide facilities that are safer for people cycling to travel independently from age 8 to 80 and beyond. The cycle route will be generally a minimum of 2.5 metres wide and more easily swept and maintained. It will better integrate with connecting routes at the Clockface junction and have safer, dedicated crossing facilities. Extra cycle parking will be provided at destinations and regularly along the route.

Will these improvements cause increased congestion to the road network?

Detailed traffic modelling has been undertaken to inform the design of the junction improvements. This has enabled designs to be developed that improve the existing performance of the junctions, accommodate the active travel improvements and balance the needs of all road users. The modelling of the designs shows good levels of performance will be delivered.

Will the proposed improvement scheme remove on-street parking?

There are some minor changes proposed to parking arrangements along the route. This will formalise parking laybys in some locations and maintain parking outside properties, where it is safe to do so. The engagement seeks to understand local views on the proposed routes and their level of impact. The proposed routes have been assessed to minimise impacts and retain the current restrictions and arrangements, as far as possible. We will aim to engage any users of any facilities that may be affected.

Economic Growth and Prosperity

What economic benefits will the improvements bring to the local area?

The improvements have the potential to improve business efficiency, reduce people's travel costs and stimulate the local economy. The development of high-quality active travel routes will provide travel options that, for many, are safer, more convenient, and cheaper.

By decreasing the number of car journeys, participation in active travel can help to reduce the cost of congestion to the UK economy, which is estimated to rise to £25 billion per year by 2025. There is also considerable evidence that suggests active travel schemes represent good financial investments, making returns which range from [£4.30 for every £1 spent on them](#)¹. The average Benefit Cost Ratio from schemes in London providing [a return of £13 for every £1 spent on them](#). Local businesses particularly benefit from improved walking, wheeling and cycling infrastructure with high streets and local town centres [increasing retail spend by up to 30% in previous studies](#)². The cost of living crisis means that people have less money to spend on transport. In comparison, the costs of walking, wheeling, and cycling are relatively low or free.

Health

What health benefits will the improvement scheme bring?

The active travel route will provide improvements in road safety and should reduce road traffic collisions along the route. It will also enable an increase in physical activity within the area with the potential to reduce people's risk of a range of diseases and health concerns, including heart disease, asthma, diabetes, and cancer. It is estimated that physical inactivity has [direct costs of £1 billion and indirect costs of £8.2](#)

¹ National Audit Office (2023). *Active Travel in England*. [online] Available at: <https://www.nao.org.uk/wp-content/uploads/2023/06/active-travel-in-england.pdf>, paragraph 1.11

²Transport for London. *Walking and Cycling: the economic benefits*. [online] <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>, Pages 3 and 22

[billion](#)³ to the NHS every year. The Local Government Association (LGA) reports that, if cycling rates were elevated to London levels across other UK cities, this would [avoid at least 34,000 incidences of eight life-threatening conditions between 2017 and 2040](#)⁴.

Physical activity can benefit people's mental health too. Research suggests that just 30 minutes of daily exercise can almost [halve incidences of depression and reduce stress](#)⁵. Exercise can even boost work productivity and has been linked to improved cognitive performance.

Environment

How will the improvement scheme affect the environment?

When compared to travel by car, active and public transport significantly reduces or eliminates harmful emissions, and this improvement scheme on Chester Lane and Jubits Lane will contribute to improvements in local air quality. The improvement scheme includes enhancements to the local environment with proposed new native tree planting to replace any localised tree removal, new bat boxes and other measures to enhance the range of birds and animals in this part of the Borough. The proposals include positive measures that respond to the Climate Emergency.

Will any trees be lost because of this scheme?

There are believed to be some existing issues with the condition and location of some trees. In some areas, tree roots are causing damage and restricting the width of footpaths. In these locations, a small number of trees have been identified for removal. An arborist (tree expert) has been engaged to advise on tree preservation and planting. Any trees that need to be removed will be replaced with two semi-mature trees for every one tree removed. These will be more appropriate native tree species that will encourage wildlife.

Construction

When will the Chester Lane and Jubits Lane improvement works begin?

No funding for the construction stage of the work has been secured, as yet. The Council will apply to the Liverpool City Region Combined Authority for construction stage funding later in 2025 and hopes to begin construction in 2026.

³ Davis, A. (2014). *Claiming the Health Dividend: A summary and discussion of value for money estimates from studies of investment in walking and cycling*. [online] Available at: https://assets.publishing.service.gov.uk/media/5a7dd183ed915d2acb6ee528/claiming_the_health_dividend.pdf, page 6

⁴ Department for Transport (2022). *Active Travel: local authority toolkit*. [online] available at: <https://www.gov.uk/government/publications/active-travel-local-authority-toolkit/active-travel-local-authority-toolkit>

⁵ Mahindru A, Patil P, Agrawal V. *Role of Physical Activity on Mental Health and Well-Being: A Review*. *Cureus*. 2023 Jan 7;15(1):e33475. Available at <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC9902068/>

Will roads be closed or disrupted during the delivery of the improvement scheme?

At this stage, we can't confirm if roads would be disrupted or closed during the construction of the Chester Lane and Jubits Lane improvements. Information on the works and any upcoming impact on the road network will be available on the St Helens Council webpage at the earliest opportunity and will be coordinated with other developments. Further consultation will take place before any construction commences.