



# By Ours Cowley Hill

## Liveable Neighbourhood Consultation Note

March 2024



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## Background to the Consultation

The Department for Transport's Cycling and Walking Investment Strategy sets out the Government's aim to make walking and cycling the natural choice for all short journeys, or as a part of a longer journey. It sets out the aim to double cycling by 2025, and increase walking activity, particularly for children walking to school.

Our Borough Strategy 2021-2030 highlights the Council's aspiration to increase levels of walking and cycling across the borough, thereby improving health, boosting access to employment, and tackling the climate emergency. Successful delivery of the Council's Local Plan, Highways Asset Management Strategy, Active Lives Strategy, Climate Response Plan and Local Cycling and Walking Infrastructure Plan, amongst other strategies, will all contribute to increasing the proportion of local trips taken by walking and cycling.

Currently, two thirds of journeys in the Liverpool City Region are less than 3 miles, but more than 50% of these journeys are taken by car. The demand for road space has increased over the last 10 years with an approximate 50% rise in traffic on residential streets.

Residents and businesses increasingly expect the Council to put active modes of transport at the forefront of local policy and plans. Polling conducted by the Liverpool City Region Combined Authority shows that most residents want to see greater investment in walking, cycling and public transport, with only 27% of residents thinking that their streets are not dominated by moving or parked motor vehicles.

The Liverpool City Region Combined Authority (LCRCA), in partnership with Sustrans, secured funding from the Freshfield Foundation to develop a Liverpool City Region-wide Liveable Neighbourhood Programme. The aim of the programme was to work with communities to help tackle the negative impacts of speeding and increased volumes of traffic on residential streets while creating places to meet, socialise, and play, making safer and more pleasant streets for everyone to enjoy.

The Cowley Hill area was selected based on data, and local factors as it linked to local priorities and development plans. Several schools are nearby, it is nearby an existing traffic calmed area, and improves connectivity from the North of the borough to the Town Centre.

## Previous Engagement to Date

From 2022 into 2023 a series of workshops were held, alongside a survey sent out, asking the community about current issues and what they would like to see in the streets and spaces in the area.

The initial survey in January 2022 asked local people for their opinions of the Cowley Hill area, and this was accompanied by several design sessions aimed to be fun and creative, helping inspire the communities' ideas for change on their streets and to find out what children in the Cowley Hill area thought of their neighbourhood.

Following this first initial round of engagement a draft design survey was shared and was sent out to 2,597 addresses in the project area, which was made up of both residents and businesses. Alongside this, survey copies were left at local points of interest and specific design workshops were within the area for informal feedback on the designs.

In total 204 responses were formally submitted via the survey, roughly 10% of those that received the posted survey. Responses indicated a majority for all 19 design proposals put forward, with survey results indicating that local people most value the ideas for new controlled crossings, improved walking routes, junction improvements and green space improvements.

The Council has since successfully secured £500,000 Active Travel Tranche 3 capital funding from Active Travel England to progress various active travel initiatives within the Cowley Hill area.

## Current Engagement Overview

The current design proposals were developed by St Helens Borough Council after Sustrans shared the results of the previous consultation. Officers reviewed the comments and prioritised the list of suggested infrastructure improvements (within the available budget) that the community had requested, making sure that it was in line with council priorities and technical guidance.



The final design proposals, as summarised above, were shared through various channels. A drop-in engagement session was also held on Thursday 7 March 2024 between 10am-1pm and 3pm-6:30pm at the Deafness Resource Centre on Dentons Green Road for officers to take any questions on the proposal and to listen to any concerns. The timings of the event were intended to accommodate shift patterns in both the morning and evening. The event was hosted within the local area to maximize accessibility and increase engagement numbers.

Various political and public stakeholder groups were also invited by email to comment on the final designs alongside inviting them to the drop-in engagement event. Groups that were engaged included ward councillors, parish councillors, disability groups, emergency services, transport operators.

Flyers were also distributed to local points of interest within the Cowley Hill area to notify them of the upcoming drop-in engagement event. This included some businesses, schools, medical centres, and local shops to increase the awareness of this event.

The Council's Communications Team led on the content, comment management and the launch of all social media advertising across the Council website and Facebook.

In addition to this, the Transport Policy Team identified the promotion of the engagement through event holders and stakeholders social media channels, such as that of the Deafness Resource Centre, By Ours-Cowley Hill (Sustrans), Windle Labour Party, and Windle Community Network.

To summarise, the following methods of engagement took place:

- **In-Person Engagement Drop in Event:** One event hosted within the study boundary throughout the day (Appendix 7).
- **Social Media Advertising:** Media was used to notify residents, businesses, and stakeholders within the Borough of the final designs and the drop-in engagement event (Appendix 2).
- **Press Activity:** Press releases were issued to key local publications, with references to the drop-in engagement session (Appendix 3).
- **Dedicated By Ours Cowley Hill Liveable Neighbourhood Website:** An established dedicated page updated to reflect the By Ours Cowley Hill Liveable Neighbourhood project (Appendix 1), including the final designs, the consultation feedback report, a poster, and an invitation to the public drop-in engagement event.
- **Posters:** Several posters highlighting the final designs and the in-person drop in engagement event were distributed (Appendix 4).
- **Stakeholder Social Media Posts:** Stakeholders were encouraged to publish their own social media posts with reference to the drop-in engagement session and the final designs (Appendix 5).
- **Targeted Emails:** Interested parties were also invited to email their views on the final designs and formally invited to the drop-in engagement event.

## Drop In Engagement Event - Key Findings

Several comments and suggestions were gathered from the in-person drop-in engagement event, with 32 attendees across the day from 10am-1pm and 3pm-6:30pm. The comments received during the event were mainly regarding the two elements of the scheme that require planning permission i.e., the shared use footway and cycleway across Bishop Road Playing Fields and the 'Pocket Park' at Cooper Street and Chapel Street. Generally, the rest of the elements within the scheme were supported.

### Main Consultation Feedback Themes

#### **Bishop Road Playing Fields – New Shared Use Footway and Cycleway**

| Main Themes  | Officer Comments   |
|--|--|
| <p>There were concerns about the introduction of the path because it was thought that it may exacerbate the antisocial behaviour that is already perceived to be prevalent in the neighbourhood.</p> <p>In addition to this concern, several people were worried about benches being introduced and how that might promote antisocial behaviour. For the most part, people who had reservations about the proposal felt more at ease if the benches were left out of the design.</p> | <p>Benches have been removed from the designs to deter anti-social behaviour and avoid areas where groups may congregate.</p> <p>The Council's Community Safety Team have also been alerted to the existing concerns over antisocial behaviour, with a request for the consideration of assistive actions.</p>   |
| <p>Some Elderflower Road residents expressed concerns about the proposed lighting of the path and how this may impact their properties. To deter potential disruptive behaviour, requests were made for lighting to be placed on a timer.</p>  | <p>Timer functionality will be installed on all street lighting columns as part of the scheme, with the current position being that the lights will be left on during hours of darkness. However, subject to review, if consistent antisocial behaviour arises these can be readily switched to timed operation.</p> <p>Light spill hoods are also to be installed on columns near residential properties on Elderflower Road to deflect lighting.</p> |
| <p>Safety concerns were raised in relation to users of the proposed shared use footway and cycleway exiting onto Bishop Road.</p>  | <p>A chicane barrier is to be provided to slow down users approaching Bishop Road. A raised table is also proposed on Bishop</p>   |

|  |   |
|--|---|
| <p>This was primarily linked to concerns about current traffic speeds and parking issues. There was a concern that young children and dogs may run out into the road without the required level of attention.</p>  | <p>Road to reduce the speed of approaching vehicles.</p>  |
| <p>Previous flooding of the Bishop Road Playing Fields was identified with requests made for drainage to be adequately considered when introducing the footway and cycleway.</p>   | <p>Comment noted and the path will be designed suitably to prevent its flooding, but drainage of the wider site is not part of the scheme remit.</p>  |
| <p>A member of the Unison Sports &amp; Social Club shared concerns that they have shuttered access that leads onto the playing fields. The member stated that the door leads onto their kitchen area and they open it for increased circulation; already they say people walk into their club from this access and that the proposals would increase this happening.</p> <p>The member also stated that, currently, the corner of their social club that resides within Bishop Road Playing Fields is a 'blind spot' for antisocial behavior and they have seen an increase in graffiti because of this. They expressed concerns that a pathway and cycleway may increase this antisocial behaviour.</p> | <p>Additional boundary features are to be provided (a knee-high rail), where feasible, to deter access to adjacent property.</p> <p>The Council will work with the occupier to provide graffiti removal as part of the project.</p> <p>It is also considered that greater public use of this area will act to provide positive natural passive surveillance, which should help deter current antisocial behaviour issues.</p> |
| <p>Concerns were raised about the potential for increased levels of littering to the Playing Fields as part of this scheme.</p>  | <p>Litters bins are to be provided as part of the scheme.</p>   |

## Bishop Road

| Main Themes  | Officer Comments   |
|--|--|
| <p>On Bishop Road, speeding is seen as a problem. The introduction of traffic calming measures was welcomed alongside requests for additional slow down signage and further traffic calming measures along the wider Bishop Road corridor.</p> | <p>Raised table to be provided at the junction of Wynne Road.</p> <p>Existing approach signing to be reviewed to consider provision of a 'gateway feature'.</p> <p>Additional traffic calming measures to be considered as part of future phases, subject to funding availability.</p> |



|  |  |
|--|--|
| There are parking issues along Bishop Road that are exacerbated when events are hosted at venues within the local area. This included people parking on double-yellows and near junctions.   | Request to be made to Civil Parking Enforcement Team for additional enforcement activity.<br><br>Feedback to be provided to Merseyside Police in relation to footway parking and obstruction.<br><br>Request for additional parking provision is outside the scope of the project. |
| It was asked if the existing overgrown hedge could be maintained along Bishop Road, particularly within the sections in which the railings are exposed. Residents raised a desire to maintain these gaps and provide planting. See opposite 38 Bishop Road for an example. | Areas to be cleared as part of the scheme to provide enhanced visibility, and to allow residents to maintain the planters.<br><br>Improved maintenance regimes thereafter will be explored.  |
| Concerns were raised about the potential for increased levels of littering on Bishop Road as part of this scheme.  | Litters bins to be provided as part of the scheme.   |

### Elderflower Road

| Main Themes  | Officer Comments  |
|--|---|
| It was noted that there are parking issues around Elderflower Road, which are exacerbated with school drop off and pick up times. This included people parking on double-yellows and near junctions. | Request to be made to Civil Parking Enforcement Team for additional enforcement activity.<br><br>Feedback to be provided to Merseyside Police in relation to footway parking and obstruction.<br><br>Officers to continue work with Rivington Primary School to promote active travel to the school. This includes the 'WOW' programme led by Living Streets. |
| Residents raised lack of proposals from the school specific consultation previously undertaken by Sustrans.  | Additional measures to be considered as part of future phases, subject to funding availability and further prioritisation.  |

### Cooper Street / Chapel Street – Pocket Park

| Main Themes                                | Officer Comments                   |
|--|------------------------------------|
| Many residents recognised the proposals as | Benches have been removed from the |

|  |  |
|--|--|
| <p>a 'lovely idea' but are concerned that the introduction of a 'Pocket Park' would increase the current anti-social behavior, which is already perceived to be prevalent within the area.</p> <p>Those who expressed this concern were mainly concerned with the introduction of benches and lighting that this would encourage anti-social behavior and dwelling. Most of those who had concerns over the 'pocket park' generally felt more comfortable if the benches were not included within the plans.</p> | <p>designs to deter anti-social behaviour and avoid areas where groups may congregate.</p> <p>Timer functionality will be installed on all street lighting columns as part of the scheme, with the current position being that the lights will be left on during hours of darkness. However, subject to review, if consistent antisocial behaviour arises these can be readily switched to timed operation.</p> <p>The Council's Community Safety Team have also been alerted to the existing concerns over antisocial behaviour, with a request for the consideration of assistive actions.</p> |
| <p>A few residents believed that the inclusion of CCTV cameras would help to deter the current antisocial behavior which would be needed if the scheme was approved.</p>   | <p>Request outside of project scope but the Council will continue to monitor the situation and where deemed appropriate consider provision of CCTV subject to funding availability.</p> <p>The Council's Community Safety Team have also been alerted to the existing concerns over antisocial behaviour, with a request for the consideration of assistive actions.</p>   |
| <p>Residents were in favor of the inclusion of bins as this would help to 'clean up' the area as it was reported to officers that drug paraphernalia and cans were prominent in the area.</p>  | <p>Litters bins to be provided as part of the scheme.</p>  |
| <p>Comment that cycle parking within the pocket park is welcomed as currently residents have to lock cycles to lighting columns when visiting local amenities.</p>   | <p>Cycle parking to be provided as part of the scheme.</p>   |
| <p>Some residents expressed worry about potential vehicle incursion into the amenity area as a result of the proposal and suggested that the number of bollards be increased. It was also stated that the proposed bollard's strength should be maximised.</p>   | <p>The number and layout of bollards have been reviewed to ensure that no gap would allow vehicle incursion.</p> <p>To ensure maximum strength, the central bollards at either end have been replaced with concrete cubes in the proposed arrangement.</p>   |

## Duke Street Controlled Crossing

| Main Themes  | Officer Comments  |
|--|---|
| <p>Those who attended were positive about the introduction of the puffin crossing on Duke Street as it was recognised that this area is currently difficult to cross.</p> <p>Residents did however suggest they would like to see more controlled crossings throughout the area, including North Road, Cowley Hill Lane, and Dentons Green Lane.</p> | <p>Additional controlled crossings to be considered as part of future phases, subject to funding availability and further prioritisation.</p> |

## Traffic Calming / Raised Tables

| Main Themes   | Officer Comments   |
|---|--|
| <p>Traffic calming was widely supported within the area of Cowley Hill, with residents asking for more measures to be implemented along Bishop Road, Cowley Hill Lane, and North Road.</p>  | <p>Additional traffic calming measures to be considered as part of future phases, subject to funding availability and further prioritisation.</p>  |
| <p>One resident did have concerns that the introduction of traffic calming features on Windle Street would displace traffic to Cooper Street and asked for further traffic calming measures.</p>  | <p>The Council are to undertake annual monitoring and evaluation surveys to measure impact on adjacent streets.</p> <p>Alongside this, at certain locations throughout the scheme, Vivacity sensors will be installed as part of monitoring and evaluation. These sensors collect traffic and pedestrian counts.</p> |
| <p>Concerns were raised about the gradient of the ramped approaches to the raised junctions and the possible risk of vehicle grounding for longer vehicles such as buses and fire appliances. The issue is compounded where the existing ground gradient is severe.</p> | <p>The gradient of the ramps have been reduced from 1:10 to 1:15 to provide a gentler slope where existing ground gradient is most severe.</p>   |

## Footway Accessibility Improvements

| Main Themes   | Officer Comments   |
|---|--|
| Footway accessibility improvements (dropped kerbs and tactile paving) were widely supported within the area of Cowley Hill, with residents asking for more measures to be implemented within the Cowley Hill area to enable those with mobility issues to travel independently. | Additional accessibility improvements to be considered as part of future phases, subject to funding availability and further prioritisation. |

## Funding

| Main Themes  | Officer Comments  |
|--|---|
| Requests were made for the funding to be spent on maintenance measures such as road resurfacing and grass cutting. | Capital funding has been secured from Active Travel England and is ringfenced for new infrastructure including new links, traffic calming and accessibility measures. Spend on such revenue measures is not permissible from this fund, but separate programmes and activities exist. |

## Ward Member Briefing Comments

A Ward Member Briefing was conducted prior to the engagement drop-in event, undertaken Wednesday 21 February via Microsoft Teams. Both Councillors from the wards of Windle and St Helens Town Centre were invited, with four Councillors present.

| Main Themes   | Officer Comments   |
|---|--|
| Query about previous consultation and engagement sessions undertaken by Sustrans and number of responses.   | Circa 200 people formally responded to the survey which was sent out to just over 2,500 addresses in the project area. This also does not include several informal engagement sessions undertaken through workshops with the community and schools.  |
| Concerns over Bishop Road Playing Fields proposed Active Travel Route, in relation to anti-social behaviour such as motorbike access and the Playing Fields Strategy. | The Council's Community Safety Team have also been alerted to the existing concerns over antisocial behaviour, with a request for the consideration of assistive actions.<br><br>A chicane barrier is to be provided at the Bishop Road entrance to prohibit vehicle access and deter motorcycles. |

|  |   |
|--|---|
|  | <p>St Helens Borough Council officers have reviewed the 2016 Playing Pitch Strategy, in which it mentions Bishop Road Playing Fields and recommends converting adult pitches to youth pitches to meet shortfalls and address overplay at other sites in the area. We can confirm that due to our path hugging the existing wall boundary that changes to pitches will not be impacted by the proposed path.</p> <p>Sports England have also provided a consultee comment on the planning application which states that 'the proposed development affects only land incapable of forming part of a playing pitch'.</p> |
|--|---|

## Pre-Engagement Comments

Prior to the drop-in engagement event to share the final designs for the By Ours Cowley Hill Liveable Neighbourhood Scheme, key stakeholders were emailed to both invite them to the engagement event and to formally note any comments. Comments from FC St Helens and Rivington Primary School were received.

### FC St Helens

| Main Themes  | Officer Comments   |
|--|--|
| Gate access that leads between FC St Helens and Bishop Road Playing Fields must be maintained as it is a vital link between junior teams and club facilities. Alongside this, the gate that leads on to the car park for visitors for the playing fields must be maintained. | We endeavour to retain the route to/from the car park and club facilities during the construction phase; however, there may be short periods where we will need to close this access during the construction to maintain safety for both site operatives and the public/users of the playing field. Any such situations will be clearly communicated to the club in advance. |
| Concerns over motorcycle access to the site, as it has been known for anti-social behaviour.   | Chicane barrier to be provided at the Bishop Road entrance to prohibit vehicle access and deter motorcycles.<br><br>The Council's Community Safety Team have also been alerted to the existing concerns over antisocial behaviour, with a request for the consideration of assistive actions.  |
| A request for more dog waste/general waste bins along the proposed pathway as there is a perceived growing problem of dog waste bags within the area.  | Noting this feedback, two waste bins will be included along the route, one located at Bishop Road, and the other just before the access to Elderflower Road. These bins will be suitable for both general litter and dog waste.  |

### Rivington Primary School

| Main Themes   | Officer Comments   |
|---|--|
| In support of the proposed active travel link through Bishop Road Playing Fields, from Bishop Road to Elderflower Road, as they believe that this proposal would help to elevate congestion around the school and help maintain positive relationships with neighbours and the local community. | Noted, thank you for your letter of support for this planning application. |

## Planning Portal Comments

As at 11 March 2023, when authoring the report, one objection comment has been received via the planning portal in relation to the construction of 3.5m wide footway and cycleway facility, from Elderflower Road to Bishop Road (P/2024/0070/FP3).

The main theme of this objection is in relation to the chicane barrier situated on Bishop Road, as access control measures such as chicane barriers, should not be used according to LTN 1/20 cycle Infrastructure Design. They have requested that bollards are fitted instead.

The above comment has been noted; however, the Road Safety Audit undertaken recommends retaining the proposed chicane barrier, and it is of note that this was the preferred approach supported by residents.

As of 11 March 2023, when drafting the report, 10 objection comments have been received from the planning portal in relation to the construction of a 'Pocket Park' facility at the land bound by Cooper Street, Chapel Street and Halefield Street (P/2024/0069/FP3).

The main theme of these objections is in relation to anti-social behavior that is perceived to be prevalent already in the area, and with the introduction of the 'Pocket Park' that this would increase the likelihood for people to sit and dwell in these areas, and therefore increase the current issues.

The above comments have been noted, with designs updated to remove bench seating throughout the Pocket Park area and the Council's Community Safety Team have also been alerted to the existing concerns over antisocial behaviour, with a request for the consideration of assistive actions.

## Conclusion

St Helens Borough Council Officers have considered the responses received during the engagement process and, where appropriate, have taken into account the comments and concerns of the residents and stakeholders and have updated the final designs suitably. The final design changes are summarised below:

### Bishop Road Playing Fields - New Shared Use Footway and Cycleway

| You said  | We Listened  |
|---|--|
| Concerns over anti-social behaviour, as they are being encouraged to 'dwell' through seating provision.                                   | Benches have been removed from the designs to deter anti-social behaviour and avoid areas where groups may congregate.   |
| Concerns over the proposed lighting of the path and how this may impact properties and encourage disruptive behaviour.                    | <p>Light spill hoods will be installed on columns near the residential properties on Elderflower Road to deflect lighting.</p> <p>Timer functionality will be installed on all street lighting columns as part of the scheme, with the current position being that the lights will be left on during hours of darkness. However, subject to review, if consistent antisocial behaviour arises these can be readily switched to timed operation.</p> <p>The Council's Community Safety Team have also been alerted to the existing concerns over antisocial behaviour, with a request for the consideration of assistive actions.</p> |
| Concerns over encouraging access to the Unison Sports & Social Club through their shuttered access.                                       | Additional boundary features are to be provided (a knee-high rail), where feasible, to deter access to adjacent property.  |
| Concerns that the pathway and cycleway may increase the volume of graffiti that is currently vandalising the Unison Sports & Social Club. | <p>The Council will work with occupier to provide graffiti removal as part of the project.</p> <p>The Council's Community Safety Team have also been alerted to the existing concerns over antisocial behaviour, with a request for the consideration of assistive actions.</p>  |



## Bishop Road

| You said  | We Listened  |
|---|--|
| Maintenance of the overgrown hedge along Bishop Road with sections in which railings are exposed to planters that they are cleared so residents can maintain. | Areas to be cleared as part of the scheme to provide enhanced visibility, and to allow residents to maintain the planters. |

## Cooper Street / Chapel Street – A ‘Pocket Park’

| You said  | We Listened   |
|---|---|
| Concerns over anti-social behaviour, as they are being encouraged to ‘dwell’ through seating provision.   | <p>Benches have been removed from the designs to deter anti-social behaviour and avoid areas where groups may congregate.</p> <p>The Council’s Community Safety Team have also been alerted to the existing concerns over antisocial behaviour, with a request for the consideration of assistive actions.</p>  |
| Concerns over the proposed lighting of the ‘Pocket Park’ and how this may encourage disruptive behaviour. | <p>Timer functionality will be installed on all street lighting columns as part of the scheme, with the current position being that the lights will be left on during hours of darkness. However, subject to review, if consistent antisocial behaviour arises these can be readily switched to timed operation.</p> <p>The Council’s Community Safety Team have also been alerted to the existing concerns over antisocial behaviour, with a request for the consideration of assistive actions.</p> |

The proposals respond directly to what the community said they would like to see in the streets and spaces in the area, as part of the By Ours Cowley Hill Liveable Neighbourhood initiative.

St Helens Borough Council is confident that the infrastructure improvements will improve active travel accessibility through the Cowley Hill area, supporting 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.

The amenity improvements will also act to provide environmental quality and community cohesion benefits to the area, providing quality spaces and features that encourage the local community to spend time in and positively engage with each other.

St Helens Borough Council wish to thank everyone who attended the drop-in engagement event and engaged in the prior consultations undertaken by Sustrans as those findings have also informed this report, and consequently informed the final designs for the By Ours Cowley Hill Liveable Neighbourhood scheme.

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

## Appendix 1: Dedicated By Ours Cowley Hill Liveable Neighbourhood Website

**BY OURS PROJECT**

**By Ours Cowley Hill Liveable Neighbourhood**

[By Ours Cowley Hill](#) is a joint community project in partnership with [Sustrans](#) and [Liverpool City Region Combined Authority \(LCRCA\)](#). The project aims to help residents, businesses and schools reimagine our local streets. Together we want to create a vibrant neighbourhood with cleaner air, where more people walk to shops and services, stop and chat to each other, and children can play out safely.

In May 2020, the LCRCA in partnership with Sustrans, secured funding with the Freshfield Foundation, a grant making trust, to develop a Liverpool City Region wide Liveable Neighbourhood programme. St Helens Borough Council was one of the first districts in the Liverpool City Region to trial this approach, securing £500,000 Active Travel Tranche 3 Funding to progress various initiatives within the Cowley Hill area, and £30,000 from the UK Shared Prosperity Fund for the 'Pocket Park'.

**Community Engagement and Consultation**

From 2022 into 2023 a series of consultation workshops were held, alongside a survey asking the community about current issues and what they would like to see in the streets and spaces in the area. People responded that they feel Cowley Hill is a good place to spend time in, both for socialising and for walking but highlighted better maintenance, traffic speed, traffic volume, more dropped kerbs, more seating, places to dwell and better street lighting as key areas of improvement.

The majority of people answering the survey supported all 19 of the design proposals suggested through community consultation workshops. Council officers have reviewed the feedback and prioritised the list of proposed infrastructure improvements requested by the local community against the allocated budget.

**You Said, We Listened**

The main design proposals the community asked for were:

- Controlled Crossings
- Footway Improvements
- Junction Improvements
- Green Space Improvements
- New Paths through the Park
- Traffic Calming Measures

The council has since reviewed these infrastructure improvements and appraised them against council policies, funding availability and deliverability within the prescribed funding timeframe. The [Consultation Feedback Report \(PDF, 11MB\)](#) details how we have come to our conclusions and the map below details the scheme proposals within the Cowley Hill area, which includes:

- A signalled puffin crossing on Duke Street, to the west of Hamer Street.
- Footway accessibility improvements across a West-East corridor from Bishop Road to North Road, with the inclusion of dropped kerbs.
- Junction improvements through the provision of raised junction tables incorporating uncontrolled at-level pedestrian crossing facilities. These also act as vertical traffic calming features. The 5 junctions are: Bishop Road/Wynne Road junction, Wynne Road/Cowley Hill Lane junction, Cowley Hill Lane/Windle Street junction, Windle Street/ Stanhope Street/ Morello Close junction, and Windle Street/ North Road/ Lord Street junction.
- A new green space 'Pocket Park' at Cooper Street / Chapel Street that includes a new footway link between Cooper Street and Halefield Street, incorporating new seating provision, tree planting, bin storage, improved lighting, and cycle storage.
- A new 3.5 metre wide active travel route through the park providing a shared use footway and cycleway across Bishop Road Playing Fields, between Bishop Road and Elderflower Road. This will link the community to local primary schools and green amenities, with the incorporation of new seating provision, tree planting, bin storage, improved lighting, and cycle storage.

**Next Steps - Engagement Drop In Event**

An engagement drop-in event is scheduled to share the final designs for the By Ours Cowley Hill Liveable Neighbourhood Scheme (as illustrated below), ahead of scheduled commencement of construction later in Spring. The event will be held in the Deafness Resource Centre, Dentons Green Road, on Thursday 7 March, with council officers available between 10.00am-1.00pm and 3.00pm-6.30pm to take any questions on the proposals.

**Final Design Key**

- Traffic Calming Measures
- Pocket Park, Green Space
- Signalled Crossing
- Proposed Shared Use Footpath
- Proposed walking route improvements
- Proposed cycling route improvements

[By Ours Cowley Hill Liveable Neighbourhood Poster \(PDF\) \(3MB\)](#)



## Appendix 4: Poster Locations:



- St Helens Town Hall Notice Board
- Council Office Buildings
- Councillor Pigeon boxes (in hope they will put up in Windle Notice Boards)
- Unison Sports and Social
- Bishop Road Police Club
- St Helens Football Club
- Rivington Primary School (with several left and asked to share widely)
- Palace Balti & Tandoori
- Custom Tattoos
- Deafness Resource Centre
- Bartons Limited
- Mill Street Medical Centre
- Lowe House Health Centre
- MNS Late Shop – Your Local Store (corner shop near the Pocket Park)

# Appendix 5: Stakeholder Social Media Posts:

**By Ours - Cowley Hill**  
29 February at 15:17

It's great to see the council looking at these plans.

The proposed changes were created through multiple consultations with local residents, businesses and schools. These are your designs, with input from our urban designers to realise them.

We're looking forward to seeing changes that make Cowley Hill a safer, more vibrant neighbourhood where more people walk to shops and services, stop and chat to each other and children can play out... See more

**St Helens Borough Council**  
26 February at 13:39

Cowley Hill residents and businesses are invited to attend a community event next week to hear more about the design proposals of a pioneering project that th... See more

5 likes, 3 comments

**Windle Labour Party**  
28 February at 10:58

**St Helens Borough Council**  
26 February at 13:39

Cowley Hill residents and businesses are invited to attend a community event next week to hear more about the design proposals of a pioneering project that th... See more

1 like, 0 comments

**St Helens Unlimited**  
27 February at 07:06

**St Helens Borough Council**  
26 February at 13:39

Cowley Hill residents and businesses are invited to attend a community event next week to hear more about the design proposals of a pioneering project that th... See more

1 like, 1 comment

**Deafness Resource Centre**  
28 February at 12:57

Exciting News for Cowley Hill Residents! 🌱

Join us at a community event next week to learn about the innovative 'By Ours' project shaping safer, healthier streets in our neighbourhood. Save the date for the drop-in event!... See more

**St Helens Borough Council**  
26 February at 13:39

Cowley Hill residents and businesses are invited to attend a community event next week to hear more about the design proposals of a pioneering project that th... See more

1 like, 0 comments



Ruth Axon du Plessis ▶ Positive posts about people & places in St Helens 😊

26 February at 18:20 · 🌐



St Helens Borough Council

26 February at 13:39 · 🌐

Cowley Hill residents and businesses are invited to attend a community event next week to hear more about the design proposals of a pioneering project that th... [See more](#)



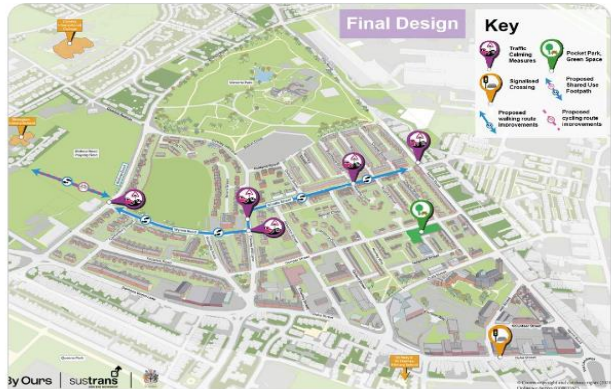
David Baines ▶ Windle Community Network

26 February at 14:43 · 🌐

COWLEY HILL PROJECTS - PUBLIC CONSULTATION EVENT ANNOUNCED

The council have just confirmed a public consultation event to be held next Thursday at [Deafness Resource Centre](#).

Please share with friends/neighbours in the areas affected and come along to the event if you can. If you can't, or if you have any questions, please get in touch with myself, Councillor Lynn Clarke and [Councillor Mancyia Uddin...](#) [See more](#)



St Helens Borough Council

26 February at 13:39 · 🌐

Cowley Hill residents and businesses are invited to attend a community event next week to hear more about the design proposals of a pioneering project that th... [See more](#)



David Baines

26 February at 14:43 · 🌐

Important information about several projects in the Cowley Hill area, including a public consultation event next Thursday at [Deafness Resource Centre](#) 📍

[Councillor Lynn Clarke](#)  
[Councillor Mancyia Uddin](#)  
[Windle Labour Party](#)



St Helens Borough Council

26 February at 13:39 · 🌐

Cowley Hill residents and businesses are invited to attend a community event next week to hear more about the design proposals of a pioneering project that th... [See more](#)



## Appendix 6: Planning Notices:



## Appendix 7: Drop-In Engagement Event

